



JAN-FEB 1991

# REPORT

NO. 227

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



San Diego Arizona #1809 returned to the U.S. from a recent trip taking a full train of visitors to Tecate, Mexico. Before it emerged from Tunnel #4, it crossed the international border inside the tunnel, then stepped out onto the Division Bridge. The bridge has also been known as (1) the International Bridge, and (2) the South Campo Creek Bridge, the latter showing relationship to what today is

known as the Campo Creek Viaduct (crosses over Highway 94 about 6 miles east of Campo), but which also has had other names in the past such as (1) the Upper Campo Creek Bridge, and (2) the North Campo Creek Bridge. All of this was 'borrowed' without permission from **Robert Hanft's** book, San Diego & Arizona, the Impossible Railroad.

photo-Victor Molina

## EXECUTIVE DIRECTOR'S Report

### CAMPO REPORT

Now that we have a full time director on board, I hope to be able to spend more time on the solutions at Campo. I was very pleased at the turnout for track laying on the 12th of January, and the results were spectacular. We laid and spiked over 400 feet of track in a single day. You then followed up on February 9th, and we are only 6 feet from connecting the east entrance of the Museum into the main line! Not since the great Track Laying of 1982 has the Museum seen this much track down at one time. A great big **THANKS** to the following:

|                    |                    |
|--------------------|--------------------|
| Duane Dubke        | Dawn Schaeffer     |
| Brian Goforth      | Ed Duling          |
| Jim Lundquist      | Belinda Lundquist  |
| Dick McIntyre      | Larry Moorehead    |
| Dick Ruppert       | Steve Wade         |
| Norm Hill          | Jack Ringersma     |
| Dale Prescott      | Cecil Wiggins      |
| Ross Robinson      | Duane Leal         |
| Don Bellis         | Randy Houk         |
| Phillip Heil       | Ted Kornweibel     |
| Salvador Pubalcasa | James Kornweibel   |
| Matthew Domen      | Roger Clegg        |
| Chris Colon        | Gordon Clegg       |
| Jay Madsen         | Kevin Segrue       |
| Dan Lopez          | Doug Frasier       |
| Tom Govea          | Bruce Semelsberger |
| Mike Reading       | Keith Mercer       |
| Paul Westover      | Cliff Pennick      |
| Jenie Tomlin       | Jim Baker          |
| Barney Barnier     |                    |

Thank you to the ladies that helped to prepare lunch for the crew:

|               |                   |
|---------------|-------------------|
| Joy Moorehead | Corrine Gallagher |
| Lori Jones    | Ann McVeagh       |
| Lori Meyerson |                   |

I probably missed a few, and if so, I hope you will forgive me.

We had some suggestions that a "Project of the Month" be announced in the Report, and a workday assigned to it. Therefore, Staff will plan workdays well in advance to allow YOU to plan the days you would like to participate at Campo. We are also working on a "Calendar" to be included in each issue of the Report for your convenience.

The Project for March will be to finish-paint the box car behind the Depot in Campo on Saturday, March 23rd.

For April, we will try to remove as much of the metal as possible from the "Scrap Yard" east of the Depot.

Future projects are in the planning stages, and if you want some input into the process, see any Department Superintendent, or me, and we will take it to the staff meeting where these things are finalized.

As you may have heard, we must again move our Library to another location. Our lease expired, and the city schools could not renew

## VOLUNTEERS of the MONTH

To start out the new year, our Executive Director **Barney Barnier** has selected our annual visitor from Canada, **Ross Robinson**. Immediately upon his return to Campo, Ross went to work to overhaul the big power saws for use in the wood shop, and is now helping with the Santa Maria Valley Railbus. Congratulations, Ross, and Welcome back!!!

And for February, as Barney so ably put it, "...the big finger points to **Roy Pickering**, our Director of Libraries. Roy has labored forever in the interests of our Museum, and with very little recognition for his efforts. Thanks, Roy, for a super job. We are all pulling for a new library space soon.

## CAMPO DISPLAY BUILDING

by **CHARLES ALBAN**

We are still working with the County regarding the conditions of the Major Use Permit.

The County is requiring us to surface the entry road to the depot parking area. We have a bid from Sim J. Harris for \$11,000 for this work. Any contributions to help pay for this will be gratefully received, as this is an unbudgeted item for this year.

We should receive approval for the landscaping shortly, and this will give **Ed Duling** the green light to start putting the plants in place. Approval for the new location of the dormitory trailer should also be received soon, and then all we have to do is move it!

it due to other commitments for the space. We are actively seeking another location, hopefully to consolidate the Office and Library under one roof. I do not have an answer for you at press time, but as soon as we know, I will get the word out.

Late breaking news from the Acquisitions Department: We have met the requirements of the Southern Pacific for movement of the ALCo MRS-1 #2104 from Vandenberg Air Force Base, and expect it to move to San Diego soon. I will have the names and details of this saga for you in the next issue of the Report. We have also received approval from Union Pacific to move the Baldwin AS 616 (Oregon & Northwestern #1) from Hines, Oregon, to Los Angeles. BOTH of these engines will then be moved to San Diego by our good friends at Santa Fe.

The Excursion Department ran a special train from Campo to Tecate on President's Day, February 18th, and a Good Time was had by all. We will repeat this trip on Saturday, March 16th, due to popular demand.

## Newly Appointed MUSEUM DIRECTOR

At their January, 1991 meeting, the Board of Trustees officially hired **Kay B. Carter** to serve in the capacity of Museum Director.

In order to update the membership on this important appointment, Board President **Dr. Daniel Marnell** requested Kay to provide a brief summary of her past experiences in the San Diego community. Her response to that request follows.

by **KAY CARTER**

My first day on the job was February 1st and I have spent the last hectic weeks getting to know many of the members and the workings of the San Diego Railroad Museum.

From 1983 to 1988, I was employed by the Gaslamp Quarter Council and Foundation, serving as Executive Director of the Gaslamp Quarter for the last two of those years. Since 1988, I have been self-employed in a consulting business working on national mass transit projects and fundraising activities in the San Diego area. I have identified issues and designed programs to address organizational needs and have a good workable knowledge of the San Diego community. My skills involve formalizing linkages between state and local agencies with extensive experience in representing non-profit corporations before public agencies, business, professional and community groups. I believe that my experience involving a broad-based segment of the San Diego community will be an asset to the Museum as they move ahead into the 90's.

February was spent getting up to speed as quickly as possible on critical Museum issues. Talks with the Center City Development Corporation, MTDB, and the SD & IV are underway to establish a downtown presence for the Museum which will market the Campo operation. March 11th will be a special media event at the Santa Fe Depot focusing on rail safety. The Museum has been represented on the Rail Safety Awareness Task Force charged with a public awareness campaign. Additionally, I am meeting with individual board members and staff superintendents to determine our budgetary needs for the coming year. I have been impressed with the herculean effort of operating the demonstration train at Campo and look forward to the coming trip to Tecate on the March 16th special excursion. Hopefully, many of you will be in attendance and I will have the opportunity to meet and talk with you about related Museum projects.

**Barney Barnier** and I recently attended a symposium in Sacramento dealing with issues facing railroad museums today. While there, we also learned how to "build a Chinese steam locomotive" from the floor up! I'm not quite ready to join the Steam Team, but have developed an in-depth appreciation for the restoration work that is being accomplished at Campo.

Please mark your calendars for the Annual Dinner scheduled for Saturday, March 30th.

## Who Needs VOLUNTEERS???

by **JEANIE JONES**

**Norm Hill** asked me to write an article for the Report from the Restoration Department. I started thinking of the projects that I could write about and drew a blank. What are we restoring? To take it one step further, what is restoration?

Webster defines Restore as "1. To give back something taken or lost". And Restoration as "1. A restoring, being restored; 2. Something being restored, as by rebuilding." That is what is printed in the book, but think: What are we talking about? What makes it work? I feel that the answer is people, bodies, members. Restoring is the many many hours that people donate to scrape, sand, and paint. It is the developing and application of the talents that so many of us have hidden within. It is groups of people from totally different backgrounds, totally different lifestyles, coming together to restore, and in some instances recreate works from the past for citizens of the future.

I look over the Museum yard on a weekend and see few people actually involved in restoration any more. One or two projects with three or four people. The men from the Freedom Ranch have been invaluable in assisting those that are here.

