



Hot Scoop Masthead by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum Association members

January 2008

MUSEUM NEWS

VOL XXI NO I

President's Report *Jim Lundquist*

I hope your Christmas and New Years were both Merry and Happy. My article this month will look back at 2007 and the great things we were able to accomplish within our community and at our Museum.

La Mesa Depot: 2007 was the 25th anniversary of the completed restoration of the La Mesa Depot. There were a great many events there in 2007, including tours for school children, Christmas events, Oktoberfest evenings, as well as the normal Saturday openings. Many thanks go out to our members who make this happen.

Donations: Member donations came in all through the year from a great many members and were used for library, RPO, 050, electric cart, Hot Scoop publication, general as well as specified projects. THANK YOU one and all – and there were a great many of you recognized each month in the Hot Scoop, some upwards of \$30,000.

Volunteers: The number of members and work-campers working on our behalf this past year is up again. We added additional crew members, with other volunteers working all about the Museum. Our volunteer members are the life blood of the Museum, and, I thank each and every one of you. Congratulations to Bob & Sandy Schussler as Railfans of the Year.

Lost Members: We lost some of our members this past year who passed away: Life Member Dr. Richard Tullis, Walt Hayward, Dr. Justin "Jus" Lundquist, Life Charter Member Bill Wooten and Chard Walker. All will be missed.

Facilities: There was significant progress at our Museum in 2007. Starting with the multi-month effort to secure a restroom building permit from the County. Work is steadily ongoing to construct the new restroom at the Campo Depot. The slab is being poured this month, with the walls and roof right behind it. We also removed the wooden pit in the Shop Building and constructed a concrete block pit twice as long and deeper, with concrete slabs for the track. By year end, a new concrete slab to the top of rail should be completed for track 12. We installed new underground electrical service at the Campo Depot, and, rewired the upper half of the depot as well. Using a \$5,000 grant from the County, we installed new handrails on the new ramp at the Campo Depot. In the Display Building, we poured more concrete walkways, with just a little more work to finish that Building from a facilities standpoint. We reworked some tracks and switches in the yard, and constructed an offloading ramp. SDG&E installed five power poles around the site for lighting and new power purposes. We installed a new container for storage, painted the Library trailer and

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continued the clean-up in the lot. The local Campo folks replaced the chain link fence that was destroyed in an automobile crash along Sheridan Road, and, we installed a new gate and driveway

Equipment: The ATSF S-2 #2381 was loaded onto a flatcar from Sacramento and traveled to Tijuana, where it remains stuck in a battle between the railroad and illegal electrical power users. This remains the most difficult acquisition ever for the Museum. The 80 ton #7285 was repainted in tiger strips. Volunteers continue to make progress on the required work to bring in an expert to inspect our locomotives. The RS&S #3 was made ready for a coat of Pullman Green paint. Baggage car #6700 was painted and lettered. Locomotive #2104 was needle gunned, sanded and primer painted. The #1509 was jacked up, trucks removed and it's wheels are being turned on site. We also turned wheels on the #3873 and put it back into service.

Museum Services: We had a front page story in the *San Diego Union-Tribune* on our North Pole Limited last late year. We appeared on Channel 6 and Channel 39, as well as multiple times on KPBS. Our Speaker's Bureau made many presentations all over the County, as well as the Poway Song Festival.

Operations: We had a successful year of operations – using all volunteers with no accidents or incidents. We ran Golden State trains, North Pole Limited evening trains, Tecate trains, HiPass trains, specials for Qualcomm and a special for Kids in Mexico, a Garcia Special and Bunny trains. We also teamed up with the local Campo community to stage an evening of train rides, hold-ups, dinner and a play.

So – all in all, a very successful year for PSRM in 2007. I look forward to 2008 as my term expires next year. I'm certain that many projects will be completed, and, new adventures are in store for us. There are always new opportunities and challenges which will be presented to us. As always, I expect us to take them head on with our family of hard working volunteers.

