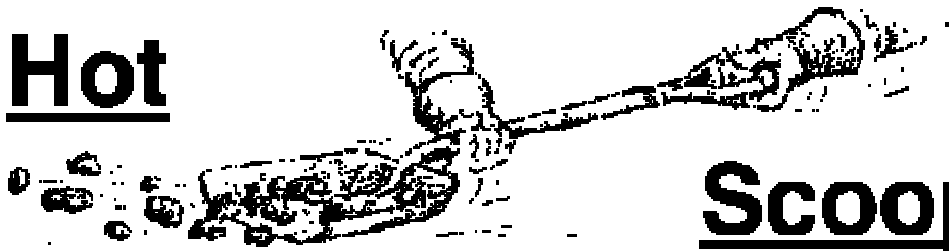


Hot



Scoop

Hot Scoop Shovel Logo by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum members

February 2007

MUSEUM NEWS

VOL XX NO II

First PSRM Train To Hipass Since 1999



SP #3873 and train on the "High Bridge" heading towards Hipass

Dave Tomeraasen Photo

PSRM ran a very special train to Hipass on December 30th to honor museum volunteers. Both of our beautiful heavyweight Pullmans, #1509 and the *Robert Peary* provided a comfortable ride. Chefs **Ron Hyatt** and **Dave DiGiorgio** cooked up an incredible dinner for all passengers and crew to enjoy. **Diana, Cary** and **Alanna Hyatt** provided food and drink service. It was terrific!

***** 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 14 trains in January, carrying more than 700 passengers. We also ran the 3 Kings train to Tecate on the 7th.

Jim Baker	Robin Becker	Darrel Bivans	Ken Brown	Steve Clark	Dave DiGiorgio
Duane Dubke	Don Getz	Tom Gray	David Green	Randy Houk	Larry Hieshetter
Seth Miller	Jim Lundquist	Bob Nickles	Jack O'Lexey	Linda Ovadia	Mark Ovadia
Dick Pennick	Don Pope	Red Schmitz	Bob Schussler	Sandy Schussler	
Greg Luiz	Frank Stites	Rob Stebbins	Robin Wonders		

***** Donations *****

Bach, Charles F.	General Fund	\$50	Kornweibel, Ted & Catherine	Restoration	\$10
Deck, Bruce L.	General Fund	\$500	Mills, John	Motorcar	\$25
Kehr, Herb	REPORT	\$100	Palmer, Bruce & Gwyneth	General fund	\$15
Kehr, Herb	Motorcar	\$50	Thometz, Michael	Motorcar	\$25

***** Life Member No. 1 Donates Again and Again ***** *Ted Kornweibel*

Herb Kehr, Life Member no. 1, is 87 years old and can't make it out to Campo much, but this hasn't stopped him from actively supporting the Museum. Herb donated a lot of bucks in 2006, including \$700 for repairs to the brakes and trucks of AT&SF RPO car no. 74. (Herb purchased the RPO car for the Museum two decades ago.)

Recently, Herb donated his entire railroad library to the Museum. The most interesting items are several books on, you guessed it, the Railway Mail Service and RPO cars. If you'd like to send greetings to Herb, or thank him for his faithful support of the Museum, his address is 4551 Bannock St., San Diego CA 92117. He's looking forward to seeing old friends at the 2007 annual banquet.

***** 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. 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 at P.O. Box 5, Portland OR 97207. They put out a monthly magazine giving you updates on treatments, but so far there is 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. The other ones I preferred are called Air soft and are blue.

***** Name Tags ***** *Bob Schussler*

Good news - in response to your many inquiries, we have contracted to produce new nametags for our volunteers. These nametags feature the logo of the Pacific Southwest Railway Museum, the name of the volunteer, and a line reading "Volunteer since (year)." We feel it is fitting and proper that we display our professionalism and pride in our organization while providing recognition to our museum personnel.

The cost is \$10 for a tag with pins or \$12 with magnets. Please send your check, made out to me, to Bob Schussler, 9469 Tropico Drive, La Mesa, Ca. 91941. Print your name and the year you first volunteered. I will deliver the completed tag to the museum store for pickup. For further information, please call me at (619) 698-1458.

*** Photos ***



Chefs Ron Hyatt and Dave DiGiorgio
Dave Tomeraasen photo



Looking westbound on the High Bridge
Dave Tomeraasen photo



Jim and Carolynn Baker enjoy the Hipass trip
Dave Tomeraasen photo



Larry Rose helps paint baggage car #6700
Dave Tomeraasen photo



Bruce Semelsberger and Larry Rose lettering #6700
Randy Houk photo



ALCo RS-2 #2098 and freight string on track #1.
Randy Houk photo

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

I see that a "state-of" address time has rolled around in political circles, so, I guess it's time for a "State of the Museum" statement.

Overall, the Museum's health is good. Our financial situation has stabilized, with special train operations to Tecate, Garcia and North Pole Express trains carrying the financial load. It is somewhat concerning that all of our eggs are in that one basket, and we don't totally control that basket. We rely on our volunteers to maintain and crew these trains, which we do control to some extent. However, trips into Mexico rely on others for their continued cooperation – CZRy and the Mexican government. While we would hope that our friendship and goodwill and financial bonus to the city of Tecate would guarantee their continued cooperation, things could occur. I continue to watch these issues closely.

