



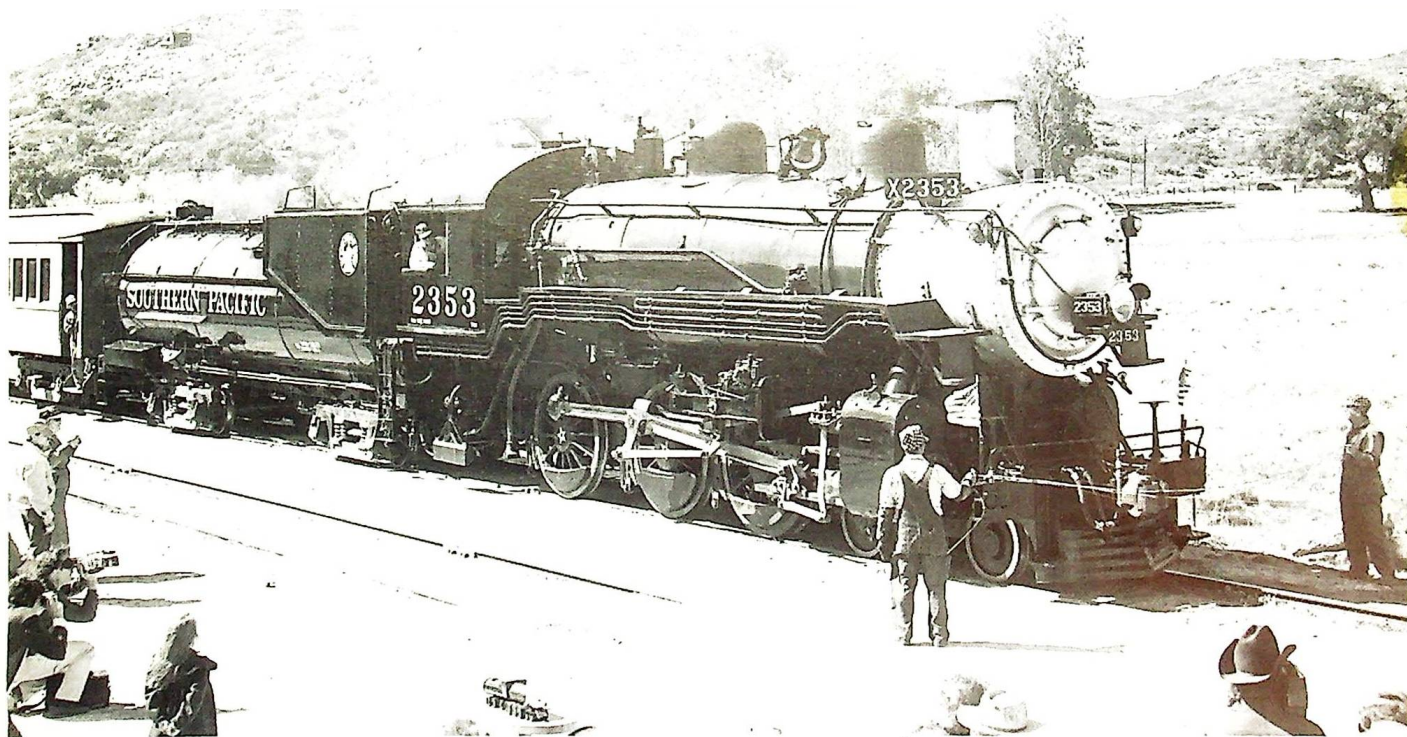
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REPORT

Volume 255

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

"Grand Old Lady" Is Alive Again!



Beautifully restored former Southern Pacific Railroad 4-6-0 No. 2353 steams past the Campo Depot to break a ceremonial ribbon during the 1912 engine's official "Rolling Out" festivities on March 2, 1996. Successful completion of this project is a testament to the dedication, skill and personal contributions by the Museum's Steam Team and many other members and friends, as well as the 45th District Agricultural Association of Imperial, CA, which made the original donation of the locomotive to the Museum in 1985. Steam Team member Fred Perry (left) and Cliff Pennick hold the ribbon as engineer Larry Williams pilots the 2353. Hundreds were on hand to witness the rebirth of the 1912 Baldwin at Campo. The "impossible" was done!

Photograph by R. E. Pennick

From The Desk Of The Executive Director

You could feel the excitement among the volunteers at the Museum that Saturday. Who among us did not feel a tingle all the way down the spine when we heard the first steam whistle from SP #2353 and watched her move under the competent hand of Larry Williams at the throttle, even if the hand appeared to tremble a little! And who among us did not have a lump in the throat when we saw her christened. Even guys who appear to have tough hides like Richard Dick and the same Mr. Williams were not able to avoid a tear or two.

But, believe me, they were tears of joy at seeing years of work blossom into the sights of a beautifully restored engine coming alive and moving under steam. The pride in the faces of the Steam Team and their families was visible...and completely justified. Senator Jim Mills spoke for all of us on the occasion when he noted that he could not think of a place he would rather be on that day. We now look forward to the first run and to many years of service with SP #2353. Yet, I do not believe she will ever seem routine to any of us, no matter how often she runs.

These are exciting times for the Museum in many ways, even if nothing can quite compare with SP #2353. Positive things are happening on many fronts. Our news coverage the past few weeks has been extensive. The Sunday front pages of the Union-Tribune and Daily Californian, television news and features on Channels 7, 9 and 10, and numerous local newspapers and other media. The man behind all that is David Johnson, who volunteered several months ago to be our Director of Media Relations and has already been responsible for major and very positive coverage.