Will you be joining us at Campo in 2008? We have jobs for everyone who wants to join us in saving local railroad history.

Donations

Melissa Andrews	General Fund	\$20.00
Cash collected from RPO cachet sales		181.00
Kenneth T. Faller	Restoration Fund	150.00
John T. Freeman	General Fund	100.00
Robert & Denise Gerdes	Restoration Fund	25.00
Herbert G. Kehr	R.P.O. Fund	100.00
Herbert G. Kehr	Hot Scoop	100.00
Theodore Kornweibel Jr.	In Memory of Justin Nels Lundquist	100.00
William & Marilyn Lawler	General Fund	10.00
Dr. & Mrs. Sidney L Saltzstein	Library Fund	120.00
Robert & Sandra Schussler	Restoration Fund	50.00
Foster & Pamela B. Stahl	Steam Program	500.00
Margaret G. Stahl	Library Fund	30.00
Therese A. Tanalski	ATSF #1509 Repairs	50.00
James Vanderlaan	General Fund	50.00
Jimmie M. Wakefield	RS&S Combine #3 (Jim Crow Car)	200.00

December Operations Volunteers

Jim Baker	Kyle Jensen	Jack O'Lexey
Robin Becker	Don Getz	Rich Paulus
Darrel Bivans	Tom Gray	Dick Pennick
Ken Brown	Seth Miller	Don Pope
Bruce Deck	Bob Nickles	Rob Stebbins

La Mesa Depot Museum Report *Dick Pennick, Coordinator*

The much-scaled-back "Christmas in the Village" event this year is now history. This year's event spanned only one day and part of another on December 7th - 8th., a far cry from earlier times. That weekend had competition from the big "December Nights" festivities in Balboa Park plus the wet & cold weather Friday night.

This year, the museum's involvement included stringing Christmas lights on the depot (thanks to the hard work of **Bruce Semelsberger**) and serving complimentary hot cider and holiday cookies to our visitors. Bruce and **Duane Dubke** worked the Friday night short-shift (6 p.m. - 8:30 p.m.) and **Ed Smith, Sid Saltzstein, Dick Pennick**, and (pleasant surprise) **Mike Reneau** — a former museum conductor, locomotive engineer and mechanical guru who now runs trains, etc. for freight-hauler **Carrizo Gorge Railway** between Campo and Plaster City — covered the 11 a.m.- 7 p.m. shift on Saturday. **Mike Retz** had hoped to donate some time, but opted to stay home instead and nurse a foot after recent surgery. Mike even offered to splash some black paint on the recent temporary plywood plug placed in the broken caboose window opening, to reduce its visual impact. It is an improvement, until the replacement window can be assembled and installed.

Bruce — CEO and chief bottle-washer for his company, "San Diego Railroad Research" — donated the apple cider, which we heated up in a crock-pot on top of the caboose stove in the 1941 ex-Southern Pacific hack. The coal-fired pot-belly stove in the depot was also fired up with genuine Cumbres & Toltec locomotive fuel, brought back earlier from Chama, New Mexico by Dick. The warmth not only felt good, but the coal smoke smelled the way a 113-year old country train station should smell.

"High-fives" to this month's hard-working docent staff **Sid Saltzstein, Ed Smith, Duane Dubke, Jerry Fackler, Dick Pennick**, and **Mike Reneau**.

Hobo Jack *Jack O'Lexey*

I volunteered to play the Hobo on the Christmas Train this year and was advised what I needed, I had just a few days to get over sized pants, proper knit cap and a jacket. I found two items at a Goodwill store in Pacific Beach and the camp a few blocks away.

I had fingerless gloves and thought I was all set. So the first weekend I was to work two trains so I did not shave all week to get the special look. I watched Polar Express and got more information.

Then I discussed some ideas with **Jim Baker** who was to be conductor and he said he was thinking about some of the same things. So he hassled me at the Depot before departure, he even caught me starting to climb a ladder to get on top of the train and chased me away. I got on the Peary and walked through the train trying to find a free ticket. Then I waited in the first car near the engine.