We need to continue to recruit volunteers in all areas: crew, maintenance and administration. What makes our entire Museum work is the fact that our great volunteers donate their time towards saving history for future generations in our community. If we had to pay for these services, we would be out of business. It is encouraging to see new faces in our brakeman classes, and from time to time, new members in the shop working on equipment. On the administration side, we have added just one new member in the past year or two. We need to identify volunteer members who will step up and take on administrative tasks, usually behind the scenes type of work.

For long term needs of our Museum, we need to find donors who can build our endowment account. This account stands around \$250,000 and needs to be built up into the millions. For each million dollars in the account, our Museum could draw upon \$50,000 - \$75,000 per year in the future. These funds could be used to offset maintenance expenses in the future, or to sustain our Museum if something were to happen to our income stream.

Also, there are a few "big-ticket" projects which we need to identify donors to become involved with. These include land acquisition, which involves purchasing the four properties adjacent to our Museum or the Campo depot. All four would be in the \$2 million range. Adding covered storage or buildings to protect and display our collection is also on the list with an estimated cost of \$2 million, which includes a turntable and display roundhouse. Putting together a steam locomotive program needs about a half-million dollars to start, or a million to do it up right. The Campo Depot site needs a paved parking lot, paved access road, lights, landscape and general upgrade, figure \$250,000. Then, there is always the need to continue and speed-up the restoration of our equipment. This job could be a huge investment if we were to hire out the restoration of the #050, Robert Peary, repaint all freight equipment, repaint and repair all locomotives – this number is hard to pinpoint, but it will be in the millions as well.

The solution to the huge financial needs is to identify potential members with significant financial resources and ask them to become involved in the long range Museum plans. Given today's property value, everyone who owns a home is a prime candidate. We need to make sure that our members understand our needs and keep them in mind as we go along. Unfortunately, we have lost several members in the past year that hadn't made any plans for remembering our Museum, and we lost not only a valuable member, but the potential for a financial gift as well. I would ask that each member who loves what we are doing at Campo please give some consideration to these long term needs of our Museum. While I believe that we can sustain ourselves for the future, expansion and improvements will come about with significant donations by our members. After all, it's the members who own our Museum and it's our members who will keep it going.

A special recognition goes out to **Larry and Tanya Rose**. They purchase and donate thousands of dollars of goods for our museum over the course of a year. Large items like electric carts, tools, materials for the depot, as well as weekly small items like toilet paper, paper plates, plastic forks and the like. Rest assured that when these items are added up, they total closer to \$20,000 than \$10,000. Thank you to both – for your time, your love and your financial support. Members like you keep our Museum GREAT.

*** North Pole Express *** *Diana Hyatt*

The museum successfully operated eight North Pole Express (NPE) trains over four weekends beginning the day after Thanksgiving. The trips went so well in fact, that many people promised to tell their friends and return next year. What is truly amazing is that NPE was advertised solely in the San Diego Family Magazine and on our website. We can thank our success to the powerful yet underestimated word-of-mouth. In fact this method of advertising worked so well that all of our trains, each one with a capacity of 250 passengers, were sold out before Halloween. It looks like the NPE trains are becoming a holiday tradition for many families; which can only mean a greater demand for NPE in 2007!

Quite a few volunteers pitched in to help with the North Pole Express trains. Special thanks go to **Teresa, Erica** and **Brittany Walkley** and **Cary, Alanna** and **Aaron Hyatt** for decorating the train cars. **Bob** and **Sandy Schussler** decorated the Depot grounds and **Red Schmitz** put up the icicle lights on the Depot eaves. **Dave Tomeraasen** and **Alex Fiori** wrapped lots of garland around the baggage racks and assisted in cleaning SD&A 252, then cut up pine boughs from pine trees obtained by **Ken Hansen**. Speaking of cleaning, that was a huge job in itself – the entire train needed a **GOOD** cleaning every Saturday **AND** Sunday. By the next morning, hot chocolate had become a gooey, solid mess and parts of cookies, candy and trash littered the floors. Clean up was typically assumed by **John Little, Red Schmitz, Mike Chisholm, Ron Hyatt** and myself with help on some days from **Ken Hansen, Ken Brown, Kyle Jensen, Jim Lundquist** and **Bob Schussler**.

Even with the help of an online service for purchasing NPE tickets, **Dave DiGiorgio** was pretty busy responding to e-mails, phone calls and mailing tickets to passengers. At some point, Dave realized that the online ticketing system was allowing some trains to become oversold so **Jim Lundquist, Ron Hyatt** and I set about quickly upgrading the condition of SD&A 350 to make it usable for passengers on these cold, night trains. **Dave Roesch** and I purchased several free standing propane heaters and Dave picked up 100 blankets from IKEA. **Ron Hyatt** even installed temporary ceiling fixtures so the passengers could read their songbooks. Then **Jim Lundquist, Dave DiGiorgio** and I picked up acrylic sheets to be cut to size and installed in the window openings. **Red Schmitz, Ron Hyatt, Jim Lundquist, Bruce Deck, Ken Hansen, Dave Green** and **Bill Armfield** worked on removing the horizontal bars in the window openings, cutting the sheets to size, fitting them in place and replacing the bars. The weatherproofing worked well and even survived Mother Nature's high winds and rain when put to the test on the last weekend we operated.

