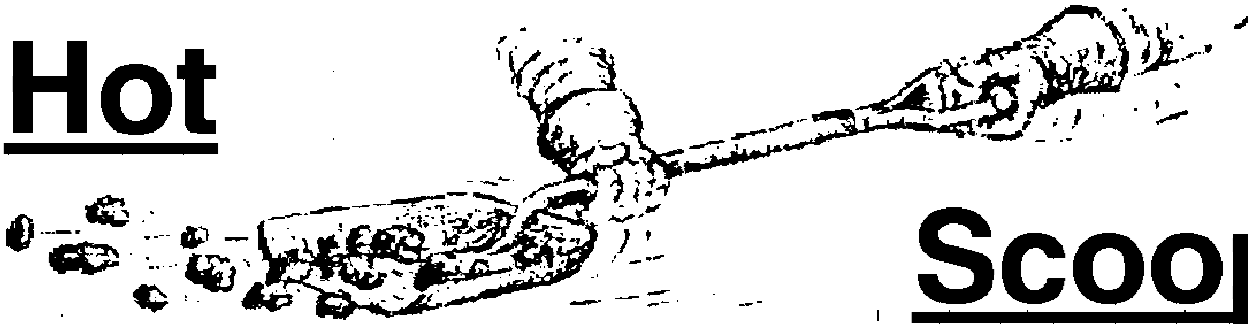


Hot



Scoop

HotScoop Shovel Logo by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum members

November 2005

MUSEUM NEWS

VOL XVIII NO XI

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

Our Museum continues to get better and better each month. We are having more visitors, more volunteers and more train rides each month. It is very gratifying to be involved in such a happening group - people who can make things happen for our community and saving our region's history.

It's been a while since we recognized Larry Rose's contributions publicly. Larry and his wife Tanya, our Membership Secretary, continue to shop during the week for things we need, and bring them up to Campo on the weekend. In addition, Dave DiGiorgio looks for items on eBay and asks Larry to pick up the acquisition costs. Large or small, take some time out to tell them thanks when you are next out to Campo and ask to see their most recent donations.

Speaking of donations, member Dick Cochran read about our need for a clothes washing machine at Campo, called me, then drove into Albuquerque to purchase a new washing machine. A week later, he drove to Campo where we installed a new machine in the shop! Dick then came back out on Sunday to help clean up the *Robert Peary* for the next weekend's charter to Tecate. Dick comes out to Campo once a month from Grants, New Mexico - a one-way trip of 690 miles! That makes our drive out from greater San Diego or southern California look tiny! Thank you Dick, for seeing the need and doing something about it.

Steve Bovee of Reed's Hobby Store in La Mesa has donated a three-rail model train layout to the Museum. It will be set up to allow our visitors the opportunity to run model trains. The younger visitors will enjoy this. Steve has pledged to donate the train equipment and transformers as required once the layout is set up.

We have hired a bee removal company to come out to Campo for the 10 bee hives we had visiting with us! One hive was 18 inches by 10 feet long! All bees were invited to relocate with the beekeepers. This will probably be an ongoing effort with us.

We have been active with leads from government surplus over the past few months. New on the property are a 15 ton crane and two forklifts (a few months ago), a tamper which we ran the week it arrived, scaffolding, tools and a soon-to-arrive office trailer to replace the existing Customs office trailer.

New workamper Bill Armfield has joined us at Campo. Bill's main duties will be to assist Brian Elmore and Jim Lundquist on the priority #1 job - rehab of the Campo Depot. On the Saturday he arrived, Bill helped Jim Lundquist install a new gate behind the section house at Campo. Please stop by to introduce yourself to Bill when you go out to Campo and welcome him to the family.

Rob Stebbins has accepted a new job which will necessitate his withdrawal of his nomination to serve as Treasurer for our Museum. This leaves an opening for a new volunteer to serve on the Board as Treasurer. If you are interested in serving in this capacity, please contact Jim Lundquist at 619-417-7059 or any other Board member. After a candidate(s) are identified, there will be an election following. Please give some thought to serving your Museum in this capacity. This is a very important job for us to fill.

