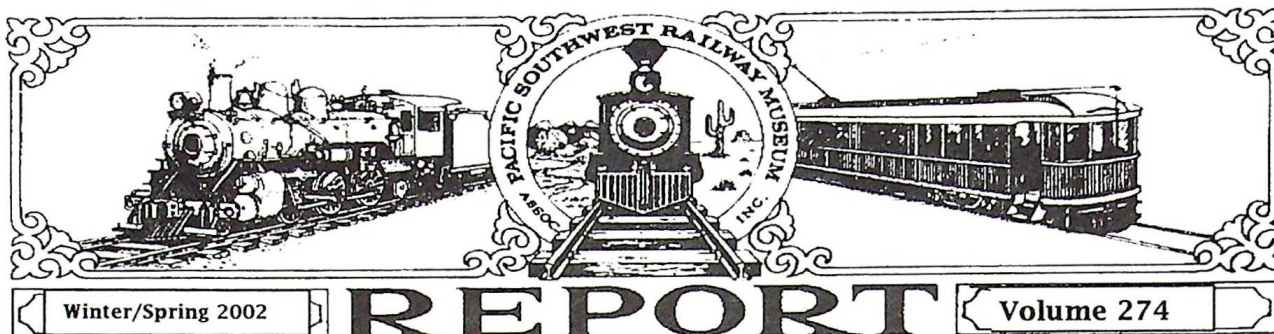




OFFICIAL PUBLICATION OF THE PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION
OPERATING THE SAN DIEGO RAILROAD MUSEUM AND THE SD&A RAILWAY

A Tale of Two Gift Shops

By Denise Winslett with Alan Alvarez

Downtown Gift Shop

For the past several years, a very small gift counter with a few items made up the **Museum's** gift shop inside the **Santa Fe Depot** business office. The Board of Directors endorsed the idea of an expanded gift shop along with a larger artifact and photo display area to draw the travelers coming through the **Santa Fe Depot** into our **Museum** and on to the Campo facility. People had always wandered into the office for information and schedules but more of a "Muse-um" and business setting was needed.

Transforming the Santa Fe office included the remodeling of our space, removal of several desks, tables, file cabinets, extra office equipment and a rather cumbersome counter, as well as extensive painting and cleaning. The walls and ceiling had been badly damaged when the roof leaked years ago, so a bit of might and muscle was needed to get the space back to an appealing state. Project volunteers included **Kymerli Petray, Jim Polloreno, Ed Kravitz, Steve Reichlin, Alan Alvarez,** and myself, plus other volunteers and friends that could be talked in to helping. Most of the work was done after business hours and often extended into the wee hours of the morning.

The night we took the old counter out, we jokingly stated that if an earthquake ever occurred, the counter would be the perfect place to climb into for cover - it was a huge piece, built with lots of

4x4's and one-inch plywood. After a couple hours of working on it, we were finally able to loosen the counter from the ground and topple it on its face. Not five minutes later, at 12:05 a.m., an earthquake hit in North County and rumbled through the office. I thought we'd knocked one of the overhead lampshades loose when we dropped the counter - **Alan** realized it was an earthquake and asked if we really wanted to climb into the cabinet. It would have been a good idea, except the cabinet was now face down on the floor. Timing is everything! A girl friend called to check in on us and asked what the heck we were doing down there that caused the earthquake!

Another night, we were doing some prep work and taking down a large homemade bulletin board mounted on the wall that had been home to a photo collection for several years. It was about three feet tall by eight feet wide. Multiple layers of paint and wallpaper showed it had been up for quite a while. Armed with hammers and crowbars, we went to work removing the bulletin board from the wall. After pulling several nails and prying up part of the frame, the board covering the center split and a Santa Fe logo popped in view. Something was hidden behind the boards! We quickly put down the crowbars and went back to pulling nails by hand. What we found hidden under the wood was an old photograph of a 1950s era fully dressed Santa Fe locomotive pulling a long string of (See **STORES** on page 6.)



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If you are interested in getting involved with your museum, contact the Department or Committee where you would like to contribute or share your talents.

PRESIDENT'S PERSPECTIVE

By Arn Hunsberger



Well, things are happening big time with our museum these days. An article in the *San Diego Union Tribune* on April 12, 2002 disclosed the news of a new housing development breaking ground adjacent to our museum property abutting our eastern boundary. The project calls for 222 homes to be built on the rolling property, and an arrangement has been worked out with the county planning department to allow smaller lots than are normally permitted in the back country. The lot size reduction was allowed in exchange for 25% of the homes being offered as "affordable housing." I am sure that provisions for green belts and tree planting were also considered.

