



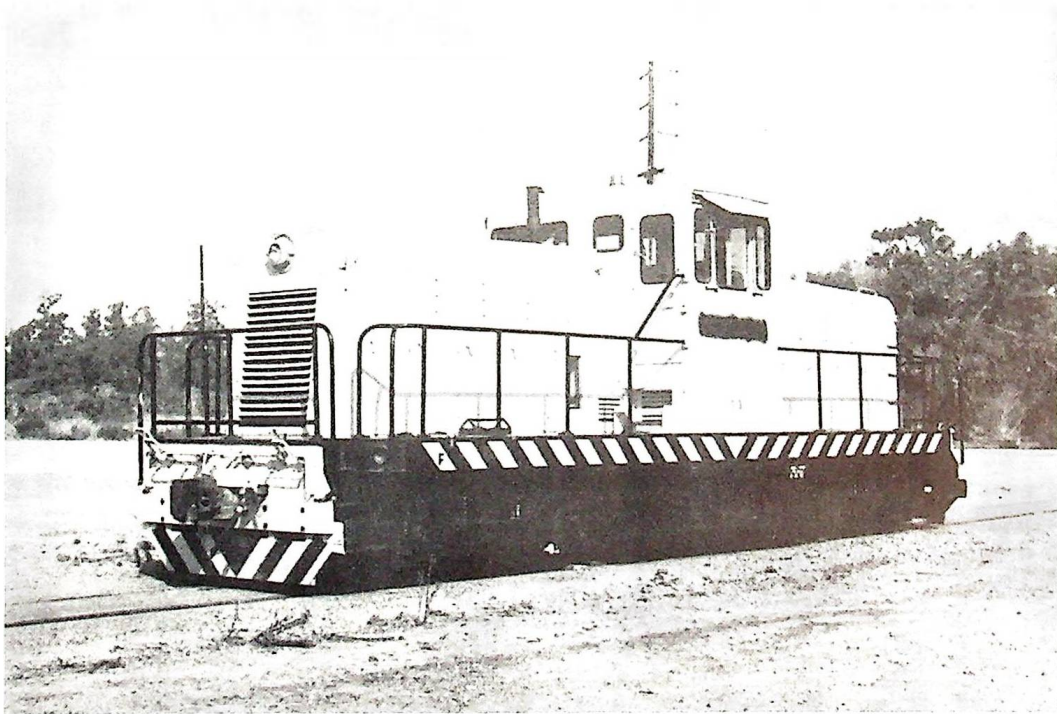
January/February

REPORT

Vol. 243

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

Museum Gains Local Marine Corps 80-Tonner !!



SEMPER FI! USMC #248391, a 1943 80-ton 500 hp General Electric centercab, was donated to the museum December 29th by the Marine Corps. The yellow and black unit served over 20 years in San Diego County at Camp Pendleton, and is seen here in the Stuart Mesa on January 20th. Its numbers were painted over in 1993, and its horns removed in January 1994 for safekeeping. See detailed story on this major new acquisition.

Photo - B. Schneider

From The Director of Campo Museum Operations

by Denby Jones

As the old saying goes, I have some good news, and I have some bad news.

The good news is we have a new Superintendent of Mechanical, **Jim Wilson**. Jim is relatively new to the Museum, but has demonstrated a willingness and ability to take on the task of maintaining our equipment, so let's all welcome him aboard and give him our support.

The bad news is that **Don Livesay**, our Director of Training has had to step down due to job pressures. Don stepped in when Tom Myers, our previous Director passed away, and has done an excellent job. He will be sorely missed.

With the resignation of Don, there is a void that we have to fill. The Director of Training is a critical post in the museum. Since we have come under the regulation of the Federal Railroad Administration (FRA) we have had to develop and submit a training program for their approval. This we have done and implemented, but needs to be maintained. The task will consist of conduction training classes for Trainmen and brakemen, developing and administering the annual rules test, maintaining training records, tracking qualifications of our operation personnel and serving as a member of the Qualification Board. We would prefer teaching experience, but that is not mandatory. If you are interested, or would like more information, please call me, Denby Jones at (619) 279-2419 or the Museum Office at (619) 595-3030.

The Museum has acquired a new locomotive for Campo. It is a General Electric center cab 80 ton diesel switcher. It was built in 1943, but was totally rebuilt in 1985. They installed new engines, generators, converted the wheels to roller bearings and replaced the original H6 braking system with a pressure maintaining 26L system. It is heavy enough to pull light off peak trains at a considerable cost saving, and light enough to use in the yard for switching. This was obtained from the Marine Corps at Camp Pendleton, outside Oceanside California. The locomotive carried the number 248391 for the Marine Corps, and will carry the number 8391 for the Museum. Please see story on page 6 for full details. I would like to offer special thanks to Board Member **Bill Niedrich** who not only coordinated this task, but donated the funds required to get the locomotive. Thanks Bill!!!

As stated in the last issue, the machine shop is off and running. It has been busy making pins and bushings, facing journal boxes, and generally being an indispensable tool in the reassembly of 2353. Speaking of 2353, we are looking to have the boiler back in Campo in the very near future, and reassemble can start in earnest.

The cylinder heads have been removed from the right side of 1820, our other EMD MRS. They are in San Diego where they are being re-worked. Once they are installed, she will be just about ready to crank.