Another person achieving significant results is Eric Lund, who is our new Director of Sales and Marketing. He can't possibly know everyone in San Diego, but it certainly seems that way and all those contacts are bringing us an increase in our ridership which I feel has only just begun.

Fund development is another success story. Rita Cloud has now put together a fund development committee of nine, assisted by Andree Morin, a fund development consultant. The results have already been very gratifying. Our membership fund raising appeal produced a wonderful response from the membership. As well, several corporate sponsors have stepped forward and no doubt others will follow.

A "not-new" face is Bill Schneider. What he has done in putting together the annual awards dinner (which had become a not-so-annual event) and in quietly but effectively supporting all of us with his extensive knowledge and resources regarding the

Project Director Larry Williams led the Steam Team restoration of SP #2353. He is seen below in the engineer's seat on March 2, 1996. Joined in spirit by the late Gaylen Dyreng (right), who was the first member to take that seat when #2353 arrived at the Museum August 11, 1986.



Museum and rail history and culture needs to be mentioned as one of the major reasons why the Museum is having multiple success stories.

David Poirier, who has now been in office about four months, has also been effective in stabilizing the financial data and systems of the Museum and in organizing the administrative areas of the Museum.

There are a large number of people who, together, make the Museum's life happen. Most are unsung; both railroads and Museums work best when a number of people work as a team, or series of teams, to make it happen. I would not know where to begin in listing all the indispensable people of this Museum. But I wanted to mention the people noted above, partly because they are mostly new faces and I wanted to introduce them, but also because they have made a lot happen in a short period of time and should be acknowledged.

In the last REPORT, I had to write that we were at a crucial crossroads as an organization. Clearly, many have picked up the challenge and we are already seeing great results.

Win Mott

THE STEAM TEAM

These are the men and women of the San Diego Railroad Museum Steam Team.
Their long, difficult, demanding work restoring SP # 2353 has come to a successful conclusion.

To them belongs the honor and the glory! To Each And Every One, Thank You !

Bill Adams	Allen Andrews	Greg Aslin	Jim Baker	James Balnis
Fred Barker	Gaylord N. Bedell	Don Bellis	Al Brill	Gordon Buck
Fred Carnathan	Rich Childs	Richard Dick	Mark Duerst	Richard Hobson
Denby Jones	Ken Kahan	Duane Leal	Ray Lethbridge	Rosie Murray
Tony Neece	Dick Nelson	Bob Nickles	Jack O'Lexey	Slim Ostrander
Larry Owen	Bill Palmer	Cliff Pennick	Dick Pennick	Fred Perry
Mike Reading	Kathy Rice	Geoffrey Shepherd	Wayne Tucker	Wayne Van Mourik
Karla Von Huben	Tom Walker	Chris Ward	Larry Williams	

With them in spirit are Gaylen Dyreng and Diane Ignatiuk Gone, but not forgotten!

Many others did work at various times. They and those providing funding and other support are owed a great debt of gratitude.



The San Diego Railroad Museum Steam Team stands behind Larry Williams on a day of great elation and emotion, after doing what many said couldn't be done! Years of backbreaking, frustrating and hard work were crowned with a huge ovation that wouldn't stop for this group of dedicated "crazy" people!

Photograph by B. Schneider



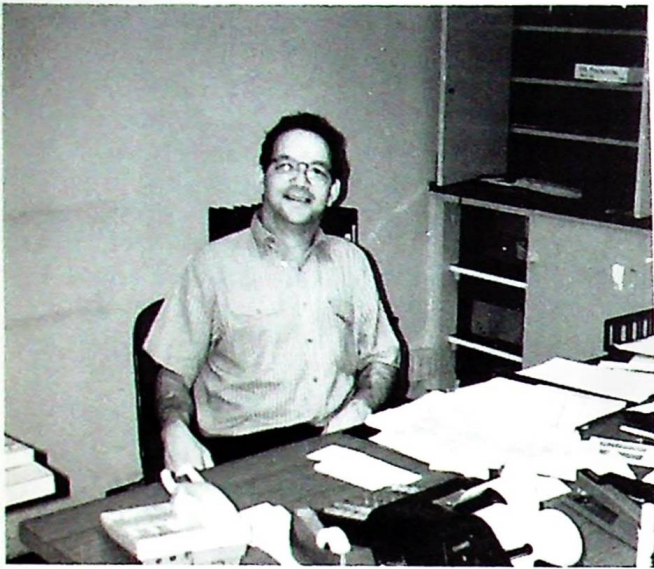
Poignant remembrances of Steam Team member Diane Ignatiuk are tucked away in several places on SP #2353. This one is painted on the frame and shows a pink flamingo.

Photograph by B. Schneider



New Museum Appointments

In recent months, some new faces have been seen around the Museum, taking on important roles.



David Poirier pauses from his work at the Santa Fe Depot.

Photo by B. Schneider

David Poirier is our Office Manager/Financial Officer. He was employed at Rohr Industries for many years in mechanical engineering, and has experience in other fields as well. He's originally from New Zealand, home of the Silver Fern, Kingston Flyer, and other trains. He and his family live in Descanso, and along with Executive Director Win Mott of Crest and Eric Lund of El Cajon give the office its "East County Connection"!

Patricia Blackmore is our new Coordinator in the Museum office. Pat lives in San Diego. She was previously with the San Diego Harbor Excursion Lines.

Eric Lund, the Museum's volunteer Sales and Marketing Director, owns his own marketing company. He's worked on special events in downtown San Diego, made videos, owned a travel agency, and is on the Board of Directors of several associations. He's also been certified by the Coast Guard as a Captain.