Mr. Jay Houston, President of the construction company developing the project, has been working closely with myself and Dick Pennick to work out an easement agreement, or a donation, for a triangular shaped corner of their property in exchange for sewer and water easements that are needed for the development. This exchange would serve both of us well in that we could move our switch intersection point further east, allowing us an acceptable curvature on our rails as we enter the yard and car barn area. Sharp curves now in place have stressed much of our rolling stock.

We were privileged to see a ten-car tourist train depart Campo for Tecate on April 6th. It is very encouraging to see the tourist demand increasing

steadily on all of our rolling train activities. **Jim Buel** has been working diligently on our 4054 café car with **Gary Sweetwood** and **Ken Kahan**, who are reworking the brakes, running gear and electrical systems. As a matter of fact, the café car is ready to roll, however, the improvements are continuing on the little finish-up items. Some rusting areas on the exterior metal still need to be corrected which Gary is following up on.

I am sure you will be pleasantly surprised, as I was, when you see how really great the dining car looks with its crystal chandeliers and clean, shiny interior. The UP dining car can seat up to 46 people for dinner, and CGRy maintains the museum can use the car on special occasions. The museum could add CGR's 46 seat 8034 Bud dining car to the 1509 and the Peary to expand our dinner seating capacity from about 74 to 120 dining guests. That is the kind of progress we can be proud of.

Well, once in a while we do things right, and what could be more right than holding our museum annual dinner in the historic Santa Fe Depot. I feel we made real progress landing the main waiting room and being able to expand into the outdoor fountain patio. Those who chose not to attend missed a goodly crowd, and interested celebrities who enjoyed the splendor of the grand old building. I go to work there every day and I never tire of its stately beauty.

I will start saving items I believe to be of interest to our members for my regular column in the *Report*, so stay ready as our flow of more good news continues. Feel free to suggest items for future columns. □

SDRM BRAKEMAN NOW AMTRAK CONDUCTOR



SDRM has trained several individuals who have gone professional, but **Sue Ann Taggart** is a special story. Sue Ann was highly visible in Campo attending on the "Peary" and 1509 admirably. She often spent hours making sure those private cars were well cleaned and maintained.

She decided to start training as Brakeman because of her love of trains and their operation. After certification, she kept thinking about

applying to AMTRAK to work on trains full time. Her decision to actually "do it" took real courage because it was a major midlife career change and meant a move to Northern California.

Sue Ann completed her initial training and passed her Rules Test in November. She completed her 3 month probation period on March 4 and, after taking the Rules Test again, is now an Assistant Conductor. Sue Ann will serve in that capacity until June when she will be qualified as Conductor.

At last contact, Sue Ann sounded happy about what she is doing, and what she has accomplished. She lives 14 miles west of Davis. Congratulations, Sue Ann. □



RPO CAR ON FAST TRACK TO COMPLETION

By Ted Kornweibel,
Superintendent of Restoration

Restoration of Santa Fe RPO car 74 is proceeding at a dizzying rate. Progress in the past half year has been truly dramatic. Although restoration old-timers like **Frank Stites** and **Ted Kornweibel** would argue that each day's progress over the past ten years has been as significant as any other, it is nonetheless true that recent changes have made our postal car suddenly look like Cinderella ready for the ball, lacking only slippers and cosmetics.

Our volunteers are the most important part of the story, so they deserve top billing. Rapid progress is due above all to **Frank Stites**, who has been working on the car twice a week for the past year or so. I can't begin to list everything he has done; it would be easier to list the one or two projects that he hasn't had a hand in. Suffice it to say that **Frank** is this year's Restoration hero! But in another sense, everyone who has invested sweat (and occasional blood) in the car is also a hero. Let's start with metal magician **Harold Whelen**, who made scale drawings of the missing cast iron cook pot from the RPO car at Orange Empire Railroad Museum, and then cast an exact duplicate in his home forge. **Ross Robinson**, our Canadian snowbird, used considerable ingenuity in mounting the cook pot on the wall and connecting it to the steam line. At the same time his wife **GeeGee** was working on the letter-cases, or pigeonholes. **Ross** also installed a nifty emergency brake handle, which was furnished by **Dave Slater**.

The letter-cases proved to be a major undertaking. It took months to remove the most prominent scale and flaking paint on the more than 700 individual slots. It would have taken us a month of Sundays to paint them by hand, but we had the volunteer services of a true craftsman, **Mark Gerdes**, who gave an entire weekend to that task, and to painting the metal parts of the overhead sorting bins. **Ted Kornweibel** assisted both days. The major work on the overhead bins, however, involved removing the old shellac from each of them (50 total), and then applying new shellac. This also took weeks of repetitive and at times backbreaking labor, most of which was done by **Frank Stites** and **Ted Kornweibel**. They are now totally refinished, with the crowning touch being the handiwork of **Larry Rose**,

who beautifully re-stenciled the numbers on each of the bins' sliding doors. There's nothing like having a real artist do that kind of work.