We are really looking forward to the erection of our new Display Building. It will be a 100 by 140 foot free span building, and will be invaluable in displaying some of our completed restorations. Many thanks to **Kay Carter** and **George Boogs** who have spent many, many hours making this happen.

Well, that is all for now. Come out and see YOUR museum in action. See you at Campo.



Marine Corps Diesel in Action: USMC #248391 pulls a train of flat cars loaded with M-60 tanks under Interstate 5 at Fallbrook Junction in October 1992, with engineer Paul Martinez at the throttle. Photo by P. Martinez

Board Briefing

By Bill Schneider, Secretary, Board of Trustees

The Board of Trustees of the PSRMA meets on the fourth Tuesday of every other month. Following is a summary of the principal actions taken at the January 25th meeting. Complete minutes are available at the museum office.

- President John Starkey introduced the 1994 Board members present. The Board includes George Boggs, D. Dale Busch, Benjamin Clay, Rita Cloud, George Coleman Sr., Terry Durkin, Jim Friedlan, Corinne Gallagher, Lyle Judd, Frank Lynch, Daniel Marnell, Ann McVeagh, William Niedrich, Richard Pennick, Glenn Reiter, William Schneider, Bruce Semelsberger, John Starkey, Maryanne Thompson, Jack White and Larry Williams.
- The modified Budget for 1994 was adopted.
- The following officers were elected for 1994:
President John Starkey, Vice-President Frank Lynch,
Secretary Bill Schneider, Treasurer Larry Williams
- An amendment to our Articles of Incorporation was adopted to conform to the County's legal requirements.
- Following discussion, the Executive Committee was asked to develop an investment policy to maximize museum funds and report back to the Board.
- A Mission Statement was adopted for use in applying for grants from various granting institutions.
- The Board discussed progress toward construction of a Display building at Campo; allocated \$1,000 to purchase Parker Road property to satisfy Major Use Permit requirements; selected ARCO to supply the building; and allocated \$16,000 in state grant funds as a down payment to secure drawings, plans, etc to proceed.
- Bill Niedrich was recognized for his efforts and donations in the museum's acquisition of USMC 80-ton locomotive #248391.
- Outgoing Board member Al Brill was recognized for his services on the Board.
- Other items discussed were: status of grant requests, the Santa Fe Depot baggage building plans, placing some of the SD Historical Society's SD&A/SD&AE collection in our Research Library, and a possible Board Retreat.

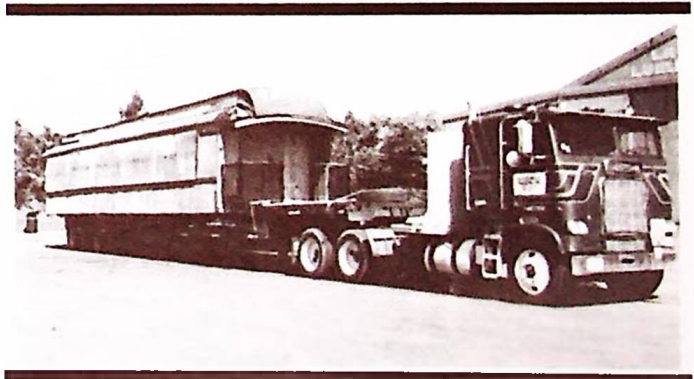
Restoration News

by Ted Kornweibel, Supt. of Restoration

AT&SF 1509 is coming closer to completion. By the time you read this, the new windows will be painted and ready for installation of the hardware. This is a great task for new volunteers. You don't have to be a skilled carpenter, just someone who will work carefully and accurately. There is also some painting that needs to be done on the interior. This is touch-up work, for the most part, and again needs volunteers who are not professional painters, but who can do painstaking work. We are also having all light fixtures restored to their original brass, and these need to be re-installed. So there are a lot of "pick-up" details to be done. As soon as the new windows are in place and painting completed, new carpet and vinyl will be installed. The mechanical department could also use help in rebuilding the trucks and performing repairs to a coupler and the rear platform.

Progress on 1509 wouldn't be where it is today without the dedication of the following restoration volunteers in the last two months: **Frank Stites, Ross Robinson, Steve Wade**, new volunteer and skilled cabinetmaker **Steve** (I didn't get his last name), **Jim Hamill, Ray Lethbridge, and Ted Kornweibel**. If I've missed anyone, please accept my apologies. In addition, a number of people have spent many weekends wrestling with car jacks, swapping trucks. Included in this honor roll are **Denby Jones, Mike Reneau, Mike Redding, Jim Wilson, Cliff Pennick, Lou Wolfgang, Wayne Van Mourick, and Fred Barker**.

Graffiti vandals struck our **MoPac** caboose downtown. **Frank Lynch, Ken Faller, Jason Faller, and Ted Kornweibel** spent several hours removing the blight. Thanks, guys, for a thankless task. Volunteers like to take steps forward, and it's a shame to have to take steps backward.



Kennecott Copper Business Car #100 arrives at the La Mesa Lumber Co. yard Oct. 5, 1993 from Utah. It was donated by Dan Marnell.