David Johnson is the Museum's new volunteer Director of Media Relations. A retired San Diego Police Captain, he's a Campo volunteer in the Operations Department, and was a Trustee candidate last year.

Larry Owen, a Jamul resident, is our volunteer Film Industry Consultant. He's working on a booklet for distribution to film producers, to publicize our assets and availability for film making. He's also a Steam Team volunteer, and did a great job lettering SP # 2353.



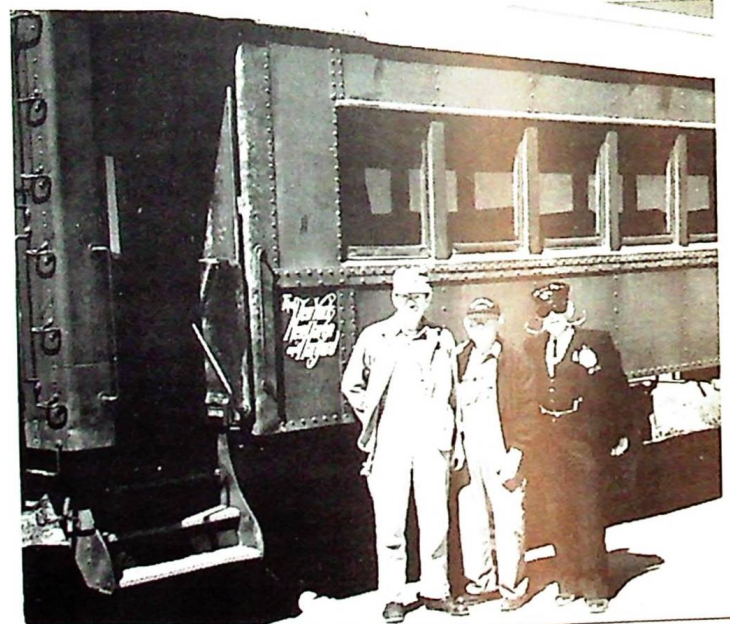
Consultant Andree Morin and Director of Sales and Marketing Eric Lund engage in some serious fund-raising discussion at the Museum Office.

Photograph by B. Schneider

Andree Morin is a Consultant on Fund Development, a field in which she's worked professionally for a number of years. She's working closely with Rita Cloud's Fund Development Committee to locate new sources of income.

Jim Newland is a Grants Consultant. An SDRM member, he's Curator of the Old Stone Store Museum in Campo, has been a consultant on historical buildings, and an archaeological consultant for the US Forest Service. Grants are difficult to obtain, and grant-writing requires specialized skills.

Bill Schneider



Dave Slater, Maury Fennell, and Roger Challberg are seen next to a Museum coach lettered "New York, New Haven & Hartford" for a movie shoot at Campo February 28-29

Photograph by B. Schneider

From The Director Of Campo Museum Operations

On February 10, 1996, Larry Williams placed his hand on the throttle and pulled gently. Amidst curtains of steam emanating from the open cylinder blocks, you could see the 63 inch drivers. Ever so slowly, for the first time in over 30 years, steam locomotive 2353 rolled ahead under her own power. She inched around the curve in track five audibly complaining at the tight radius, crossed the three way and pulled out onto the east lead for her trials. As Larry put a little load on her and opened the throttle, over the sound of the cross compound air pump and the steady whine of her dynamo you could hear the bark of the exhaust coming from her stack and there were more than a few damp eyes that could not be attributed to the clouds of steam. She backed down track 14 and picked up a couple of coaches for a load and started running back and forth working in her bearings and brass. She did this most of the day, and then, for the last run of the day, she took the main, backed down to the Depot and proceeded east. I was watching and taping from the pedestrian bridge. Seeing the headlight on that silver smokebox coming on, listening to the staccato bark of her exhaust as she approached and passed with her whistle screaming, and seeing her recede in the east, her whistle echoing across the valley and a column of smoke streaming back over her train. I could not honestly tell you whether it was 1996 or 1946.

That was the cumulation of 8 years of dedicated labor and struggle to bring a park exhibit back to life. It was a total team effort that not only included the people actually doing the work but the people that manned the trains that produced revenue, the office staff and gift shop operators who sold tickets, and the maintenance people who kept things running. To all of these people, and especially to Larry Williams who spearheaded the actual restoration, thank you for a job extremely well done.

February also was our first in a long time trip from San Ysidro through Tijuana to Tecate. This is the Tecate trip from the other direction. The train was almost full and everyone seemed to have a good time. This was a two and one half hour trip through Mexico including the Redondo loop where you can actually see three levels of track at one time. A very pleasant way to spend a day.

February was also Black History Month. Under San Diego State University's Africana Studies and History professor Dr. Ted Kornweibel's direction, we had the second annual African American Railroad Heritage Day at Campo. This event was attended by about 500 persons. There were tours through the Museum and our "Jim Crow" car, slide presentations, train rides and an appearance by the "Buffalo Soldiers".

We added a new car to the display train. Number 6700 is a Southern Pacific baggage car that has been outfitted with restrooms and a small onboard sales area. This is taking the place of the Guard Car G-10 which has been removed from service to put on display. Many thanks to Bill Neidrich who not only funded the acquisition but also the refurbishment and paint, and Alan Diliane who put in many hours getting it ready for service.

What is ahead for Campo? We need to finish the new building and lay the track to it. Track on our main line needs to be maintained. The Mechanical department is taking each road diesel that we have and going through it, with a goal of all of them becoming operational. John Spreckels private car, the #050 is awaiting restoration and there is the operating fleet that has to be maintained. So there is plenty of challenge for all.