Our electrical contractor is making great strides in completing the electrical service into the display building. The source of funds was our substantial donation last year. In order to complete this building, we need funding for the bathroom (around \$40,000), concrete walkways (\$10,000) and for exhibits (\$25,000).

We have completed another successful Pumpkin train on the past two weekends. Our visitors enjoy the train ride and the opportunity to secure their very own pumpkin. Many thanks to Dick and Ann Ruppert, Dick Pennick, the Hyatt family, Bill Armfield, Steve, Mark Ovadia and Jim Lundquist for taking care of the pumpkin patch - which was set up inside the display building. It's fun watching the children pick out their pumpkin.

The North Pole Christmas Express trains are coming up fast now. On Friday and Saturday nights, December 2 and 3, our event starts at 6:15 PM and includes hot chocolate, cookies, caroling, train ride, visit with Santa and a present. Can you think of a better evening for the entire family? Why not join us and make this a family tradition? A flier for the all-reserved train is included. Thanks to Dave DiGiorgio for his volunteer ticket agent duties and the Equipment department efforts, led by Ron Hyatt, for getting the train set together for these evening runs to the North Pole.

We have completed a new 25 year lease for the property in La Mesa for our La Mesa Depot Museum. Now, the search is on for a donation for a new roof on the depot and a paint job for the SP cabooses. La Mesa is a real popular location for the families in the area. On any given day, there always seems to be children and families enjoying the train and depot. We would love to have the depot open more frequently - call Dick Pennick at 619-463-2276 if you can donate some hours at the depot.

We will be providing information soon to allow you to consider a major donation to the Museum - in cash, endowments, real property, stocks and other ways to make a substantial donation to the cause.

Our Museum grows and grows each month. Come on out and join with us as we present San Diego's railroad history to the community. See you at Campo soon.

*** Museum Graduates *** *Randy Houk*

Many museum volunteers have gone on to work as full-time railroaders. These include big railroads such as Amtrak, Santa Fe and Union Pacific, and short lines such as SD&IV and CZRy. Mike Edwards and Sue Ann Taggart are two such recent graduates of our Campo training ground.



Mike started with our museum as a trainman, then brakeman and conductor. He also served as Assistant Supt. of Operations and then as Director of Campo Operations. Mike spent some time with CZRy, and then moved north to the Yolo Short Line in Sacramento. The Yolo has since become part of the much larger Sierra Northern Railway which also includes the California Western (Skunk Line) and the Sierra Railway. Mike is now the Manager of Train Operations for Sierra Northern, where in addition to running trains as engineer, brakeman and conductor, he also conducts training classes, acts as DSLE and handles all FRA and PUC interaction. Mike has also become a docent at the State Railroad Museum in Sacramento, and has also been hired as an Adjunct Professor at Sacramento City College, teaching the Railroad Technologies program as a substitute.

Mike has signed on with American Orient Express as a Trainmaster. He fills in on these very *deluxe* trains for the full-time TM's when they take vacations. So far Mike has run trains from Seattle to Los Angeles (photo at left taken next to train in LA), Salt Lake City to Oakland and Los Angeles to Albuquerque, NM. In November he'll make his first trip through the Moffat Tunnel as he goes from Oakland to Denver. He oversees all aspects of train operations, including interactions with Amtrak and the freight railroad over which the AOE operates. Recently Mike has become involved with AAPRCO, the American Association of Private Railroad Car Owners, recently attending their convention in Williams, Arizona.



On October 1st Mike married Sheila Gaiser, whom Mike had helped train as an engineer on the Sierra Northern. Mike and Sheila were delivered to the depot in Oakdale, CA by former Santa Fe GP20 #50 for the reception. Yes, they were wearing ear protection!

They went to Hawaii for their honeymoon.

Sheila runs this engine on weekends pulling the Sierra Dinner train from the same depot. Sheila also helps fill in as engineer for freight moves when needed.