My husband says there is nothing more depressing than an abandoned airfield, with nothing left but building shells, unused runways, and ghosts of the past. But I think he is wrong. I look at the Display Train, the 1809, the 2098, the Lackawanna cars, and the restored cabooses and can see what is possible and what has been accomplished; then I look over the yard and see all the remaining unique equipment and new acquisitions. Some started, some almost complete, others haven't been touched, but all of it waiting for members like you and me to start, continue or complete the tasks needed. All of it waiting for eager hands and the same loving care we know the Museum members are capable of; and nobody there to do it. That, fellow members, is depressing.

During the recent tracklaying party the comment most heard was "Hey! Look at the people! This is just like old times". Unfortunately we no longer have the cadre of people that was here four and five years ago. Some people are still active, some have moved on, but that does not mean that there isn't a new cadre out there. We just have to find it, form it, merge it with what's left of the old and put it to work.

Well, Norm said write, and I wrote. This Museum has become a part of my life, although I will never admit that to Denby. I intend to work on "My" Carriso as health permits, and I sincerely hope to see all of you who read this, out at Campo.

Let's undertake the biggest restoration task we have facing us, Our Museum. Believe me, it's worth it.

## OPERATIONS - 1990 FINAL Report

by RENE' SCHEUERMAN

This past year showed a slight increase in ridership over 1989, but did not reach the high of 1988. The completion of Santa Fe combine #1304, "Chief Manajaka", would make our trains more accessible to the handicapped in wheelchairs. I have mentioned in previous articles the need for more advertising, and the addition to the paid staff of Kay Carter as Museum Director should help to increase the visibility of our organization.

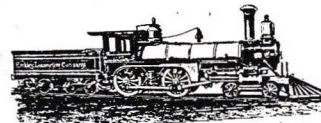
Although my three-year term on the Board of Trustees is up, I will continue to be available to give slide shows about the Museum, as well as presentations on Operation Lifesaver (call 466-6500). Interest has increased about this combined Railroad / Industry / Government-sponsored safety program since the spate of train-related fatalities in North County last year. Dr. Dan Marnell, B.V. Parks, and myself have been working with LOSSAN (Los Angeles-San Diego Rail Corridor Agency), North County Transit District, AMTRAK, MTDB, CalTrans, AT&SF Railway, UPRR, SD&IV, and others to bring the message of railroad safety to the citizens of San Diego County. Participation in this program is a great opportunity for the

## CARRISO GORGE REPAIR Report

by CHARLES ALBAN

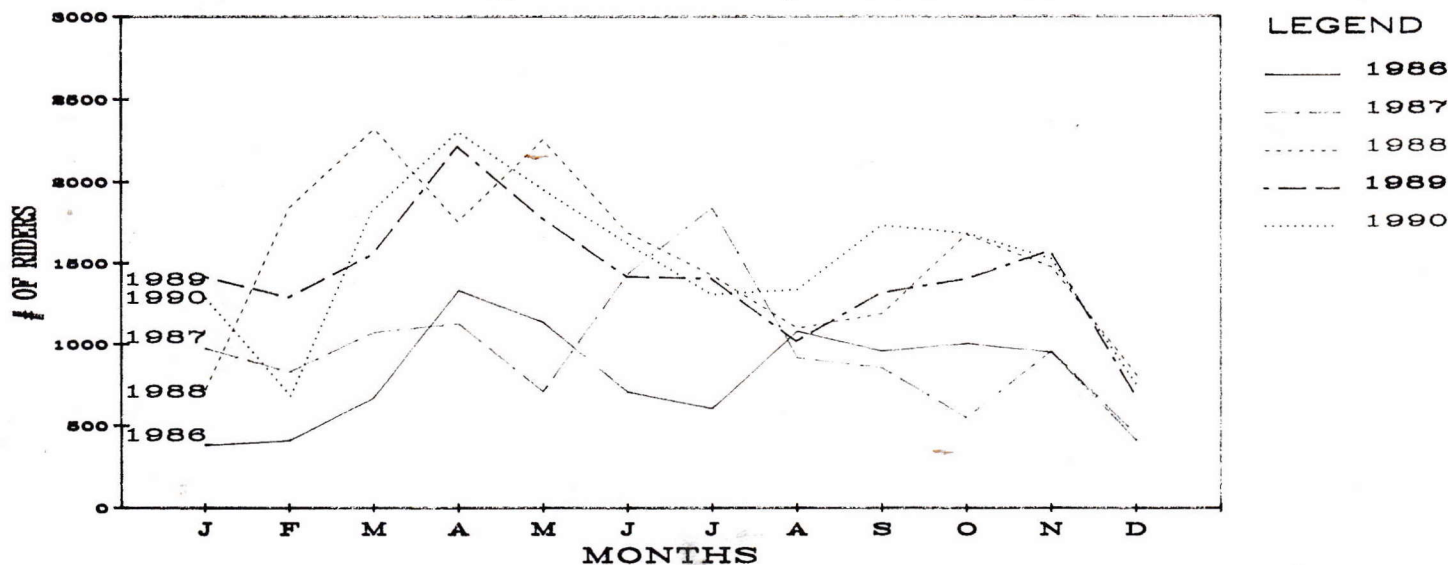
Gaylen Dyreng says that the contractors are about 500 feet, or 20% of the way into Tunnel #8. They are about one month behind schedule due to initial equipment problems. They still have not determined if the entire tunnel has collapsed or if the damage is primarily at the two portals.

Representatives of RailTex, insurance companies and the MTDB have been in the gorge recently to inspect Tunnel #16. It is reported that a contract for this work has been signed.



railroad hobbyist to help out the industry, especially if they would be available to give presentations to schools during normal school hours. One of the rewards was my opportunity to ride behind locomotive #8444 from LAUPT to San Bernardino in 1989, and I intend to be on the Operation Lifesaver train to San Diego on March 11, 1991.

### SAN DIEGO RAILROAD MUSEUM SAN DIEGO & ARIZONA RAILWAY CAMPO TO MILLER CREEK Passenger Ridership 1986 - 1990



|      | JAN  | FEB  | MAR  | APR  | MAY  | JUN  | JUL  | AUG  | SEP  | OCT  | NOV  | DEC | TOTAL |
|------|------|------|------|------|------|------|------|------|------|------|------|-----|-------|
| 1986 | 382  | 411  | 671  | 1333 | 1136 | 706  | 605  | 1079 | 957  | 1003 | 950  | 413 | 9646  |
| 1987 | 971  | 829  | 1071 | 1128 | 706  | 1433 | 1840 | 912  | 854  | 549  | 955  | 445 | 11693 |
| 1988 | 723  | 1836 | 2320 | 1754 | 2254 | 1683 | 1419 | 1097 | 1189 | 1675 | 1474 | 805 | 18229 |
| 1989 | 1411 | 1287 | 1551 | 2214 | 1774 | 1411 | 1401 | 1014 | 1313 | 1397 | 1571 | 684 | 17028 |
| 1990 | 1284 | 684  | 1825 | 2302 | 1952 | 1621 | 1305 | 1335 | 1731 | 1679 | 1523 | 739 | 17980 |

# From The BOARD of TRUSTEES

by DR. DAN MARNELL, President

1991 promises to be one of the busiest years in Museum history. The Santa Fe Station project, extension of passenger operations into Mexico and the Carisso Gorge, participation in the California State Railroad Museum Fair, steam locomotive restoration, expansion of Campo facilities, and yet another move for the Library bespeak of only some of this year's tasks.

Recognizing the need for fulltime professional management, the Board of Trustees, after a lengthy search, appointed **Kay Carter**, former Executive Director of the Gas Lamp Quarter, to the newly created position of Museum Director, at the January Board meeting. The Museum Director will be responsible for the administration of the Museum's total operations through planning, evaluating, directing, and recommending changes in Museum programs in keeping with policies set forth by the Board of Trustees and worked out with staff. The Director's responsibilities will also include participation in membership and financial development, political liaison and community relations.

**Kay Carter** has written a brief resume by way of introduction which appears elsewhere in this issue of the Report.

**Barney Barnier** will remain in a leadership position, taking over the newly created post of Director of Operations. In this post he will continue to be responsible for the day-to-day operations of the Campo facilities and will chair the advisory staff, coordinate the activities of the operations, mechanical, track, restoration, and facilities departments and, through the Museum Director, liaison with the Board of Trustees.

The Board would like to take the opportunity at this time to thank **Barney** for his Herculean efforts as Executive Director over the past few years, but anticipate his new position may prove little less demanding. Thanks again, **Barney**.