The completion of 2353 is the second major project recently completed by Museum volunteers. The first being the restoration of the 1820. These are projects that people thought would never be completed. Well, they were. In the process, we not only demonstrated to all that we were able to do it and do it right, but we also developed a cadre of multi-talented people who are the real heart of the Museum. Mr. Leonard Salisbury, a retired engineer from the SD&AE, who was instructing us on the operation of the 2353 pretty well summed it up when he mused "she's in better shape now than when she came out of the SP back shops when she was working". I can think of no better compliment to pay our volunteers.

See you at Campo

Denby Jones



The Second Annual African American Railroad Heritage Day at Campo February 17, 1996 was so successful that two "Buffalo Soldiers" came back to help celebrate SP #2353's Rollout on March 2.

Photograph by B. Schneider

Steam Team Does It: SP # 2353 Alive, Again!



SP #2353 and short passenger train crosses pile trestle in a pastoral setting just east of Campo on March 2, 1996. Short shuttles behind the steamer were run all day for visitors as part of the "First Rollout" ceremonies. The old engine performed flawlessly as it recreated its original role as a passenger hauler.

Photograph by R. E. Pennick

In a joyous, euphoric, and sometimes emotional celebration, Southern Pacific steam locomotive # 2353 was "Rolled Out" Saturday, March 2nd at Campo Depot, marking the official completion of a six-year operational restoration by the San Diego Railroad Museum! The Museum's volunteer Steam Team was introduced and heavily applauded during ceremonies in front of several hundred members and friends preceding the Ten-Wheeler's runs with shuttle train Extra 2353. Although first steamed up last August, tested a bit in the Museum yards, and in a movie the week before, it was the first time the 84-year-old Baldwin pulled a train since 1956!

Singled out for special recognition were Project Director Larry Williams, Superintendent of Steam Richard Dick, Cliff Pennick, and Gordon Buck. Also introduced were major funding donor Senator Jim Mills and the Fraser Boiler team. But the "star" was SP # 2353. Called "The Grand Old Lady" during her 1957-86 retirement at the Mid-Winter Fairgrounds in Imperial, she ran up and down the track all day (and Sunday, too!) with bell ringing, whistle blowing, steam hissing, and even making black smoke when asked to (she's normally a

very clean burner). A glorious sight, and one that brought a lump in the throat, a tear in the eye, and a feeling of overwhelming pride and joy to all. What a day! Even the weather was perfect!

The weekend was conceived as a low-key formal Rollout for SDRM members having a special interest in SP # 2353. But "the word" got around, and in addition to our own members, friends, and visitors, railfans from a lot of other places also came, all paying \$ 5 (which could be used toward the purchase of a \$ 10 Miller Creek ticket) to enter the Museum grounds. By 10 am, the place was filled with video and other photographers and happy onlookers. There was a minor loudspeaker problem, but nobody's perfect!

Then SP # 2353 with big, new SDRM emblems on tender 8540's sides, made her impressive appearance, almost drowning out the cheers. Standing in front of Pullman Robert Peary, which made a great backdrop, Executive Director Win Mott welcomed everyone, said it was the culmination of years of effort and donations (including the locomotive itself by the SP and the people of Imperial County), thanked all who had a part in the restoration, and introduced former State Senate President and major SP # 2353 donor Jim Mills.

Senator Mills recalled the days when he saw many steam locomotives in San Diego, including SP # 2353, and told the



The men and women of Fraser Boiler Service in San Diego, led by Harry Fraser, Sr., arrived at Campo Depot in the Museum Railbus, SMV #9. They were honored for their help on SP #2353, and their names appear on the sign on the Railbus. Denby Jones is shown at left, the Robert Peary in the rear and some of the many photographers in the foreground.

Photograph by B. Schneider

crowd "...she was never as gorgeous as she is now... a sight for the eye as well as the ear".

He added that "...although steam locomotives always sounded great, the sound now is more wonderful than it ever was". He paid tribute to the Steam Team, saying it was "...astonishing how, seeing # 2353 spread out in little pieces --- big pieces, actually --- for years, anyone could think they could possibly put them all together". He praised their faith, dedication, and drive, and speaking for everyone, told the Steam Team "...our appreciation will never be adequately expressed".

Mott noted some people thought the Steam Team was crazy "...and they are" he joked, "...but they did it!". He then introduced Larry Williams, who took on the massive project in 1989, drew up the plans, timeline, and budget, cajoled people into signing on for years of hard work, and masterminded the project for over six years, during which he even underwent major internal surgery!

Williams paid tribute to the tremendous cooperation and donations from the people at Fraser Boiler Services in San Diego, and introduced them as they arrived from the carbarn on the Museum railbus, Santa Maria Valley # 9. Harry Fraser and the oldest conductor from the SD&A(E), Jimmy Rogers, 78, greeted the crowd.

Introducing Superintendent of Steam Richard Dick ("Dick Dick"), Williams warned photographers to "...watch your, camera lenses when he takes his hat off --- it shines a lot!". Former SD&AE fireman Dick is the oldest Steam Team member and an inspiration to all. Referring to him, Williams said there were "...some very special people", and recalled emotionally "...so many nights ---so many days --- we made it!", as the crowd applauded.

Cliff Pennick ("Cliffie") was introduced by Williams as one of the first people he called when he started the project, and referred to him as a "...very special person... always there in the rain, sun, and heat".

