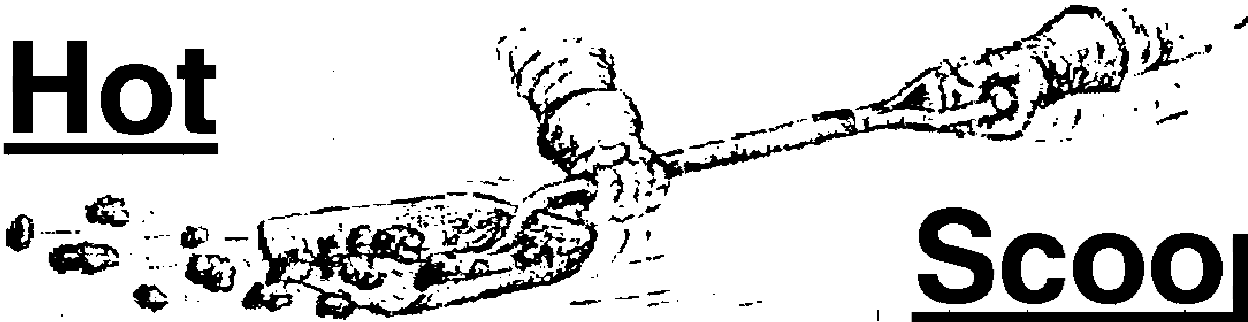


# Hot



# Scoop

*HotScoop Shovel Logo by Larry Rose*

A publication dedicated to Pacific Southwest Railway Museum members

January 2005

MUSEUM NEWS

VOL XVIII NO I

\*\*\* President's Report \*\*\* *Jim Lundquist*

As I write this, our public operations have come to an end for 2004. What a terrific last weekend we had to cap off a terrific year for us. On that final weekend, we carried standing room only loads on our SD&A trains at Campo, with hundreds of kids waiting to see Santa Claus. I was able to entertain the kids as Santa - my favorite job with the museum. Kids are great. I heard from one kid "Greatest day of my life!" Man that made me proud of all what we have accomplished over the years. Knowing we are making a positive impact in our community makes all the volunteer hours worthwhile. To cap off our last weekend of 2004, we had one truck donated on Saturday by **Thomas Andrews**, followed up with another truck donated on Sunday!

Speaking of volunteer hours, you and other members donated thousands of hours for the railway history cause. Be proud of your work and involvement. We staffed trains on the weekends, depots, administrative functions, open houses, display buildings, shops, pits, steam locomotives, outside events, library materials, member meetings, board meetings, and the list goes on and on. Without the hundreds of thousands of dollars worth of volunteer time to our museum (we remain a 100% volunteer outfit), we would not have been able to accomplish all we accomplished.

2004 was a TERRIFIC year in terms of cash donations to our museum - by far the BEST year we have ever had. We had donations of cash between \$5,000 and \$10 by our members for all kinds of causes. We had an outstanding donation of \$20,000 by member Gary Jacobs for work on our steam locomotives.

We had donations of materials, plasma cutters to trucks. And of course, we had that terrific donation of \$210,400, which has allowed us to wipe off all the past debts from 2002 and earlier, plus make great strides on the deferred maintenance of our equipment and plant. Did I mention we received a donation of \$210,400!

Thanks to **Tom Lohman** for a very fine donation from the Alaska Railroad. In memory of his father Robert Lohman, we have a new wheelchair lift for the Campo depot. Our long-standing relationship with Proline Paints, now owned by Sherwin-Williams, donated 75 gallons of their best paint with a value of \$2,000 for the Campo Depot. Sixty-four railroad ties were provided by West Coast General and 45 ties were donated by Amtrak. The SD&AE donated a backhoe and Hawthorne equipment picked it up, reworked it, and dropped it off at Campo - all as a donation. They also swapped out the forklift tires from the parts forklift to the one we are using. New batteries were donated and installed in the #7285 and other support equipment. Thanks to Herzog, we were donated a complete set of hyrail gear and wheels for a pickup truck to ride the rails. Also, we were donated a 30 ton crane for our property. We secured a \$19,000 grant from the SD&AE for drainage and platform improvements at our Campo Depot.

We lost two outstanding members during the year. **Brenda Marie Bailey** was our treasurer for the past two years plus many years earlier, as well as a restoration/mechanical volunteer. She has been missed. **Vern Cook**, an active member in past years, also is missed.

We had a fine turnout of Museum members at our annual celebration at Tom Ham's Lighthouse as we were treated to the wonderful musical talents of **Walt Richards, Paula Strong, and Larry and Tanya Rose**. **Walt Stringer** presented an overview of NCTD's Sprinter light rail project between Oceanside and Escondido. The following awards were presented: Jack Stodelle Award: **Jim Lundquist**

Special Appreciation: **Tanya and Larry Rose**

Silver Spike: **Tom Walker**

Railfans of the Year: **Diana and Ron Hyatt**

For projects we worked on, the Campo Depot Restoration Work Party got underway as we renewed our lease for the Campo Depot for another 20 years. The depot is one of the first things our visitor sees when arriving Campo - and we all know how important the first impression is! The first effort is renewing the siding on the south end, which continues at this time. Thanks go out to **Larry Owen** for the beautiful new sign on the front gate to our Museum at Campo. Our first exhibit is in place along the walking path from the Campo depot to the Display Building with a signboard by Eagle Scout **Sean Richards**. New members **Brian Elmore** and **John** cleaned up the campsite pad with renewed water, sewer and electrical connections. San Diego & Arizona coaches 250 and #254 were painted, joining #350 with new paint on our trains. A new swing set was installed at the Campo Depot and has been popular with the families we have visiting. Lots of work has gone on with the GP9 SP #3873 (back in operation), SD&A #7285, Alco MRS-1 #2104, coach #253 and the Rockdale, Sandow, & Southern Railroad #3.