Frank Stites also stripped and applied new shellac to the sorting tables and drawers, along with repairs to those drawers. **Ted Kornweibel** stripped and repainted the drawer hardware, which was then re-installed by **Bob Schussler**. Meanwhile, **James Kornweibel** helped his dad repaint two partitions, which go in the west end of the car.

Others have stepped in to offer labor when we really needed help, including **Dick Ruppert**, **Joe and Troy Shelley**, the **Diefenback** family, **Dick McIntyre** and his "boys" **Dick Cupp** and **Bob Haney**, and especially **Brian Hammond**, who just celebrated his 15th birthday in early April and was presented with a new pair of work gloves for the occasion. **Brian** is gung ho for trains, but even more important, he is a great worker who will do anything asked of him. For the past three months he has missed only a couple of Saturdays, and has been single-handedly responsible for stripping old paint, priming, and repainting all of the brackets that will support the sorting racks. **Harold Whelen** continues to manufacture mail sack hooks for those racks, while also repairing the racks themselves. Have I left out anyone else who has helped on the RPO car this last quarter? If so, I apologize and will set the record straight in the next *Report*.

How have we kept this project funded? Every week, **Ted Kornweibel** begs and pleads and puts on a shameless dog-and-pony show for walking tours, and the "take" has been like the loaves and fishes, always just enough to cover week-to-week expenditures for tools, paint, hardware, etc. And whenever **Col. Bill Niedrich** pays us a visit, he leaves a portrait of **Andrew Jackson** to keep us going. But the biggest thanks go to Life Member No. 1, **Herb Kehr**, retired RPO clerk, who not only bought the car for us, and then contributed \$3,000 to start restoration, but who is going to kick in more big bucks to get us over the top.

What's left to do? The only major tasks are sanding and painting the floor, installing brand-new diaphragms, and repairing the brake system (which **Ken Kahan** is going to do). Then it is simply a matter of re-installing all the interior appliances. We project a Fall roll-out and inaugural run, just in time to celebrate the car's 75th birthday.

How many of you have seen hand painted signs offering large earnings for (See **RPO** on page 7.)

CARRIZO or CARRISO?

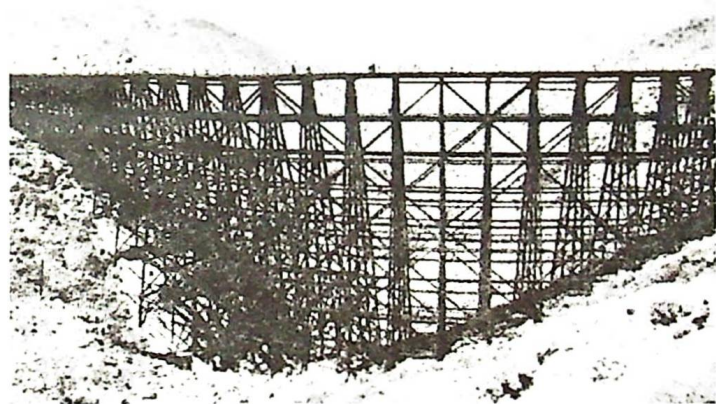
By **Bill Schneider**

From: Equipment Documentation,
San Diego Railroad Museum

Q. Why does the San Diego Railroad Museum use two different spellings of this name?

A. Because one is for a magnificent, awesome gorge; the other for a treasured, historic railroad car named for it, but spelled differently due to linguistic divergence.

The name was derived from a Native American word for a type of reed, or bunch grass, found in quantity in the gorge, from which a sweetener was made. Because of different pronunciations, when first written down by early local explorers, it was spelled with a "z" by Spanish-speaking "Californians" and an "s" by non-local English-speaking "Anglos."



It appeared as "Carizal" on a diseno (map) of **Agua Caliente** about 1840, and as "Carisal" on a map by U.S. Navy Lieutenant **Charles Wilkes** in 1841. Major **William Emory** referred to "Cariso Creek" in his published 1848 "Notes of A Military Reconnaissance." As a Lieutenant, **Emory** had been the Chief Topographical Engineer for **General Stephen Kearny's** 1846 long overland march during the Mexican war, and saved **Kearny's** life at the battle of San Pasqual, near Escondido.