Williams then introduced the rest of the Steam Team to long, rousing, well-deserved cheers. "Look at them all bunch up", he laughed. All wore special # 2353 buttons with ribbons given to them earlier at the carbarn --and were in clean overalls and coveralls for perhaps the first and only time! Williams said



THE MEN WHO MADE IT HAPPEN. *The final five years of 2353's painstaking 10 year restoration effort was made possible by the substantial personal commitment of two members: Steam Superintendent Richard Dick (left) , a former steam fireman for the SP and SD&AE railroads, and Larry Williams (center), 2353 Project Manager. At right is Leonard Salisbury, retired SD&AE locomotive engineer who ran the 2353 on many occasions when it was leased by the SP to the SD&AE. Salisbury was onhand to run the engine and help train the operating crew.*

Photograph by R. E. Pennick

the Steam Team had worked about 30,000 hours on SP # 2353, an estimate made by Gordon Buck, who does the Steam Team's computer work, and who waved from his wheelchair when introduced. Retired SD&AE Engineer, Leonard Salisbury, 89, who came over from Apache Junction, AZ to train the crew was also thanked.

After joking that his work on # 2353 took so much of his time that his family would come down from San Marcos to visit him on holidays, Williams introduced his wife Patricia and granddaughter Samantha. A bottle of champagne was brought out by Slim Ostrander after some kidding by Steam Team members who wanted to know if he drank it. As the Steam Team and others gathered around, Patricia Williams smashed it on the locomotive's pilot to the accompaniment of its whistle and the cheers of everyone. SP # 2353 was reborn!

Williams then climbed into the cab, backed the engine down the track, and then slowly returned to break a special ribbon, announcing to the world that SP # 2353 was again on the "Active" list of steam locomotives, and ready for service! Then the fun began!

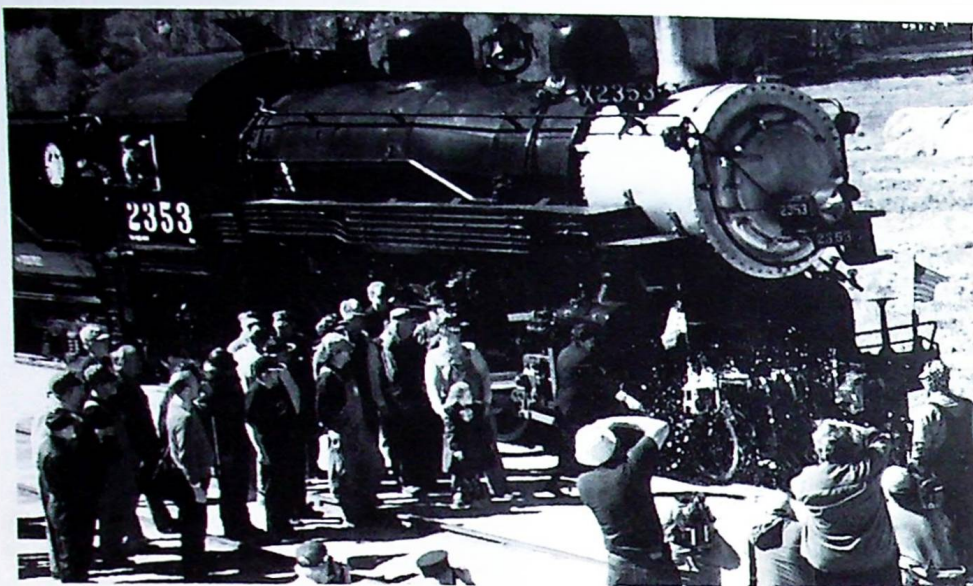
For the rest of the day, SP # 2353 and her 120-C-1 tender # 8540 repeatedly led a two-coach shuttle train up to the truck Museum on Highway 94 near Cameron Corners and backed it down again. The Steam Team members not in the cab were in the coaches,

being congratulated by those aboard. They tried to act matter-of-fact and cool about it, but the pride and elation of the men and women of the Steam Team came out in their grins, smiles of happiness, and shining eyes, as the full realization of what they'd accomplished sank in! Although they were constantly thanked, Senator Mills was right. Appreciation could never be adequately expressed!

Throughout the day (and the next), photographers were all around, recording the very special event. Three TV channels and many newspapers carried the story that evening and the next day.

It was a great day to celebrate a monumental feat! SP # 2353 is alive! THANK YOU, STEAM TEAM --- and everyone else who helped in any way to bring "The Grand Old Lady" back to life!

Bill Schneider



At left, Patricia Williams smashes a bottle of champagne on SP #2353 to mark its return to life, as shutterbugs snap away and husband Larry, granddaughter Samantha, and the Steam Team watch happily.

Below, the SDRM logo on the side of tender #8540 proudly lets the world know who owns, restored, and operates it and locomotive #2353. Shown is retired SD&AE engineer Leonard Salisbury, who came all the way from Arizona to help train our crews.