Every night, **John Little, Red Schmitz** and **Bill Armfield** could be relied upon to direct cars in the parking lot and assist the train crew with passenger loading. **Bill Armfield** drove Mr. and Mrs. Claus, (**Mark and Linda Ovadia**) to the North Pole (aka Miller Creek) for the first six nights. In between shop-keeping at the Depot, **Robin Wonders** drove Mark & Linda to the North Pole for the last two nights. Incidentally, **Brian Elmore** and crew made more improvements to the North Pole this year, in addition to staffing it with happy, albeit cold, elves jumping around to greet the train. **Mark Ovadia** was also a trooper, playing the part of Santa all eight nights! Other Santas included Warren Ovadia (3), Jim Lundquist (2), Kyle Jensen (1), Jim Walkley (1) and Robin Wonders (1). In addition to Linda Ovadia as Mrs. Claus for six nights, Ann Ruppert (2) and Mikki Hansen (1) played Mrs. Claus as well. For the other five nights, I accompanied Santa on his rounds as Mrs. Claus' younger sister (as Mrs. Claus was feeling under the weather during this cold and flu season).

The elves were students from the Mountain Empire High School belonging to ASB, Key Club, Drama and/or Choir. The drama director **John**, choir director **Jared**, English teacher **Mari** and Spanish teacher **Betty** were on most of the trains as adult leaders and on some nights, parents and younger siblings showed up to be elves as well. Elf helpers from the museum included **Cary** and **Alanna Hyatt, Teresa, Erica** and **Brittany Walkley**, and **Alex** and **Michael Fiori**. The first night we operated a NPE train, I encountered a young passenger named **Jordan** who wanted to be an elf, so I outfitted him in the proper attire and assigned him to the train car his parents were riding. He had so much fun, he convinced his mom to bring him back the following night so that he could be an elf again!

Train crew personnel included **Dick Pennick, Jim Baker, Seth Miller, Robin Becker, Ken Brown, Larry Hieshetter, Darrel Bivans, Jim Lundquist, David Green, Don Getz, Bob Nickles, Randy Houk, Red Schmitz, Tommy Batts, Dave Tomeraasen, Steve Clark, Greg Luiz** and **Rob Stebbins** (Sorry if I forgot someone, and I apologize if I did). The Operations guys were fantastic and quite a few of them helped in bagging cookies, mixing hot cocoa and loading things on the train.

Speaking of cookies, **Jim Lundquist** was able to convince **Golden Acorn Casino** to donate the chocolate chip cookies for all the NPE trains. On Fridays **Bill Armfield** would drive there, pick up 500 freshly baked cookies and bring them back to the lunchroom where anyone nearby would be drafted into bagging cookies and sealing them with a sticker. **Bob Nickles** assumed cookie pickup duty for the last NPE weekend-thank you Bob! The cookies were easily six inches in diameter or as the **San Diego Union Tribune** article on December 10th so aptly put it, they "were as big as a kid's face." **Jim Lundquist** was also able to procure donations from: **Qualcomm** and **Pitney Bowes** to print the songbooks, **Any Budget** to print the Santa Wish Lists and the **U.S. Border Patrol** for donating the use of several light stands for illuminating the driveway and parking lot.

The train consist of the NPE was a beautiful sight! It was seven cars long with ATSF 1509 on the east end of the train and the Robert Peary on the west end. Most nights the Peary was used as the shoving car for the return trip to Campo thanks to the efforts of **Dave Roesch**, **Ron Hyatt**, **Mike Chisholm** and **Kyle Jensen** who repaired the ditch lights. In fact, a large amount of thanks need to be directed towards the Mechanical Department for the extra effort they put forth to make these trains possible. Next time you see **Ron Hyatt**, **Mark McCrea**, **Mike Chisholm**, **Dave Roesch** or **Dave DiGiorgio**, make sure you let them know how much their efforts are appreciated.

The NPE trains wrapped up on Saturday night, December 16th; so a small band of helpers assisted me in cleaning and un-decorating all the train cars over the next two days. My helpers were the usual people: **Red Schmitz**, **Mike Chisholm**, **Ken Hansen**, **Jim Lundquist**, **Dave DiGiorgio**, **John Little** and **Ron**, **Cary**, **Alanna** and **Aaron Hyatt**.

Red Schmitz has proven to be an indispensable addition to the volunteer pool at Campo. In addition to working for the Mechanical Department during the week, he washed all the hot chocolate containers and serving trays from the train every morning and he washed all the dishes after every meal **Ron Hyatt** prepared. Red took on a new role as a hobo on the train with aplomb. Red was so believable as a lovable hobo that one of the passengers offered him a train ticket so he could ride the train legally; and most of the student-elves believed he really was a hobo. Red would travel through the train ahead of the conductor and ask the kids to hide him; most of the kids would help hide Red except for two different boys who had no sense of humor at all about a freeloader riding on the train. At the North Pole the conductor would catch Red and "throw" him off the train, whereupon Red would walk east next to the train as the children sadly waved goodbye to him.

The North Pole Express trains were a lot of work coupled with good, old-fashioned camaraderie and a financial success for the museum, grossing between \$30K and \$35K; a welcome financial condition for a museum with a lot of expenses. Ron and I are making plans, writing instructions and composing checklists for next year's NPE trains so that we will be more organized than ever. Look for sign-up opportunities with this worthwhile endeavor around the end of next summer! Remember, YOU make this museum what it is and YOU can make a difference. Happy New Year!!!