Don Getz turned out to be the Friday Conductor and **Jim Baker** kicked me out of each car, and I argued each time. Once I found a family missing a dad and had not gotten their tickets exchanged for their print out. So I tried and the young boy even yelled "Papa. Papa" but the Conductor still kicked me out of the car.

Sometimes I told the passengers I was on the roof and either my fire went out or it was just too cold. It was a great evening and I am sure the passengers had as much fun as we did.

Then when Hobo Red was the hobo when I was conductor I did much of the same things but also observed how he acts and he starts down near the railroad crossing so kids can see him walking up the track to the Depot. So next year I need to get some patches on my pants and coat.

Hobo Jack



In Memoriam:

**Walter Lawrence "Walt" Hayward
August 20, 1934 – November 28, 2007**

PSRMA's last surviving "Life Charter" member, **Walt Hayward**, passed away in his sleep on the afternoon of November 28th, at a convalescent hospital in Cedar City, Utah from complications of cancer. He was 73. A former journeyman electrician by trade, he had been in failing health for several years.

Walt — a life-long steam-era railroad buff, modeler and historian — was born in La Jolla, Calif. August 20, 1934 and lived with his parents in Lakeside briefly until moving to Sacramento. After a stint in the Army in Germany in the 1950s, he met and married Maria, a sweet and charming girl from Karlstadt, and eventually returned with her to their new home in Lakeside, where they resided until moving to Utah in 1989.

Walt's association with PSRMA began during the group's formative years in the early 1960s. A gathering of twelve local railfans and rail-historians initially came together on October 18, 1959 to share ideas and brainstorm the feasibility of an operating railway museum in San Diego county (three of the 12 attendees at that historic meeting survive: **Dwight "Ed" Couch**, **Douglas Duncan**, and **Richard "Dick" Pennick**). Three meetings later – on Sunday, April 16, 1961 – six of those original 12, plus three new individuals, agreed to take the first "giant step" and formalize the effort, adopting the name **San Diego County Railway Museum** (Pennick and Couch would have been at the meeting had they not already made plans to chase steam locomotives for two weeks in the wilds of Mexico and Central America).

In August, 1961, the new group elected to extend "charter" membership to five additional members, even though those five had not attended the April 16th meeting. **Walt Hayward** became a "charter member" in this latter group. By 1963, Walt was elected to the new group's governing board and was appointed "Museum Committee" chairman, tasked with spearheading the effort to find a suitable site for the planned museum. When the new group name – **Pacific Southwest Railway Museum Association** – was approved on November 17th that year, the total membership was a whopping 17!

On December 20, 1963, Hayward and four other PSRMA officers signed the papers to incorporate the association as a California non-profit corporation. Walt was one of only two remaining living signers at the time of his passing, and the only one still a member of PSRMA. The papers were filed by the State on January 15, 1964, and the new non-profit immediately began the process to gain Federal tax-exemption. This was finally granted on April 14, 1966, opening the door for a long series of monetary, equipment and artifact donations that continues to this day.

After PSRMA's first item of rolling stock – former **Santa Maria Valley Railroad railbus No. 9** – was donated in May, 1965, Walt and others immediately began preliminary restoration work on the rare 33-year old artifact at its temporary home in La Mesa. By this time, Walt was the museum association's new "General Superintendent" and the membership totaled 33 voting members (68 total. At the time, there was a category called "Contributing", which received the newsletter but had no vote. The remaining two members were "honorary" = complimentary).

Walt submitted the first design for PSRMA's logo – the association name encircling a steam locomotive drive wheel – but it was rejected in favor of Dick Pennick's similar design that incorporated an illustration of an 1880s 4-4-0 steam locomotive the museum hoped to obtain from Mexico. About this time, Walt narrowly escaped death when a Jeep he was driving in the hills near Lakeside was forced off the road and overturned. After weeks in the hospital, he recovered, but some of his injuries plagued him for the rest of his life.