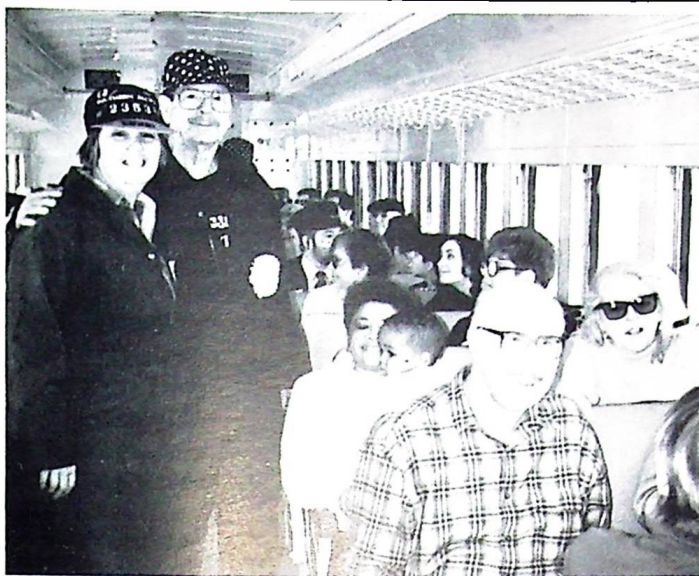
Photographs by B. Schneider



**HAPPY
REAL PRO**
Fred Perry (left) is a UP engineer, and has years of experience working on other steam projects. His expertise, work, stories and leadership are invaluable. This east county-raised ex-Army Master Sergeant knows how to get things even when it was-n't possible. March 2, 1996 was the first time he was seen at Campo in clean overalls.



Larry Williams called it "sanding the flues", but some said it was the Steam Team burning their old socks that had been sticking to the bunkroom walls! SP #2353 is a clean-burning locomotive, but can also "show off" by making lots of smoke!.



Steam Team members Karla Von Huben and Cliff Pennick pause during a triumphant stroll as SP #2353 pulls its first train since 1956. They couldn't stop smiling! In the foreground is former State Senate President Jim Mills, a major donor of funds for the locomotive's restoration, and speaker at its Rollout Ceremony. Behind him are Trustee Rita Cloud (with grandson) and Ann McVeagh. "Cliffie" was singled out as one of the first and most faithful of the Steam Team members.

Photograph by B. Schneider



Brakeman/Training Officer/Steam Team member Jim Baker awaits the next move at the rear of Vanderbilt 120-C-1 tender SP #8540. It is lettered in post-1946 style, with "Lines" deleted from its sides and the number on the rear enlarged from the earlier smaller size. Light and loaded tender weights are on the sides of the water tank beneath the oil tank, with new SDRM emblems above. Built in 1922, she's beautiful and so modest she doesn't even display her own number!

Photograph by B. Schneider

What's Next?

During the SP # 2353 Rollout March 2-3, many asked about the Ten-Wheeler's future use, and plans for restoring any of our Museum's six other steam locomotives.

SP # 2353's employment is being discussed, including costs, pricing, publicity, security, and mechanical and operational considerations. When should we operate it? Operational costs are higher, so we should charge more. Operation of a steam locomotive is more than running it!

SP # 2353's Miller Creek debut planned for Saturday, May 4. The first international excursion will be June 1. There's a possibility it could appear in San Diego during the Summer Festival and/or Republican National Convention in August, but it would have to run in reverse all 65 miles to San Diego. Will we have enough renovated coaches in service? Nothing has been decided!

There's been speculation restoration will now start on another Museum steam locomotive. NOT true!

First, there's still much work to be done on SP # 2353 though it's now "maintenance" rather than "restoration". Second, the Steam Team needs a break. Third, the Museum is starting no new projects this year, to concentrate funds on new Campo buildings, track and operational equipment maintenance and rehabilitation, Santa Fe RPO # 74, SD&AE # 050 Carriso Gorge, and other projects already underway. Fourth, no new project will begin without funding in place first!

Some commented SD&A Consolidation # 104 is restorable. Others say Coos Bay Lumber saddle tank Minarets Mikado # 11

would be easier to restore, and a number want Hutchinson Lumber Shay # 3 brought back to operational status as a special-occasions "performer". Both were SDRM-operated in the late 1980s. California Western # 46 was acquired for SD&A railway use, and some feel the big Articulated Consolidation, last run in 1978, should be restored next.

In any case, no new steam restoration project will start this year! More steam locomotives will be restored in the future when we can afford it! Send in suggestions, but include funding sources for \$ 500,000 or more, and identify who will draw up detailed Restoration Plans and do the work!

Nothing is impossible for the SDRM -- on the route of the SD&A, "the Impossible Railroad"!

Bill Schneider

More Tecate Trips Added!

Two additional Campo-Tecate excursions have been added to the Museum's spring excursion schedule. The new dates are April 13 and June 1, both Saturdays. Some space is still available, although expected to sell out. The June 1 trip will be steam powered.

These trips across the border, dubbed *Cerveza Specials* because of the Tecate Brewery tours included, are extremely popular. The January 27, March 30, April 27, and May 18 trips have all been sold out, as were all of last fall's. The February 24 San Ysidro-Tecate trip was also a big success. Special thanks to Corrine Gallagher, Denby Jones, Mike Reneau, and the operations, excursions, and office personnel who make them successful.

These trips are excellent Museum revenue-earners. In addition to VIP car rentals, each coach with 75 passengers brings in \$ 2,250 to \$ 2,625 less expenses. That's why strong efforts are being made to place an additional coach in service. We can use the money!



The crowd gathered early near the rail border crossing at San Ysidro February 24, and were waiting when the Museum's Special to Tecate rolled up from the SD&IV yards. The San Ysidro "depot" is at the left and behind it Tijuana.

Photograph by B. Schneider

Let's keep these trips SOLD OUT! Take one yourself, and tell friends about them! Where else in the world can you cross an international border in a tunnel on a Museum train in rugged back country with cattle ranches and huge "used car" lots, and be met by mariachis? Tecate's zocalo and the brewery beer garden are charming places, and the beer is great!