*** Volunteer Time Reporting *** *Jim Baker*

I've put together the final totals of time reported by our volunteers for the year 2006. Thirty-one volunteers reported a total time of 8,521 hours, and a total of 45,309 miles driven to get to where the work was being done! At a rate of \$40 per hour (a rate commonly used to report volunteer time for matching grants), that time was worth \$340,840. Top five hours reported were 1,980 by **Jim Lundquist**; 1,131 by **Larry Rose**; 797 by **Dick Pennick**; 617 by **Don Getz**; and 542 by **Bob Nickles**. Top five miles driven were 7,410 by **Don Getz**; 6,500 by **Larry Rose**; 4,966 by **Bob Nickles**; 4,880 by **Dick Pennick**; and 4,865 by **Randy Houk**. Average time for each volunteer was 275 hours.

While these numbers are pretty impressive, I should point out that only 31 people reported their time. I can think of more than 20 other people who did not report any time, yet I know that a large number of these are people who put in huge amounts of time for the museum. I don't think it would be unreasonable to think that if ALL volunteers reported ALL their time, the hours would total to around 25,000. That could enable us to get grants totaling \$1,000,000! Think of that!!

Most granting agencies require that volunteer time for grant-matching purposes be accounted for on the same basis as time for hourly-paid employees. That means daily time and project reporting, as provided for on the Museum Volunteer Time Cards. Many thanks to those who took a little extra effort to do so last year. If you didn't turn in time cards last year, please consider doing so this year. It can really make a difference in whether or not we can get grants.

*** Narrow-Gauge Steam in the High Country (Part 7) *** *Dick Pennick*

In last month's installment, I attended the obligatory "volunteer orientation and safety meeting" at the historic Chama Depot in the railroad yard of the narrow-gauge **Cumbres & Toltec Scenic Railroad**, located in the tiny mountain village of Chama, New Mexico. I also met the seven other volunteers of the **Friends of the Cumbres & Toltec Scenic Railroad**, a non-profit support group, that I would share the next five days with working on one of the many projects in support of this historic scenic railroad.

If you are reading this account for the first time as one of our new members, I must explain that some of us are members of other railroad museums and rail history organizations as well as PSRMA. In my case, I belong to half a dozen other rail-oriented groups, including the Friends of the C & TS. The Friends put together week-long work sessions each year to restore and repair the historic railroad rolling stock, located at Chama, NM, Antonito, CO, Colorado Springs (off-line), and other locations along this 64-mile remnant of the former Denver & Rio Grande Western Railroad's narrow-gauge Alamosa Division that once connected the celebrated tourist-train town of Durango, CO with the rest of the world.

My project -- from June 12th - 16th, 2006 -- was the second phase of the process to restore an 83-year old "Jordan Spreader" to operating condition for use by the C & TS Railroad for cutting drainage ditches and snow removal. The initial session, in 2005, removed the operator's cabin, control-line plumbing, wood decking, and other work. The bore of the air-cylinders that operate the various devices on the unit were measured for new neoprene compression seals, and a search was initiated to find replacements.

The subject of our effort during this work session was ex-Denver & Rio Grande Western Railroad spreader (technically "Ditcher") #OU, built by the O.F. Jordan Co., East Chicago, Indiana, in 1923, builder's no. 252. The D & RGW placed it in service the following year. The old Jordan company was eventually sold to Jackson Vibrators by 1969, creating Jackson-Jordan, Inc., but the spreaders continued to be built at the original East Chicago plant. The Jordan name finally disappeared forever when Jackson-Jordan later became part of Pandrol-Jackson, and finally part of Harsco Track Technologies, which continues to support the old Jordan line from the Pandrol-Jackson plant at Ludington, Michigan. The last Jordan Spreader was built in 2000, for the Alaska Railroad.

Amazingly, six brand-new Jordan Company piston seals were found online in the possession of a private owner, and they were quickly purchased (for more than \$900!). It was expected that they would be onsite by the time this work-session began, but they hadn't yet arrived. So, we busied ourselves with laying out our work plan for the week. This was my first introduction to this historic piece of machinery, which I believe is the very last remaining narrow-gauge Jordan spreader in the world. It didn't take long to realize that this equipment had been well-used and abused during its working life. There was much evidence of repairs that sometimes seemed to have been driven more by expediency than permanency. A particularly egregious repair was noted on the right ditcher wing, which had been broken off and repaired, apparently multiple times. As the week wore on, it was noted that few of the riveted-steel framing members were in their original alignment, and decisions had to be made how much to leave alone and how much to refit.

Next time: Serious work on the spreader, another opportunity to ride the "Goose", and coal for our La Mesa Depot Museum.

*** La Mesa Depot Museum report *** *Dick Pennick, coordinator*

The Christmas decorations are gone, the colored lights on the roof eaves no longer spring to life in the evening, and things are back to normal at our in-town mini-museum.

The hot beverage container loaned for free by La Mesa's **Coast Restaurant Supply** during our Christmas show worked so well that I elected to purchase a somewhat smaller unit for permanent use at this location. In the past, we set out individual packages of cocoa mix and asked visitors to add hot water and mix it themselves, creating a lot of mess.

The Museum received a very nice Certificate of Appreciation from the City of La Mesa, recognizing our participation in the La Mesa Historical Society's "Historical Home Tour" on November 4th.

Not directly related to the activity at the Depot, but nonetheless important: a special "Thank You" to member **Jim Anderson** for his efforts to have our "Trains" information brochures available at various shows and events around the region.

*** Museum Librarian Donates \$5,000 ***

Long-time Museum library supporter and volunteer **Roy Pickering** of La Mesa recently kicked in a whopping **\$5,000 donation** to help with the construction of new facilities for the Museum's extensive **Southwest Railway Library** research archives.



