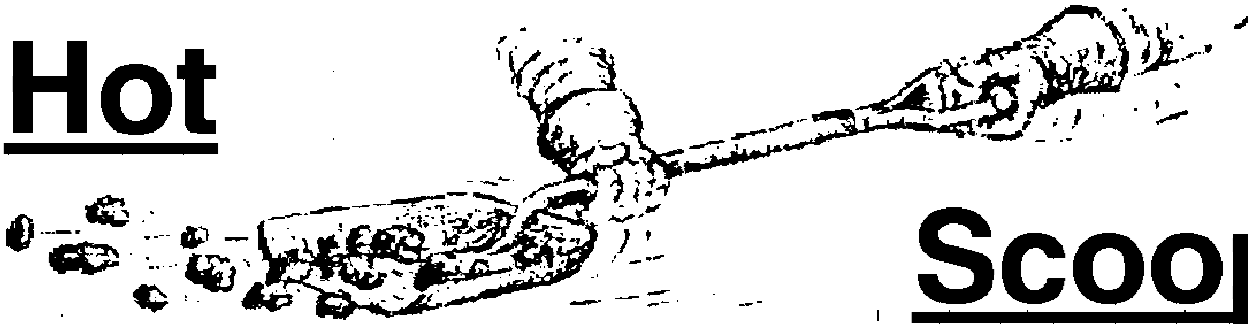


Hot



Scoop

Hot Scoop Shovel Logo by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum members

February 2006

MUSEUM NEWS

VOL XIX NO II

*** Campo Drainage Project Finally Underway! *** *Larry Rose*



Two years ago a torrential downpour flooded the Campo depot for the first time in memory. It caused an inch of mud to be deposited inside. The clean up happened right away but it was a nasty job. Plans were made at that time to address the drainage situation by improving all existing drainage ditches and culverts within several hundred yards of the depot. This was done right away and the depot survived the next winter without any mishaps. However, an additional culvert under all three tracks at the depot was planned 20 years ago and shown on the first depot area master plan designed by **Larry Rose** in the mid 80's. The plan showed a new 24 inch culvert with new catch basins dumping out on to the Campo meadow that runs in front of the depot, the Museum and the tracks of the SD&A for more than a mile.

The plan was not implemented at the time due to cost and availability of a backhoe and 24 inch concrete pipe. Over the years the lack of drainage problems lulled everyone to a "no whistle no foul" frame of mind and the old plan was forgotten. The flooding quickly put the project back on the front burner and longtime Life Member **Wally Barber** arranged for some sections of the right sized pipe to be delivered to Campo last summer. **Wally** and **Don Getz** finally got the project underway in mid January.

This was not a slam dunk as the Museum excursion trains and the CZRy daily sand trains still had to use the tracks without interruption. The solution was to do the new culvert in two parts using the house track as the bypass while the ditch was dug, pipe placed and the concrete encasement poured. Wally got the first phase done in about seven hours including the formwork for a large catch basin between the main line and the passing siding. Wally owns an engineering contracting company and had two of his regular workers help out. The second part of the work was dug under the house track to another new catch basin a week later. This was also an opportunity to replace several ties on top of the culvert on all three tracks. The left photo shows Wally in the ditch waiting for the next pipe to arrive while **Dave DiGiorgio** looks on. The right one shows that pipe being placed into position. **Randy Houk** photos.

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

What makes our Museum so great? It's the people – our members – volunteering their time to save railroad history for our community. So many people who truly care – giving of their time, talents and cash – all to bring a smile and understanding to our visitors. Just a few cases to demonstrate:

The Tecate train was scheduled to go out Saturday, January 21st. There was switching to do early to allow the train to leave on time. At 4:30 AM, **Dave DiGiorgio and Mike Chisholm** roll out of bed and out into the dark night at Campo. Its 23 degrees outside! The Southern Pacific GP-9 #3873 was the power for that day's train, and it needs water before being started and allowed to warm up. Dave and Mike find the hose frozen solid – and bring it indoors for a hot shower to thaw it out. A torch was required to get the water flowing from the faucet. Mission completed by 5:00 AM – still 23 degrees outside.

That same day, the toilets were frozen at the depot. Mike and **Ron Hyatt** go to work to get the toilets to work. It's warmed up to 35 degrees now.

The Tecate train arrives at the Campo Depot, and #1509 needs water to allow the on-board toilet to work. You guessed it – faucet's frozen and hose too. Same guys – same results.

Our passenger's arrive and get onboard and have a terrific time – from all accounts. Do any of them realize that this adventure started at 4:30 AM that morning? That the crew is all volunteer? That Dave issued every ticket as a volunteer from his home? Probably not – they just know they had a good time. But, I do – and now you know too.

There are many other examples: **Diana Hyatt** paying bills, **Bill Armfield and Brian Elmore** working on the depot, **Kathy Reeves** cleaning cars, mid-week trips to Home Depot, Smart and Final, Costco, and more and more and more.