Bill Schneider



Excursions Supervisor Corrine Gallagher, Safety Superintendent Lew Wolfgang, and Conductor Randy Gibson at a meeting just prior to the Museum's San Ysidro-Tecate Redondo Special February 24, 1996.

Photograph by B. Schneider



SD&IV #5537 prepares for the return trip from Tecate to San Ysidro. The yellow and black engine with red strip and lettering really looked great leading the SDRM train.

Photograph by B. Schneider

Desert Line Update

The San Diego Association of Governments (SANDAG) is the primary organization backing the reopening of the SD&AE Desert Line from Division to Plaster City.

The biggest question mark as to the economic feasibility of reopening the Desert Line is access to the docks, presently controlled by the Santa Fe. The Santa Fe administration in Schaumburg, IL is expected to move to Burlington Northern's headquarters in Fort Worth, TX. It's too early in the BN/AT&SF merger to expect firm commitments as to trackage rights. One suggested solution would be formation of a terminal railroad to operate in the 10th Avenue Terminal in San Diego and the 24th Street Terminal in National City.

Access to San Ysidro via the South Trolley Line is limited to the hours of 1:30 am to 4:04 am, as FRA regulations do not allow operation of freight trains and trolleys on the same track at the same time. Part of this problem could be resolved by obtaining trackage rights on the Santa Fe from 10th Avenue, SD south to 24th Street, NC.

A Study has been made of upgrading the SD&AE Coronado branch south from National City. Upgrading for light traffic would require \$ 2.4 million, and for medium traffic \$ 4.1 million, which would involve extensive track work and replacing three wooden bridges and a culvert. Surprisingly, two wooden bridges were replaced by concrete ones in 1973 and 1988. The study suggested a cross-over to the South Trolley line at Marian Avenue in Palm City, near Imperial Beach and South San Diego. The rest of the way to the Trolley/SD&IV junction in San Ysidro could be a third track along the Trolley right-of-way at \$ 7.3 million per mile. An intermodal facility at Otay Mesa is probably not economically feasible. Another suggested intermodal facility site is Florido, southeast of Tijuana, where there are massive factory buildings.

Many have wondered if all this would affect the Museum's SD&A demonstration railroad operations. The SP/SD&AE October 31, 1976 timetable shows a 2 hour, 50 minute time between San Diego and Campo. If the last eastbound train left San Ysidro at 4:04 am, it would arrive in Campo at 6:54 am. West-bound, the earliest train could go through Campo at 10:40 pm to get to San Ysidro by 1:30 am. Trains from Florido could operate any time convenient to US Customs, with a proposed inspection station at Division.

There is also the possibility the SDRM might be able to use the Coronado branch, milepost 5.62 to 11.2 (if it would not interfere with heavier freight use in connection with a reopened Desert Line). Leaving from the National City Depot (or possibly San Diego), this could be a daily operation in summer. Maintenance and repair could be performed at the SD&IV San Ysidro shops, which will lose SDN Coaster maintenance when the NCTD shops are finished in Oceanside.

Rene L. Scheuerman

The NAFTA Connection

For better or worse, the Desert Line has been linked to the North American Free Trade Agreement, a hotly-debated issue that crosses party lines locally and nationally. It's been called the "NAFTA Train" and "Jobs Train" line because of its potential economic effect on San Diego County through increased trade with Mexico under NAFTA.

Congressman Bob Filner is working on ways to assist the Desert Line's rehabilitation with federal funding, San Diego City Councilman Juan Vargas, who challenged Congressman Filner in the March 26 primary, is a strong advocate of reopening the line, and most elected area officials support its reopening.

Congressman Duncan Hunter, a NAFTA opponent, is not in favor of reopening the Desert Line because of concerns about possible use by illegal immigrants and possible train robberies. Both Filner and Hunter represent local congressional districts that would be impacted by the Desert Line's reopening.

The SDRM does not advocate any political position. It is only concerned about the status of rail lines which our trains operate on, or which might impact on possible future operations, such as into Carrizo gorge or on the Coronado (South Bay) branch, SDRM members may wish to contact their Representatives to express their personal opinions regarding funding reopening of the Desert Line.

Bill Schneider

From The Boardroom

by Bill Schneider and Mary Anne Thompson
January 23, 1996

Cloud outlined the work of the Fund Development Committee. Consultant Andree Morin recommended concentration of 1996 fundraising in four areas: Unrestricted cash; Campo building completion; SP # 2353 completion; Identification of major donors for Santa Fe Depot project. She discussed a need for better Museum promotion, phone-outs for donations and annual meeting, and soliciting grants from foundations.

Mott announced the SDRM has joined ConVis, explained the benefits to us, and introduced new volunteer SDRM Sales & Marketing Director Eric Lund, who's been on the ConVis Board. Lund is working on a marketing plan to get people excited about the Museum.

President Reiter stated income from operations goes into the operating budget, and non-operating funds come from fund-raising, grants, etc. Funds to pay special machinists working on # 2353 have been donated by some Trustees and Steam Team members.

A potential major donor of funds for the Santa Fe Depot project is not interested in doing so at this time. Other potential donors need to be identified.

The Board discussed project priorities and funding. A letter from Cass Scenic Railroad in West Virginia expressed possible interest in purchasing HLC Shay # 3 after an inspection. There was lively and spirited discussion on the possibility of selling it to raise much-needed funds, and alternatives. This is only a topic of discussion, with no commitments made.