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After the museum's second locomotive – ex-**Mojave Northern/Southwestern Portland Cement Co. 0-6-0 No. 3** – was donated in 1966 (E.J. Lavino #10 was the first donated locomotive, by two days, and the first PSRMA rolling stock to be actually operated by museum volunteers), Walt was picked to ride on the 1923 engine as pilot to keep the bearings lubricated on its long trip from Victorville, Calif. over Cajon Pass to Perris, its “temporary” home for more than 14 years. On Thanksgiving weekend, 1967, the museum's third locomotive – **1923 Lima Shay No. 3** – was fired up and operated over three days, for the first time since its donation, on a 100-foot long rail spur at the abandoned Standard Iron Works plant near the foot of Crosby Street in San Diego. On the third day, Walt was recovered enough from the flu to bring down No. 3's polished bronze bell and a new headlight glass, and installed them on the engine. With a cigar in a corner of his mouth and a full beard – a familiar trademark for the rest of his life – Walt took the throttle of the old oil-burner for several round-trips on the short spur. He looked right at home.

Walt had a special interest in old railroad maintenance-of-way (M.O.W.) equipment, and over the years managed to obtain several track motorcars and an old “armstrong” hand-pump car for his personal collection. The motorcar was used on a memorable trip, together with one of Terry Durkin's motorcars, over the former Ferrocarril Sonora-Baja California rail line between Mexicali and El Doctor, Mex. In the early 1970s, Walt loaned the antique hand-car to the museum for a special ceremony in Coronado to commemorate the pulling of the first spike in the scrapping of SD & AE's historic Coronado Branch track. As a part of the ceremony, Coronado's mayor and “Miss Coronado” arrived at the ceremony site on the handcar, to the delight of the local press. Regarding railroad history, Walt wasn't much of a fan of modern, mainline diesel-powered railroading, preferring the rusty, weed-grown branch-line or short-line; broken and busted narrow-gauge pikes; mining and lumber railroads; and other such shoe-string enterprises in the western U.S.

For many years, Walt and his wife, Maria, operated a home-based lost-wax casting and book sales business called “Acorn Creations”. After PSRMA began running interpretive trains from its new museum at Campo in the mid-1980s, Walt offered to cast the “Brakeman” and “Conductor” hat badges for the volunteer crew-members, using as a pattern original SD & AE badges provided by Dick Pennick. The badges had been used by the crew of the final SD & AE passenger train in 1951.

Walt also founded the American Mountain Men Society in the early 1970s to preserve the legacy of America's early fur trappers, guides, scouts and frontiersmen, and in 1993 founded the North American Railroad Maintenance-of-Way Association (now the North American Railway Maintenance-of-Way Historical & Technical Society) to preserve the history of this vital part of the railroad industry and its modeling component.

Over the years – until PSRMA finally purchased its Campo site in 1980 – Walt and Maria (and other members) stored a number of museum items on their property at Lakeside at no cost. Unfortunately, without any protection from the elements, some of the stored items eventually deteriorated beyond saving. One such item was the original wood ATSF crossing watchman's shanty from the railroad's Broadway crossing in San Diego. When it came time to move the venerable structure to Campo, it was found to be riddled with termites.

In the 1980s, the Haywards had purchased property near Kanarraville – pop. 400 – in the mountains of southern Utah near Zion National Park, and eventually built their new home there. They sold their Lakeside property in 1989 and moved permanently to Utah.

Although Walt was not able to be an active PSRMA volunteer for the past 25 years, he was selected by the museum as one of approximately ten then-living charter members to enjoy “Life Charter” status. In 2006, Walt donated a complete 4-cyl. track motorcar to the museum, after he

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was diagnosed with cancer. The green-painted unit is presently stored at Campo. Walt once hoped to build a model train layout, but he was always too busy. He was an expert model-builder and lost-wax casting artist, casting and designing medieval jewelry and other hardware of the period, and performing contract work for Ozark Miniatures model railroad castings in nearby Cedar City. He also manufactured and sold working switch stands and other items for the garden railroad industry. In 1990, Acorn Creations published Walt's 14-page soft-cover book entitled "A Glossary of Words, Terms and Expressions Used by Trainmen During the Days of Steam Railroads". Earlier this year, he donated all of his remaining unsold copies to PSRMA and the Santa Maria Valley Railroad Historical Society (Dick Pennick has been providing copies of the book to PSRMA train-crew members).