Sue Ann Taggart volunteered for PSRM as a car steward on the #1509 and Robert Peary, and after becoming qualified as a PSRM brakeman went to work for Amtrak in central California. She is now a full conductor on the *Capital* and the *San Joaquin* trains.

Here is a story Mike sent to me of a chance meeting with Sue Ann on the railroad:

"After four years, I finally saw Sue Ann Taggart face to face! We both moved to Northern California at the same time. During those four years, we would pass each other at the diamonds at RV085 Mikon. Sometimes I would roll-by her train on the Stockton Sub. Other times, I would be working the West Sac yard lead while her Amtrak train was hopping mains at the Sac Depot.

This morning, I was engineer on the Sierra Northern's West Sac morning job. Our last task this morning was to deliver the private car *Burrard* to depot #8 at Sacramento. While I was spotting the *Burrard*, I heard Sue Ann on the radio. She was controlling a shove move eastbound to set her train from Main #1 to Depot #7.

After I tied up at West Sac, I drove over to the Amtrak crew base to say hello. I walked in to find her sitting at the table writing out her Conductor's report. I said: 'Well hello Ms. Taggart.' She quickly turned around thinking I was some smart-ass Amtrak counterpart. She studied me for about one second, then her face lit up with a big smile as she yelled my name and rose from her chair to give me a hug.

We took a few minutes to talk and catch up. We reflected on our time at Campo and fond memories of special people: Jim Friedlan, Jim Baker, Randy & Dave Houk, Bob & Sandy Schussler, Mike Retz, etc, etc. The clock ticked away quickly. She had to get ready for her next departure to Oakland, and I had a meeting with the Amtrak Road Foreman. We said "see you next time" and went on our way.

It was an odd feeling to be sitting there together, swapping 'war stories', and 'talking shop' when almost eight years to the month, (October 1997) we were sitting quiet in Jim Baker's Trainman class as beginners.

It's funny where the tracks from Campo depot may lead you."

*** 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. We ran 22 trains in October, carrying 1390 passengers.

Jim Baker	Robin Becker	Darrel Bivans	Rich Borstadt	Rich Childs
Steve Clark	Dave DiGiorgio	Duane Dubke	Don Getz	Larry Hieshetter
Dave Houk	Randy Houk	Jim Lundquist	Seth Miller	Bob Nickles
Linda Ovadia	Mark Ovadia	Dick Pennick	Don Pope	Kathy Reeves
Ann Ruppert	Brian Sampson	Bob Schussler	Sandy Schussler	Rob Stebbins
Robin Wonders				

***** Operations Reminders ***** *Randy Houk*

Reporting rule violations

Per GCOR 1.4, whenever a crew member witnesses a rule violation, promptly report the violation in writing to Dave DiGiorgio, our Chief Operations Officer.

1.4 Carrying out Rules and Reporting Violations

Employees must cooperate and assist in carrying out the rules and instructions. They must promptly report any violations to the proper supervisor. They must also report any condition or practice that may threaten the safety of trains, passengers, or employees, and any misconduct or negligence that may affect the interest of the railroad.

Designated riding places for brakemen

When running our trains in Tecate, we cross busy streets with the brakeman riding on the front of the engine. It's important for him to remember to be up on the top of the steps, not on the steps, per Safety Rule 81.7.1:

81.7.1 Designated Riding Places

When required to ride on cars, engines or other equipment:

- Ride on designated steps, ladders or platforms.
- Do not ride on side ladders leading to engine cabs.
- Maintain three-point contact (two feet and one hand or two hands and one foot).
- Do not ride on the ends of moving cars except when necessary to operate hand brakes to stop or control the speed of cars cut off in motion.
- Do not sit with feet protruding over the sides or ends of cars or equipment.

When riding on the side of an engine, car or other equipment, face the direction of the movement.

When moving over or in a street or highway crossing, do not ride on sill step, lower rung of ladders, engine steps, caboose steps or vestibule steps of cars.