The Board also recognizes it must work harder to aid management in realizing the Museum's goals. As a show of good faith and to properly bring in the New Year, the Board has collectively donated \$8,500 to fund the acquisition of the Oregon & Northwestern Baldwin locomotive AS-616. Thanks also to former Board member **Gene Dramm**. Gene was able to enlist the support of Union Pacific Railroad Chief Executive Officer and former San Diegan, **Mike Walsh**, resulting in a donated move of this locomotive from Ontario, Oregon, to Los Angeles. Mr. Walsh's generosity saved the Museum approximately \$6,000. And **Santa Fe** has again come through for the Museum and agreed to move the locomotive from Los Angeles to San Diego.

Lastly, the Board has added some new members whose skills will serve it well in areas previously deficient. New Board members include **Douglas Dale Busch**, chief legal

counsel for the Salk Institute; **Corrine Gallagher**, longtime member and retired real estate broker; **Terry Durkin**, Museum founding father and tireless supporter; **Robert Hinshaw**, principle assistant to the San Diego City Attorney; **Larry Williams**, Professor of Business and new chair of the Board's Operations Committee; and **Arthur Sherman**, President and CEO of Arthur Sherman Company, Public Relations and Development.

I would also like to thank those outgoing Board members, **George Boggs**, **Roy Pickering** and **Rene' Scheuerman**, who have contributed of their time and efforts throughout their past terms.

## 1991 BOARD of TRUSTEES

Newly elected officers, and trustees carried over from last year's Board:

President - **Danial J. Marnell, M.D.**,  
Dermatologist  
Vice President - **Walter H. Barber, Jr.**,  
General Engineering Contractor  
Treasurer - **Theodore K. Lipsey, CPA**,  
Lipsey & Breunich  
Secretary - **H. Chalmers Kerr, Jr.**,  
Retired Operations Research Analyst  
Naval Ocean Systems Center

**Maurice Carter**, Civil-Engineering-  
Transportation Planner, Self Employed  
**George N. Coleman, Sr.**, President, Curtis  
Coleman Company  
**Robert L. Kern**, Insurance Broker, Supple,  
Merrill & Driscoll  
**Ray Krum**, Retired, Owner Audio Visual  
Services  
**William J. Schwartz, Jr.**, Attorney,  
Worley, Schwartz, Garfield & Rice  
**John P. Starky**, Chairman of the Board,  
Starboard Development Corporation

Newly Seated Trustees:

**Douglas Dale Busch** Director of Legal and  
Regulatory Affairs, The Salk Institute  
**Terry E. Durkin**, Antiques Dealer  
**Robert E. Eikel**, Real Estate Investors  
**Robert M. Henshaw**, Principle Assistant  
to the San Diego City Attorney  
**Arthur Sherman**, Public Relations and  
Development, President, Arthur Sherman  
Company

Staff Appointed Trustees for 1991:

**Corrine Gallagher**, Retired Real Estate  
Broker  
**Larry J. Williams**, Professor, Palomar  
College

### REPORT

Official Publication of the SAN DIEGO RAILROAD MUSEUM  
4695 Nebo Drive, La Mesa, California 92041  
EDITOR: Harry E. Doering

ONE YEAR MEMBERSHIPS  
Senior-\$15: Individual-\$25: Family-\$35: Contributing-\$50:  
Supporting-\$75: Sustaining-\$150

LIFE MEMBERSHIPS  
SENIOR LIFE-\$300: LIFE-\$500: GOLD SPIKE LIFE-\$1,000

COMPANY/CORPORATE MEMBERSHIPS  
Associate-\$1,000: Sponsor-\$2,000: Benefactor-\$5,000

# INTERPRETATION DEPARTMENT

by RICH BORSTADT

## Museum A'Growin'

The big item coming up, in addition to our March 16th, Touch of the Irish Campo-Tecate excursion, is the **Annual Meeting and Banquet of the Pacific Southwest Railway Museum Association, Inc.**, our non-profit parent corporate entity. This year it is at Tom Ham's Lighthouse on Harbor Island the evening of **March 30th** (see separate flyer for details). The guest speaker will be of special interest to those concerned with the Museum's interpretive mission. It is also the occasion for awards through which the Museum recognizes its own, those who have contributed something special to the past year, or years, of our shared enterprise. One of the Award winners may be you, and it most certainly is someone you know. Reserve that evening and call **Alba** or **Bobbie** at the Museum Office (291-9220) for information and to reserve your space (\$25 for an individual and \$45 for a couple, choice of entree).

## Campo Live Interpretation

The annual **Campo Wild West Days** celebration is coming up again over the Memorial Day weekend. Campo civic organizations, the Mountain Empire Historical Society and our Museum are making plans now. If you would like to be part of the task force to develop Museum activities for this event, contact Interpretation Superintendent **Rich Borstadt** at 447-3297 or 544-5875 (work).

Two developments in the last couple months have provided new luster to our Visitor presentations. First, the Miller Creek Demonstration Train at Campo better portrays for our guests what it was like to wait at the depot in the early part of this century to board a cross-country passenger train. We now provide not only the adventure of departure upon a train ride, but the anticipation and excitement (not to mention photo opportunities) of awaiting that train's arrival as well. The train is backed across Highway 94 and 'hidden' beyond the Stone Store Museum until time for its "arrival" from San Diego, Tijuana, Tecate and the west.

With blasts of diesel horn at the crossing, squeal of brakes and an artistic swing of the boarding stool to the ground as the train pulls to a stop, there is no doubt in anyone's mind that something of moment is happening. Trains were never just standing in the station waiting long in advance of boarding, except at points of origination and termination. Campo was never such a place, so the new method of presentation is a more historically authentic model of times past and you should see the speed and enthusiasm with which boarding takes place before departure for Miller Creek. Many thanks to our Trainmen who are developing that flair with the "elephant stand" and the Operations Department folk who also wear their interpretive hats proudly by making this new "demonstration" possible. Particular thanks to **Denby Jones**, **John Mercer** and **Mike Reneau** who took the initial steps some weeks ago to

make it a safe operational reality. They went that extra mile (or whatever it is to milepost 65) to make an idea that has been kicked around for some time actually become reality for our visitors.

The second development is our two Tecate runs, over the San Diego & Arizona and Tijuana y Tecate rails. The first was on January first, and came from San Ysidro/Tijuana in the west, the second was on President's Day, February 18th, and originated at Campo. In addition to fulfilling the basic purposes of such trips (to introduce and renew recollection of the longer period train ride experience for members of the public, to inform that public about railroads and railroading, to produce revenue for the Museum's mission, and to be fun for all involved), these have had extra benefits. They have built on past international and governmental relationships and established new ones, they have begun a new working relationship with the San Diego & Imperial Valley Railroad (SD&IV) for us, and perhaps most important of all, they have begun development of a more sophisticated and coordinated approach to staging our special runs for the benefit of the public. We are developing scripts for our presentations which together with advance briefings insures that everyone knows what is happening and when. Everybody is becoming more aware of our Visitor/Passenger/Audience and the "show" we are crafting for that person (though there may be 400 of them on the train, we are always talking to an individual). We are all learning our "roles" and increasing frequency of these trips will polish the performance and let our guests go away entertained and enriched with some new bits of knowledge and appreciation of the American railroad.

**ATTENTION!** If you have old photos, tickets, passes, booklets, pamphlets or other printed or published matter including movies and videos relating to railroads, **please** consider donating them to the Museum Library or including them in your will for donation to the Museum. These donations create a comprehensive collection for future generations to study and enjoy.

Library work hours normally are Tuesdays 7 PM to 10 PM, and Saturdays 10 AM to 4 PM. This may not hold strictly true in the near future. General research will be difficult for the next couple months as we search out and settle into a new facility. Major efforts should be deferred until after the move. Until then, simple needs may or may not be possible to meet. Check with Roy or Bruce if you need something in the interim.

## Research

In January, our **Introduction to Oral History** training session, which is designed to familiarize those of you interested with the techniques for quality recording of oral histories and the standards we use in our archive, coincided with outbreak of war in the Gulf (January 17). The reschedule for February 21 was preempted by the necessity to move the Library to new quarters, along with

## more interpretation...

our meeting space. So, we will try again, for that charmed third time, to offer this very special session for those wanting to know more or get involved in the preservation of the personal perspectives of individuals associated with railroads and events involving them. Watch for a notice in the next Report.