Two surveys for the San Diego & Gila Southern Pacific & Atlantic Railroad (formed in

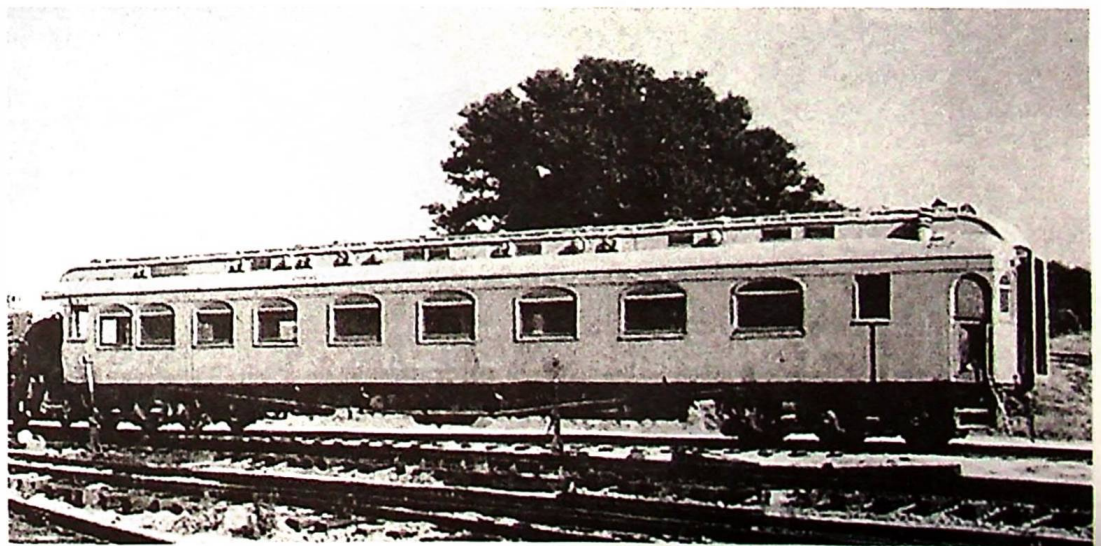
1854 but never built - the name was longer than its trackage!) used the Spanish spelling. Its 1855 linen survey map now in the SDRM Research Library showed a proposed route through "Head of **Carrizo**", and an 1872 map now in the **SD Historical Society Archives** identified it as "Carrizo Canyon."

When the **San Diego & Arizona Railway** was built from 1907 to 1919, it used the "Carriso" spelling, which seemed less "Mexican" and more "American" in that era, and may have been based on **Emory's** 1848 Reconnaissance. As the railway was the only route into the gorge (with its signpost), and the **SD&A** widely publicized it, "Carriso" was the usual form of spelling for several decades. Business car # 050 was named "Carriso Gorge" in 1922, the only **SD&A** car given a name.

In her 1937 collection of San Diego Place Names, **Lena Hunsicker** listed both "Carrizo Creek" and "Carrizo Gorge", and added "...also spelled **Cariso**" (sic).

After passenger service through the gorge ended in 1951 and the Spanish-style spelling of place names became preferred in following decades, "Carrizo" gradually replaced "Carriso" as the official spelling on maps, guides, and signs. The **Carrizo Gorge Railway** also employs this spelling.

The SDRM uses the correct "Carrizo" spelling for places. But as # 050's name was originally spelled "Carriso Gorge" when placed in service for use by San Diego's "Great Builder" **John D. Spreckels**, the museum will preserve that "other" version on the prized car, as it's a historic artifact. □



STORES (From page 1)

Chief boxcars through Cajon Pass. A companion photo was already on display in the office – but this one is far larger! A little treasure hidden in our office - the things you find in the middle of the night!

To round out the gift shop fixtures, we acquired several counters and shelving units from a closing antique shop. Every day we'd open the doors for walk in visitors, every night we'd attack another area to get the office in shape. With new stock arriving almost daily, our "new" gift shop has been an ever-changing environment for the past several months. More usable space now exists and staff and committee meetings are again held at the office. We recently added "Gently Used Books and Magazines" from the Library to our items available for sale. Currently the shop is open Monday through Friday 9 a.m. to 5 p.m. and we have plans to add weekends in the near future. After months of work, an entirely different "first impression" for the Museum now is presented to our visitors.

Campo Gift Shop

In the midst of the downtown remodel project, the Campo Gift Shop became available to us. In recent years, the Gift Shop at **Campo Depot** had been under contract and run by commercial vendor. In January 2002, the vendor returned operation of the Gift Shop to the **San Diego Railroad Museum**. On Saturday, January 5, a group of volunteers made up of **Jim Polloreno**, **Ed Kravitz**, **Kasandra Goulding**, and myself quickly moved the old stock around, cleaned the floors and fixtures, installed the video surveillance and phone systems, and tagged and restocked the shelves and cabinets with items from the downtown gift shop. Two hours later, we made our first sale! That first weekend we sold over \$300 worth of merchandise and snacks! As was done in the past, we moved the



ticket counter into the gift shop so that one person could do both jobs, if needed. We have two employees on site most weekends. They share the duties of opening the shop, stocking shelves, selling tickets and merchandise, answering questions from visitors, monitoring the radio, answering the phone. In addition, one person joins both Miller Creek trains to sell snacks and beverages to our guests.