The Tourist Railway Association, Inc. (TRAIN) awarded one of only two of its prestigious Rolling Stock Awards for calendar year 2003 to PSRM at TRAIN's annual meeting in Huntington, W. Va. this past November 8<sup>th</sup>. The award recognized PSRM's successful 12-year effort to restore 77-year old ex-AT&SF Railway Post Office car #74 to operating condition.

In operations, we restarted our popular Tecate trains again with over 200 passengers on board. We had a GREAT trip. When we arrived at Tecate, musicians greeted us on the way to the Tecate brewery and their beer garden. From there it was hosted by the mayor with an all you can eat lunch with samples available from restaurants in the area. On September 13<sup>th</sup>, a fire started in Mexico and burned into Division and Chicken Ranch. The SD&AE suffered huge losses - tunnel #4 portal and the Campo Creek steel bridge timbers went up in smoke! All of our future Tecate excursion passenger trains have been canceled until the tunnel improvements are completed. For Halloween, we had a pumpkin patch event which was popular with our family visitors. We were also honored to be a part of a Make a Wish event for a special boy from Canada as his family rode on the AT&SF #1509 to Miller Creek with us.

The Board has approved the acquisition of a locomotive which has a history of pulling trains on the SD&AE through Campo! Former Southern Pacific RS-32 #4004 will be acquired from our sister railway museum in Portola and transported to Campo. It's great to see an artifact coming back to its home, as is the case here. The goal is to paint the unit, complete minor repairs, and use it again on the SD&A. We also found a new home for the Kennecott car. The Sumpter Valley Railroad group promises to restore the car for their operations.

Thanks to the efforts of **Fred Vandever** of Luce Forward, the members accepted new bylaws which call for an all-elected Board of Directors. That election process will come to a conclusion in January, where a new, all-elected Board will be seated. On that date, we say goodbye and thanks to current Trustees Barber, Gallagher, Houk, Owen and potentially Pennick, Ruppert and Wolfgang as the Board goes to eight members as required by our Articles of Incorporation.

After years of effort, we are again on the list of groups eligible for Government Surplus. We have already acquired an electric cart, air compressor, tools, washing machine and dryer, with additional material expected throughout the coming year.

The Museum has contacted with STS International Tours to put together exclusive tours on behalf of the Museum. We look forward to an outstanding tour to England in 2005. Further, we have a great working relationship with "Mountain Outin Tours" member Rolland Graham which enriched our coffers by several thousand dollars thanks to our members who rode with him on rail adventures all over the US and Canada.

Speaking of 2005, we are expecting another outstanding year as our volunteer and membership base continues to expand. Just some of the projects include completing the display building, continuing the effort at the Campo Depot to make our site look better, finding a permanent home for the library, continuing the maintenance of our passenger fleet, restoration efforts on #3, bringing more locomotives into operation, expanding our operations, and any other opportunities which come along.

Our museum is dynamic, growing, and full of spirit as we, the volunteers, work together for the cause of railroad history preservation for our community. We would love to welcome your involvement or continued involvement, either in person or financially. I look forward to seeing you at Campo or La Mesa or wherever our museum takes us in the future.

Best wishes for a terrific year for 2005 - for your family and ours.

**\*\*\* Seth Campbell Wins Model Train Raffle \*\*\*** *Andy Campbell*

Seth winning the layout has definitely been a life altering experience both for Seth and the family. We've had to reorganize the two older kids' bedroom and the garage to accommodate. As shown in the photo, the layout is up and running in the garage awaiting the construction of bunk beds prior to its future home in Seth and his brother's bedroom. We've gotten most of the track running and are working at learning to control the reversing loops. On his own accord, Seth has already indexed the box of rolling stock by general type and coupler type. He and his two brothers have spent the majority of after school and after dinner hours with the new layout.



The three boys (and their parents) are all railfans and love their models. The N-scale is a proud new addition to their world. Seth is good at sharing the controls, and the three boys will have endless hours of enjoyment in the years to come.

We wish we lived closer to Campo so we could come by more often. The other day, the kids turned down a trip to Disneyland for an afternoon at the Great American Train Show in Anaheim. The layout prize has definitely found the right home.

*Photo showing Seth (middle) and brothers*

Thank you and the SDRM staff for a fun family destination. Mark was very insightful on our tour back in September when we bought the raffle tickets, and he really helped out instructing us on the layout operation and maintenance. The whole family loved the train ride to the Mexico border! The SDRM remains a highlight of our many railroad vacations. We look forward to stopping by again and again in the coming years.

### \*\*\* Steam Whistling \*\*\* *Jim Baker, Steam Foreman*

We made a bit more progress on assembling 2353 this month!

On Friday, Dec. 10, the **foreman, Fred Carnathan** and **Tom Walker** were there. As reported last month, Fred had finished making new boiler check studs and installed the ones on the fireman's side. They could not mount the boiler check because that section of the jacket was not properly placed.

So, on Friday, I managed to loosen the jacket a bit, and adjust the holes in the jacket over the mounting area for the checks, so they could be mounted. Tom and Fred got the studs installed on the engineer's side of the boiler. They then helped me remove the elbows from the checks, since they were too unwieldy to install with the elbows in place. The three of us then got both checks mounted, the elbows attached, and connected to the water delivery pipes.

Other jobs done on Friday were making up and installing the drain line from the air compressor governor, and vacuuming out the cab.

On Saturday, the foreman was joined by **Mike Lucek** and **Larry Owen**. We washed the jacket pieces that go in the cab, and started installing them. We didn't have too much trouble with the three pieces that wrap around the boiler on the fireman's side from the top.

The engineer's side was a different story. It appears that some of the copper lines that go through the jacket had been moved during some of the work that went on earlier, and didn't match up with the holes in the jacket. These are the air line to the power reverse, the emergency steam line to the power reverse, and one other small line I haven't identified (steam heat to the mechanical lubricator?) The lines are now covered by the jacketing that is outside of the cab. (Maybe we should have done the work inside the cab first.) We spent considerable time enlarging the holes in the jacket to match the pipes, before we got the installation done.