Bottom line – your Museum is doing great things because your members are a dedicated group of volunteers working hard everyday to bring railroad history alive to our visitors. Please take time to tell each and every one of them **Thank You** for all they do.

I had the pleasure of giving a private tour for our local Congressman Bob Filner this past month. He was impressed by the job we are doing using volunteers and donated money. The Congressman hopes to assist us in all ways possible as time goes along.

I am happy to report that we sold out the Mexican Rare Mileage adventure train for early February. Thanks for our membership and the railfan community who have purchased tickets for this great cause – helping fund projects at the local railroad museum.

There are so many good projects underway at the Museum now: Campo Depot, Campo Depot drainage, restoration of MRS #2104, electrical upgrades on the property, additional support equipment, steam locomotive preventative maintenance, new signage, upgraded plumbing, work on wooden coaches, upgraded tours, and the list goes on and on. Stop by Campo soon to see everything that is ongoing.

I look forward to seeing all of you at the 2006 Annual Dinner on Thursday, March 2nd at Tom Ham's Lighthouse. Look for the flyer in this issue of the Hot Scoop.

See you at Campo.

*** Christmas Vacation *** *Jim Lundquist*

Campo was a busy place over the Christmas vacation period. Coming out from Kentucky for his bi-annual visit was **Ken Helm**. Ken likes to get this done during his time at Campo, and this year was no exception. He took charge and supervised the completion of four roof jobs on our passenger fleet. With the new black roofs, the cars continue to look better all the time. The goal is to waterproof the entire fleet as time and funds allow. Thank you Ken for your time and donations to make this happen this year.

Also during the week, **Jim Lundquist, Bill Armfield, Brian Elmore, Ken Hansen, Rich Warner, Greg Smith, Jim Rasmussen** (visiting from Alaska) and **Larry Rose** were very busy on the Campo depot project. The large Dutch Elm was found to be sick and professional advice recommended removing the old tree. Brian took to the skies in our man lift with chain saw in hand to make that happen. Then Brian, Ken and Rich cut the tree into smaller pieces and started carrying it home for the fireplace. Meanwhile, Brian and Jim were busy stuffing the two trash dumpsters twice with the smaller branches. As a final touch, **Matt Adams** from Carrizo Gorge International Aggregates Inc came over with his large loader to haul off the tree trunk and remove the stump. His was a huge job done very professionally. We'll miss the old shade tree but it had to go!

The next job was to install a new water line and sewer pipe from the depot to the County connection. Jim Rasmussen and Brian Elmore jumped on our old backhoe with Bill and Jim Lundquist manning the shovels, and the job was completed in three days. To the public, the site was safe and secure during the weekend operations.

During the weekends, Greg Smith and Larry Rose continued to reconstruct the platform at the depot. That job is really cooking now. Meanwhile, Bill, Jim and Ken continued the siding and framing effort on the depot as well.

So – the period between Christmas and New Year was a very productive one indeed for our museum. This type of effort seems to go on every year. How about thinking about joining us next year for more adventures at Campo? I'm sure we can find a project just right for you.



Greg Smith and Larry Rose work on the platform.



This is where the big tree used to be!

*** 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 20 trains in January, carrying over 1,000 passengers.

Jim Baker	Robin Becker	Darrel Bivans	Rich Borstadt	Al Brown	Roger Challberg	Steve Clark
Dave DiGiorgio	Marcus Ferrill	Don Getz	Randy Houk	Jim Lundquist	Seth Miller	Bob Nickles
Jack O'Lexey	Linda Ovadia	Mark Ovadia	Dick Pennick	Don Pope	Kathy Reeves	Ann Ruppert
Brian Sampson	Rob Stebbins	Robin Wonders	Bob Schussler	Sandy Schussler		

*** Operations Reminder *** *Randy Houk*

The following is a reprint from an article by Jim Baker in the May 2000 issue. It was slightly modified to adapt to current practice. Remember that a "Willful violation" by an individual could result in a \$1000 penalty. **FRA Part 228 Appendix B** has the complete text.

Rule of the Month - Hours of Service

With the advent of trips to Garcia, etc, and other late day trains, like the New Year's Eve volunteer appreciation special, we all need to pay more attention to the Hours of Service regulations. Remember the following:

- 1) The longest you can work in one 24-hour period is 12 hours. This may be 12 continuous hours, or the period may be broken by a rest period of AT LEAST 4 HOURS. For example, if you come on duty at 8 AM, you could work until 8 PM, or you could work from 8 til noon, rest until 4 PM, then work until midnight. Rest must be at a designated terminal, where "food and lodging" is available. Campo is our only terminal; food, of sorts, is available, and the crew lounge is available for rest.
- 2) If you work 12 continuous hours, you must be off for at least 10 hours before going on duty again. If you work less than 12 continuous hours, you must be off for at least 8 hours before going back on duty.
- 3) When you come on duty, you must have had at least 8 hours off in the preceding 24 hours.
- 4) While only the operating crew is covered by these regulations (Engineer, fireman, conductor, brakemen), anything else you are doing for the Museum is "duty." For example, you cannot come out to Campo at 8 am and do maintenance work all day, and then be part of the operating crew for a late night train. But, you could go on duty as an engineer at 8 AM, work until 5 PM in that position, then do maintenance work until midnight, since maintenance isn't covered. But, if you were going to be on the crew the next day, you would need 10 hours rest (until 10 am) before going back on duty.
- 5) While the rules appear to be written with regular railroad employees in mind, I'm sure that if not expressly prohibited, the FRA would not like it if you worked a graveyard shift at your regular job, and then immediately came out to Campo to crew on a train.