Our biggest surprise was the little mouse that found its way into an open box of chocolate bars in the storage room. The little critter nibbled on dozens of candy bars! After another round of cleaning up the mess, we quickly added "lockable" storage containers for our stock room. We never found the guilty party, but it's a good bet that the critter couldn't stop moving until he reached Arizona!

Progress

From January to May 1, both gift shops, together, have generated over \$15,000 in sales. After the expense of the remodels, inventory, payroll and other costs directly associated with the shops, we're now operating at a small profit! The **Gift Shop Committee**, which includes Directors **Jim Friedlan**, **Dianne Roberson**, and **Steve Bovee**, monitors the progress and gives guidance. We keep adding to the variety of stock. Recent additions include: a small quantity of the new out of print and much in demand book, ***San Diego & Arizona; Impossible Railroad***, railroad depot birdhouses, conductor's watches, and railroad logo signs. Top selling items included Museum-logo T-shirts, junior engineer kits for children, videos, pins, train whistles, mugs, toy train sets and books on a variety of railroad topics. Still on our list of things to add - Museum-logo baseball hats, limited edition prints and lithographs, historical mounted photos, and more books and videos.

Still To Come

We're currently working on an on-line store for our website, www.sdrm.org. This will allow us to sell to visitors in other areas as well. Keep checking on our web site for more information.

Stop in at one of our gift shops - and remember to bring your wallet - we're sure you'll find something of interest to take home! Plus you'll be supporting the Museum as well.

PS: We still have a bit of work to do at both Gift Shops - new paint and replacing a few windows at Campo, new carpet and storage shelves downtown. If you have some free time, we could use your handy-person skills!

Tour on the Iron Road of Las Californias

By Maria Castillo-Curry
Vice President Museum Services

On October 13th 2001, a unique group of 44 people interested in the economic development, environment, heritage preservation and culture of the U.S./ México border region, joined on a trip survey for the old Tijuana and Tecate short line. The tour was planned by organizations and institutions from both sides of the México-U.S. border, who were interested in developing a heritage railroad corridor dubbed the "Iron Road of las Californias" aimed to promote the identification, evaluation and preservation of the historic railroad route weaving along and across the border. The San Diego and Arizona (SD&A), Tijuana and Tecate (T&T) and Inter-California railroads form a linear route with the potential to promote economic development through cultural tourism and preservation of cultural and natural resources.

The San Diego Railroad Museum, Save Our Heritage Organization, the Border Californias Museum Association, the Cuerpos de Conservacion Mexicanos and El Colegio de la Frontera Norte, with the support of Mountain Empire Historical Society, Carrizo Gorge Railways, the Tecate Brewery, Ferrocarriles Peninsulares, Admicarga, the Lazaro Cardenas High School, and the flour factory Harinera del Rosal in Tijuana, supported this fascinating tour that brought back many memories to some of the invitees and a lot of discoveries to the rest of the group.

Representatives of governmental and educational institutions, grassroots organizations and muse-

ums from California, San Diego, Tijuana and Tecate, discussed various issues that could be linked to the concept of the heritage corridor on natural conservation, cultural tourism, sustainable development, historical and social research and historic preservation. Some of the organizations and institutions represented were the the Comité de Participación y Defensa Ciudadana in Tecate, a grass-roots organization lobbying for the restoration of the Tecate depot, the University of Baja California, the Fundación de los Ferrocarriles de Baja California, the Institute of Culture of Baja California, the Tijuana Municipal Institute of Planning, San Diego State University, Sierra Club, State of California Border Affairs Office, ARGO company, US Congressman Bob Filner, San Diego Natural History Museum, and Global Domains Inc.

The train stopped at Agua Caliente, where we were welcomed by an honor guard of high school students and treated to a guided tour of the bungalows and remains of the Casino and Minaret by professor Mario Ortiz Villacorta. The next stop was the historic flour mill Harinera del Rosal where we were welcomed and received onboard pastry refreshments. The train stopped at Garcia station, the Abelardo Rodriguez Dam, the newly reopened tunnel # 2 and at Tecate depot, where an inspection and discussion on current preservation efforts took place with the participation of representatives of the Tecate community and the train group. After a visit to the city we then bade our train crew and our able Carrizo Gorge Railway emissaries Mike Reading and John Zentmyer, goodbye with thanks as our train combined with the regular Tecate tourist excursion train to return to Campo for those originating their trip there and to Tijuana and San Diego by bus for the rest of the group. □

RPO (From page 4.) "work at home"? This usually means addressing envelopes. I've got an even better idea for you.