Next month we'll start with completing the pipe connections mentioned above to make sure we've got things lined up right. Then we'll start with the jacket on the back head. I've found a box labeled "stud spacers for back head jacket," and it contains a lot of spacers, each one tagged with a number, 1 through about 44. However, I have found nothing to show which stud is which number. DOES ANYONE KNOW THE NUMBERING SCHEME USED FOR THE BACK HEAD STUD SPACERS?

At our last meeting, we decided that we only need to meet on a quarterly basis. Our next meeting will be Jan. 10, 2005.

Our next work weekend will be Friday and Saturday, Jan. 7 & 8, 2005!

Hope to see you there! Need more info? Call the foreman, 619-670-7441.

### \*\*\* Operations Volunteers \*\*\* *Randy Houk*

We have a group of extremely dedicated, hard working people who continue to make the trip to Campo each Saturday, Sunday and School Train Tuesday to keep our demonstration trains running. These folks ran 12 trains and led the walking tours in December. Many of them filled in where the callboard was vacant, or where a crewmember was not able to make his assignment. We owe them our gratitude.

|               |                  |               |                    |
|---------------|------------------|---------------|--------------------|
| Zac Armstrong | Robin Becker     | Darrel Bivans | Dave DiGiorgio     |
| Don Getz      | Larry Hieshetter | Randy Houk    | Jim Lundquist      |
| Mike Mendoza  | Bob Nickles      | Linda Ovadia  | Mark Ovadia        |
| Jack O'Lexey  | Dick Pennick     | Don Pope      | Ann Ruppert        |
| Dick Ruppert  | Rob Stebbins     | Robin Wonders | Bruce Semelsberger |

### \*\*\* More Film Work For The Museum \*\*\* *Jim Baker*

On Dec. 6, Filmmakers Resources, Inc filmed portions of "Insult to Injury" at Campo. While the Museum didn't receive any money for this work, the company has agreed to return in the Spring to make some videos for us to show in kiosks. These would be something like **Bob Schussler** giving a history talk, so our visitors can get this information on days when we don't have any trainmen. **Dick Pennick** and I were the crew for this work.

I'm not exactly clear on the story line for the film, but it is set in the 1930's and concerns some of the racial prejudices that were prevalent then. There are some black hobos, and a white guy. One of the black hobos is a doctor, who can't get a job, because of his race. Somehow, the white guy gets his lower leg cut off by a train, the black doctor finds him, bandages his stump, and I assume, saves his life. The rest of the story was filmed elsewhere, so I can't say what the rest of the story is.

Dick and I arrived at the Museum at about 9:00 that morning. The movie people were there and set up. **Mark Ovadia** had opened the car barn for them, and had coffee ready. We confirmed with the movie people that they wouldn't want any moves until noon. I told them that Dick and I would be up in the yard switching, to clear out some tracks for the weed spraying contractor, who was coming on Friday. If they needed us, that is where we would be. While Dick started up 7285, I tried to figure out what switching we'd do.

Almost immediately, the some of the film crew came up, needing to know how to open up one of the boxcar doors in their consist. I tried one boxcar, and couldn't get it opened, but managed to get a refrigerator car door open for them.

Then as we were ready to start some switching, they asked if our Fairbanks-Morse diesel and its UP consist would fit in a film set in the 1930's. They didn't want something newer in the background of their shots, so we decided to move the Robert Peary to the east end of the UP cut. It was blocked by an SD&A car and the baggage car, so we pulled them out, and put them down on the Peary. When we went to air it up, we discovered that the Peary doesn't have a brake valve! So we put just the SD&A car on the UP consist! Dick was the Engineer and I, the Conductor. I thought I looked pretty important, with two radios on my belt: one to talk to the engineer, the other to talk to the film crew.

By then, it was about 11:30, and I'd figured we'd need about an hour to air up and brake test the 9-car freight consist we were to use. The consist had been made up a couple of weeks earlier by Bob Nickles and Dick Pennick, who worked late after doing the Miller Creek run all day. So we went over to track 1, and started airing up. Had to change the gasket on one glad hand. By 12:30, we moved the train east, to spot the open door of the refer adjacent to the SD&A car on track 2. Then we waited until 3:00 when they were ready for us. We ate lunch, provided by them, while waited. Pork chops, sausage, salad, rolls, and pumpkin pie were prepared by their cook in the Museum kitchen and barbecue. The film crew had been over on the main shooting pictures of the guy who had fallen off of the train, and got his leg cut off. They had a 5-gallon bucket of blood that they were spattering around; he was lying on the ground, with his good leg hanging up in the barbed wire fence, and most of his body covered up with tumbleweeds. The doctor came walking along the track, and found the injured guy, and bandaged his stump.

When they started working with us, they first filmed the hoboes inside the reefer. Then, we moved the train, while they shot out the refer door, with the SD&A coach in the background. Then, while the train was stopped, they took some shots of a guy walking alongside the train and climbing into the reefer, and then being tossed out. There was some very hearty laughter from the hobos.

Finally, we did some real moves. Dick backed the train west on Track 1, so that the engine was about even with the east end of the Train Shed. He then rapidly accelerated to about 10 mph by the time he was even with the SD&A coach on track 2. Just east of the coach, I had the camera crew on a speeder. The guy was running alongside the train, and we stayed with him for a couple of car lengths. For the last shot, we had the train standing still, and the actor was walking along the train. We filmed only his feet from the speeder. When one of the movie guys said that the speeder was just like a big dolly, I agreed, and told them that I expected to see my name in the credits as the "dolly grip." Of course, both of these two scenes were repeated a few times.

By then it was getting too dark to do any more filming, and it was a "wrap." We put the consist back on the west end of Track 1, and tied down about six handbrakes. We had the engine tied up in the barn at about 5.