In addition to the organizations mentioned, Walt had a variety of other interests including the Kanarraville Historical Society (President) and the Southern Utah chapter of the Utah State Archaeological Society. He loved to write, and was most comfortable in the great outdoors. He had a big heart, a strong allegiance to people he knew, and steadfast political convictions. Almost any part of the Federal Government was on his you-know-what list. But if you were a friend, you were a friend for life.

Walt leaves behind his lovely wife of 51 years, Maria, and a sister in Oregon. The Haywards had no children. No services are planned. He will be cremated and his ashes carried aboard a steam-powered train on the narrow-gauge Durango & Silverton Railroad in Colorado. He will finally get the ride he had always hoped to take but never quite accomplished. In lieu of flowers, the family suggests PSRMA members make cash gifts in his name to the museum's **Southwest Railway Library** research facility, Attn.: Tanya Rose, 4695 Nebo Dr., La Mesa, CA 91941-5259. Make checks payable to "**PSRMA Library Fund**".

PSRMA extends its heartfelt condolences to his wife, family and friends. (Dick Pennick)

Volunteer Time Reporting *Jim Baker*

All you good people who have been faithfully filling out time cards this past year, please get your December time into me as soon as possible. Then I can start coming up with the totals.

I'd like to encourage **ALL** volunteers to take a couple of minutes each day that you volunteer to fill out a time card for 2008. Documentation of volunteer time can help us to get grants. Blank time cards are kept at La Mesa Depot; in the Campo shop, on the wall to the left of the telephone; and in the Ops Trailer. Lists of project numbers are located near the time cards. Leave the completed cards in the slot next to the blank cards. Instead of filling out hard copy cards, feel free to e-mail me the same information. If you have any questions about the time cards, or need a copy of the project number list, please let me know. So I don't have to do a huge pile at the end of the year, please submit cards at least once a month, and no later than the end of the month following the month for which you are reporting (submit your January time by the end of February, etc.)

As you may recall, at the 2007 annual dinner, I gave out photo tee shirts to volunteers at different levels of time reported for 2006. The photos were of different locations in the Museum. If you have any good photos that you think would be good for the awards for 2007, please submit them to me electronically. The highest resolution that you have would be best for enlarging to tee shirt size.

Restoration 2007 Annual Report *Ted Kornweibel Superintendent of Restoration*

2007 was a great year for restoration at the Museum. The core of restoration volunteers—**Harold Whalen, Frank Stites, and Ted Kornweibel**—was expanded in February by the addition of **Bob Gerdes**, who became a valued member of the team and a true “regular.” The restoration department now has four “full-time” members, guaranteeing dependability and progress.

The major restoration project for 2007 remained Rockdale, Sandow & Southern combine 3, the Jim Crow car. We started the year with woodwork, sanding, and primer painting, and ended the year with woodwork, sanding, and primer painting. Significant visual progress was achieved when we re-installed all of the windows, many of which had been rebuilt by Harold. Another major visual change was replacement of the old siding on the south side of the car. We had hoped to preserve the old siding, but in the end we could not arrest continuous cracking and old-paint peeling. Many other smaller woodworking projects were also accomplished, including replacing a lot of damaged half round moldings and repairing several of the steps.

Once most of the wood repairs were finished, we began the countdown to painting. After much sanding, both with random orbital sanders and by hand, we called in our professional painter for an initial inspection. He approved much of our work, but warned that, unless we did a much more thorough job on the ends of the car, the old paint would eventually crack through the new and spoil our efforts. So we swallowed our pride, stepped backward, and took two months to completely sand both ends. That accomplished, the entire car exterior, except for the clerestory, was primer painted. As soon as the clerestory area is done, and all primer has been lightly hand-sanded, we can give the car its Pullman-green paint, in the spring of 2008.