I need persons to hand address about 700 envelopes, one for each letter-case pigeon hole, each addressed to that particular town or city. Other than using the precise town, you are free to totally make up name and address (remember Main and Maple streets?) as well as the return address. I have vintage 3-cent commemorative stamps from the 1930s for the envelopes. Won't this look neat? Give me a call (619) 461-0098, or e-mail kornweibel@sweet-haven.com if you are willing to do a batch. Thanks for your help.

Also, please save all unopened, or opened and re-sealable, envelopes, legal size or smaller, for filling the letter-case pigeonholes. We need thousands of such pieces of mail. Many of you get frequent credit card solicitations; each one has a postage-paid return envelope, which can also be used. Please fill each envelope (if not already filled) with scrap paper and then seal it. When you have a goodly number of envelopes, bring them to the RPO car on Saturdays, and you can have the thrill of "sorting" them yourself. You will be surprised how quickly your stack of mail grows; I'm averaging 15 pieces a week, including resealing envelopes that I've opened.

**VOLUNTEER CONTRIBUTION
RECOGNIZED AT THE 2002
ANNUAL DINNER**
By Sandy Schussler



The 2002 Annual Dinner was held at the historic



Santa Fe Train Depot in downtown San Diego on May 15. It was well attended, and many familiar and new faces enjoyed a delicious barbecue buffet. Tables adorned the historic Depot lobby, festooned with balloons gently attached to locomotive banks. The crowd was addressed by museum President, **Arn Hunsberger**, before the awards portion of the evening showed all in attendance how dedicated some of our volunteers can be.

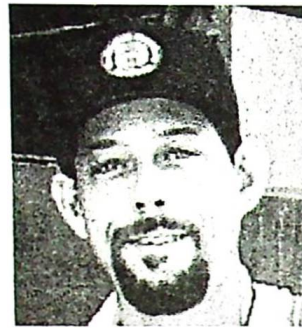
It was gratifying to see that there are so many of our members who are still working diligently to support the museum, in spite of some divisive activity waged over the last few years. Obviously, there are people working out there from both sides who believe the museum is a worthwhile cause.



Jack O'Lexey

Among the honorees recognized by Volunteer Coordinator **Jack O'Lexey** were several individuals who worked a hundred or more hours over the last year. The

award for the most volunteer hours went to **Jim Polloreno**, Director of the Campo Complex.



Jim Polloreno



Al Keevil

When **Ted Kornweibel** (Restoration) presented the remaining awards, **Jim Polloreno** received a **Project Award** for the temporary exhibit trailer behind the Boxcar Theater. Other **Project Awards** went to **Al Keevil** for the **School Train** and **Civil Engineering** projects, and **Carolyn Scofield** for **Membership**.



Kornweibel

As many of you know, we have had several teens involved in Campo activities for a long time, and this year's recipients for **Outstanding Youth Awards** went to **Tommy Batts** and **Randy Kostelak**.



Tommy Batts



Roger Challberg

The **Ann McVeagh Award**, was established this year for an individual who habitually steps into the breach. **Roger Challberg** is the first recipient of this special award.

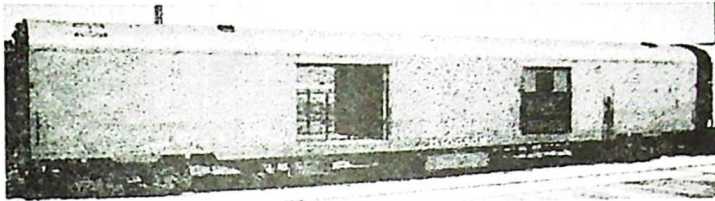
JACK EBEE PASSES

From Dave Slater

On April 16, 2002, a Tuesday night, our friend, and Life member **Jack Ebey** died in his sleep. He was an ardent LaMesa Depot Staffer who always had a warm smile, and a friendly greeting, as he gave an interesting tour of the La Mesa facilities. **Jack Ebey** was 82, and in good health. I spent Easter morning with him at a family gathering. He was a great friend, and will be sorely missed by all who knew him. (His obituary was in the April 19th edition of the San Diego Union-Tribune. Graveside services were held on Sunday, April 21st. □

Preservation Awards were presented to **SOHO** for the recognition of the "Historic" status of the **Coronado Line**, and **Maria Costillo-Curry** for her efforts for Mexican rail preservation.

Bill Niedrich will now be permanently recognized with a plaque to be mounted in his gift to the museum, **SD&A Baggage Car 6700**.



Denise Winslett's willingness to volunteer many hours way beyond her Office Manager duties was recognized with the **Executive Director's Award**. **Herb Kehr** was the recipient of the **Railfan of the Year Award** because of his generosity to the **RPO Car** effort, managing to throw in some rescue funds here and there to keep the project going. Now we are all envisioning the completion of the project after years of effort freely given by numerous individuals.