The film crew was very appreciative of our efforts, and said we were great to work with. Likewise, we didn't have any problems with them, and they didn't ask us to do anything unreasonable. They were looking forward to working with us in the spring on the stuff they will be doing for us. They had put several bales of hay in the refer car, and said they would get rid of it, if we didn't want it. Mark said he could use it to soak up some mud where people walk, so he'd take care of that the next day. He also took care of locking up the train shed and car barn.

So, in summary, it was a good day. We need to start working soon on at least outlines of what we want them to do for us.

### **\*\*\* La Mesa Depot Museum Report \*\*\*** *Dick Pennick, Depot Coordinator*

December was a busy month for staffers at our *La Mesa Depot Museum* venue. The city's annual Friday/Saturday Christmas celebration - billed as "Christmas in the Village" - was held on December 3/4 and 10/11 from 6 p.m. to 9 p.m. (or 10 p.m., depending on which ad you read).

But, to prepare for our contribution to this popular event, Museum volunteers began their work weeks earlier. **Bruce Semelsberger** coordinated the stringing of the Christmas lights and hooking them up to electrical timers, as well as decorating the depot and caboose interiors. **Sid Saltzstein** provided the initial 100 drink cups, and **Duane & Carol Dubke** provided the hot chocolate mix. **Dick Pennick** again secured donations of 27 dozen fresh-baked cookies and several gallons of apple cider from our friends at Henry's Marketplace and Albertson's Food Center in La Mesa, a retail value of \$80. Dick also loaned his 3' x 8' "door" table and sawhorses for the drinks and cookies, which was set up under the overhang at the south end of the depot.

Visitor traffic was heavy all four days and we handed out lots of Museum brochures and Santa Train flyers. Many new folks were introduced to PSRMA and its program of education and historic preservation. Two crock pots were kept busy keeping the spiced cider hot, and the old pot-bellied depot stove had a nice fire in it during the evening openings. The cozy confines of the old station made the tiny waiting room a nice warm respite from the outdoor chill. The 1941 SP caboose on display here was a continuing favorite of visitors and their children, and additional lighting was set up for visitors in the cab of our 1923 Davenport steam locomotive.

Although all of the goodies were provided free to the public as a "Merry Christmas" gesture, total income from the donation jar for the four days/nights was \$165.66! This amount included four \$5 bills and a single Alexander Hamilton. Certainly one of the highlights of the four days - in addition to meeting some really nice folks and their families - was a visit by **Mr. Sean Steele**, owner of a Porsche shop and painting company, who offered to sandblast, prep and repaint the caboose as a *no-cost contribution to the Museum!* He offered to use a durable industrial paint designed for offshore oil rigs and other high-exposure applications.

Helping with the staffing were Bruce Semelsberger, Sid Saltzstein, Duane & Carol Dubke, **Bob & Sandy Schussler**, **Bob Underhill**, and Dick Pennick. Sid also agreed to staff the normal Saturday afternoon shifts from 1 - 4 p.m. The Depot Museum was closed Saturday, December 25<sup>th</sup> for Christmas and January 1<sup>st</sup> for New Year's Day observances. Wanna be involved in this "in-town" activity? I could use your help. Give me a call (619) 463-2276.

### **\*\*\* Library Search Committee Update \*\*\*** *Dick Pennick, Chairman*

The second meeting of the ad hoc *Southwest Railway Library Site Search Committee* was held Monday evening, October 25<sup>th</sup> in the Museum's ex-SP caboose #1061 on display at La Mesa. Attending were committee members **Roy Pickering**, **Chop Kerr, Jr.**, **Dr. Sid Saltzstein**, **Larry Ochiello**, and **Dick Pennick**.

Chairman Pennick reviewed events of the previous month including PSRMA Board approval of the Committee's request to provide temporary work storage space for the archives of the *Santa Fe Railway Historical & Modeling Society* at Campo, and the Board's action to refer to committee a proposal to provide \$150,000 of seed money in a restricted account for construction of a new library building at Campo. The Committee agreed to pursue construction of an appropriate 5000 s.f. library building at the *Campo Railroad Museum* as soon as funds were available and a new Major Use Permit was approved by the County. It was also agreed that the Committee would continue to be sensitive to additional opportunities that may become available in the interim.

Since then, Museum president **Jim Lundquist** has submitted information on our search to Anne Krueger, staff writer for the San Diego Union-Tribune, who wrote a short 250-word piece for the November 27<sup>th</sup> edition. Dick Pennick's name and phone number were given in the article for contacts. Only two responses resulted from this appeal that I am aware of: both were out-of-state research libraries. The DeGolyer Library called from Dallas, Texas and the John Barriger Library inquired from Illinois (the late Mr. Barriger was a member of PSRMA in the 1980's). These renowned libraries were politely informed that we weren't quite that much against the wall yet, but thanked them for their interest. Although the article suggested that the proposed library was more a collection of artifacts to be displayed than a legitimate research library, the additional public exposure was nevertheless appreciated, and we thank Jim and Ms. Krueger for their help.

More recently, a publicly-owned vacant site in El Cajon has come to the attention of the Museum, and a proposal for its use is being prepared as this is being written. **Jim Lundquist**, **Larry Rose** and **Dick Pennick** are currently involved in this effort to obtain a long-term, low-cost lease of the site for construction of a permanent research library facility. More details should be available after the first of the new year.

In another related development: On Sunday, December 19<sup>th</sup>, a visitor to our *Campo Railroad Museum* approached Dick about our research library quest and asked how he could help. Dick promptly signed up **Paul Straley**, a Poway professional grant writer and technical writer, as a new member and suggested he might want to sharpen his pencil because he could be very busy in the near future! PSRMA expects to fund the new library largely with grant money. Welcome, Paul, to our railroad family! We hope your association with us will be long and fruitful!

### **\*\*\* TRAIN CREW CLOTHING - from a historical perspective (Part II) \*\*\*** *Dick Pennick*

Background: Over the last several years, there has been a noticeable trend by some of our volunteer train crew away from the appropriate clothing typical of the era (circa 1940 - 1960) the museum is supposed to be recreating.