Although no formal fundraising program has yet been put in place for this new facility, Roy decided this gift might help kick-start construction of the interim facility, which will be located at the Museum Association's **Campo Railroad Museum**. This temporary work facility is planned to be sited "railroad east" of the Museum's enginehouse near the large oak tree, along the Sheridan Road frontage.

The plan – currently being formalized by the Museum Services and Facilities departments -- calls for 3 to 4 enclosed van trailers or factory-manufactured units to be placed close together around a central core. One unit will be reserved for library staff offices and research space, and the remaining units for climate-controlled storage of the archives, books, maps, photographs, etc. At least some of the van units are already onsite, awaiting installation of the necessary site utilities to make the facility functional. An additional caretaker site is also planned for the immediate area, which should be a major deterrent to vandalism in the upper-yard and storage area. Eventually, a 6,000 s.f. permanent library facility is planned nearby, in the southeasterly corner of our property. The current estimated price tag for this permanent facility is roughly \$250,000.

Museum staff – especially its research library contingent – is extremely pleased with this generous restricted gift, and hopes that it will encourage others to follow suit. A permanent research library facility – of adequate size and climate-controlled -- has long been needed to house and make available a collection that has been reported to be second in size only to the extensive research files of the California State Railroad Museum at Sacramento. Our collection is unarguably the largest of its kind in the world for both primary and secondary information on San Diego County railroads, and new material is constantly being added. One rare original document, of many in the collection, is a detailed pencil sketch of the San Diego, Cuyamaca & Eastern Railway's Mission Revival downtown depot (torn down long ago) by famed local architect **Irving Gill**. Other original documents were used to help restore our **La Mesa Depot** to its 1915 appearance in the late 1970s and early '80s.

If you would like to follow Roy's lead, checks should be made payable to : **PSRMA Library Fund** and sent to: Southwest Railway Library, ATTN: Tanya Rose, 4695 Nebo Drive, La Mesa, CA 91941-5259. (D. Pennick)

*** In Memoriam ***

Richard Harris Tullis, MD, F.A.C.S. May 12, 1919 – December 18, 2006

On December 18, 2006, Dr. Richard Tullis, long-time PSRMA Life member and supporter, took the last train out of town after a prolonged illness, and the track was torn up behind him. He was 87.

Dr. Tullis was born in Rome, NY, just six months and three days before John D. Spreckels drove the final spike to complete the San Diego & Arizona Railway in Carriso Gorge. He graduated from Rochester University (N.Y.) in three years with honors. He received his MD in 1943. As a Naval officer in World War 2, he served in the South Pacific and South China Sea. Finishing his surgical residency in 1949, he returned to active duty during the Korean conflict, receiving a special Navy Commendation for his service on the escort carrier USS Sicily, CVE118. As a civilian, he began his private surgical practice in La Jolla in 1954.

He married Joyce Best in 1942 and the couple were blessed with three children, one of whom followed his dad's footsteps into the medical profession. In addition to volunteer work with local hospitals and medical societies, Dr. Tullis was a long-time teacher in the residency program at County Hospital and later as an associate clinical professor at UCSD Medical School. He helped found the San Diego Ostomy Society, the San Diego Burn Center, and the Society of General Surgeons, and was Chief of Surgery at Scripps. Dr. Tullis was admitted as a Fellow of the prestigious American College of Surgeons. He retired from active practice in 1987.

In addition to the **Pacific Southwest Railway Museum Association**, Dr. Tullis' volunteer efforts also benefited the San Diego Mountain Rescue Team, the Sierra Club, Death Valley '49ers, E Clampus Vitas and others. He and his wife – also a PSRMA Life member – hosted AFS exchange students and many UCSD and Rotary visiting scholars.

In lieu of flowers, the family suggests donations to a philanthropy of choice. PSRMA respectfully suggests that tax-deductible donations be made to **PSRMA Library Building Fund**, c/o PSRMA, 4695 Nebo Drive, La Mesa, CA 91941-5259. (D. Pennick)

*** Historic “Robert Peary” photos given to Museum Library *** *Dick Pennick*

Last December, I learned that two historic black & white photographs of interest to the museum had been discovered at a rural power district in Columbus, Nebraska, on the Union Pacific’s transcontinental mainline between Grand Island and Omaha.

PSRMA Life member **R. Lamar Scheuerman** had originally noted one of the photos in the book “The President Travels by Train”, and attempted to contact the photo’s owner, the Loup Power District -- one of President Franklin Roosevelt’s many Depression-era WPA projects – in Columbus. Roosevelt had used the private Pullman-owned car **Robert Peary** – one of six cars in Pullman’s so-called “Explorer” series -- 34 times between 1934 and 1936, according to records in the museum’s library. FDR also used other Pullmans in the series, from time to time. It’s been reported that 1930s opera star Lily Pons as well as former screen stars Nelson Eddy and Jeanette MacDonald also used the car occasionally.

I offered to try my hand at obtaining copies of the two photos, and made a call to the Power District’s office in Columbus. Administrative Assistant **Sandi Meays** answered the phone, and when I explained the reason for my call, she said the photos in question were hanging on the wall of her office. When I told her that our museum now owned the Pullman car in the photos, Sandi – a self-professed history buff -- said she would be happy to make copies available!