### La Mesa Depot

### Campo Exhibits Laboratory

New acquisitions continue to appear as well as "new" discoveries of old holdings. **Corrine Gallagher** located and donated an old-style canvas and leather U.S. Mail pouch, with an eye toward helping tell the Railroads and the U.S. Mail story through our R.P.O. car restoration (a project being partially funded through a generous grant from the Las Patronas organization). **Gee Gee Robinson**, who previously developed the Museum's Deed of Gift form, is wintering with her husband Ross in San Diego. In Canada, she has been studying Museumology and is using some of her time with us in helping refine our acquisitions and documentation system for the small collections as well as improving the facilities at the lab. Some new information from the B&O Museum will help expedite getting these systems established.

If you have been holding any of the Museum's smaller railroad objects for safe keeping in your garage or attic, we now have appropriate secure space for the purpose and are engaged in cataloging the Museum small material culture collections. Please contact Interpretation Superintendent **Rich Borstadt** (447-3297) or the Museum Business Office (291-9220) to make arrangements for transfer to the Exhibits Lab.

If you have personal items of this nature, either single objects or a collection, please consider donating them to the Museum now, or include them in your will for donation to the Museum at a later date. These bits of railroadiana, when added to the Museum's study collections help complete the physical picture of railroading in the Pacific Southwestern United States and its relationship to the national story of this key transportation industry. They can then become the tangible teller of that story to generations yet unborn when used in the exhibits of the Museum.

### Departmental Meeting

The next monthly business meeting of the Interpretation Department is also an end of quarter and so will be on Saturday Morning, March 30, at 10 AM, in the U.P. Dining Car in our Campo yards. All are welcome. It will be followed at 1 PM by our regular end-of-the-quarter field briefing outing for anyone interested in building their fund of knowledge. The group will gather at Campo Depot for a short hike to look at the Campo area environment, its plants, animals, geology, climate and neighboring attractions which our Visitor, and perhaps you, too, will find of interest. This is a great time of year for it, as some of the spring blossoms will be beginning to appear. This will count

## LIBRARY HAPPENINGS

by ROY PICKERING

### ATTENTION: WE DESPERATELY NEED DONATIONS OF FUNDS TO HELP WITH OUR UPCOMING MOVE

Well folks, it finally happened - we lost our lease on the library and will have moved by the time you read this, possibly back into the refer at La Mesa Depot and some to Campo. Our new Museum Director **Kay Carter** is searching feverishly for a new location. I'll let you know as soon as one is found.

We have started looking at software related to cataloging our book collection (5,000-plus volumes). If you know of and/or have access to this type of software please let me know. Also we are in the process of upgrading our computer to a 286. If you can help find a 286 motherboard it would save us a lot of money.

I want to thank the following people for their donations to the library: **Charles Yost** - 8 boxes of various magazines: **Wayne Kenaston** - many items relating to the UINTAH RAILWAY CO, passes, books and photos: **Randy Houk** - History of the Southern Pacific, History of the Santa Fe; **Charles McMahon** - Consolidated Code of Operating Rules and General Instructions, Northern Pacific Railway, 1917, Management of Train Operation and Train Handling, 1972, Track Train Dynamics to Improve Freight Train Performance, 1973, ATSF Diesel Electric Locomotives Operating Manual, Pictorial Treasury of Classic Steam Trains; **Mr. & Mrs. Belden Rau** - Uniform Code of Operating Rules, 1962, CN Rail St. Lawrence Region Time Table Nos 67 & 68, CN Rail Great Lakes Region Time Table No 47, three prints of locomotives; **Rene' Scheuerman** - various older magazines.

More thanks go to the following folks for their continued hard work in organizing the library: **Randy Houk**, **David Houk**, **Bruce Semelsberger**, **Laura Emery**, **Kevin Emery**, **Wayne Davis**, **Roy Pickering** (hey, I do stuff too), **Bob Underhill**, **George Heflin IV**, **Mike Reneau**, and **Gee Gee Robinson** (the better half of our Canadian contingency).

**Wayne Davis**, long time member and faithful library and La Mesa Depot volunteer, passed away February 3rd, at the age of 64. Wayne's favorite activity in the library was the cataloging and identifying of the photo collection, and helping at our various fund raising ventures. He also enjoyed stereo photography as some of you may remember - he gave a stereo slide show at one of our quarterly meetings. He was also a regular monthly staffer at the La Mesa Depot, and frequently filled in for others that were not able to serve. Wayne will be missed greatly by all of us. May God Keep and Comfort Him.

as credit for Trainman/Guide course members as an elective session. It will provide an opportunity to identify natural features on-site and then proceed in personal cars to the Lake Morena Park for a brief orientation before adjourning by 3 PM, so those who wish can head back for the evening celebration at the Museum's Annual Banquet and Meeting at Tom Ham's Lighthouse.

# NOSTALGIA - THE GOOD OLD DAYS

From Railway Passenger Travel 1825-1880  
by Horace Porter, Scribners, September 1888  
reprinted by Americana Review, Scotia, NY

The railroad was a decided step in advance, compared with the stage-coach and canal-boat, but when we picture the surroundings of the traveller upon railways during the first ten or fifteen years of their existence, we find his journey was not one to be envied.

He was jammed into a narrow seat with a stiff back, the deck of the car was low and flat, and ventilation in winter impossible. A stove at each end did little more than generate carbonic oxide. The passenger roasted if he sat at the end of the car, and froze if he sat in the middle. Tallow candles furnished a "dim religious light", but the accompanying odor did not savor of cathedral incense.

The dust was suffocating in dry weather; there were no adequate spark-arresters on the engine, or screens at the windows, and the begrimed passenger at the end of his journey looked as if he had spent the day in a blacksmith shop.

Recent experiments in obtaining a spectrum analysis of the component parts of a quality of dust collected in a railway car show that minute particles of iron form a large proportion, and under the microscope present the appearance of a collection of tenpenny

nails. Iron administered to the human system through the respiratory organs in the form of tenpenny nails mixed with other undesirable matter is not especially recommended by medical practitioners. The sanitary surroundings of the primitive railway car cannot be commended.

There were no double tracks, and no telegraph to facilitate the safe dispatching of trains. The springs of the car were hard, the jolting intolerable, the windows rattled like those of the modern omnibus, and conversation was a luxury that could be indulged in only by those of recognized superiority in lung power. The brakes were clumsy and of little service.

The ends of the flat-bar rails were cut diagonally, so that when laid down they would lap and form a smoother joint. Occasionally they became sprung; the spikes would not hold, and the end of the rail with its sharp point rose high enough for the wheel to run under it, rip it loose, and send the pointed end through the floor of the car. This was called a "snake's head", and the unlucky being sitting over it was likely to be impaled against the roof. So that the traveller of that day, in addition to his other miseries, was in momentary apprehension of being spitted like a Christmas turkey.

Baggage-checks and coupon-tickets were unknown. Long trips had to be made over lines



Passengers, (mostly Union soldiers) jump to safety as a "snakehead" rips into the floor of their car on the Louisville & Nashville near Lebanon Junction, Kentucky. These "snakeheads" were not uncommon in the days when most lines were built with "strap" rail,

which was constructed by placing long iron straps on top of wooden beams. "Strap" rails were used from 1830 to 1850, and some remained in service until well after the Civil War.

photo-Harper's Weekly, Feb 20, 1864

# AS I SEE IT - BEING IN TOUCH

by RENE' SCHEUERMAN

Volunteers are the backbone of an organization such as ours. Museum members who 'wannabe' volunteers should consider helping out at our office near Hillcrest, the Depot in La Mesa, the Library in East San Diego, or at Campo, the Railfan Patrol, Excursions, Exhibits, or Speakers Bureau. 'Wannabe' volunteers can be in touch by calling our office to be put on the mailing list for the monthly Hot Scoop.

To compare what we are doing (or not doing), with other museums around the world requires reading the pages of Locomotive & Railway Preservation. More specific and relevant information, however, is found in Train Line, from the Tourist Railway Association, Inc., and in ARM Report To You, from the Association of Railway Museums, Inc. Structure preservation is handled in Historic Preservation, from the National Trust for Historic Preservation. Railroad preservationists should be envious of the wide range of replica materials and items available to the structure restorer, and wonder where are the replicators of Railroad items at less than "collector" prices?