*** Museum Sponsors San Diego Congress of History Annual Meeting ***

Our Museum has taken the lead on this year's Congress of History annual program emphasizing the importance of railroads in San Diego's early history. We thank Bruce Semelsberger for his efforts to put together this program, which includes two days of presentations at CSU San Marcos along with a "drive-by" on Sunday of historic sites. Included with this *Hot Scoop* is a registration flier for the program. Please plan on joining me and other railroad historians for this event. See you in San Marcos!

*** Steam Whistling *** *Jim Baker, Steam Foreman*

We did quite a bit of work on our Dec. work weekend, although not all of it directly related to our projects. On Friday Dec. 9, our main project was to get the saddle tank for the EJ Lavino set back down to the horizontal position. Earlier in the year, we had tipped it on end in order to paint the bottoms of the two sides. **Don Getz** was to operate the rail crane for us. Prior to moving the crane into position, two SD&A coaches and three flat cars had to be moved out of the way. The foreman was joined by **Bob Nickles** to do the switching with 7285. We were also joined by **Fred Carnathan** and **Tom Walker**, who started sorting things in our boxcar.

It turned out that SP3873 had been filled with fuel during the week, and Don needed to have some of the fuel added to the crane. So, **Seth Miller** started 3873 to warm up. Once the switching was done to clear the necessary tracks, Don moved the crane into position. Rigging of the tank was done by **Dick Pennick**, assisted by **David Green**. **Larry Owen** was there to lend a hand wherever needed. Because the tank was unbalanced by the large amount of rust that had fallen to the bottom end when it was tipped up, they had some difficulty getting it rigged so it would move to the horizontal. After a lunch break, they got things worked out, and the tank was successfully set back on the flat car in the horizontal position. The ends can now be needle-gunned and painted. When that job is completed, the tank can be set back in position on its locomotive. The photo shows David Green and Dick Pennick rigging the tank. *Jim Baker photo.*



While the crane work was being done, Bob and the foreman decided that since 3873 was already running, and since 7285 was "running on fumes," we fueled 7285. At about the time that was completed, the crane work was done, so Bob and I went back to switching the cars we had moved in the morning back to their original positions. Don and Seth got the crane fueled, and put away. Busy day!

On Saturday, the foreman was joined again by **Bob Nickles** to rework one of our display panels for 2353. We now have a good photo of 2353 with the major parts identified, and their function briefly explained. Then we spent several hours continuing where Tom and Fred left off the day before in sorting things in the boxcar. We took several wagon loads of junk to the dumpster, and several tools and various supplies that have general shop use were taken

into the shop. Our objectives are to clean out and organize the boxcar so that we have more space; to have only tools that are specifically for steam stored there; and to have all the steam locomotive parts organized and inventoried. There is lots of work yet to do on this project.

On our next work weekend, Friday and Saturday, Jan. 13 and 14 we had **Bob Nickles, Fred Carnathan, Tom Walker, Mike Lucek**, and the Foreman on site. Fred and Tom spent Saturday sorting tools in the boxcar. Those that had general applicability were taken to the tool crib in the shop, while those specific for steam were kept in the boxcar. Meanwhile, Bob and Jim were needle-gunning the ends of the Lavino's saddle tank. However, the large air compressor quit working after lunch, due to some sort of electrical problem. So, we spent some time running hose to the other compressor. Wrong Move! We should have checked out that compressor first. It also wouldn't run. Finally, about 3:00 someone noticed that a switch/fuse/circuit breaker (?) on the power pole that feeds our entire shop was open. We called SDG&E, and they sent out a repairman at about 5:00. He didn't have the right part on his truck, but guaranteed that we'd have our power back on by morning. Actually, he came back with the right part around 7:00, and got us going. The broken fuse apparently fed only our 3-phase motors, because everything else seemed to be ok. While we were waiting for SDG&E, Bob and I painted that part of the tank that we had finished needle-gunning.

On Sunday, Mike, Bob, and I finished painting the saddle tank ends, then attempted to flush out all the rust inside the tank with a fire hose. We got a lot out, but much still remains. The two drain holes are only about 3" diameter, so the larger pieces plug the holes. Probably the only way to get it out will be to cut a larger hole in the side of the tank. We'll leave that job to whoever attempts to restore the engine to operation, if ever. The tank is now ready to put back on the engine. We spent the rest of the day cleaning more junk out of the boxcar: some to the dumpster, some to the North 40, some to the shop.