Photo by Arn Jensen

From the Executive Director

By Kay Carter

Museum Excursions

Tecate Trips will include a new feature! Corrine Gallagher and Kay Carter recently met with the head of the Tecate Brewery and the Director of Tourism in Tecate. The Brewery will be open to all participants in the trip who would like to take the tour (not just 40 people as originally advertised). A first-run tour proved very interesting with state of the art equipment throughout the building and a free sample offered to all guests. A beer garden is planned and should be open to the public by September, 1994. Brewery policies insist on a few simple rules for those taking the tour -- no cameras or video equipment inside the brewery itself; no smoking; no articles of clothing advertising other beer competitors; and since some areas are under renovation, be careful and watch where you are walking. Don't miss the fun, make your reservation through the office. Parties of 15 or more receive a group rate.

Perris Museum trip is planned. Buses will leave the Trolley Station at the Grossmont Center at 9:00 am for the Perris Museum on Saturday, April 23, 1994. Cost for admission to the Perris Rail Festival and the bus is \$25 per person. Buses return to the Trolley Station at 7:00 pm. This is the last planned steam operation at the Orange Empire Railway Museum for a year, since their locomotive will undergo repair and restoration after this event. Members of the Electric Railway Association are invited to join us for the trip. Reservation are required and may be made through the office, attention Corrine Gallagher or Bobbie Ringersma. The 47-passenger bus must be filled for us to go since this is not a fundraiser and ticket prices are designed to cover costs only. This should be a nice day of socializing with other "railfans", so plan to attend!

75th Anniversary

November 1994 marks the 75th anniversary of the San Diego & Arizona Railroad. We are finalizing plans to celebrate this event at Campo and downtown with both a community event and a fundraiser for the Museum.

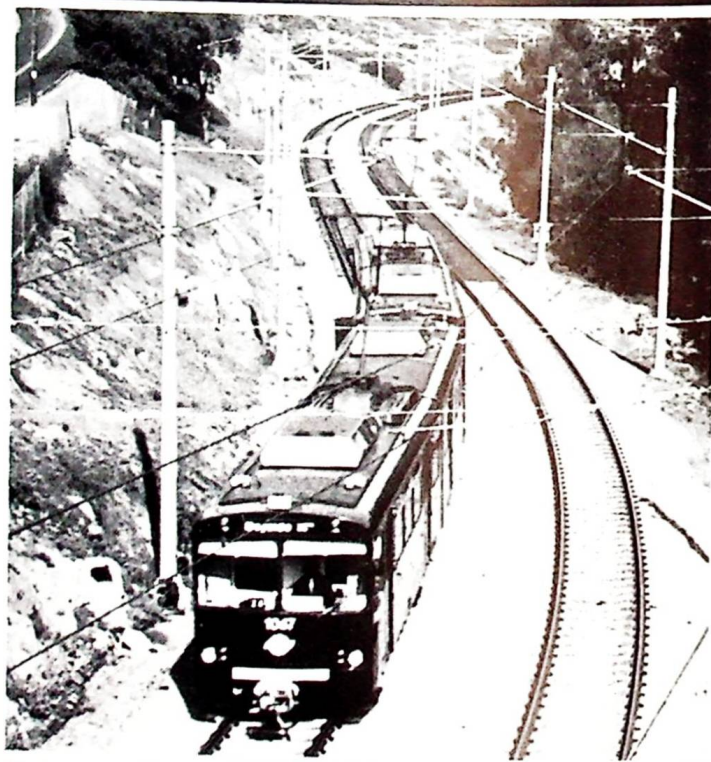
The Board Meeting originally scheduled for March 22 has been changed to March 15th. At that time, the agenda will focus on plans for these events and the completion schedule for #2353. Any input you have concerning these topics should be forwarded to the office (celebration) or Larry Williams (head of the steam project).

Volunteers are being sought to serve on sub-committees working on all aspects of planning and implementation. We have divided the event into 24 areas and can guarantee a place for your expertise! An abbreviated list of topics include: ticket sales, entertainment, raffle, printing, the community event, food and beverage, underwriting, railroad coordination, other equipment, favors and commemorative items, programs at both Campo and the Santa Fe depot, art exhibit. Maxine Coover, a San Diego event planner and fundraiser, has agreed to act as the working chairman of the event. She may be calling you in the near future to lend a hand. Volunteer early! We need lots of help to insure success.

Steam in '94 ???

Perhaps we can, perhaps we can. . .

Boiler work is moving forward and excitement is building as we anticipate its return to Campo. Our gauge has only moved slightly since last we checked. Our steam locomotive is planned as the focal point for our anniversary celebration. We would love to have something to brag about within the next month but your support is the only thing that can keep us on track. Please refer to the December issue #242 for underwriting needs. Don't forget that donations to this project are not only appreciated but CRITICAL at this point in #2353's restoration.



For the "Juicers"! This unusual view of a San Diego Trolley MU LRV train was taken at Grossmont Summit. Wish we had those ties and roadbed at Campo!

Photo by B. Schneider

Legacy Ranch Christmas Brunch

Photos © Jim Papulas



"Now everyone listen up" That's Alan Dillane explaining the rules of the railroad to our guests on U.P. coach #576.