Job Briefings

Job briefings, or as we call them "safety meetings", need to be held at the beginning of each day at Campo, and also when changes or additions occur to the original plan.

70.3 Job Briefing

Use the Job Briefing process:

- Before work begins, when all persons, including employees and contractors, are present.
- After work begins, if person(s) arrive who missed the original job briefing.
- When changes occur to the work plan or conditions change.

Each work plan must consider hazards, assign specific responsibilities, and explain those assignments.

*** STEAM WHISTLING *** *Jim Baker, Steam Foreman*

Our team was mostly out of town in September, so not too much was accomplished. But, in October we got moving again.

On Friday morning, Oct. 7, **Larry Owen, Dick Pennick, and Tom Walker** installed in the boxcar, one of the heavy-duty surplus Home Depot shelf supports that we got earlier in the year. As received, the supports were a little bit too high to fit, so a major part of the work was cutting them down to size. The shelf supports are now installed in the west end of the Steam boxcar. Now all we need are the shelves themselves. This will require a lot of 2 X - lumber (2 X 4; 2 X 6, etc). Each piece only needs to be about 32 inches long, so scrap material will do. If anyone has a source for this, please let the foreman know. These shelves will be a great improvement over the light to medium-duty metal and wood shelves they replaced.

Also on Friday, **Bob Nickles** and the **Foreman**, were joined by **Air Brake Foreman Ken Kahan** to ensure that 2353's cross-compound air compressor was still in good shape. Valves were removed and inspected. They looked great and still had plenty of oil on them! The compressor was reassembled, light oil (ATF) was added, and it was cycled a number of times by running compressed air through the steam inlet. It's ready to use.

Bob Nickles also removed the sand from the almost-full sand domes on the E.J. Lavino's saddle tank. I wonder how long that's been there.

On Saturday, **Bob** removed the sand from the sand dome on Coos Bay 11, another job that should have been done years ago.

Bob and the **Foreman** started building two steps that will allow safer access for our visitors to the cab of 2353. A large set of steps that was built as an Eagle Scout project several years ago gets people almost as high as the gangway, but is about 18 inches too short. We built a couple of box steps, and got one coat of paint on them. Once the second coat of paint is on, they will be assembled. Next, we need to build a hand rail.

Our next work weekend will be Friday and Saturday, Nov. 11/12. Come out and join us. For further information or questions, please contact the Steam Foreman at baker@sdrm.org or 619-670-7441. Hope to see you there!

*** Volunteer Time Records, Part 2 *** *Jim Baker*

Earlier I wrote a short article that said I'd be presenting a proposal to our Board to keep track of our volunteers' hours. This was endorsed by the Board at their October meeting.

As I said before, there is a two-fold purpose for this record-keeping. One is to recognize our volunteers who put in a lot of time, and the second is to show potential granting agencies how much time our volunteers spend.

For the recognition part, I'm asking for your suggestions as to how our volunteers should be recognized for various benchmark levels of time. For example, we could do something like the following:

I would think that the minimum recognition would be for 100 hours in a year. Maybe just list all these people in the REPORT. For 200 hours maybe list in the REPORT and give them a certificate of appreciation. At 400, all as for 200 plus a hat with "400 hour Volunteer" on it. And for 800, all for 400, plus a shirt. For those who may put in 1,000 or more hours, a plaque with the number of hours and a photo of 3873 or 2353 or ?? on it.

Also, at 100 hours, maybe the volunteer gets a name tag (badge) that looks something like:

NAME

VOLUNTEER SINCE 1990

125 HOURS SINCE 2006

The last line could be changed each year

Any comments or further suggestions will be appreciated. E-mail baker@psrm.org or phone at 619-670-7441.