Our next work weekend will be Friday and Saturday, Feb. 10 & 11. Come out and join us. Hope to see you there! For further information or questions, please contact the Steam Foreman at baker@sdrm.org or 619-670-7441.

*** **La Mesa Depot Museum End-of-Year Report** *** *Dick Pennick, Depot Museum coordinator*

Thanks to a small, select group of Museum volunteers providing docent services, our in-town venue, **La Mesa Depot Museum**, was again open 51 Saturday afternoons and several additional days for special city activities during 2005.

Making this possible were PSRMA volunteers **Sid Saltzstein, Bruce Semelsberger, Duane Dubke, Ed Smith, Dick Pennick, Sherwin Dorris, Terry Clark, Randy Gibson, and Sandy & Bob Schussler.**

Since we don't currently have a way to keep an accurate count of visitors, the total number for the year is unknown. Certainly the largest daily attendance is during La Mesa's annual "Back to the '50s" Car show Thursdays during the summer months, Oktoberfest in October, and the "Christmas in the Village" weekends in December. This past December, unfortunately, we did not provide our customary holiday activity of free cookies and hot apple cider and hot chocolate due to several key coordinators being unavailable.

However, the depot was open and staffed each Friday and Saturday of the two Christmas weekends, with **Sid and Ed Smith** – with help as needed from **Duane** – pulling double shifts on Saturday to cover both our regular 1 – 4 p.m. opening as well as the special 5 – 8 p.m. openings for the Christmas crowd. Special thanks are again due to **Bruce Semelsberger** for hanging the Christmas lights on the 1894 building. **Bruce** also fired up the pot-bellied stove in the waiting room, and the addition of some pine tree "rounds" gave the place a really cozy, Christmassy flavor and aroma. I had asked the staff to not use the coal in the coal bucket, but rather save it for "display" purposes. I had dragged this coal home from Chama, New Mexico in late summer 2004, where I had picked it up along the tracks of the narrow-gauge Cumbres & Toltec Scenic Railroad during a volunteer stint with the Friends group there. The coal had fallen off of the steam engines used on that historic narrow-gauge mountain tourist / museum line.

The City of La Mesa honored our exhibit indirectly during the year by featuring a beautiful color photo of an Orange-line trolley passing the building in its 2005 calendar, which it annually provides free to the public. **Dick Pennick** carefully removed the photo and had it professionally matted and framed. It now hangs on the wall in the depot waiting room.

In November, the Museum business phone was removed from the depot and rotated so that it now rings at the home of long-time volunteer and Museum crew-caller **Jack O'Lexey** in Pacific Beach. This provides a "warm body" at the other end, rather than the recorded message as before, which has met with much positive response from our members and friends.

Total donations received in the donation jar at the depot during the year was \$173, an average of about \$3 for each day the depot was open. This was down from 2004 because we took in nearly that amount in just the four Christmas days that year. The "free" goodies had netted the Depot Fund about \$163 in donations the previous year.

But "success" can't always be measured in dollars and cents. We made hundreds of new friends, helped sell many tickets for Tecate and other special trains and activities at our **Campo Railroad Museum**, and added some new members / volunteers. We also broadened the public's awareness of the Museum and its unique programs.

To all of my volunteer docents during 2005, a great big **THANK YOU** for a job well-done!

Would you like to help? If you would enjoy talking to complete strangers about PSRMA and local rail history, we could use some extra bodies. Call me at (619) 463-2276 and I will arrange training for you..

*** **El Centro Writer Will Publish SD & A Modeling Book** ***

New member **Charles O'Herin**, a writer – publisher in the Imperial Valley and owner of Link Pen Publishing, has recently written a soft-cover illustrated book entitled "Prototypes for Modelers – Vol. 1: San Diego & Arizona Railway". The book is designed primarily to give potential modelers of our "home" railroad a feel for the equipment, topography and environment of the line through the liberal use of historic photos from PSRMA's **Southwest Railway Library** collection. It should also be of interest to anyone curious about the history of the line we operate our historic trains over each weekend, although actual historical information is secondary to the illustrations. It is not meant to be a critical historical treatise on the railroad.

Publication is planned for Spring, 2006, and the Museum gift shop will have copies available for purchase. The work gives extensive plugs for PSRMA, including a membership application at the back. Several PSRMA members / SD & A historians, including **Bruce Semelsberger**, **Roy Pickering** and **Dick Pennick** had an opportunity to review the manuscript draft, and provided comments for the final product. (Dick Pennick)

***** Train Crew Clothing, from a historical perspective (Part Three) ***** *Dick Pennick*

This series is intended to provide accurate information for the benefit of our volunteer train crews, on the historically-correct clothing proper for the time period we are attempting to replicate (1940-1951. SD & AE passenger service ended in 1951).

In the first two installments, I discussed the proper uniform for Conductors and Brakemen, the correct hat and uniform badges, approved watches, and the gradual changes in "traditional" clothing, etc. after the retirement of the steam engines.