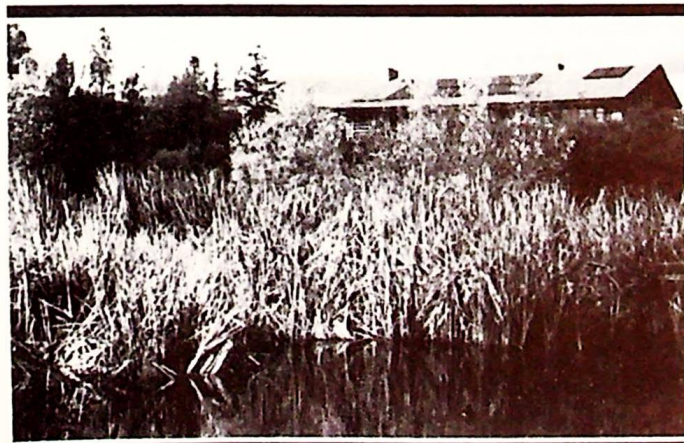
Waiting for the return to Campo are Otto Hirt and his family. It's never too early to encourage train enthusiasts.



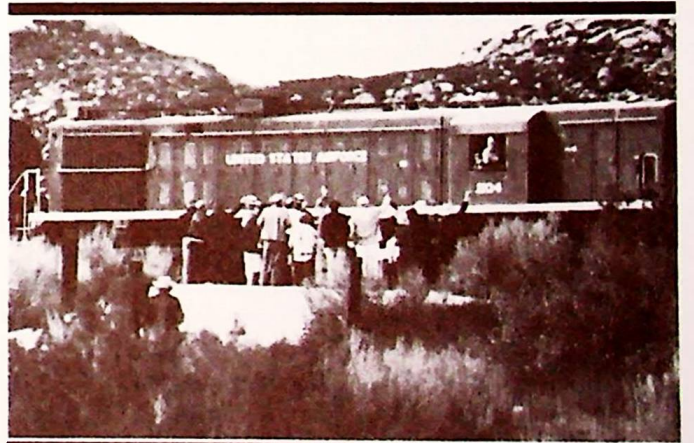
A good time was had, in part to the lively music provided by Jack and Johnnie Bruener and Leon Touchstone. Special thanks go to Santa Claus - his visit was most appreciated!



Let's eat! A king-size cowboy breakfast was ready for appetites encouraged by the fresh air. Members Dick Pennick and his wife, and Ann McVeagh get ready to enjoy.



We can't imagine a more peaceful setting than the Ranch. Guests were delighted with the tours of the spacious main house and spent the morning strolling the grounds, including the bird aviary, two duck ponds and deer park.



A happy group greets the 12:01 train from Campo. About 55 guests participated in our first excursion. Feb 13th saw 70 people enjoy the Valentine's Day Brunch. Look for future barbecues scheduled April 30, May 28, August 27.

Marine Corps 80-Ton Diesel Acquired

By Bill Schneider, Major, USMCR (Ret)

Thanks to a military railroad conductor and a retired Army officer who were most persistent, and some generous donations by the government, Marine Corps, and civilian firms, the museum now owns USMC #248391, an 80-ton, 500-hp GE-Built centercab diesel-electric locomotive, at almost no cost to the museum! It's our only one this size, and first such donation from the Marine Corps. We now own seven ex-Army, Navy, Air Force and Marine Corps diesels, unusual and very appropriate, as the Pacific Southwest (especially San Diego County) has long been the site of many installations of all four services!

The locomotive was acquired primarily to provide motive power on our SD&A demonstration trains on days of light patronage. By using fewer cars and an 80-tonner capable of pulling them on less fuel than our 120-ton diesels, the museum's fuel oil costs can be lowered. Its good visibility also makes this an excellent switcher.

Built by General Electric Corporation in Schenectady, NY to Specification RY24151, this locomotive was Builder's #17892, one of 205 built from February 1941 to January 1954, and was shipped March 13, 1943 during World War II. It's an Early ("Wartime") 80-ton model, not a 65-tonner with thick deck plating for ballast, as later 80-tonners were. It has long, high hoods with one short and five full-length doors (four with "buttonholes") per side, and "porches" on both ends. It has the same basic design and is similar in appearance to our 44-ton GE centercab, USN #65-00608, but is 8'3" longer, heavier, and more powerful. It cost \$91,010 new, and was rebuilt at a cost of \$210,000 in 1986. The museum got a bargain!

USMC#248391 is 41'8" long, 9'9 1/4" wide, 13'5 1/2" high, and has a 400-gallon fuel tank. It originally had two-250 hp, 1,000 rpm Cummins LI600 diesel engines, four GHM833 electric traction motors (one per axle), two GT549 generators, 38" wheels, and a 70:15 one-step gear ratio. Rebuilt in 1986 with 250 hp Cummins big cam diesels, it now has a 26L pressure-maintaining brake system, Timken roller bearings, bullet-resistant glass, sealed-beam headlights, a rooftop flasher, brake stand console with "dead man's pedal" and Vapor Corporation speedometer.

Assigned to the Army, the 80-tonner went new to the government-owned New River Ordnance Plant at Radford, VA, operated by the Hercules Powder Company. Its original number is unknown, but it was soon renumbered U.S. Army

Transportation Corps #7285 (200 numbers from our 45-ton GE centercab "Ant", USA #7485!) It was transferred to the Volunteer Army Ammunition Depot in Chattanooga, TN ("The Volunteer State") about 1946. In 1965, it was put on sale by the GSA (US General Services AAdministration).