Part of the problem has been that there are no published guidelines. It's been generally absorbed by osmosis. Another factor is that many of our train crew members are not students of railroad history per se, or of the long-gone traditions of the industry. As a result, historically-correct clothing information does not get passed on to new crew members. They basically copy what they see others wearing, which may not be historically correct, and the problem is perpetuated. Our visitors deserve to be provided with as accurate an historical pageant as we can make it, which is part of the "interpretation" function of our mission statement.

More recently, the Trainman classes taught by Bob Schussler have provided guidance for the Trainmen (Car Docents), but not for the Brakemen, Conductors and Engineers. But there are other factors as well, and I will discuss some of these in this continuing series.

The museum Operations Department has made note of the deteriorating clothing issue, and has reinforced the need for historical accuracy, consistent with applicable current safety rules. SD & A Railway locomotive engineer, Dick Pennick - a long-time student of local rail history and the clothing worn by crews on the SD & AE, SP and Santa Fe in the southern California region - has offered to provide some historical guidance for the museum's train crews. His comments and insight will be covered in installments in the *Hot Scoop* over the next several months. Comments and contributions are encouraged.

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In the first installment I briefly summarized the typical approved clothing for passenger train crews on the SD & AE and the parent SP during the 1940-1960 period, based on historical records and personal observation, and the observations and experiences of retired crew members as related to me over the past 40 years.

On the SD & AE, it's important to note that approximately half of the 20 year span listed above was dominated by the steam locomotive. On the SP, 80% of that 20-year period was dominated or heavily influenced by the steam-era traditions. Even after all steam was discontinued and replaced by cleaner diesel-electric locomotives, the old steam-era traditions died hard. Nearly all of the new diesel crews had cut their teeth on steam years before, and saw nothing unusual in continuing to wear the bib overalls, long-sleeve work shirt and boxed shop cap they had become accustomed to in the steam era, even though their new working environment was relatively much cleaner than the dirty steam locomotives. Sleeve protectors - used by steam crews to keep some of the soot and grime from soiling the forearms of their shirts (to extend the mileage before the next washing) - were some of the first items to disappear.

Gradually but inexorably, over a period of years during the 1960's and 1970's as the old steam crews retired or died and crew sizes were scaled back, the traditional dress of that former era began to give way to tee shirts and baseball caps in the locomotive cab. In the steam days, new firemen would sometimes be sent home by the engineer to change into "proper" clothes if their dress was not appropriate or in conformance with established "tradition". Although there were many exceptions -- dictated by region or weather or personal preference, "traditional" clothing for cab crews was eventually a thing of the past, governed only by the applicable safety rules of the particular railroad.

Today, it has become increasingly difficult - in some cases, almost impossible - to find authentic WW II-era engine crew clothing. The last pair of Oxford-striped bib overalls I purchased 6 years ago through Penney's catalog still had the traditional pocket-watch pocket in the left breast panel, and a stitched hole above to hook the watch chain. I'm not sure these are still available, and if so, whether or not the anachronistic watch pocket is still there.

But not all engine crews on the SD & AE and the SP wore the striped overalls, and the firemen almost never did. Standard dress for both engineers and firemen was 100% cotton blue denim bib overalls worn over a 100% cotton or wool long-sleeved work shirt and full-length cotton or wool blend work pants.

There are stories of cab crews wearing only their BVD's under their overalls - particularly in hot or humid regions - but most were happy to have the extra insulation in case a leg accidentally touched a hot pipe or other locomotive appendage. Sturdy leather work shoes or boots and an "approved" cap completed the "uniform".

[This series will continue in future issues of the *Hot Scoop*]

### **\*\*\* Museum Acquires Military Surplus \*\*\***

On Tuesday morning, December 15<sup>th</sup>, members **Lee Fowler**, **Dick Pennick** and **Jim Lundquist** journeyed down to the DRMO office at the Naval Outlying Landing Field - Imperial Beach to pick up items recently acquired as "surplus". Non-profit organizations have the opportunity to obtain these items at a fraction of their full value on an as-is basis.

The items that were picked up consisted of new and near-new Marine Corps fatigue uniforms, khaki dress shirts, and wool pants; waterproof boots and shoes; fatigue caps; mechanical stencil-making machines; electrical diagnosis tools; truck tie-down straps and tensioners; a collection of long-handled heavy machinery torque wrenches; and a washer/dryer set to replace the aging washer in the Campo enginehouse. Also included were three used pallet jacks in various sizes. These "jacks" are actually special tongued dollies designed to slip into the space between the upper and lower surfaces of a standard storage pallet, jack the pallet and its load several inches off the floor, and wheel the load to another location on the jack's wheels. They are designed for hard floors and don't work well in the dirt.

Thanks to the loan of Lee Fowler's Ford F-350 stake-bed truck, the items were picked up in a single lot. The following day, Lee and neighbor Dick Pennick (who donated the 17 gallons of gas for the project) delivered the items to Campo. At Campo, Museum Workamper docent Mark Ovadia was kind enough to fire up the forklift, and in short order most of the items were temporarily unloaded on Track 13 inside the enginehouse.

The "new" washer is already installed in the enginehouse. The uniforms are available for any volunteer's use during a Museum project. We got enough of the stencil machines to hopefully make up at least a couple of working units and toss the rest, after the appropriate waiting period.

Many useful Museum items have been obtained over the years through the DRMO process, and through State and local surplus agencies, including diesel-electric locomotives like the yellow G.E. 80-ton diesel switcher currently in service as our primary road power, fork lifts, front loaders and other heavy machinery. (Dick Pennick)

### **\*\*\* Fire article in TRAINS magazine \*\*\***

Those of you who subscribe to the monthly TRAINS magazine -- published and distributed worldwide by Kalmbach in Waukesha, Wisconsin -- or have access to a source that carries it, watch for a future photo story on the fire damage to the railroad bridge and tunnel #4 at Division, submitted by Museum locomotive engineer Dick Pennick. One of the photos shows our regular weekend passenger train crossing the bridge a month or two before the fire. An "after" photo reveals the extensive damage rendered the bridge's wood superstructure by the fast-moving fire on Sept. 13<sup>th</sup> (see photo in October *Hot Scoop*). Publication date for this story has not been announced.