In this installment, I will talk about engineer's clothing on the SD & AE / SP and some of the concessions to absolute historical accuracy we have to make on our Museum trains because of the way we operate and modern-day safety considerations.

In the 1940 – 1951 time frame, steam locomotives reigned supreme on the SD & AE. But not for long. By 1954, it was done and Diesels replaced steam on our home railroad. The final use of steam on the SD & AE was as helpers for diesel-powered freights on the "east end", the portion now often called the "Desert Line", between Coyote Wells and Hipass.

With the end of steam, many of the traditions that it wrought – spanning 120 years in America – began to ever-so-gradually undergo change. Changes in passenger crew uniforms were unaffected on the SD & AE, since passenger trains were discontinued before steam was retired. The biggest change, over time, was with the engine crews. As a rule, the crew-members who rode on the passenger cars with the passengers (conductor and two brakemen, sometimes a flagman, porters, etc.) were required to wear a specific uniform while on the job, as directed by management. The locomotive crewmembers (engineer, fireman) had no such requirements except that clothing had to meet the minimum safety standards. Engine crew clothing was generally governed by "tradition" and – in the steam days – by necessity.

The work of a steam engine crew was hot and dirty -- oil, grease and soot everywhere. Unless you planned to wash your shirt and trousers on a daily basis, bib overalls added an extra layer of protection from burns and other steam locomotive hazards and took most of the dirt and grime. At the end of the day, or when you went to beans, you could peel them off temporarily and your work clothes underneath were relatively "clean".

Later, when the internal-combustion Diesel-electrics were introduced, the dirt-and-grime factor was greatly diminished, and – over time – the clothing of the engine crew tended to reflect that improvement in cleanliness of the workplace. Many times, former steam crews who had transitioned to Diesels, continued to wear pretty much the same clothes they had worn on steam, mostly out of long habit and tradition. But as these "transition" crew members gradually retired or died off, their younger replacements often did not perpetuate the former clothing traditions of the steam era.

In the next installment, I will continue with the engine crew clothing and explore the ways that I think the Museum's train crews should reflect all of this.

***** Some Anniversaries of Note in 2006 ***** *Dick Pennick*

January 4th -- The **20th anniversary** of the Museum's first passenger train on the SD & AE in 1986 was covered in last month's issue of *Hot Scoop*, because – by the time you read this – the special date will have already passed.

January 9th – The **25th anniversary** of the arrival in San Diego of our two 0-6-0 steam switching locomotives -- E.J. Lavino #10 and Mojave Northern #3 – from their long-time storage berth at the Orange Empire Railway Museum in Perris. Both were stored temporarily at La Mesa. #3 remained there as a static exhibit, and #10 was eventually moved to Campo.

January – The **90th anniversary** of the great “Hatfield” flood that destroyed or badly damaged much of San Diego’s railroads and other infrastructure, including the San Diego & Southeastern, Santa Fe, and SD & A during January, 1916. The City of San Diego had hired a professional rainmaker, Charles Hatfield, to fill the Lake Morena reservoir north of Campo, after an extended period of drought. There has been much speculation since then whether or not Hatfield’s chemical hokus-pokus actually caused the ensuing rain, but it rained for two weeks straight, beginning on January 17th. Hatfield – wisely – never collected a dime on his contract. Having done so would have acknowledged his responsibility not only for the storm but also for the resulting damage!

June – The **25th anniversary** of the arrival of the Museum’s very first railroad rolling stock at our new Campo museum site: tiny 1932 Fairmont railbus #9, once the property of the short-line Santa Maria Valley R.R. at Santa Maria, Calif. Acquired from a Santa Maria scrapper in May, 1965, the bus was PSRMA’s very first rolling stock acquisition. During the next 16 years, it became somewhat of a local “boomer”, being stored at various times on the properties of several early members: **Lee Adams**, **Dick Pennick**, and **Walt Hayward**. **Dick** had hauled the bus down from Santa Maria after its acquisition in 1965.

July 26th – The **25th anniversary** of the first run of the new San Diego Trolley [on the San Ysidro (“Red”) line].

Late summer -- The **90th anniversary** of SD & A rails reaching Campo by Sept., 1916. Shortly after the track was completed to Campo, a temporary depot was installed -- a converted ex-San Diego & Southeastern Ry. boxcar, No. 459, which probably became “0459” when converted to a depot. This old wood-frame, truss-rod car -- that likely had been built originally with link-and-pin couplers -- had earlier been used as the temporary depot at San Ysidro until the permanent depot was built there. The “new” Campo Depot wasn’t finished until May, 1917, when the railroad converted the boxcar back to revenue service with new SD & A number “1106” (thanks to recent research by member **Paul Straley** for this information). I suspect -- but can’t yet prove -- that the ancient boxcar body we currently use as our “Boxcar Theater” is car #459, Campo’s first railway station! Until the late 1950s, there were two additional ancient cars near the depot -- a couple of SD & SE coach bodies made surplus by the 1916 flooding, that sat on blocks where the current dirt driveway passes behind the depot.