Deservedly, **Silver Spike Awards** honored the work of **Bob Haney** for restoration and mechanical, **Frank Stites** for restoration, and **Steve Kostelak** for Maintenance of Way. Many of us never see some of the work these people do unless we spend a lot of time at Campo.



Bob Haney



Steve Kostelak

For contributions in research, library, and operations, our "Historian" of some note, **Bruce Semelsberger** earned the **Railfan of the Decade**. If you have never been on a train when Bruce regaled the passengers about the history of the railroad, and Campo area, or listened to his "hobo" presentations, you have really missed an experience.



Bruce Semelsberger

Golden Spike Awards were captured by **Mike Reneau** and **Chop Kerr**. Mike has been a tremendous asset to our Operations and Mechanical Departments for years. **Chop** has tirelessly served on the Board of Trustees, supported the library and its relocation effort, and actively worked in Operations at Campo.



Mike Reneau

We can all agree that this year's award winners have given a great deal to **SDRM** and merit much more than we could ever give.

Several attendees won door prizes including some train trips, and Gift Shop merchandise or gift certificates. A wonderful time was had by all.

We are sorry that pictures of all of the awardees were not available at press time, but if you run into any of these generous and unique winners, be sure to thank them, in person, for all they are doing to support the museum. □

DEATH CLAIMED PAUL T. BORTELL IN MARCH

We have learned that long time and once very active Life Member **Paul Bortell** has passed on to that great railroad in the sky. Many members knew and remember him, and others may just recognize his name because our lunch room/lounge is named for him. Paul would carpool out with the late **Jim Hamill**. They had a wonderful sense of humor, very witty and hard working as well. Paul kept the place fun to go to. Paul Bortell was a railfan from the east coast, who was active in building our museum in Campo in the 1980's. He decided one day to take on the duty of preparing lunch for the 40+ volunteers at Campo. Breaking bread with fellow members cemented a valued togetherness. Both of these quality past members have been and will be missed. □

JUNE 2002

CALENDAR



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
2 Miller Creek Trains @ 11 am & 2:30 pm Coronado Branch Excursion	3	4 Montgolfer brothers launch 1st hot-air balloon.	5	6 6 pm La Mesa Depot open	7 John D. Spreckles dies in 1926.	8 Miller Creek Trains @ 11 am & 2:30 pm Dinner Train
9 Miller Creek Trains @ 11 am & 2:30 pm	10 Dan Fouts born in 1951	11	12 1st baseball game played in America in 1839.	13 6 pm La Mesa Depot open	14 NC&O Ry started runs in 1887—SD to National City	15 Miller Creek Trains @ 11 am & 2:30 pm Tecate Excursion
16 Miller Creek Trains @ 11 am & 2:30 pm Brunch Train	17	18 School Days Train	19 Emperor Maximilian slain in Mex. In 1867	20 6 pm La Mesa Depot open	21	22 Miller Creek Trains @ 11 am & 2:30 pm
23 Miller Creek Trains @ 11 am & 2:30 pm	24	25	26	27 6 pm La Mesa Depot open	28 Congress authorized Louisiana Purchase in 1902	29 Miller Creek Trains @ 11 am & 2:30 pm Tecate Excursion
30 Miller Creek Trains @ 11 am & 2:30 pm	JULY 1, 2002	2 1st US elevated railroad service in NYC in 1867	3	4 Independence Day 6 pm La Mesa Depot open	5	6 Miller Creek Trains @ 11 am & 2:30 pm Tecate Excursion
7 Miller Creek Trains @ 11 am & 2:30 pm Coronado Branch Excursion	8	9	10	11 6 pm La Mesa Depot open	12	13 Miller Creek Trains @ 11 am & 2:30 pm
14 Miller Creek Trains @ 11 am & 2:30 pm	15	16 Mission San Diego de Acala founded in 1769. School Days Train	17 Luman Gaskill born in 1843	18 6 pm La Mesa Depot open	19 Panama-CA Exposition groundbreaking in 1911	20 Miller Creek Trains @ 11 am & 2:30 pm Tecate Excursion
21 Miller Creek Trains @ 11 am & 2:30 pm	22	23	24	25	26 1st public trolley from Barrio Logan Station, 1981.	27 Miller Creek Trains @ 11 am & 2:30 pm

(FOR MORE INFORMATION ON ANY ACTIVITY CONTACT SDRM BUSINESS OFFICE.)

Carrizo Corner

Submitted by **Charlie Coval**, SDRM Alliance
Committee Chair

The Alliance

In 1999 the museum had mounting debt, and a collapsed tunnel, which prevented excursion trains from running to Tecate. For a short period, trains ran to tunnel number three and buses were used to take excursion passengers the final leg into Tecate. Ridership dropped. Losses on the museum books added into the tens of thousands every month after that.