Freight operator Carrizo Gorge Railway's crews have succeeded in so far replacing the rail and ties on the steel bridge and returning the line to limited freight service. Work still remaining includes replacement of the wood walkway and railing, and additional stabilization work at the east portal of the tunnel.

PSRMA was forced to cancel its planned November 20<sup>th</sup> train trip to Tecate, Mexico and its involvement with the privately-funded "Three Kings Train" charter in January after a Museum safety inspection revealed concerns about the integrity of the rock overburden at the tunnel mouth. It was noted recently that high winds in the mountains have blown some of the new walkway lumber into Campo Creek below the bridge.

While awaiting the remaining tunnel work, Museum trains currently run across the bridge but not into the tunnel as before the fire. If you haven't yet taken the opportunity as a member to ride over this bridge to the mouth of the tunnel, you should do so. The entire 6-mile trip from Campo is an interesting, winding ride, and the burned area is already starting to "green up". (Dick Pennick)

### **\*\*\* Motor Transport Museum to return Railbus No. 9 to service \*\*\***

Responding to a recent request by PSRMA Trustee **Dick Pennick**, *Campo Motor Transport Museum* owner (and PSRMA member) **Carl Calvert** has agreed to do whatever is necessary to restore our 1932 Santa Maria Valley Railroad 9-passenger railbus to active service, as a donation to PSRMA.

SMV #9 occupies a sacred spot in PSRMA's collection of railroad artifacts, as it was the very first item of railroad rolling stock obtained by the fledgling Museum. Donated by the late **Sam Berkowitz**, owner of Valley Pipe & Salvage Co. of Santa Maria, Calif. in May, 1965, it was hauled to San Diego on an auto trailer by **Dick Pennick**, the late **Lee Adams**, and a third member whose name is forgotten. After some initial restoration work by Dick, Lee, Life member **Walt Hayward**, and others, the bus languished in Walt and Dick's backyards for years before finally being moved to the new *Campo Railroad Museum* in the summer of 1981, the first rolling stock to arrive at the new site. It finally made its public operating debut at the 1991 RailFair at the California State Railroad Museum in Sacramento.

In more recent years, the bus was re-restored by a team led by former member **Charles Alban** and repainted in a two-tone brown color scheme. Earlier, Dick Pennick had donated an original Fairmont sales brochure for the buses, which featured photos of the cars from the frame up. Several years ago, the car was used by the Museum to transport passengers over a portion of SD & AE's old Coronado Branch track in Chula Vista. Since being returned to Campo two years ago, it has seen little service due to mechanical problems.

On Friday, December 17<sup>th</sup>, with the approval of PSRMA's Mechanical and Operating departments, Carl and fellow Motor Transport Museum volunteers **Frank Ball**, **Ed Carry**, **and John Thomas**, together with PSRMA volunteers **Al Brill** and **Fred Carnathan** made a detailed inspection of the bus, presently stored inside the Campo Display Building. Although this crackerjack vehicle restoration team was able to start and run the bus -- after adding some gas, charging the battery and performing some other minor adjustments -- they did find things that needed to be corrected.

They found the distributor was not properly connected to the engine block; the spark advance and throttle levers worked, but in the reverse of normal direction; the bus needs radiator coolant and anti-freeze; and the turn-around jack under the frame needs to be reconnected. A replacement mechanical screw jack, similar to the original one, should be installed to replace the current hydraulic jack. During the week of December 26<sup>th</sup>, Carl and his crew hoped to take a more detailed look at the jack to see what kind of replacement would be necessary, and what parts would be required to restore the original hand-crank assembly.

PSRMA extends a warm "Thank You" to Carl Calvert and his Motor Transport Museum crew for their very generous gift of their time and expertise to again return this unique artifact to service. (Dick Pennick)

### \*\*\* PSRM Membership Info \*\*\*

Please check the expiration date on the cover page of this issue. If your membership is soon to expire, please send a check made out to "PSRM". Also, please consider upgrading your membership level.

|                         |                    |                                   |
|-------------------------|--------------------|-----------------------------------|
| \$20: Senior or Student | \$ 75: Supporting  | \$1000: Gold Spike                |
| \$30: Individual        | \$150: Sustaining  | \$5000: Benefactor                |
| \$40: Family            | \$300: Senior Life | Note: Students are 18 and younger |
| \$50: Contributing      | \$750: Life Member | Seniors are 62 and older          |

Mail your check to PSRM, 4695 Nebo Dr, La Mesa CA 91941-5259

### \*\*\* Hazmat Information \*\*\* *Jack O'Lexey*

With several new people coming to the Museum to work the trains and help around the Museum I thought all of you should be informed that part of your volunteering is to help with the Hazmat. How you might ask? Simply watch for cans of oil sitting around in the open. A #10 can usually about 1 gallon in size with a half cup of oil in it becomes a gallon of waste that we have to deal with after a rain. If someone uses a 5 gallon plastic bucket to catch oil, then after a rain we have 5 gallons of waste. When you walk around and see cans or buckets, either pick them up yourself or tell the mechanical department.

Railroad West from the carbarn we have a slab where batteries are stored and a waste oil tank. If you see a bucket of dirt sitting between tracks or out in the back forty it needs to be taken to the contaminated soil box and dumped, then the bucket washed out and thrown in the dumpster.