In early January, a high-resolution CD arrived in the mail with the two images, a gift from the Power Company. The images show the car in the U.P. yards at Columbus, with the car name clearly visible and FDR standing on the rear platform with others in his party. The two wood-frame buildings partially visible behind the car appear to be an enginehouse and a car shop. The photos were taken Sept. 28, 1935 and show the car in its “as-built” configuration, with openable double-sash windows, open grill-work on the platform, and solid axle-bearings. The car was later sold to the Chicago, Burlington & Quincy Railroad as a business car (renamed “Blackhawk”), and eventually it was further modified with air-conditioning, roller-bearings, sealed windows and a solid platform railing, which it carries to this day. The car – as the privately-owned car “Victoria” – was given to the museum in October, 1974, at which time it was repainted its original Pullman Green and relettered “Robert Peary”. To this day, the interior still retains the cream-and-gold paint, red velour drapes, mirror tiles and other non-historic touches added by the last owners.

The CD will become part of our substantial library archives. PSRMA extends its appreciation to **Lamar** for alerting us to the pictures and to the Loup Power District for its gracious effort to make these images available to us.

*** Some Dates of Note in 2007 ***

Some additional anniversaries coming up this year:

July – A significant anniversary of a local icon and American Civil Engineering landmark: the **75th anniversary** of the completion of the SD & AE Railway’s Goat Canyon trestle (Bridge 102.29. See article in January, 2007 *Hot Scoop*) in Carriso Gorge. This all-wood bridge is a combination of driven piles and post-and-footing construction. The Museum’s **Southwest Railway Library** has a complete series of construction photos of this legendary bridge, the largest of many timber bridges in the 11-mile Gorge section.

100th anniversary – In 1907, residents of the Imperial Valley voted to break away from San Diego County – at 8,400 sq. miles, one of the largest counties in the state at that time – and form its own county. Each of the two new counties are now approximately equal in area. Imperial County residents plan celebrations of this event throughout 2007.

A 2006 anniversary – overlooked last December 2nd – was the 30th anniversary of the final Southern Pacific/SD & AE-operated train through Campo (a cleanup freight) over the SD & AE on **December 2, 1976**, after hurricane Kathleen destroyed much track and bridges on the so-called “Desert Line” three months earlier. (D. Pennick)

*** Founding Member in Hospital for Cancer ***

Long-time member **Walt Hayward** – who with a small group of other local railfans and historians – including another veteran member, **Dick Pennick** -- formed the **San Diego County Railroad Museum** (later PSRMA) in April, 1961 – was admitted to the VA Hospital in Long Beach in January for treatment of a malignant tumor on his esophagus. The initial treatment regimen will be radiation and chemotherapy. He is expected to be out of action for 6 to 8 weeks.

Walt – a PSRMA Founding Life member, former Lakeside, Calif. resident, motorcar enthusiast, and science fiction buff – stored our railbus and a number of other museum items on his local property for many years until the **Campo Railroad Museum** property was acquired in 1980. Walt was National President of the American Mountain Man Association for a number of years, and founded the North American Railway Maintenance-of-way Association to preserve the history of M.O.W. vehicles, processes and personnel. He and his wife, Maria, currently live in rural Kanarrville, Utah and own Acorn Creations, a book and lost-wax casting business that makes medieval jewelry and model-railroad items for nearby distributor, Ozark Miniatures, and the garden-railroad fraternity.

We wish Walt well in his personal fight against this current setback. If you would like to send him a “get well soon” message, he can be reached at P.O. Box 420159, Kanarrville, UT 84742-0159. His e-mail address is: mountainman@cedarcity.net.

*** Ken Kramer Hosts Museum on Sunday Program ***

Local TV Chan. 39 personality (and former Museum member), **Ken Kramer**, extended an invitation to the museum recently to sit for a three-minute on-camera interview about our train-ride opportunities at Campo.

Museum Media Coordinator **Dick Pennick** agreed to sit down with Ken on January 3rd at the network's 2nd & Broadway studio in San Diego, to talk about our weekend train-ride experience at Campo – including our Tecate trains – and a really loaded question: “Can visitors look forward to a train trip through the Carriso Gorge ‘in our lifetime’?”. Obviously, there is – and has been ever since the last regularly-scheduled SD & AE passenger train ran on Jan. 11, 1951 – considerable public interest in such an opportunity. But many obstacles stand in our way, not the least of them the cost of the liability insurance required to run such trains. The segment aired on the evening of January 14th. The interesting ½-hour segments will continue to run each Sunday at 6 p.m. As a side note: The late SD & AE Conductor, Al Keller – who had been the Conductor on the final eastbound passenger train from San Diego to El Centro on that rainy January day – stopped his El Cajon-bound freight train one day at Grossmont siding and gave Dick a cardboard box containing his uniform pins and other memorabilia of thirty years of local railroading. He passed away a few years later, after a long illness. (D. Pennick)

*** Sister Museum Orange Empire Suffers Fatality ***

According to a brief note in a recent issue of the Bay Area Electric Railroad Association's newsletter, “The Review”, the **Orange Empire Railway Museum** at Perris, in Riverside County, ran over and killed a pedestrian with one of its demonstration trains.