Transferred to the Marine Corps in 1971, it replaced 44-ton GE centercab USMC #250894 (later USN #65-00608, acquired by our museum in 1989) at the Camp Pendleton, CA Marine Corps Base. It was painted Marine green with Marine Corps emblems, and renumbered USMC #248391, and operated by civilian employees of the TMO (Traffic Management Office) under the Base Battalion on the base railway, which connected with the Santa Fe at Fallbrook Junction (Stuart Mesa). It was shipped September 30, 1985 on a government flatcar to the Chattahoochee Locomotive Company in Cornelia, CA, where it was rebuilt with new engines and painted Safety Yellow with black stripes and lettering. The work was completed September 1986.

En route back to Camp Pendleton, USMC #248391 was kept at the Marine Corps Supply Center Annex at Yermo, CA for a year, as the Camp Pendleton tracks were under embargo due to washouts and repairs. At Yermo, it was used to train engine crews, had its marker lights removed, and was in an accident, damaging some plates on its traction motors and body. It returned to Camp Pendleton in 1987.

Based in the Chappo area, USMC #248391 and 1953-built sister GE 80-tonner USN #65-00355 from the nearby Naval Weapons Station, Fallbrook Annex, were heavily used in moving trains of equipment and supplies for Operation Desert Storm in 1990-91, and Operation Restore Hope in 1992. The train crew of conductor, engineer, and two brakemen all had other duties when not operating trains.

In January 1993, a levee on the adjacent Santa Margarita River gave way, and a flash flood devastated the base railroad and the Chappo area, where USMC #248391 was kept. The waters reached the locomotive's deck plating, covered the traction motors, and left mud, vegetation, and other debris on its lower parts. Its maintenance logs in a nearby office were also apparently destroyed. Cleaned but never moved, USMC #248391 was declared surplus in mid-1993 and its numbers blacked out. It was offered to the museum by the State Agency for Surplus Property, but the museum was not interested, due to presumed extensive water damage and lack of funds. The Navy 80-tonner was transferred to the Marine Corps.

In December 1993, Camp Pendleton railway conductor Tom Bagshaw telephoned the SDRM's Lt. Col. Bill Niedrich (USA Ret), informing him USMC #248391 was being put out for worldwide bids by the GSA. Though the museum didn't have funds to buy it, Niedrich inspected it and found the engines and generators operable. He took SD&IV General



Tom Bagshaw, Camp Pendleton railway conductor in the cab of USMC #248391. Tom's call to Bill Niedrich began our gain of the locomotive. Photo by B. Schneider

Manager Dan Botello and Chief Mechanical Officer (and PSRMA member) Jim Callahan to inspect it. They agreed it looked good, and Callahan said he could repair the traction motors. Botello decided it was too small for the SD&IV, suggested the museum obtain it, and offered to donate the traction motors repair work to the SDRM, with the museum paying only for any parts needed!

Niedrich also took SDRM Director of Campo Operations Denby Jones and Superintendent of Operations Mike Reneau to look at it. Impressed, they agreed it could be put to good use. Niedrich negotiated a \$250 price with the State Agency for Surplus Property in Fullerton, CA, and donated the \$250 December 23rd as a "Christmas gift"! At Executive Director Kay Carter's request, the Staff and Board of Trustees authorized acquisition. On request of the Fullerton office, the GSA office in San Francisco released the locomotive to Surplus, and authorized the Camp Pendleton DRMO (Defense Reutilization & Marketing Office) to release it to the PSRMA December 29th. It was received by Niedrich on behalf of the PSRMA January 3rd.

The locomotive's connections with its trucks were disconnected by Mike Reneau and Mike Reading, and horn and end plates removed. They also built wood cribbing onto which

the body was lowered, after being lifted off its trucks by an 80-ton crane provided by the Base for our non-profit museum as a community service project.

The crane loaded the trucks/traction motors (weighing 12 tons each) onto a road transporter provided free by Carl Calvert and the Motor Transport Museum of San Diego (arranged by Niedrich), which took them to the SD&IV's San Ysidro shops. The museum paid only for the cost of the fuel used! The motors were taken off the trucks, and Dick Cupp, Randy Houk, Denby Jones, Dick McIntyre, Mike Reneau, Dave Slater, Wayne Van Mourk and Jim Wilson worked on them with Callahan. Niedrich insisted the wheels not be turned prior to disassembly, to prevent damage to the traction motors and bearings!

Calvert took the motorless trucks up to the Stuart Mesa area January 19th, where they were unloaded by a Base crane. Meanwhile, the 80-ton crane loaded the locomotive onto a 34-wheel Marine Corps road transporter at Chappo.

January 20th, the transporter and large crane were driven over to the Stuart Mesa area, and the locomotive placed back on its trucks by Reneau, Reading, the Base train crew, and others, both civilian and military, all at no cost to the museum! It was something to see Reneau crawling around the trucks with 56 tons of locomotive dangling on cables inches above his head, and Reading Lugging heavy steel end plates around single-handed! The museum's two "Mike R's"



Massive donation of time and effort is evident as our 80-tonner is lifted off a Marine Corps transporter by a USMC 80-ton crane at Stuart Mesa. Photo by B. Schneider

reconnected the brakelines, replaced the end plates, boarded up the windows, locked the cab, and in general worked their tails off!