***** Let's Get the SD&A Jacumba Cars Back On the Rails! ***** *Larry Rose*

Ken Helm and I have jumped on the chance to acquire four complete wood framed passenger car trucks from the Black Hills and Western RR for \$500 each. We have verified that they are appropriate and will fit our two super rare 1875 vintage SP-SD&A Jacumba cars. Ken has sent them a check for the full purchase price. Ken and I are both in for \$1000. That leaves transportation to fund. The estimate is \$2700 to truck the antiques from South Dakota to Campo.

Along with the four complete trucks are two junker trucks we can use for parts that were thrown into the deal free. We need to pass the hat for transportation of these hard-to-find antique trucks to Campo. Once these cars are up on trucks we will be halfway home to saving them for posterity. These cars are in very good shape considering their age and that they have been used as M.O.W. bunk cars on the ground at Jacumba for 70 years. Getting them back on the rails for insertion into our shop will be a major event in their resurrection! If you can help please send some cash for the project to PSRM right away. See the attached photos of these hens teeth and please help us if you can. So Far **Bob Underhill** and **Ted Kornweibel** have pledged substantial donations. **Mike Retz** has also notified us of his interest in this project. Let's all jump on this one and put it to bed quick!



*** Web page update *** Randy Houk

Don't forget that our web page has a link for our volunteers: 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".

See photos of new conductors Tommy Batts and Dick Pennick at
<http://www.sdrm.org/gallery/people/conductors/index.html>

*** Year 2005/2006 Dates of Note ***

	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
School Train	15	20	17	21	21	18	16	20
Tecate Train	2&19	17	21	18	18	15	20	17
Board meetings	20	15	19	16	16	20	18	15
Museum Services meeting	15	20	17	21	21	18	16	20
Deadline for Hot Scoop articles	28	28	28	28	28	28	28	28

Your Board meets the 3rd 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 is preferred. **The deadline for article submissions is the 28th.**

*** Phone numbers and e-mail *** Web: www.psrn.org or www.sdrm.org

PSRM ADMINISTRATION

Business Office	(619) 465-PSRM	
Report Editor, Larry Rose	(619) 469-3064	larry-rose@sdrm.org
Hot Scoop Editor, Randy Houk	(858) 672-0111	randy@sdrm.org
Reservations, Jack O'Lexey	(858) 274-4449	jolexey1@san.rr.com
Agent, Diana Hyatt	(619) 390-9045	ronhyatt@aol.com
Media Coordinator, Dick Pennick	(619) 463-2276	
La Mesa Depot Coordinator, Dick Pennick	(619) 463-2276	
Chief Trainman, Bob Schussler	(619) 698-1458	schus1@cox.net
Speakers Bureau Coordinator, Bob Schussler	(619) 698-1458	schus1@cox.net
Campo Depot / Campo Car Shop	(619) 478-9937 / 478-9451	

MUSEUM BOARD OF DIRECTORS email: board@psrm.org

President, Jim Lundquist	(619) 470-7553	lundquist@sdrm.org
Vice President, Dick Pennick	(619) 463-2276	
Secretary, Sandy Schussler	(619) 698-1458	rrelady@cox.net
Treasurer, Diana Hyatt	(619) 390-9045	ronhyatt@aol.com
Facilities, Larry Rose	(619) 469-3064	larry-rose@sdrm.org
Museum Services, Dick Ruppert	(858) 459-2573	ruppert@sdrm.org
Equipment, Ron Hyatt	(619) 390-9045	ronhyatt@aol.com
Operations, Greg Luiz	(619) 282-6174	geluiz@att.net

DEPARTMENT HEADS

Restoration Supt, Ted Kornweibel	(619) 461-0098	kornweibel@sdrm.org
Research, Bruce Semelsberger	(619) 264-7282	bsemelsberger03@nethere.com
Webmaster, Lew Wolfgang	(619) 663-1962	wolfgang@sdrm.org
Chief Operations Officer, Dave DiGiorgio	(619) 334-5188	run8@cox.net
Chief Mechanical Officer, Bill Palmer	(760) 749-1082	bllpalmer@yahoo.com
Steam Foreman, Jim Baker	(619) 670-7441	baker@sdrm.org