The local Sheriff's office investigated and determined that it was an apparent suicide and therefore out of the train crew's control. It was nevertheless an incident that Orange Empire would rather not have happened, but it should be a lesson to all of us – particularly in train service – that the potential for such incidents is always with us and we must be constantly vigilant. (D. Pennick)

*** Sefton Family Responds ***

The Museum has received a “Thank You” card from the family of the late **Thomas W. Sefton**, long-time Museum supporter who passed away on November 7th last year. The museum had expressed its condolences to the family by letter and had forwarded a copy of the December *Hot Scoop* with Mr. Sefton's obituary. Their card said: “The kindness and support from family and friends has been truly appreciated. We thank you. –The Sefton Family”. (D. Pennick)

*** Excerpts of SD & AE Ry. Board Quarterly Meeting *** *Dick Pennick*

Approximately every three months, the Board of Directors of the **San Diego & Arizona Eastern Railway Co.** – which owns the track the museum operates its trains on in the East County – convenes a meeting in San Diego to review, discuss and take action on a variety of issues relevant to the operation of the railroad. This SD & AE entity is the same corporation that the former MTDB purchased from the Southern Pacific Transportation Co. on August 20, 1979, except that MTDB (now MTS) re-incorporated it as a non-profit Nevada corporation. Reporting to the Board as users of the line are freight operators SD & IV Railroad and Carrizo Gorge Ry., and non-profit passenger train operator PSRMA (San Diego & Arizona Railway).

At the Board's January 23rd meeting, the following is some of the business handled:

- PSRMA President Jim Lundquist reported our Campo Railroad Museum trains carried 4,305 passengers on 44 trains in 2006, with no reportable accidents or incidents.
- The museum is continuing its effort to negotiate a land-swap at Campo with the SD & AE that would in effect turn over ownership of the Campo Depot grounds – including the depot, the former Section House and the parking lot -- to the museum in return for certain access between Forrest Gate Rd. and the main gate that the museum owns.
- The museum hoped to have the new public restrooms at Campo Depot permitted and under construction by the second quarter of 2007. This facility will be funded by a County grant.
- Lundquist reported the current Campo Depot renovation 99% complete.
- The installation of the new platform bricks at Campo Depot, between the existing loading platform and the Main Track, is still waiting for agreement and coordination on the necessary track repairs of the House Track and some re-grading. The bricks have been purchased for some time, with money provided by the SD & AE for that purpose.
- Desert Line freight operator Carrizo Gorge Railway, Inc. reported its employees were reduced from 26 to 19 by year-end. Freight traffic was down, due in part to a Canada lumber shipper's mill shut down (lumber temporarily being trucked from L.A. to Mexico). Two – three trains per week average on U.S. side. Freight traffic on Mexican side (through CZRy subsidiary "Ferrocarriles Peninsulares del Noroeste, S.A. de C.V.") is still strong. 26 employees work for the Mexican subsidiary.
- CZRy described a non-reportable partial derailment in Carriso Gorge, about 1½ miles south of the former "Carriso Gorge" station site, involving three freight cars on a 20° curve.
- CZRy is storing 80-90 unused freight cars for USG Corp., operators of the wallboard products plant at Plaster City, due to a depressed building-products market. Most available sidings, including Hipass, are impacted with these cars.
- CZRy participated in a county-wide disaster-preparedness drill at Campo Yard on Oct. 21st, using their ex-Chicago Transit bi-level cars stored on the Campo passing track.
- The 10th annual "Dia de los Tres Reyes" special train for the underprivileged children of Tecate, Mexico was operated successfully on January 7th, an activity of the non-profit International Border Rail Institute. 5,300 children were the recipients of the donated gifts. PSRMA, who provided the train and crew, were one of four major sponsors of the annual event. FPN provided train crew personnel on the Mexico side of the border.
- For 4th quarter, 2006, CZRy reported 217 carloads of revenue sand moved to Campo; 1509 revenue carloads to/from Mexico and San Ysidro POE, for a total of 1,888 carloads of all types for the quarter.
- CZRy reported the "Desert Line" track remains FRA "Class II". All but two of the major inspection walkways in the framing below the track on the Goat Canyon Trestle have been repaired. CZRy hopes to have all in place by Jan. 29th for inspection by a bridge contractor and a cost proposal for the necessary repairs on this and four other bridges in the Gorge.
- Mr. Graham Rance, an investor and venture capitalist with no apparent previous railroad experience, is the new CEO for CZRy. The railroad, a closed corporation, is looking for additional investors.
- Calif. Dept. of Forestry & Fire Protection (CDF) is working closely with CZRy on right-of-way weed-abatement, and hopes to upgrade the old railroad maintenance roads for fire as well as museum access. Many of these old dirt roads within the railroad R.O.W. – dating from construction days in the early years of the 20th century -- have not had serious maintenance for many years.

*** I've Been Working On The Railroad (Part 2 of 2) *** Roy Barnes



Another derailment experience occurred right in front of the depot in Jacumba. Bob Rankin, the engineer, and I were on the helper engine on passenger train #362. The train stopped at the west switch at the side track. The brakeman opened the switch and aligned the derail switch for us. We were uncoupled and went into the siding. As always, as soon as #362 departed we would back out onto the main and stop at the water tank to fill the tender. The regular brakeman on the passenger train knew this procedure so he never opened the derail switch, but left it lined up so only the main line switch would have to be aligned. But on this day there was a new brakeman and he opened the derail switch after the engine was in the siding. After #362 had left, Bob began backing our engine out onto the main line. The switch stand and derail were on his side of the engine. Bob made some comment to a young man who had just received his first pay check, standing in front of the depot. I was walking across the cab to climb down and open the main line switch. About that time there was a terrible noise and the tender began to tilt at an angle. I gave a leap from the cab

deck to the ground, landing on my right knee. When I got up and turned around to look, there was the tender with all its wheels on the ground. Our first concern was, are we blocking the main line? We checked and we were in the clear. Bob had failed to look to see the derail switch target as we were backing out. We had gotten in the habit of it always being aligned for us by the brakeman of the passenger train. It took a crew of men from San Diego two days to rerail the tender. I was never called in for an investigation and I don't know if Bob received any brownies or not.