A request has been made to have the museum's new 80-ton locomotive taken to San Diego by the Santa Fe. It will then be taken by the SD&IV to its shops in San Ysidro and kept there until its traction motors are cleaned, repaired and replaced in the trucks. Then USMC #248391 will move to Campo to begin its museum career. **GUNG HO!!**



Special thanks to Bill Niedrich for pursuing and funding this acquisition, and arranging and coordinating all the complicated paperwork and physical moves. The donation of transportation by Carl Calvert and the MTM of San Diego was greatly appreciated, saving us a lot of money!

None of this would have been possible without tremendous support and cooperation from everyone at Camp Pendleton! Cranes, transport, manpower, and the locomotive, all at no cost to the museum! Special thanks to Major Willie F. Scott (Director, TMO), Ted Moore (Supervisor, Shipping & Receiving, TMO), and especially to Tom Bradshaw, the Base railroad conductor, whose call triggered things and kept the locomotive in San Diego County! Also to engineer Paul Martinez, crew members Carlito "Charlie" Fortunato and William Guretsky, the DRMO personnel, and the many other Marines and civilians who worked hard with us.

The donation of repairs to the traction motors by Dan Botello and the SD&IV, and of transportation provided by the Santa Fe and SD&IV are also greatly appreciated. Our own Mike Reneau and Mike Reading did the dirty work at Camp Pendleton, and members Jim Callahan, Dick Cupp, Randy Houk, Denby Jones, Dick McIntyre, Mike Reneau, Dave Slater, Wayne Van Mourk, and Jim Wilson also worked hard at San Ysidro. **THANK YOU ALL** for helping us get this "local" locomotive at so little cost!

Thanks also to those who provided information for this article: Bill Niedrich, P. Allen Copeland, Tom Bagshaw and Don Dover, author of an article on GE centercabs in Issue #51 (March/April 1975) of Extra 2200 South magazine, published by Dan Dover.



Happy Museum Team! (l to r) Bill Neidrich, Mike Reneau, and Mike Reading stand next to USMC #248391 at Camp Pendleton's Stuart Mesa.

Photo by B. Schneider

Operations Department

by Michael Reneau and Maryanne Thompson

The ridership total for 1993 was 18,948 including all of our special trips. For your comparison, this was 2,432 riders less than in 1992 and 3,281 riders less than in 1991. As you can see, we need to try to increase our ridership on all of our trips. If you have any ideas of how to accomplish this, please contact any of the Superintendents or the office. Without your continued support and referrals, our Museum will not be able to experience continued success.

We have many upcoming trips planned. Mark your calendars NOW and be a part of these fun filled events !!

Tecate: We have four trips planned south of the border on February 26, March 26, June 25, and September 24.

Legacy Ranch: Come join us for "A Day At The Ranch". Enjoy a barbecue in the barn with good food and entertainment planned on April 30, May 28, and August 27.

Puerto Penasco: We have our usual Spring time trip scheduled April 9.

Copper Canyon: A 10 day adventure in Mexico departing on April 15.

Colorado Excursion: The Museum is sponsoring a trip June 7-12 to Colorado that will include the Pikes Peak, Cumbres and Toltec, and the Durango and Silverton Railroads.

Member's Day: This annual event will be held on September 17 at Campo.

For reservations or more information, please contact the Museum office at 595-3030.

Superintendent Reneau would like to thank **Jerry Petrizzo** and **Pete Sheakley** for their work with repairing our Operations communications system. Not only is our base station radio working, but we have acquired some mobile radios and speakers as well. Thanks for the generous donation of time and this fine equipment!

During this past year, we have had over 500 ties replaced on the mainline to maintain our current track classification. These ties were part of what we acquired from Simi Valley. As additional ties become available, we will continue to upgrade the line. If you're interested in learning more, contact Michael Reneau.

For those of you who want to become involved in Operations, we have ongoing Speeder classes available. We have had a good response to these classes, and will be starting them again soon. For more information or to enroll in the upcoming class, contact Maryanne Thompson at 443-4418 or Michael Reneau at 466-5402.



Norm Hill, A Remembrance

Back in 1975, a group of "young bucks" joined the museum and launched a period of intense growth and restoration activity that was to last almost fourteen years. They changed the one Saturday a month restoration sessions to every Saturday and Sunday. They were elected to the Board of Directors and successfully operated the museum until 1984. After that, most of them served as various department heads until they scattered to the winds after the great Rail Fair project in 1988. They ruffled feathers along the way, but there is no denying their major impact on the organization. Norm Hill was one of them and at 6' 7" tall probably the most physically impressive.

Norm became a board member and department superintendent back in those early days and became the museum's No. 1 restoration specialist. He drove his troops so hard, he earned the nickname "The Pharaoh". To him, the museum was like one big pyramid being built one heavy block at a time. Norm always led his restoration team from the front. He was the first one to attack the toughest projects and at the end of the day was usually the most filthy. His restoration sessions usually started Friday night and ended Sunday night. Working until two a.m. was not uncommon. A sixteen hour day was typical.

After dinner on Saturday night at Campo, Norm would often lead his troops on one of his famous "clean up" details. He was so fastidious that nothing left out was safe. People from other departments would sometimes have to look for their parts and paint can lids in the dumpster. I'll never forget the time I had to dig some small but irreplaceable caboose parts (they looked a lot like junk) out of a dumpster full of rose bush cuttings. A very prickly lesson to learn!