We have a paint locker in the same area and if you have any solvents there is a drum just inside the door for waste solvents. If you do any painting we have an electric paint mixer in the paint locker just like Home depot uses. The other lockers in the area hold oil and grease and need to be kept closed. In the same area is the oil-water separator. Cans and oil filters can be put upside down on top of the screen on the drum. If you do this you need to put the lid on top of the filters or bucket. A few weeks ago I found a bucket upside down, but the lid was not on top allowing rain to fill the drum. When the drum has set for a while we need someone other than myself to drain first the water into a bucket (usually too heavy for my back to lift) and pour it into the waste oil tank. Then the water that still has droplets of oil mixed in it disposed of. Please see **Ron Hyatt for proper disposal.**

Another problem is 5-gallon cans sitting around the shop and drums sitting outside. If we have an empty drum anyplace it needs to be taken to the westerly Oak Tree in the back forty and with red paint put a big (MT) on it. If you have time and would like a project we have several drums needing the tops and bottoms cut out of them. Or if you have a use for a drum or know someone who needs one, we need to get rid of the old drums.

Inside the carbarn near the telephone you will find the HAZMAT site map showing where most of the things I have mentioned are located. And on this map at the bottom there is an 800 number list you can call to get information or help with a hazmat problem.

We have boxes of plastic gloves you can use to protect your hands for any work or clean up. Help yourself to these when needed for any type of projects at the Museum.

**\*\*\* December 9 Board of Trustees Draft Meeting Minutes \*\*\*** *Jim Lundquist*

Held at Trinity Church, 3902 Kenwood Drive, Spring Valley, CA

**OPENING**

1. Call to Order - at 7:08 PM by President Lundquist

Director's Present: Barber (left at 10:15 PM, AI #48), Getz (left at 10:15 PM, AI #48), Helm (by phone, (left at 9:22 PM, AI #27), Houk, D. Hyatt, R. Hyatt, Lundquist, Pennick, Rose, Ruppert, Luiz (arrived 8:30 PM, AI #22)

Director's Absent: Gallagher, Owen, Schussler, Wolfgang

2. Introduction of Guest and Guest Speakers - None
3. Addition, Corrections and Adoption of Agenda - MOTION by D.Hyatt, Rose to approve agenda with the additional of item 27, Banking accounts - PASSED 10-0-0
4. Approval of Minutes of the November 11, 2004 Board meeting. MOTION by Houk, Helm to approve minutes as submitted - PASSED 9-0-1 (D. Hyatt abstaining)

**OLD BUSINESS**

10. Computer Simulator and Cab - Lundquist  
Dave DiGiorgio is still researching this item for us. Carry forward to next meeting.
11. Investment advise - Owen  
Larry Owen is still investigating our investment accounts and will present a recommendation for us at the next meeting. The Board asked Larry to also contact our current investment company asking for alternative programs from them as well.
12. Temporary home for Santa Fe Railway Historical & Technical Society archives - Pennick  
  
Dick Pennick reported that a first draft has been sent to SFRH&TS for their review. He will be providing a draft written agreement for Board review at the next meeting. The idea presented is to allow access to the collection and not simply storage.
13. Awards - Gallagher No report.
14. Special Events Calendar - Ruppert No report.

**NEW BUSINESS**

20. Appoint Inspectors of Election - Lundquist  
  
The bylaws allow appointment of three persons not on the ballot to be Inspectors of Election (Section 3.13) These inspectors will count ballots expected to be due the Museum office by 5:00 PM January 6, 2005, with an announcement of the results as soon as possible, as the first Board of Directors meeting is scheduled for January 13, 2005.  
  
MOTION by Ruppert, D. Hyatt to appoint Houk, Getz and Miller (if available, or appoint a substitution by the other two members) - PASSED 9-0-1 (Barber temporary out of room)
21. Substantial Donation Planning Ad-hoc Committee - Lundquist  
  
An open membership meeting was held November 18, 2004. From that meeting, the recommendation to the Board is:
1. For present, expend major donation funds sufficient to complete the display building: concrete floor, indoor bathrooms and electrical service. No other allocation from major donations recommended.
2. Following completion of display building, prioritize remainder of major donation funds.  
  
MOTION by Ruppert, Getz to accept the recommendations and ask Facilities to bring back additional information at the next meeting on the cost estimate to complete this work program- PASSED 10-0-0.  
  
Rose and Lundquist also presented an outline plan for a Modification to our Major Use Permit. The Board discussed adding additional square footage and asked for additional information at the next meeting.
22. Collections Ad-hoc Committee Report - Rose reported that the committee met on November 30. Pennick express concern that the committee was missing the fifth general member. Rose reported that the committee went ahead with the members who showed up and participated. The committee approved the format of the yearly evaluations. The next meeting in January will examine the classifications of each piece of equipment and to discuss potential acquisitions to fill in our collection.

23. Authorization to Acquire Land from SD&AE - Lundquist  
As a part of the Modification to our Major Use Permit, we need to acquire the land between the Museum owned land and the mainline in order to construct a building on the site. This would authorize the President to enter into negotiations to acquire the land from the SD&AE at a nominal cost, subject to reversion in the event the land is no longer used for museum purposes. The land is approximately 1075 feet by 140 feet.
- The triangle piece of neighboring KB Homes project was also discussed. Pennick has the details of what is required, as will provide that information to Lundquist.
- MOTION by D. Hyatt, Pennick to authorize the President to negotiate with the SD&AE and KB Homes for the property, bringing back any offers for final Board approval - PASSED 10-0-0.
24. Potential In-town Library Site - Lundquist reported on a potential in-town site on the SD&AE in El Cajon where the substation is located on Marshall Avenue. The team track and dock are scheduled to be relocated. The SD&AE has asked us to develop a proposal for use, estimated costs and funds/fundraising efforts required to build. Pennick has spoken to the City of El Cajon, and it appears that this site might require a rezone from its current light industrial zone. We need a meeting with the Director of Planning, City Manager and/or Mayor to explore options regarding zoning questions as well as other fees and requirements.
- MOTION by Pennick, Barber to support the concept, continue to efforts and bring back additional information for the Board's consideration. PASSED 10-0-1 (D. Hyatt out of room)
25. Ed Kravitz Proposal/Request - Lundquist  
see handout  
MOTION by Getz, Pennick to reject the proposal of Ed Kravitz and San Diego Rail Partners, and direct the President to make contact with the people and organizations mentioned to let them know that Ed Kravitz has never represented the Museum in any actions. PASSED 11-0-0
26. Acquire a PCC Car - Lundquist  
Should the Museum make an effort to acquire a PCC street car similar to those which ran here in San Diego? It could be used as a display car, or, it might be able to be made runnable and used to transport visitors between the Campo Depot and the Display Building.
- The Board expressed a desire to continue a dialog with the San Diego Electric Railway Association for a potential joint operation/partnership with a streetcar operation at Campo, and asked for an update at the January 2005 meeting.
27. Banking Accounts - D. Hyatt  
The Museum needs to establish an account with the closest commercial bank to our Campo Museum site. The Valley Independent Bank in Tecate, California is that bank.
- MOTION by Barber, Rose to open a business checking account at Valley Independent Bank in Tecate, CA, with two signors: President James J. Lundquist and/or Treasurer Diana Hyatt. PASSED 10-0-0.