Another accident I was involved in happened west of Hipass. Engineer George Turskey and I were called to help train #362 from Redondo, Mexico. We had to back the engine from Jacumba to Hipass and there turn it on the wye, headed west. On this particular day, there was a local train ahead of us. This was in our train orders. This local train was stopping at different locations to fill 55 gallon barrels with water beside the track. This was in preparation for the section gang to burn weeds and grass along the right of way. As soon as we left Hipass, George told me to be on the lookout for this local train ahead. After traveling a few miles, we ran over two torpedoes. George slowed down, prepared to stop. But the local train had gone on. We ran over torpedoes two more times. But each time the local train had gone on. We approached this huge cut with a blind curve to the right, so one could not see very far ahead. All of a sudden, I saw George close the throttle, put the air brake handle into emergency and the reverse lever into reverse, and open the throttle. All this happened very fast. The next thing was this crash; we hit the rear end of the local train that was stopped. The force of the crash threw me forward off my seat between the cab and the boiler. When I raised up and looked out through the front window, I saw the marker lamp on the rear of the local hanging by the electrical wire. As soon as our engine hit and stopped, because of it being in reverse, it backed up and some of the air pipes on the front of our engine caught in the rear of the local. The air pipes were broken and the head light was broken from the bracket and was dangling by the wire.

George and I climbed down out of the cab. George just sat down on the bank; didn't say a word. Our engine was inoperative for sure. First thing that was done was call the dispatcher and report what had occurred. On the rear of the local was a steel combination passenger coach, which was not damaged much. So, with chains from the tool box on our engine, we connected the engine to the rear of the local. They would tow the engine to San Diego for repairs. Of course, this accident disrupted #362's schedule, as they had to send a helper out of San Diego. George and I stayed with our engine to Tecate, Mexico. There we got off and dead-headed back to Jacumba on the passenger train. Yes, there was an investigation about that accident. George received 35 brownies. I didn't receive any. Railroading is an exciting occupation!

Being a teenager, I didn't appreciate what a good job I had. One night I was called on duty and something came up and I didn't report for duty. Well, this caused all kinds of problems. There wasn't any other fireman to call. So, part of the extra we were called to help was put on the siding at Coyote Wells, so one engine could handle the train up the grade. Needless to say, I was in hot water. So, I quit the job.

But I wasn't through with railroading. I heard that the section foreman at Dos Cabezas was going to retire. So I applied for the job as a gandy dancer on the section gang in Jacumba, where there was an opening. Let me tell you that was hard manual labor! But I stayed with it. I often thought as a train passed by that I could be there in the cab as a fireman if I had taken care of the job.

After some months, the foreman job came up for bids at Dos Cabezas. I bid on the job and got it. I am married now and we have a little boy. There isn't much at Dos Cabezas. A water tank, the foreman's house and apartment building for the men who work on the section. The men were all Mexican and could not speak English. About all I could say in Spanish was "buenas dias" and "como esta". Needless to say I was a little nervous that first morning on the job. But these men had worked on the track long enough to know what to do without much instruction. So, with sign language, we got the job done. I also began to learn more Spanish. None of the men were in the United States legally. One time there was a knock at the door at 2 AM. It was a Border Patrol officer informing me that they had all the men in the bus and were taking them to San Diego for deportation. I had to figure the payroll right there for 15 men. That was before the days of handy calculators. So it took some time to accomplish that. I gave each man a pay voucher and they would be paid in San Diego. So I was without a crew. But in three days they began returning and went back to work. But that procedure of being picked up by the Border Patrol occurred again in two weeks. This time none of the men returned and I hired some young men from Jacumba to work.

I quit the job at Dos Cabezas in 1952 and moved to Sacramento, CA. I got a job with the Southern Pacific as a night guard in the yards. The hours were 11 PM to 7 AM. I didn't particularly like that shift, so I put in an application for work at the Western Pacific Railroad. I was hired there in the sheet metal and pipe shop; regular day shift. Most of my work was on diesel locomotives. This was in the wintertime and the weather was rainy, foggy and cold. Me being from the desert country, I didn't like it at all. So, in the spring I got a job with the Convair Aircraft Company in San Diego. I worked there until 1955. Then I quit and went to Alaska. I worked for the Alaska Railroad as a track machine operator with an extra gang. That was just during the summer. We came back to San Diego in September 1955. That was the end of my working on the railroad. But I still like trains!



*** 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**". There you can see our updated archive of *Hot Scoops*.

*** Dates of Note ***

Please note that the deadline for article submissions is now the 26th of each month. This is to ensure that I can have the issue completed by the 28th, which is when I send it to the printer.

	Feb	Mar	Apr	May	June
School Train	20	20	17	15	19
Tecate Train	17	10	14, 21	19	16
Garcia Special		24			
Board meetings	15	15	19	17	21
Museum Services meeting	20	20	17	15	19
Deadline for Hot Scoop articles	26	26	26	26	26

Your Board meets the 3rd Thursday each month, 7 PM at Trinity Church, 3902 Kenwood Drive, Spring Valley. Museum Services meets the 3rd Tuesday, 7 PM at Ted Kornweibel's house, 6334 Lake Decatur Ave., San Diego.

*** 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 26th.

*** Phone numbers and e-mail ***

Web: www.psrn.org or www.sdrm.org

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