September 11th – The **25th anniversary** of the movement of all locomotives and other Museum rolling stock from our temporary home at the Naval Air Station - Miramar to San Diego & La Mesa, after the termination of the Navy lease. We had leased a mile of track on the base for about 11 years, and ran both steam and diesel-powered trains for the base personnel. This had been our largest museum site until the Campo site was acquired. Before that, our home had been the 300’ Entlow Spur on the Santa Fe at the foot of Crosby St. And before that, PSRMA’s original home was the nearby 100’ spur into the abandoned casting works of the Standard Iron Works, one of San Diego’s pioneer industries. Our very first “train” operation occurred there in the summer of 1967 (with Lima Shay #3, now running at the Cass Scenic Railroad in West Virginia). Volunteers had to construct a temporary 600’ spur south of the La Mesa Depot to accommodate all of the equipment.

November – The **25th anniversary** of presentation of a prestigious “Orchid” award for the La Mesa Depot restoration, completed under the guidance of Project Leader **Larry Rose**. The project was one of nine winners in the AIA’s annual judging of the built environment, among 200 nominations. The jury called it “an example of what can be done through the use of volunteer labor. A brilliant restoration of this historical building in the outlying community of La Mesa shows what can be done to continue our historical heritage on a small scale”.

November 30th – The **50th anniversary** of the final standard-gauge steam freight train on the SD & AE’s parent road -- the Southern Pacific -- in 1956. The final regularly-scheduled steam passenger train on the SP ran on Jan. 21, 1957. The very last regular-service SP movement of any kind behind steam was on its narrow-gauge branch in the Owens Valley on Aug. 25, 1959.

December 14th – The **100th anniversary** of the incorporation of the **San Diego & Arizona Railway** by John Spreckels, his brother Adolph, his son J.D., Jr., and two other investors in 1906. But the ceremonial “first shovelful of earth” was not turned near 28th & Main Sts. in San Diego until Sept. 7, 1907.

December – The **25th anniversary** of the actual completion of the two-year restoration of the **La Mesa Depot Museum** in 1981. Although regular weekend staffing at the site began by the following January, the “official” opening was not held until April 18, 1982.

*** Mechanical Report *** *Ron Hyatt*

The last few months have been very busy for the mechanical troops. We operated four special trains, our regular Tecate trains and the *Golden State* demonstration trains; this kept us hopping.

Special thanks go to **Mike Chisholm** and **Dave DiGiorgio** for going above and beyond the call of duty in November and December. **Mike** drove to Campo after work on a Thursday night to repair a last minute lighting problem on the North Pole Express train and then came back on Saturday to put in a full day's work. **Mike** has also purchased some much needed tools to be used in the shop. In addition to his COO duties and Tecate/special trains ticketing, **Dave** works behind the scenes scouring websites and auction sites to find us rare parts and manuals as well as procuring tools and supplies which allow the mechanical department to concentrate on repairs.

Sandy Schussler continues to tackle the dirty task of attacking the ever-prevalent dirt and grime in the shop by cleaning and organizing wherever it is needed.

ATSF 1509- Another cleaning session was performed on this car to keep it presentable and ready for special trains and charters. Once a year we perform an "E-Clean" this starts at the ceiling and works down; covering the vents, light fixtures, ledges, sills, tables, closets, floors and carpeting in the lounge, dinning room and toilet. **Jim Lundquist, Kathy Reeves, Al Brown, Diana, Cary** and **Ron Hyatt** completed this full, three day task. The kitchen and pantry was cleaned by **Dave DiGiorgio, Ron** and **Diana** and **Al**. General maintenance was performed on door hinges and locks, the batteries have been serviced and new cables installed as needed by **Al, Marcus Ferrill** and supervised by our electrical chief **Mike Chisholm**. The water system has been sanitized and tested using Amtrak standards by **Dave DiGiorgio, Dave Roesch**, and **Ron**. **Dave DiGiorgio** mis-interpreted the instructions and used a little more sanitizing solution than was necessary, but it all work out OK. **Dave DiGiorgio** found a very old Pullman Water System Manual for sale on Ebay. He was the successful bidder on behalf of the Museum, and we now have this very important manual for use with Pullman water systems. **Dave** had the manual scanned and a working copy of the schematics for use at Campo printed. **Lew Wolfgang** is working on getting a copy of the manual available on our website.

SDA 7285 and SP 3873- These two locomotives have received regular maintenance to keep them running well for our operations. They have received their 92 day inspections as needed. Those helping on these locomotives over the last few months include **Randy Houk, Al Brown, Jim Baker, Ron Hyatt, Mike Chisholm** and **Dave DiGiorgio**.