The December, 1990, Train Line is particularly helpful: "The President's Message" advocates adhering to FRA regulations, although tourist and industrial lines which do not interchange are exempt. **Fred Bartels** says, "All it takes is one unfortunate incident that points the finger at negligence, cost cutting, ignorance, or complacency to put an end to tourist railroading."

Another excellent "How to" article from this issue was "Festiniog Railway," by **Gordon Rushton**, who makes several good points:

"There is always a problem in handling volunteers. If left unorganized they are a liability not an asset. If organized and regulated too strictly, then there are no takers!"

Apparently, most of their 50 employees entered paid positions from the corps of 150 volunteers; a method I would advocate.

## more nostalgia...

composed of a number of short independent railways; and at the terminus of each the bedevilled passenger had to transfer, purchase another ticket, personally pick out his baggage, perhaps on an uncovered platform in a rail-storm, and take his chances of securing a seat in the train in which he was to continue his weary journey.

Yes, those were "The Good Old Days"! Anyone for AMTRAK?

...Bill Schneider

Another conclusion is:

"There are two railways in one. The core business with its demands on efficiency and profit to make it grow and sustain itself and the fringe business which sustains the core by adding value to the product sold and bringing fulfillment and happiness to the volunteers, paid staff and to the passengers."

The "fringe business" in this quote includes attractive structures, landscaping and right of way by concealing or beautifying eyesores.

Because the needs of Operations are immediate ("will everything be ready by next Saturday?"), and the rest of PSRMA has few deadlines, some members have suggested that the San Diego & Arizona Railway be split off as a separate entity with mostly paid staff, and operated for profit. All paid positions should first be offered to **qualified** Museum members. Rolling stock could be leased from PSRMA, with a portion of the profits dedicated to acquisition and restoration of more passenger carrying equipment.

Future consideration should be given to daily operations during the peak of tourist season, and during conventions, with packages including chartered buses to Campo, and lunch. Perhaps some state tourist money may finally find its way to Southern California.

## RAILBUS PROGRESS REPORT

by CHARLES ALBAN

We are right on schedule for completion in time for RailFair '91

The canvas roof is complete and painted. The inside of the roof has been stripped, stained and varnished (an extremely labor-intensive job I might add). **Ross Robinson** is building a new right rear door as the original was too warped to reinstall. We have a new tool box and battery box, manufactured by La Mesa Sheet Metal, ready to install on the front.

The radiator shell is complete, manufactured by **Bill Yoak** of Aerospace Specialties, at Palomar Airport. This was a major undertaking, requiring a die to be machined, and the use of a metal forming press at El Segundo. Bill says he has \$1,200 into this project. The work is to an extremely high standard and we are very grateful to Bill for his efforts. We intend to maintain his high standard for completion of the project.

Painting is scheduled for mid-March. The colors will be cream over beaver brown.

And Harry [Hurry] and I would like to thank those who wrote concerning the missing steering wheel - we have now found it!!!



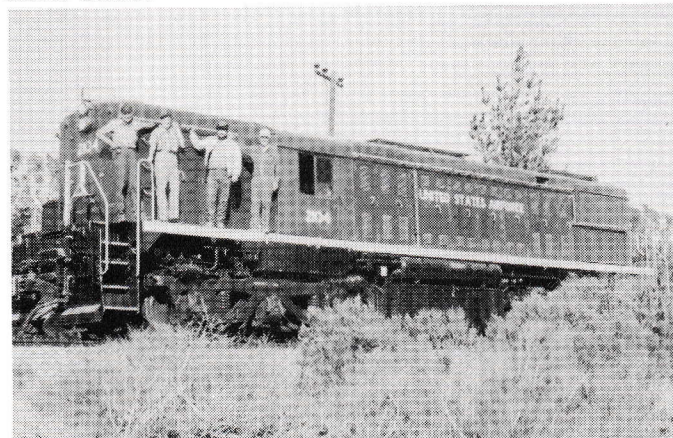
Looking northeast up the east lead toward its connection to the SD&IV main line, 35 to 40 Museum volunteers are working all along the quarter-mile stretch of new track.



SDRM volunteers laying track on the east lead into the Museum yard. Our ex-Navy self-propelled crane is working from the SD&IV main line.



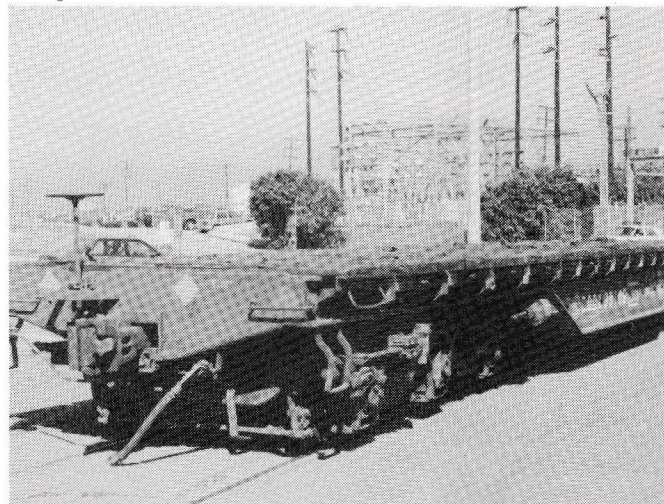
SDRM Member **Dick Cupp** brings locomotive #2104 out of storage. Dick has had 15 years of service with the AT&SF.



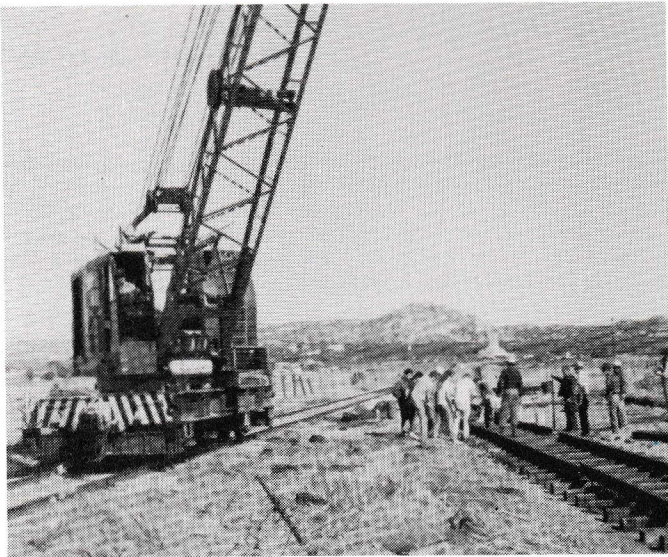
**Dick McIntyre**, **Bill Niedrich**, **Dave Rinshaw** and **Dick Cupp** road testing ALCo GE, U.S. Air Force #2104. **Rinshaw** is base Railroad Foreman of maintenance. As a side note of interest, this locomotive originally replaced SDRM's #1809 at South Vandenberg AFB in 1979.



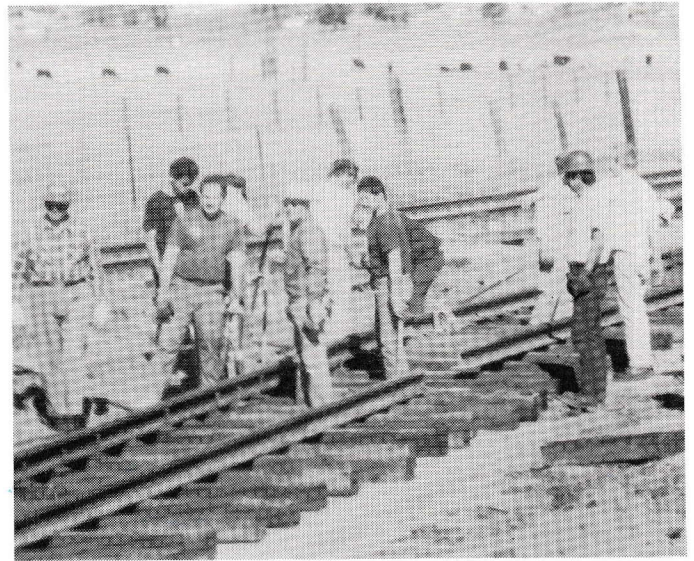
SDRM member **Vern Cook** inspecting a surplus 3,800-gallon capacity fuel tanker, a 1969 GMC, formerly assigned to the California Air National Guard. Acquisition and transport to Campo has since been accomplished by Coastway Trucking, of San Diego for just about the cost of fuel (\$326.00) - thanks to **Bob Moore**, a good friend of our Museum.