#### **REPORTS**

40. Presidents' Report - Lundquist invited the Board to review his article in the December 2004 Hotcoop, and added the STS England tour details. Tunnel #4 has been inspected by Simon-Wong who recommends an additional inspection. Charley Coval has reported by to Lew Wolfgang that the Three Kings Trains will not need the Museum's involvement for train operations this year due to the fact that the train will run from Tijuana to Tecate.
41. Treasurer's Report - D. Hyatt reported that she met with Tony Batista, accountant, who gave her many tips. She is reconciling all accounts and expects to be completed by the end of the year. In 2005, a new accounting system will be in place. All federal and state tax returns have been filed within the deadline for 2003. The Board asked that bonding costs be reviewed.
42. Vice President, Administration Report - Wolfgang No report.
43. Vice President, Museum Services Report - Ruppert Looking for additional help with the Santa trains, signs have been ordered for 10 pieces of equipment and exhibit designs are progressing slowly.
44. Vice President, Facilities - Rose Campo depot restoration has begun again. The depot toilet doors were vandalized, and he has donated new window frames for two windows in the #1509.
45. Vice President, Operations Report - R. Hyatt invited the Board to review his article in the December 2004 Hotcoop, and added the #2104 was started over the weekend.
46. Coronado Line/National City Depot ad hoc Committee Report - Wolfgang No report.
47. Library Ad Hoc Committee - Pennick Nothing additional to report.
48. Marketing Committee - Ruppert Asked for permission to give away Tecate trips in the future for new and renewing members. MOTION by Ruppert, Pennick to give away Tecate trips in the future for new and renewing members. FAILED 4-6-0 (against Pennick, Rose, D. Hyatt, R. Hyatt, Houk, Lundquist). The committee has been giving away passes for radio shows. They are looking into web page advertising. Ruppert asked for an additional \$500 for advertising above the \$3500 authorized. MOTION by Ruppert, Rose to increase the advertising budget to \$4000. PASSED 7-1-0 (Pennick no, Getz and Barber left meeting). The committee is working on a comprehensive marketing plan.
60. CLOSED SESSION None.
70. CARRY FORWARD Items 10, 11, 12, 13, 21 (MUP), 22 (in February), 23, 24 and 26.
80. ADJOURNED at 10:22 PM.

12/10/2004

**\*\*\* Web page update \*\*\*** Randy Houk

Don't forget that our web page has a link for our volunteers: [www.psrn.org/members/](http://www.psrn.org/members/)  
You can see old issues of the "Hot Scoop", the "Report" and crew callboards. The username is "volunteer" and the password is "2353".

**\*\*\* Year 2005 Dates of Note \*\*\***

|                                        | Jan       | Feb       | Mar       | Apr       | May       |
|----------------------------------------|-----------|-----------|-----------|-----------|-----------|
| School Train                           | 18        | 15        | 15        | 19        | 17        |
| Board meetings                         | <b>13</b> | <b>10</b> | <b>10</b> | <b>14</b> | <b>12</b> |
| Museum Services meeting                | 18        | 15        | 15        | 19        | 17        |
| Steam meeting                          | 10        |           |           |           |           |
| <b>Deadline for Hot Scoop articles</b> | <b>28</b> | <b>28</b> | <b>28</b> | <b>28</b> | <b>28</b> |

Your Board meets the 2<sup>nd</sup> Thursday each month, 7:00 PM at Trinity Church.  
Museum Services meets the 3rd Tuesday each month, 7 PM at Ted Kornweibel's house.

**\*\*\* Article Submissions \*\*\***

Please submit articles in pure text (.txt) or MS Word (.doc) format. E-mail to [hotscoop@sdrm.org](mailto:hotscoop@sdrm.org) is preferred. **The deadline for article submissions is the 28th.**

**\*\*\* Phone numbers and e-mail \*\*\*** Web: [www.psrn.org](http://www.psrn.org) or [www.sdrm.org](http://www.sdrm.org)

**PSRM ADMINISTRATION**

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| La Mesa Depot Coordinator, Dick Pennick | (619) 463-2276            |                                                              |
| Campo Depot / Campo Car Shop            | (619) 478-9937 / 478-9451 |                                                              |

**DEPARTMENT HEADS**

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**MUSEUM BOARD** email: [board@psrm.org](mailto:board@psrm.org)

|               |                   |              |            |
|---------------|-------------------|--------------|------------|
| Wally Barber  | Corrine Gallagher | Don Getz     | Ken Helm   |
| Randy Houk    | Diana Hyatt       | Ron Hyatt    | Greg Luiz  |
| Jim Lundquist | Larry Owen        | Dick Pennick | Larry Rose |
| Dick Ruppert  | Sandy Schussler   | Lew Wolfgang |            |