If you look around Campo today, you will be hard pressed to find a piece of rolling stock not scraped down and painted by Norm Hill. With the possible exception of the Santa Maria rail bus, I can't think of a single completed piece that he didn't have a hand in. He was around long enough to have painted several cars and locos twice and most of the effort was funded out of his own pocket.

ATSF Cafe Obs. 1509 was probably Norm's favorite rail car. He also had a strange obsession with tank cars and any kind of caboose. The locomotives are the glamour machines of railroading and usually attracted the most willing workers. Norm thought the other end of the train was just as important and focused his efforts there.

Norm fought hard to keep the historic integrity of the museum's collection intact.

Norm had a day job and worked as a construction superintendent for many years in San Diego before the bottom fell out of the construction business here a few years ago. This forced a move to Arkansas but didn't dampen his enthusiasm for all things rail. He and Brenda Bailey had chased trains all over the country on those rare times he wasn't at Campo. They compiled one of the best collections of railroad photographs anywhere. As one might suspect, Norm liked weed grown short lines the best and he found several of them in Arkansas. More than once, his rail pictures took top honors in local photo contests.

Norm grew up near St. Louis and graduated from Southeast Missouri State University where he majored in business with a minor in history. He didn't get heavy into railroading until he got to California. Norm got started in model railroading first and had an extensive collection of both scale models and old Lionel trains. His prized possessions was his father's old Ivex standard gauge train set that he restored to mint condition.

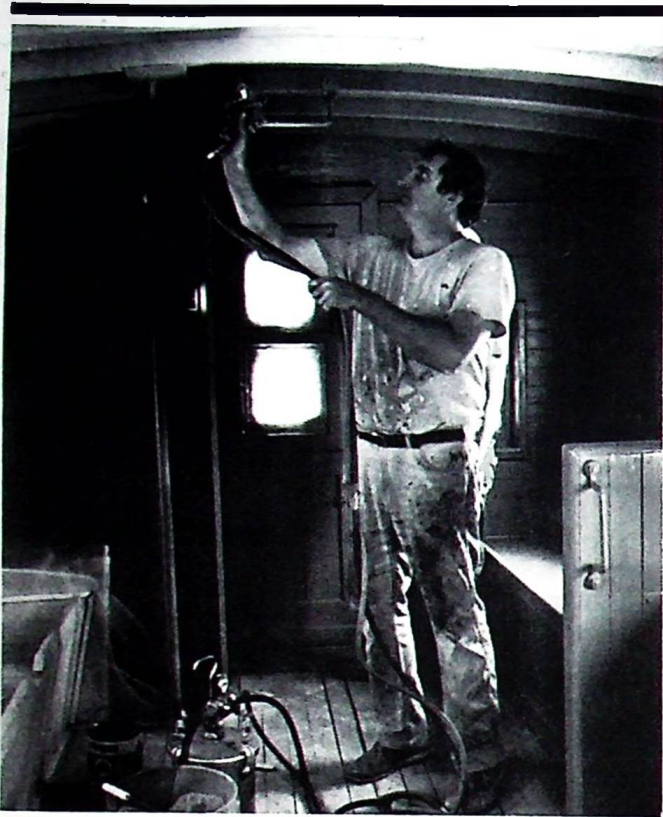
I got to know him well when we chased the Freedom Train in 1976. Little did I know then that I would be crawling under old rail cars with him for the next twelve years doing filthy backbreaking work and calling it fun. He thought it was both fun and important and spread his enthusiasm to us all. It's unlikely that the museum will ever see someone with his kind of dedication again.

Norm and his "young bucks" slipped quietly into middle age and out of active museum participation in the last few years being replaced by a new generation of rail enthusiasts. Norm and most of his friend were included in the first 20 life memberships. Norm held life membership No. 5 and is the first of his cohorts to pull the throttle on that train to Glory.

Norm was at home when he passed away suddenly from a brain tumor he had known about for only a few days. He is survived by his parents Norm and Kitty Hill, sister Edith, and brother Jon. He had a very special relationship with Brenda Bailey, the museum treasurer in the early days, who lived with him for fifteen years and helped raise his daughter Andrea, a recent graduate of UCSD now married and living in Colorado. Norm was only 49.

I had a long conversation with Norm only a few days before he died. He talked about the town of Rodgers, Arkansas where he lived, named after the famous Singing Brakeman. When I heard about his passing, a line from an old Jimmy Rodgers song came to mind, "Will there be any freight trains in Heaven?". No doubt! Look for Norm Hill in the freight yard there.

🍷 Larry Rose, Life Member No. 2 🍷



Norm Hill doing what he did (and loved) best, restoring SP caboose 644.



Memorial Fund Plaque to honor Norm Hill

A memorial fund has been established in Norm's name. Money donated will be used for a purpose Norm would have approved. The fund will contribute to painting or otherwise restoring the Museum's historic rolling stock. Send checks made out to the San Diego Railroad Museum, Norm Hill Fund, 1050 Kettner Blvd., San Diego CA 92101.

On Sunday afternoon, March 27, friends of Norm Hill will gather at 2:00 PM at the La Mesa Depot. They will recall his contributions to the Museum and dedicate a plaque in his honor, to be displayed in SP 1058. Norm did much of the interior restoration of this beautiful caboose, including all of the painting. Mark your calendar and join us in a time to share memories of Norm and his impact on the Museum.