Another new acquisition through government surplus and the efforts of Life Member **Bill Niedrich**, is this 100-ton capacity 6-axle flat car, ex-DOD #39106, built in 1952 by Pullman. Car is show in storage at 32nd Street Naval Station awaiting final approval of the donation. The trucks have roller bearings.



About 40 members showed up for our Track Laying Party last month, shown here with the Museum's ex-Navy self-propelled rail crane.



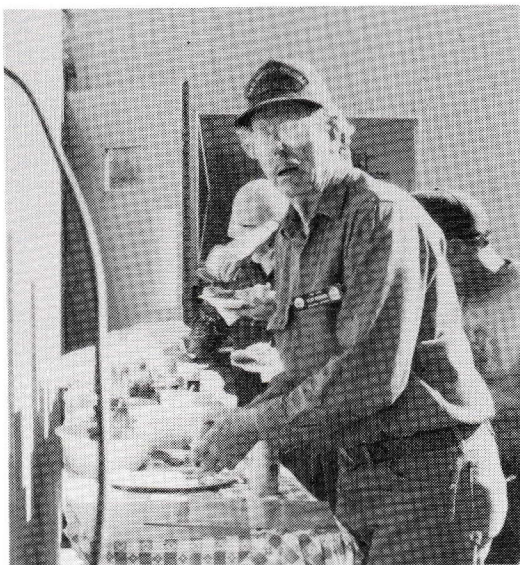
The crew contemplates their next move while waiting for the spike driver to show up with the jack hammer.



The ladies who kept fuel in the crew's fire boxes, Corrine Gallagher, Bobbie Ringersman, Ann McVeagh, Jeanie Jones and Joy Moorehead.



The crew's lounge filled to overflowing - a time for rest, good food and conversation before getting back to nailing down the iron.



Cliff Pennick looks like he just got caught with his hand in the cookie jar.



Dawn Shaffer shows Ed Duling some of the finer points of spike driving.

## 1991 National Railway

### Preservation Symposium

by **BARNEY BARNIER**

On Friday, February 15, 1991, your new Museum Director, **Kay Carter** and I journeyed to Sacramento to attend the '91 Symposium sponsored by the California State Railroad Museum. After registration we were treated to a tour of the CSRM restoration shops, located in an 1880's car repair shop on the vast Southern Pacific Sacramento Locomotive Works. The SP leases the building to CSRM for a nominal fee, and some of the SP employees even volunteer their time to help restore the equipment. **Mr. Dennis Daugherty** was our guide, and besides a great tour, we gained some insight into the thoroughness of the CSRM staff and procedures for conservation and restoration.

One of the current projects we were shown was the work in progress on an F-7 "Black Widow". She was stripped to the bare shell, and had recently completed engine tests and was being readied for new skin and complete cosmetics. She will be a grand lady when she's completed.

After the shop tour, the Museum hosted a reception in their "Sierra Scene" room, where we were able to meet and talk with the rest of the serious preservationists attending the symposium. Dinner followed the reception, and then we heard from the retired Senior Historian of Transportation at the Smithsonian, **Mr. John H. White**, about "Replicas, Past and Future." Then it was time for some rest! (We had departed San Diego Airport on the 6:25 AM flight, so we were tired).

Saturday morning started bright and early at 7:30 with a continental breakfast in the Museum. The first session commenced promptly at 8 AM with **Mr. John Hankey**, of the B&O Museum in Baltimore, presenting "From Collection to Museum". John was an absolutely delightful speaker, and we will be able to implement some of his ideas here in San Diego. After that we heard from **Mr. J. William Tobin** about Fund Development. A lot more good ideas here, and as you know we can use them! Following that, Kay attended the workshop on Fund Development, and I took in the one on Steam Locomotive Restoration. I plan to share this one with the "Steam Team" at their next meeting. After lunch, Kay and I attended the workshop on Museum Design presented by **John Hankey**. Again, we feel we will be able to make use of this material in San Diego. Next, **Mr. J. David Conrad**, the Chief Mechanical Officer of the Valley Railroad in Connecticut took us to China for a slide tour of the construction of his NEW steam locomotive. He showed us some 200 of the 3,000 slides he took in the two months it took the Chinese to erect his engine, a 2-8-2. What a great show! After that, dinner, and several old movies in the CSRM theatre.

One other note of interest; during the symposium, **Blaine Lamb**, archivist for CSRM gave me a computer listing of all the SD&A/SD&AE right-of-way maps that are currently in their library.

## Hearing Impaired Visit

### The La Mesa Depot

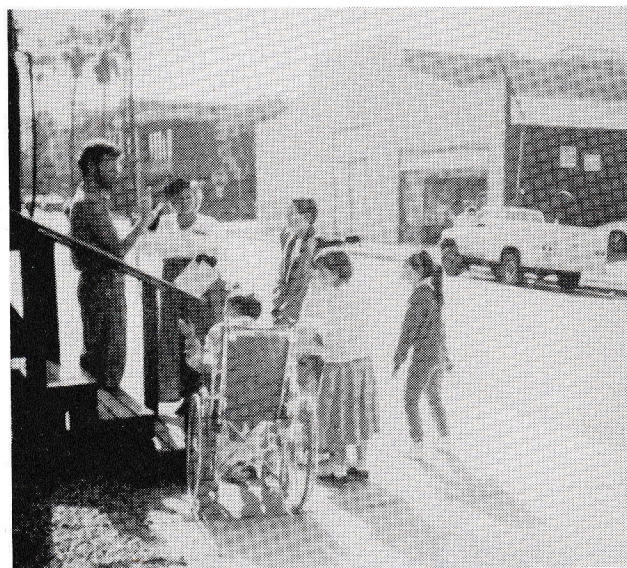
by **LORI JONES**

On February 7th, the La Mesa Depot, under the direction of **Joy Moorehead**, was privileged to host a tour for a group of hearing impaired children from Lafayette School in La Mesa. The children were given a chance to see how the station was operated, what the function of the caboose was, and where the crew lived while on duty. They were very excited to actually go into the caboose and climb into the cab of the engine.

**Mark Owen**, the children's teacher, interpreted for the tour as the children only use Sign Language. **Lori Jones** was dressed in a costume styled from 1915 so the children could see the difference in the clothes then and now.

It was really wonderful to see the excitement on the faces of **Matthew Kine, La Her, Tiffany Gudlauskis, Porsche Haden, Heather Malone, and Toby Pender**. Joy is hoping to have more children's tours in the future and is in communication with some of the area schools at this time. Anyone interested in helping please contact Joy at 691-1901.

If you have children in Brownies, Blue Birds, Cub Scouts or any other youth organizations, and would like to arrange for tours, contact Joy at the above phone number.



**Mark Owen** repeats in sign language what **Lori Jones** is telling the children before they actually enter the Caboose.

Sunday morning, we heard **Mark Smith**, editor of Locomotive and Railway Preservation magazine, remind us of the responsibility we have chosen for ourselves to bring the railroad heritage to future generations. Then, a quick trip to the Airport, and back to San Diego, to prepare for the next day's trip from Campo to Tecate which was a great success, thanks to the organizational skills of **Rich Borstadt** and the wonderful, energetic, and skilled volunteers who staffed the train.

# HIGHLIGHTS OF THE BOARD OF TRUSTEES ACTIONS - 1990

by H. CHALMERS KERR, JR.  
Secretary, Board of Trustees

Presented are the primary actions taken by the Board during 1990. A much larger amount of business was conducted at the meetings than is indicated in the listing. Complete meeting minutes are available by request. Please submit \$1.00 and a self addressed stamped 9"x12" envelope, with three ounces of postage, for each copy of the desired minutes to: H. Chalmers Kerr, Jr., 2909 First Avenue, Apartment 3A, San Diego, CA 92103.

## JANUARY

- The Museum accepted donation of a Santa Fe 75-foot turntable located in Fresno, California, and two Trailer Train 75-foot flat cars, at a cost not to exceed \$2,500.

-An Ad Hoc committee was established to seek corporate sponsorship to allow acquisition of a U.S. Air Force ALCo MRS-1 diesel engine located at Vandenberg AFB, California.

-Approved acquisition of the aforementioned MRS-1 if the money is found.

-Jassory, Groff and Douglas, an independent accounting firm, will be engaged to perform an audit on the Museum's 1990 operations.

-Officers for 1990 were elected. President - **Daniel Marnell**, Vice President - **Wally Barber**, Treasurer - **Ted Lipsey**, Secretary - **Chalmers Kerr**.