An Alliance was formed with San Diego Imperial Valley Railroad (SDIV), the San Diego Railroad Museum, and an upstart company named the Carriso Gorge Railway (CGRy) for the mutual benefit of each entity. SDIV wanted the railroad to remain open in Mexico even though they did not haul freight over the Tecate to Division portion where tunnel number three once was. The museum needed the route open in order to run excursions and have an income to pay down mounting debt. CGRy had the ability to obtain equipment and the workforce to clear the tunnel remains. In addition CGRy employees were also museum members. All shared in the removal of

the tunnel and the rebuilding of the tracks. The City of Tecate shared in the moving of dirt to form a larger City Park. Donations were made by San Diego equipment rental companies and many others. The opening of the railroad at tunnel three was a shared effort by the alliance, respecting both the MTDB operating agreement and the Mexican Government.

In 1999 the Federal Mexican Government turned over the operation of the railroad to the State of Baja California. SDIV operated on the line with a month to month agreement. Then, to compound the picture the State of Baja requested bids for the operating rights in Mexico. Tunnel 2 had a fire in it. After all the smoke and dust had settled, CGRy was awarded the operating rights for both passenger and freight service in Mexico. Which, in the sound of a train whistle, brings us to today.

Our Alliance is still together and working on how to solve challenges over the Impossible Railroad. Future articles will provide information on all aspects of the Alliance and will answer questions the membership may have. Should you have questions about the Alliance, please send them to the SDRM Office, attention Alliance Committee. Answers to the questions will be included in future issues. □

TRUSTEE ARTICLE

By **Jim Friedlan**, Trustee: Gift
Shop/ Food Service Committee
Chair



Once upon a time not too many years ago, our museum had a wonderful little gift shop. It was located at Campo, and operated by **George and Nancy Boggs**. Prior to the **Boggs**, many of our valued volunteers did a fine job with our little shop as well. However, it is my opinion that the Campo gift shop never looked better or made us more money than when it was under George and Nancy's watch and care. After the **Boggs** left, things went down hill fast!

Well, I'm proud to say that things in our gift shop department are certainly looking up once again. Next time you're at Campo, make sure you visit our new gift shop. I'm thinking you'll agree, we are on the right track.

Next time you find yourself downtown, swing by our office/ gift shop in the historic Santa Fe Depot. Be prepared to part with some of your money. There are a lot of great train related gift items for sale.

Both gift shops are a major source of income and pride to our museum. I want to express sincere thanks and gratitude to all the hard working folks within our ranks who have brought our gift shops back to life. It hasn't been easy and it's an on going task. **Denise Winslett**, our office manager, gets the bulk of the credit. Also, trustees **Alan Alvarez**, and **Bill Valverde**. Thanks also to **Jim Polloreno**, **Ed Kravitz**, **Kym Petray** and **Steve Reichlin**. They have volunteered their time and skills to make our gift shops the success they are.

Trustees **Dianne Roberson**, **Steve Bovee** and myself make up the gift shop committee. The committee depends a lot on **Denise Winslett** and **Alan Alvarez** to keep things moving in a **positive** way. We are making progress! □

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Volunteers are needed to help with public events and promotions. Contact the Business Office or Volunteer Coordinator Jack O'Lexey to volunteer.

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**TRAINMAN COURSE
SCHEDULED IN
SEPTEMBER**

By Bob Schussler

The museum will again present the training course "Working on the Railroad - as a Trainman on the San Diego and Arizona (SD&A) Railway." This course provides the information and methodology to become a volunteer Trainman on the SD&A, and is also pre-requisite to becoming a brakeman or conductor. It includes a brief history of the SD&A and the Campo area, and explains the duties of the train crew. Emphasis is placed on the specific tasks of the Trainman. Instructors are **Bob Schussler** and **Bruce Semelsberger**.

We will present the training in two classroom sessions of three hours each, followed by about seven hours performing the actual duties of a



Trainman. Classroom training will be held on successive Monday evenings (September 16 and 23) at Cuyamaca College in Rancho San Diego. The practical training will take place on the following Saturday (September 28) at the museum in Campo.

This training is applicable to any museum member desiring to work as a crew member and is open to the public at large. Although the Fall catalog has not yet been published, registration information is available at Cuyamaca College. Call (619) 660-4350.

This training is given twice each year and is our primary source for recruiting volunteers. Your support is needed, and it's not too early to begin. Talk to your friends and neighbors, and discuss the training at your school or church. If you're not already a volunteer, sign up and see how much fun you've been missing. Let's fill those classroom seats with potential museum volunteers. For additional information, contact Bob Schussler at schusslerb@sweet-haven.com. □