SP 4004- Al Brown cleaned out the cab and short hood removing lots of debris and road grime that had gathered over the years. **Dave DiGiorgio** and **Al** then removed the intake filter cages in the long hood; they were in very poor shape and we will need to have new cages fabricated. **Al** then joined **Dave Finney** cleaning the engine compartment. They made good progress but there's still a lot of road grime to remove. **Paul Kennedy** the "Alco-Man" and his son **Alex** came down from Redlands. **Paul** started a preliminary diagnosis of the prime mover and found it has a bad water pump, and at least one bad radiator panel. More work is needed to complete the diagnoses of this engine. We will begin getting cost estimates for replacement parts; this will enable us to formulate a budget. We don't anticipate concentrating many resources towards this locomotive at present; this inspection was primarily to see what the prime mover would need to get it started. Extensive cleaning is needed to reduce further damage by foul weather.

SD&A 2104- Paul Kennedy and **Dave Roesch**, with help from **Alex Kennedy** finished timing all the fuel injection pumps. **Steve Clark** and **Ken Helm's** helpers completed more needle gunning and sanding on the car body. **Al Brill** has been doing a lot of work on the cab doors to get them repaired and ready for painting. **Frazee Paints** graciously donated the high quality paint for this project so it should not need to be painted for another 20 – 30 years. Since such quality paint is going to be applied, it was decided to needle gun, wire brush and sand the entire locomotive for a good surface to paint. The last of the engine work has been done until we can really load it and fine tune it. The air brake work and paint will need to be completed before we can operate it on our demonstration trains.

Robert Peary- Dave Roesch has been working on the Waukesha Enginator. So far, we have determined it has a cracked head, a beyond repair water pump and a radiator in very poor condition. **Dave Roesch** tracked down one of the last "new" Waukesha Enginator heads left in the country and then donated a good portion of the cost. **Ken Helm** has committed to helping cover some of the cost of the new water pump which is going to be very expensive to replace. **Dave Roesch** is in the process of removing the radiator for flushing, testing and repairs. **Dave DiGiorgio, Al Brown** and **Marcus Ferrill** completed the air work needed to return this car to service.

Kathy Reeves and **Dick Cochran** cleaned the interior. **Diana Hyatt** and **Ann Ruppert** decorated and later undecorated the car that was used as Santa's "ride" for the Santa trains during December's Tecate train weekend.

SD&A 252,253,254,350- All of these cars received much needed attention. **Mike Chisholm**, **Cary Hyatt** and **Marcus Ferrill** cleaned out the overhead compartments in the vestibules of each car; they removed about 500 pounds of dirt, sand, six old bird nests and a hand full of old "Erie" and "Conrail" seat checks. **Mike** then got started on three solid days of electrical work to get the lighting working properly for the "North Pole Express" trains. As **Mike** removed old light sockets that would not work, **Ron Hyatt** took them apart and rebuilt them, ten minutes in the "Bead Blaster" and some new wiring made them look and work like new. **Al Brill** has been working on repairing, and if necessary, rebuilding the panel doors in the 252, 253 and 254. **Mike** and **Larry Hieshetter** worked on the SD&A 350 and built a stand for a small Honda generator to supply power for the lights on the night trains. This is however, a temporary solution; we are working on a plan to re-wire all of the SD&A coaches for 110VAC with a 12VDC emergency back up lighting system. **Lew Wolfgang**, **Mike Chisholm**, **Dave DiGiorgio** and **Ron Hyatt** have come up with the design of the system. **Ted Kornweibel**, **Frank Stites**, **Bruce Semelsberger** and **James Kornweibel** replaced four ceiling panels on the SD&A 252; the old ones looked like a lab experiment gone awry. **Ken Helm** then headed a four day work party sealing and painting the roof of each coach, the fresh black roofs are a great improvement to the appearance of the SD&A coach fleet.

Support Equipment:

15 ton Hydro Crane- **Don Getz** and his gang have been putting most of their time on the 15 ton hydro crane we purchased through government surplus. They rebuilt the brake system, which was no small task, but it is in good shape now. All it needs now is a new outrigger ram, which was missing when it was delivered. This ram will cost about \$4500 to replace.

Hyster forklift- **Dave Roesch** and **Paul Schweinfurter** have worked very hard troubleshooting the Hyster fork lift. They were finally rewarded when the engine turned over but it doesn't sound good. They have replaced several components but are running out of ideas. When finances permit, we will have to deliver it to Hawthorne Heavy Equipment and see what they can do.

Case backhoe- **Larry Hieshetter** serviced it by completing a hydraulic fluid and filter change; it responds much better now.

Santa Fe gantry crane- **Mike Chisholm** repaired weather damaged wiring, replaced the controller with a new one and replaced all the exterior lights. The crane is now back in service.

Projects that need YOUR help! The main project other than routine maintenance we plan to concentrate on over the next few months is to finish the paint prep for the 2104. This can be done by people with little or no mechanical experience. A few minutes of instruction and safety on the use of a needle gun, and you can help finish off this project!

We plan to start preliminary work on our rare Fairbanks Morse locomotive. Initial plans do not involve too much effort until our expert locomotive mechanic is available.