Each one—Frank, Bob, Harold, and Ted—contributed mightily to the Jim Crow car effort in 2007. We could not have achieved this progress, and come this close to finish painting, without the dedicated efforts of all. This is a team that truly works well together.

The restoration team also lent its hands to other Museum efforts throughout the year. Members pitched in on the depot restoration. Several times the entire team joined library volunteers in painting the exterior of the library office trailer. Work was also done on the SD&A 050 (Carriso Gorge). And on the four Saturdays on which the North Pole Limited ran, the restoration team began each day cleaning and restocking the train. Frank put in many more hours repairing the baggage cart and a rotten window sill at the La Mesa Depot, while also volunteering as a trainman on Tecate runs and as Santa Claus on the NPL. And Harold, in addition to doing many restoration projects at home, also logged more than 60 hours of craftsmanship for the mechanical department in his home foundry and machine shop.

All told, Bob Gerdes, Frank Stites, Harold Whalen, and Ted Kornweibel put in about 1,000 hours on restoration and related projects in 2007. Other occasional volunteers added an additional 100 hours. It was a banner year for this small department, for which its members should be justifiably proud. They look forward to an equally productive 2008.

Tijuana-Tecate Rail Line Changes *Dick Pennick*

It was reported recently that **Sr. Eduardo Zamudio** — former General Manager of **Admicarga**, the state agency that administers the **Via Corta Tijuana-Tecate** rail line between Lindero, B.C. and Tijuana – has been replaced by **Sr. Jorge Monrad Sustaita**, an ex-BanaMex banking official.

Over the past few years, PSRMA has developed a positive working relationship with Sr. Zamudio – who maintained an office upstairs in the historic Tecate depot (built 1919) – and his friendly and helpful staff, and we are saddened to bid him farewell. We wish him well in his future endeavors and look forward to working with his successor.

Steam Locomotive Books on CD *Jim Baker*

Recently I came across a notice on the Railway Preservation News web site that someone got access to 14 old International Correspondence School books. They were used to train locomotive crews in the 1930's to 1950's, and, of course, are long out of print. He contacted the successor to ICS, and got permission to scan the books and transfer them to a CD, and sell the CDs to interested people at his cost for scanning and CD burning. I don't know whether or not we have these books in our collection, but even if we did, using a searchable CD for information is better than using an old book, which may be falling apart. I purchased a CD (\$20). It contains 14 ICS books, the titles of which are shown below. The reproduction quality is excellent. If you'd like a copy for your own use, let me know, and I can provide you with the contact information.

Air Brake Troubles

Automatic Train Control

Freight Car Brake Equipment

Locomotive Boilers

Locomotive Stokers

Locomotive Valves

Walschaert and Baker Valve Gear

Automatic Control Equipment

Compressors

Firing of Locomotives

Locomotive Boiler Feeding

Locomotive Management

Locomotive Valve Setting

No. 6 ET brake equipment

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Your Board usually meets the third Thursday each month, 7:00PM at Trinity Church in Spring Valley. Museum Services meets the third Tuesday each month, 7:00PM at the Kornweibel residence.

Dates of Note

	January '08	February '08
School Train	15	19
Tecate Train	26	9, 16
Board meetings	17	21
Museum Services meeting	15	19
Hot Scoop Article Submission	25	23

Article Submissions

Please submit articles in plain text (.txt) or MS Word (.doc) compatible formats. E-mail to hotscoop@psrm.org is preferred. When sending images, please feel free to send them full size if they will be used for printing. Articles received after the submission deadline may not be included.

Web page info *Robert Rael, Editor*

Visit <http://psrm.org/members/> (username: **volunteer**, password: **2353**) to download the *Hot Scoop* with full color high resolution photographs.

Web: www.psrn.org