-Board President Marnell was authorized to represent the Museum at the retirement party of **Mr. O.W. "Bing" Torpin**, Vice President and General Manager of the AT&SF Railway.

## MARCH

-The Board of Trustees was expanded to 19 members as permitted under the Bylaws.

-Authorization was given to officially apply for a State of California grant totaling \$100,000. **Charles Alban** was appointed as the Museum's agent in the negotiation.

-Approval was granted for the Museum to give trolley car #201 (body) as a permanent loan to the City of San Diego, or other redevelopment agency overseeing the Gas Lamp Trolley project.

## MAY

-No actions taken.

## JULY

-A new Nominations Committee was seated. Chairman - **Chalmers Kerr**, Members - **Rene Scheuerman**, **John Starky** and **Roger Garrett**.

-Approval was given to the concept of the Museum occupying space in the El Cajon Transit Center. A plan of action to be drawn

up by Executive Director Barnier. Final vote on the plan in one month by the Executive Committee, if passed, to try the store occupancy for three months, as a non-money losing basis.

-Approved purchase of a wheel lathe, at a cost of \$3,000, plus transportation, subject to inspection, and approval by Museum Staff.

-The Museum took the SanRail, Inc. letter proposal under advisement, will seek council on the proposal, and further consider the matter at a special Board meeting on August 28, 1990.

-The completed Carriso Gorge Report was submitted to the Board for information.

## AUGUST

-Accepted the Metropolitan Transit Development Board's offer for use of store front space in the El Cajon Transit Center.

-Approved the Museum entering into an agreement with the Heritage of America Museum (Grossmont/Cuyamaca College District Foundation) for use of the La Mesa Depot Museum and train exhibit for a party and fund raiser. Museum requirements will be specified by Staff.

-President Marnell reported that at the August 8th meeting of the Executive Committee it was agreed that a decision on the SanRail, Inc. proposal will be held in abeyance until the Museum resolves its future relationship with the Metropolitan Transit Development Board and the San Diego & Imperial Valley Railroad, and other related matters.

## SEPTEMBER

-President Marnell was authorized to advertise for, and seek candidates for, the position of Museum Director, as described in the position description, in the salary range of \$30-40,000 annually.

-Executive Director Barnier was authorized to hire a full time diesel mechanic if the Museum has an identified need, and the salary range is satisfactory, for a 90-day trial.

-A first draft report, "Conceptual Planning of the San Diego Railroad Museum (Santa Fe Railroad Depot and Baggage Room in San Diego)," by Daniel Quan Design, was distributed to the Board for information.

## NOVEMBER

-Eight trustee nominees for 1991 were elected (see complete list of trustees elsewhere in this Report).

-Nominees for 1991 officers were presented.

-The Board established a team to study a For Profit Entity to oversee rail operations and other commercial ventures for the Museum.

# Payoff for Prowling Back of Bookstores

## Historic Photo Collection Preserved

by MERIDITH VEZINA

Director, Mountain Empire Historical Society

Entrancing early images of San Diego's extensive trolley system and photos detailing several of the County's major train wrecks are among the archival treasures uncovered recently by the Mountain Empire Historical Society. There are prints of numerous railroad depots - including the only known picture of the completed Campo station of the 1930's - and an array of photos documenting the trains and activities of the San Diego and Arizona Eastern Railway. All are part of an extensive collection recently found and acquired by the Society, which operates the Gaskill Brothers' Stone Store Museum in Campo.

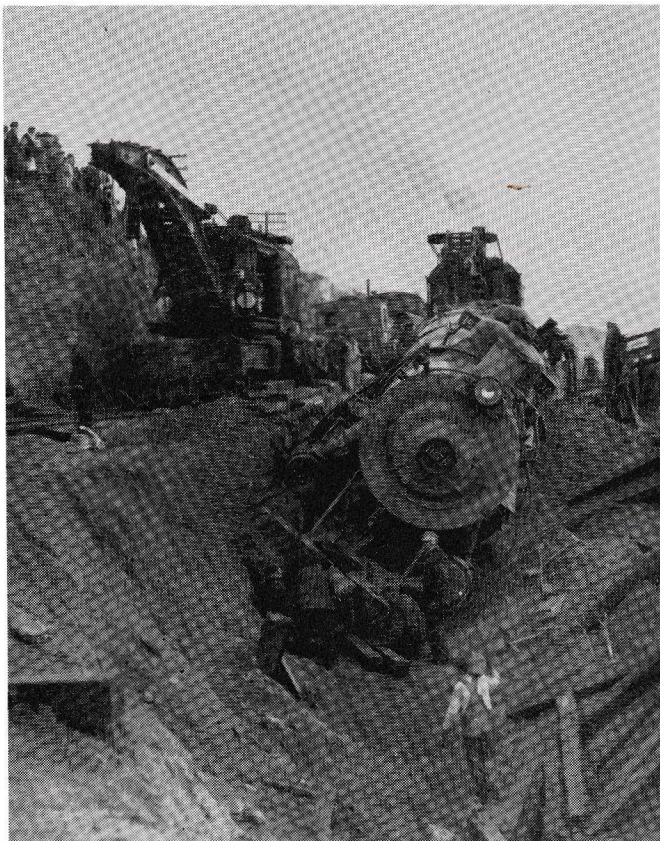
Discovered in the back of a used book store in San Diego, the collection was assembled by the late Marion Charles, an avid collector and model railroad enthusiast. According to the book store manager, the collection had been brought in just a couple of days prior to its discovery by the Historical Society. The Society immediately bought the entire collection, approximately 900 prints with

their negatives, through the generosity of Wayne Kennaston, a long-time member.

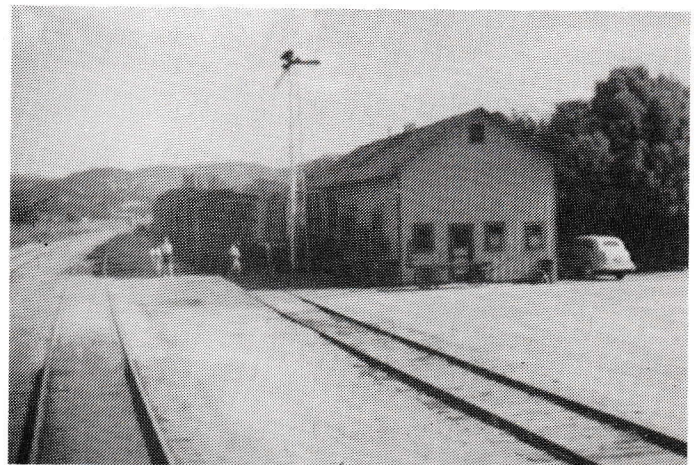
In addition to photographic items, the Marion Charles Collection includes manuals, timetables (real and spurious), and other railroad memorabilia. With a grant provided by San Diego County, the Society plans to inventory, process, and properly store the collection in its archives located on the second floor of the Stone Store Museum. Eventually the collection will be made available to researchers and, once processing is complete, the general public will have access to copies of the photographs.

San Diego Railroad Museum members and others interested in working on cataloging and identifying elements of the Marion Charles Collection are invited to become involved. Contact Roy Pickering, SDRM's Director of Libraries, at (619) 462-3392; write the Mountain Empire Historical Society directly at P.O. Box 394, Campo, CA 92006; phone (619) 478-5039 or visit the Gaskill Brothers' Museum in Campo during weekend operating hours on Saturday or Sunday from 11:00 AM to 5:00 PM.

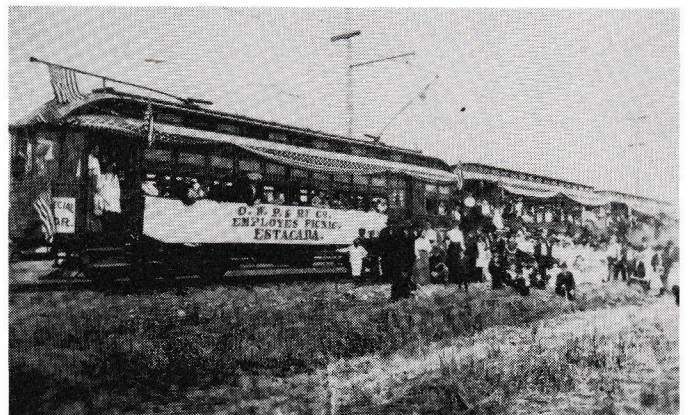
Photos from the Marion Charles Collection, courtesy of the Mountain Empire Historical Society.