In addition to regular maintenance on our equipment, we have many projects; there is work for just about every skill level and expertise, from beginner to master. I would love to be able to add your name to my next report. Most Saturdays and many Sundays the mechanical troops are busy and these would be good days to volunteer. Please contact **Dave DiGiorgio** if you want to help out; he can update you on the weekend plans so you don't risk the chance of arriving at Campo and nobody being there. Feel free to email **Dave** at run8@cox.net or call 619-334-5188. He would be happy to discuss what project(s) would suit your interests and abilities.

***** Arizona Rail Museum Tours Campo *** *Dick Pennick***

On Wednesday, December 14th, 8 members of the **Arizona Railroad Museum** at Chandler enjoyed a 1½ hour guided tour of our **Campo Railroad Museum** facility, thanks to the efforts of CRM docent **Kathy Reeves**. The group had arrived in San Diego earlier on the "Vista Canyon", a former Pullman 5-roomette sleeper donated to their museum by a man in Texas. The group's spokesperson later remarked that the RPO car, the ATSF #1509, and the Pullman "Robert Peary" were her favorite exhibits and asked -- only half-seriously -- if the museum would like to give them these three cars "in the spirit of Christmas!"

*** Bus Tour To Benefit Campo Motor Transport Museum ***

Included in the tour on **Friday, March 10th** :

- **U.S. Gypsum Co.** building products plant at Plaster City, on the SD&AE Ry. (USG also operates a 24-mile 36" gauge private railroad to a gypsum mine north of the plant). This is the present-day terminus of the SD&AE Ry, where it connects with the Union Pacific Ry.
- **Imperial Valley Pioneer Museum**, at Imperial. Displays include ex-Imperial Irrigation District 0-4-0T steam locomotive #151, which was loaned to PSRMA in 1994.
- **Alford's Automotive Museum**, El Centro.

The fee of \$48 per person includes all museum admissions, but does not include lunch. A lunch visit will be made to a well-known Mexican restaurant in the area.

The bus will leave Grossmont Center. Call (619) 993-1220 for reservations and information. (Dick Pennick)

*** PSRMA Members Ride Free beginning Jan. 1st *** *Dick Pennick*

By recent action of the PSRMA Board, all Museum members – regardless of membership level – will be permitted to ride free on any regularly-scheduled, non-reserved train at any time, beginning January 1, 2006. In addition, higher membership levels will be permitted to bring one or more non-member guests for free as well. The change could be worth as much as \$3000 or more to each member per year. Other new perks will be available to members, beginning Jan. 1st, depending on level. Check our website for more information: www.psrma.org.

Formerly, each member would receive one or more complimentary passes that could be used by the member or given to a friend. It is hoped that the new program will encourage not only increased membership but hopefully an inducement to our own members to make more frequent visits to Campo. When they see what a unique heritage program we have going, they may decide to get involved as a volunteer or train crew member!

*** Tinnitus *** *Jack O'Lexey*

Over the years working at the Museum starting back when we were running steam I tried to get people to wear Ear Plugs. But the most common answer was "Oh it doesn't bother me I don't need them."

Well folks when you get Tinnitus you have it for the rest of your life; there still is no treatment let alone cure for it. The only thing you can get is some relief. I got mine I figure videotaping on the front of 1809 going toward Miller Creek. I did not know the air horn was on the front of the engine just a couple feet from my head.

It starts slow and just gets worse; I never know what quiet sounds like anymore. And quiet rooms or say out in the woods is very difficult for me. Once when I was starting a Tinnitus study we had to sit in a room and fill out paper work. We did not know each other and it was very quiet, my Tinnitus was louder than usual.

So remember when you get it you got it and will wish you had done more to protect your ears.

If you have it already you can you can contact **American Tinnitus Association**
P.O. Box 5, Portland OR 97207 they put out a monthly magazine giving you up dates on treatments, so far no cure.

I have a set of hearing aids that have maskers built in and put a hissing sound in my ears when it gets really bad. Vibration from riding in a loco makes it worse, I used to think the noise from the forklift was a problem but it was the vibrations.

So if you do not want to get Tinnitus start wearing earplugs. I use the small plastic ones that have ruffled edges and have a small plastic end sticking out. Noise reduction rating of 25. On the label it says Ultra Fit Ear Plugs Uncorded. Cas 340-4003. And the other ones I preferred are called Air soft and are blue. Or earmuffs are even better, but then you can really hear what people are saying.

*** Web page update *** Randy Houk

New this month is a link to a page of photos from our very popular *North Pole Express* trains. See it at: <http://www.sdrm.org/events/npe2005/>. 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". There you can see our updated archive of *Hot Scoops*.

*** Year 2006 Dates of Note ***

	Feb	Mar	Apr	May	Jun
School Train	21	21	18	16	20
Tecate Train	18	18	15	20	17
Garcia Train	4				
Board meetings	16	16	20	18	15
Museum Services meeting	21	21	18	16	20
Deadline for Hot Scoop articles	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

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