THANK YOU DEPARTMENT

By Kay Carter

I would like to recognize some "Unsung Heroes". These are individuals who have pitched-in with assistance in various area of specialized expertise:

- **Jim Papulas**, a member who is an excellent photographer. Jim has been taking wonderful photos documenting the Museum in action (see Legacy Ranch section). He is willing to donate the use of his work to our publications. One gentle reminder - ownership of negatives and reprinting of prints and slides remains with the photographer.
- **Paul Chelminiak, Chelminiak and King Associates**, has donated limitless hours of work to the Museum both in developing the conceptual drawings for the Santa Fe Depot and most recently in creating the required drawings of the emergency exiting plan for the Car Barn at Campo.
- **The Staff at the Fraser Boiler Services, Inc.**, for their continued support and assistance. These gentlemen just keep on giving and giving and we are truly fortunate to receive the benefit of their time and dedication.
- **Greg Abell of Precision Electric**, for donating his talents to develop the required electrical drawings so that we can finally resolve our electrical permit with the County of San Diego.
- **Glen Reiter**, a new Board member whose generous contribution of new computers and software for the office brought us to the 20th Century while it's still here! (Now if I can just figure out how to FIND those files)
- **Lonnie Sole and Carl Bettis of Legacy Ranch**, for donating a day of consulting service to assist the staff in learning how to operate the software.

By the way, **Glen Reiter** has come aboard with great ideas and enthusiasm - not only a new Gold Spike member but he is now working on target companies to adopt various pieces of equipment. First order of business could be the external clean-up of the passenger coaches, the 1509 and the Robert Perry. We have had sample areas buffed and waxed and the results are outstanding! Costs run from \$500 to \$900 per car and the process will protect the cars for several years before they will need repainting. Contributions from corporations, groups or members to redo one of these cars in time for the 75th anniversary celebration in November would make an excellent donation to Norm Hill's Memorial Fund.

MEMBERS! MEMBERS! MEMBERS!

We hold you dear in our hearts for all your assistance. We have accomplished much but more still needs to be done. Any one of the following funds need your patronage. Please look them over and consider giving a donation for yourself, friend or loved one.

Tie Fund Help reduce the transportation costs incurred relocating ties from Simi Valley for the Campo operation. Buy a Tie for \$25 and add your name to our Tie Fund Plaque. Give a "Tie" to your sweetheart that they will really enjoy!

Adopt a Locomotive Adoption papers will arrive at your house declaring you the supportive family of one of our diesel giants with a donation of \$75 or more. Pick the family favorite - #1809, 2104, 2098 or our newest addition 1820. Then come out to Campo and check on the progress of your "baby" now and then.

Donors Club Donate \$100 to belong to the Santa Fe Depot Donors Club. Money will be used to complete the engineering drawings and finish the installation of the display track under the portico of the baggage building.

Display Building Donations are still needed for concrete walkways, permitting, landscaping requirements, tracks, and more.

Project 2353 Much has been accomplished on SP #2353. But more needs to be done. Help get our steam gauge moving!

Two new Gold Spike (\$1,000) memberships have been purchased in 1994. What a great kick-off to this year's membership program. Just a reminder that you may upgrade your Life Membership for \$500. Upgrade includes the use of one of the lounge cars (576, the Perry or 1509 as available) for a one-time use of the car for friends and relations. Jim Friedlan or another member of the staff will assist with food service, questions, insuring a good time for your guests. Scheduling arrangements must be made through the office.

No matter what membership level you select, your support is a key to our success. We love having you "on board" and hope you enjoy being a part of this dynamic organization, receiving issues of the Report and obtaining discounts on trips and merchandise. Memberships make long lasting gift ideas for family and friends and while you're thinking about it - did you remember to renew your own?

Now that you are a member of our family, we don't want to lose you!
Only you can keep us on track !!

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ONE YEAR MEMBERSHIPS

Senior/Student	- \$15	Individual	- \$25
Family	- \$35	Contributing	- \$50
Supporting	- \$75	Sustaining	- \$1500

LIFE MEMBERSHIPS

Senior Life	- \$300	Life	- \$500
Gold Spike Life	- \$1000		

COMPANY/CORPORATE

SPONSORSHIPS

Associate	- \$1000	Sponsor	- \$2000
Benefactor	- \$5000		

SAN DIEGO RAILROAD MUSEUM

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INTRODUCTION

New Members February 1994

Steve & Carol Alcove
Gloria Bell
Dr. Joseph Carr Family
Michael D. Carroll
Chuck C Chadwell
Mark Duerst
Rupert Evilsizor
Greg Fallgren
John Fennessey
Walter Hostetler
Roger Jenkins
N. John & Janet R. Beck
Lyle Judd Family
Jim Land
Elaine Lee
Win Lee

Milton McGill
Charles Mogk, Jr
Dale K. Mogk
Frederic Perry
Donald Peterson Family
Michael Rairden
H. Reed & L. Keen
Glen M. Reiter
(Gold Spike Life)
Bruce Root
John Scheibe
Roger & Debbie Schramm
Richard & Yvonne Shimko
L. Glynn & Hank Stull
Marge Thomas
C. D. Wood



Report Mailing Party finds (l to r): Office Manager Bobbie Ringersma, Daphne Cherry, Trustee Corinne Gallagher and Maury Fennell stickering and sealing Report #242 last December at the museum office. Don Getz and Trustee Bill Schneider also participated. So can you!

Photo by B. Schneider