Unidentified train wreck (note Brown Hoist on the left).



Only known photograph of the completed Campo Depot, taken around 1930.



Trolley in festive garb for outing somewhere in Oregon.

# NOTICES . . . . . NOTICES . . . . . NOTICES

LET'S GO TO THE MOVIES!

by **Chalmers Kerr**

SDRM is always on the lookout for ways to raise money to fund its many worthwhile projects. There is no reason why we can't raise money, promote the Museum, have fun, and socialize all at the same time.

Back in the Winter/Spring of 1970 I ran the Museum's First Annual Film Festival, which screened feature films heavy into railroading. The festival was a modest financial success, offered good entertainment, and gave the Museum lots of publicity. Isn't it about time to have the Second 'Annual' Film Festival? If a 150 member Museum could do it then, with a 1,500 member roster now a festival should be a smash hit.

In 1970 we lived in simpler times that allowed a film festival to be put together rather easily; not so now. But, it is possible if we want to do it.

To refresh your collective memories, and for the benefit of the newer Museum members, the 1970 event was held at the Ken Theatre in San Diego, during February, March and April, on an every-other-Thursday evening schedule. Museum members and the general public were invited. The feature films were: 1. The General, a silent film with Chauncey Haines, the celebrated theatre organist enlivening the film with his music; 2. Union Pacific; 3. The Train; and 4. The Retirement of Mr. Napoleon (about a locomotive engineer scheduled for retirement (Japan)). Also shown were selected short subjects and a Museum promotional film by **Jerry Windle**.

At the present time the idea of having another film festival is in the exploratory stages. If held, it would be a part of the future program schedule of the Interpretation Department.

A few decisions must be made, such as; Is it possible?, When to have it?, Where to have it?, and What films to show?. Other considerations are: Do we try another multiple film program or settle for a single feature film event?

I would like to hear from Museum members about the feature films (having lots of railroading activity) that they would like to see, and any other railroad related films, such as, industrial, promotional, educational or training films, hobby trackside films (these can be commercial too), shorts, etc.

Please contact me with your film ideas. Anyone interested in helping organize and run a film festival give me a call too.

Contact: **Chop Kerr**, 291-4787 daytime and evenings until 10 pm.

**SDRM'S ANNUAL DINNER**  
**TOM HAM'S LIGHTHOUSE**

SAN DIEGO HISTORICAL SOCIETY NEWS RELEASE

EVENT: San Diego Historical Society sponsored bus tour of five railroad depots in San Diego County.

Date: Saturday, April 20, 1991.

Time: 9:00 AM until about 3:30 PM.

Cost: \$30.00 per person. Cost includes refreshments and lunch.

Reservations: Check made out to the San Diego Historical Society, must be in the mail no later than March 28th.

Contact Person: **Eleanor Neely**, Junipero Serra Museum, 297-3258.

Author and lecturer, **Jim Price**, will conduct an interpretive tour of five interesting railroad depots within San Diego County. The five depots have been chosen because of diversity in terms of age, architecture and use/reuse.

Lunch will be in Grape Day Park following a stop at the Escondido Depot.

The bus will meet the tour group behind the Organ Pavillion in Balboa Park at 9:00 AM, and deliver the group back to that location by 3:30 PM.

Come join the San Diego Historical Society for a day of fun and learning led by San Diego's authority on San Diego's railroad history, **Jim Price**.

FRIENDS OF THE LIBRARY

by **ROY PICKERING**

If you missed the TEA Party on January 23rd, don't worry, we will have another one as soon as we are settled into a new location. Over 30 attended the affair that lasted 'till after 6 o'clock. We had over 12 different types of teas with cookies, cheese and crackers, and homemade tarts. We also showed videos from our collection. Thank you to **Bruce Semelsberger, Wayne Davis, Laura Emery, Ann McVeagh, Ed and Hazel Duling and Larry Moorehead** for helping to make this a success.

NOTICE REGARDING ATTENDANCE AT RAILFAIR '91

Would those SDRM members who are planning to attend RailFair '91 at the California State Railroad Museum in Sacramento, please call our Office Manager, **Bobbie** at the Museum office (291-9220) and let her know.

We will need some help staffing the Museum's exhibit and possibly operating the Santa Maria Valley Railbus during the ten days of the fair.

**MARCH 30, 1991**  
**ACT NOW - DON'T MISS OUT**

# SAN DIEGO RAILROAD MUSEUM

## LIFE MEMBERS

- |                           |                          |                            |
|---------------------------|--------------------------|----------------------------|
| 1. Herbert Kehr           | 38. Leo Clarin           | 75. Edwin Gaede            |
| 2. Larry Rose             | 39. Richard Teague       | 76. Dennis Crile           |
| 3. I.O. Garcia, Jr.       | 40. Richard Carroll      | 77. Vera Grojean           |
| 4. Frank Barajas          | 41. Betty Young          | 78. Margaret Barksdale     |
| 5. Norman Hill            | 42. William Niedrich     | 79. George Medlin          |
| 6. William Evans, Jr.     | 43. Vernon Northrup      | 80. Keith Gaeth            |
| 7. Dan Robirds            | 44. William Garner       | 81. Ralph Oxhandler        |
| 8. Dr. Richard Tullis     | 45. Andrew Proctor       | 82. E.H. Doak              |
| 9. Bradley H. Bauman      | 46. Jack Ebey            | 83. Hal & Bobbie Tibbits   |
| 10. William D. Barbour    | 47. George Parish        | 84. Mrs. Anna Marnell      |
| 11. Victor Koenigsbert    | 48. Paul T. Bortell      | 85. A.L. O'Toole           |
| 12. James Collins         | 49. Albert Barnier       | 86. Curtis Thompson        |
| 13. H. Chalmers Kerr, Jr. | 50. Robert Hoffa         | 87. John Maerki            |
| 14. H.A. Hurry            | 51. Robert Warner        | 88. Burton Kuck            |
| 15. Grant Beals           | 52. Elaine Warner        | 89. Robert Korach          |
| 16. Robert Kern           | 53. Robert Hannah        | 90. Lewis Wolfgang         |
| 17. James Hamill          | 54. Vernon Cook          | 91. Lewis Teeter           |
| 18. Chris Ferguson        | 55. Wallace Schoenschack | 92. Loretta Proctor        |
| 19. James Lundquist       | 56. Margaret Stahl       | 93. Richard Reiser         |
| 20. Will Kinum            | 57. Ray Ayers            | 94. Robert Phillips        |
| 21. Rosalie Ohre          | 58. Harold Crispell      | 95. Robert Gordon          |
| 22. Edward Duling         | 59. Stanley Bartlett     | 96. Bob Turner             |
| 23. Hazel Duling          | 60. Edward D. Breck      | 97. O. Leonard Christenson |
| 24. Duane Leal            | 61. Helen Russell        | 98. Robert Becker          |
| 25. Russell Joslin        | 62. Edward Winters       | 99. William Schneider      |
| 26. Charles McMahon       | 63. Dr. David Chigos     | 100. Duane Dubke           |
| 27. John D. Corder        | 64. P.M. Klauber         | 101. Henrietta Kecskes     |
| 28. Rev. Kathy Askew      | 65. Robert Dowling       | 102. Wayne Terry           |
| 29. Rae Gay               | 66. Robert Hanft         | 103. Wayne Kenaston, Jr.   |
| 30. Don Geelan            | 67. Harrison Green       | 104. Edwin Johnson         |
| 31. Dorothy Corder        | 68. Robert Kredel        | 105. Jessie Burrows        |
| 32. George Coleman        | 69. Eleanora Winters     | 106. Philip Erdelsky       |
| 33. Lucy Murdock          | 70. Merton Thomas        | 107. Grace Wilcox          |
| 34. Vernon Murdock, Jr.   | 71. Michael Flaharty     | 108. Ruth Davis            |
| 35. Bill Gunther          | 72. Brian Valleau        | 109. Betty J. Klauber      |
| 36. Elwyn Heller          | 73. Marion Henderson     | 110. Maurice Fennell       |
| 37. Thomas Chambers       | 74. Jim Wakefield        |                            |

### SAN DIEGO RAILROAD MUSEUM

2870 Fourth Avenue, Suite C  
San Diego, California 92103



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Pacific Southwest Railway  
Museum Association, Inc.

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