Mott reported Golden Marine is requesting the balance of approximately \$ 20,000 owed them for # 2353 work by the end of February. About \$ 27,000 is needed to complete work to satisfy our Campo building permit by June 1st, although this might be spread out. Payment of our Fraser Boiler Services bill must begin as soon as # 2353 is in revenue service. Mott said tie replacement on our track is needed, which will take about \$ 100,000 over a four year period. If this is not done, passenger service would not be permitted. Other debts were discussed. Mott reiterated operating revenues should go to operations. President Reiter stated we're at a critical crossroads, and need about \$ 200,000 in the next few months.

Staff requested direction on the placement of our Campo turntable. Volunteers are needed for media relations, office assistance, and volunteer coordination.

Outgoing Trustees and Officers were thanked, and new Trustees welcomed. The 1996 Officers were elected:

President:	Glenn Reiter
Secretary:	Mary Anne Thompson
Treasurer:	H. Chalmers "Chop" Kerr

Frank Lynch will continue to serve as Vice President of Operations until his anticipated departure from the San Diego area later this year. This is in accordance with the Museum Bylaws. A plaque was presented to Dale Busch and one will be given to John Starkey in appreciation of their past services as Museum Presidents.

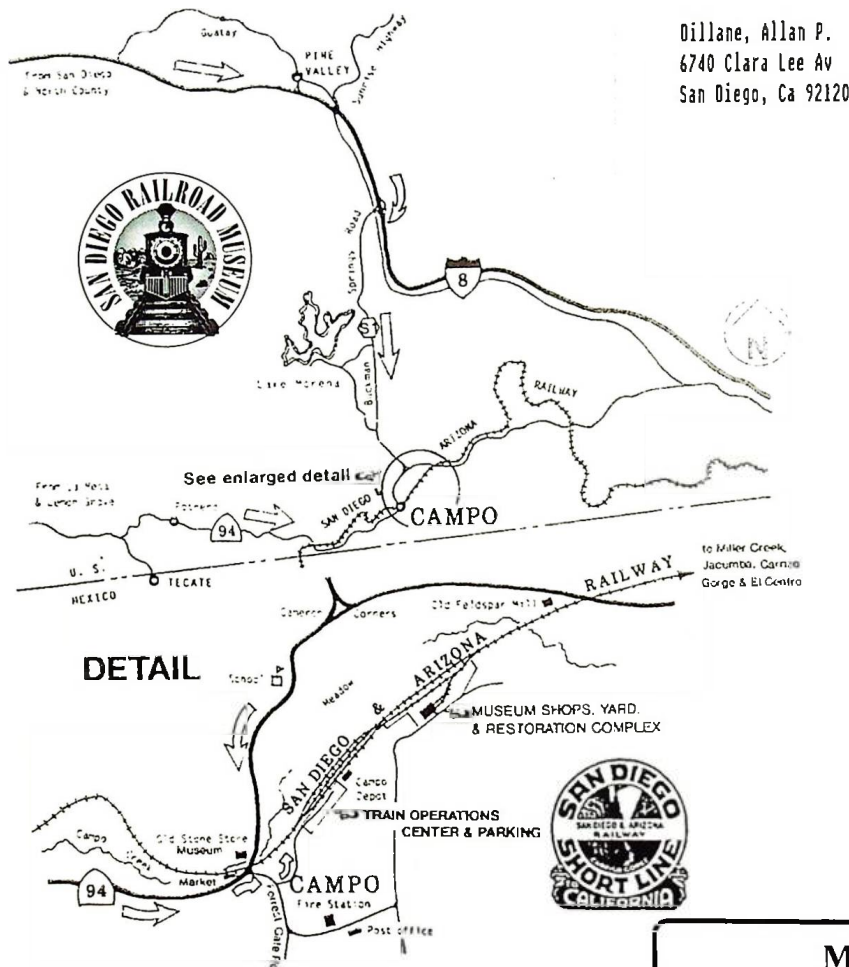
The Board discussed proposed changes to membership categories to increase the cost of all memberships to some degree, with higher increases in the higher categories. We lose money on our annual memberships, and a lot more on our life memberships. There was much discussion and many suggestions for increasing the number of members as well as dues, and providing more services to members. The Board voted to raise the cost of the lowest three categories of memberships.

Task and Responsibility charts and a 1996 calendar of events were examined and discussed. A burned bridge near Tecate may impact on our February excursion. The Annual Meeting and Awards Dinner will be March 22 in El Cajon.

Valverde reported on progress on a children's park at Campo, to be funded by the IOF through their focus on children and families. They need to know what the SDRM and MTDB will allow them to use and do.

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REPORT

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Editor: M. H. Hartjen

Submit Articles :

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The Museum operates a 1 1/2 hour, 16 mile round trip train ride in Campo on Saturdays and Sundays at Noon and 2:30pm. Cost is \$10/Adults, \$8/Seniors, \$3/Children 6-12yrs, free for 5 years and under. A walking tour of the Museum is offered. The trainmen will take you into the back where restoration, mechanical and other work is going on. They will provide you with a history of the different pieces of equipment and a history of the Campo area.

Directions:

The Museum is located about 60 miles east of downtown San Diego. Take Highway 8 east to Buckman Springs Road, follow Buckman Springs south for 11 miles. Buckman Springs will dead end into Highway 94 and you will bear right. Follow the roadaround the meadow, then turn left after you cross the railroad tracks. There will be a large sign that will tell you when to turn into the Museum.

MEMBERSHIP FORM

Make checks payable to: San Diego Railroad Museum
 1050 Kettner Blvd
 San Diego, CA 92101

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Address: _____

City _____ State _____ Zip _____

Home Telephone: _____

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- | | |
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