



Hot Scoop Masthead by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum Association members

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MUSEUM NEWS

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North Pole Express Travels Thousands of Miles in Record Time

Diana Hyatt

December is the time of year when the Museum leaves its normal operating limits to run non-stop trains from Campo to the North Pole in under one hour. Along for the ride is Robert Peary, not the American Arctic explorer known for his claim of reaching the geographic North Pole first, but the 1927 Pullman-built private car that was one of six Pullman cars built for the Explorer series. Joining the consist this year was the Museum's beloved flagship, ATSF 1509 Café Observation Lounge. The North Pole Express was an impressive seven car train, all painted Pullman green and pulled by GP-9 SP 3873.

In 2008 we welcomed back one of 2007's sponsors: Golden Acorn Casino who baked the 7" diameter oatmeal raisin cookies for the first weekend of operations. Thanks to the foresight of **Pitney Bowes** at **Qualcomm**, we had plenty of songbooks that were printed and donated a year ago as well as plenty of Santa Wish Lists printed and donated by **Any Budget**. We also welcomed back Boy Scout Troop 3 and the students of Mountain Empire High School as onboard elves. Additional elf help was provided by **Sabrina Lundquist**, **Tagan Freeland**, "the Horde," **Mark McCrea**, **Jose Ramirez** and girlfriend **Dawn Thomas**, **Yoko Cook**, **Beverly Jensen** and **Zoe McCrea**.



"What did she want?" Photo by Frank Denison

The efforts of many of our volunteers are required to make these trains a success. Numerous names and faces come to mind and I know that I might accidentally miss someone; please accept my apologies in advance! Every weekend we could rely on the help of my family: **Ron**, **Cary**, **Alanna**, **Aaron** and **Ian** as well as **Dave DiGiorgio**, **Jim Lundquist**, **John Shannon**, **Frank Chaco** and **Larry Rose**. **Larry Rose** could be relied upon for cleanup detail after the train rides on Fridays and most Saturdays. **Bruce Deck** and **Dave Tomeraasen** took turns performing ticket

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agent duties, **Steve Clark, Jim Baker, Ted Kornweibel, Bob Gerdes, Frank Stites, Jim Lundquist** and **Tom Gray** pitched in to clean and prepare the trains in the daytime. Cookie bagging, hot cocoa mixing and bell stringing were done by **Rich, Janet** and **Julie Paulus, Bruce Deck** and "**The Horde,**" **Steve Clark, Seth Miller, Jack O'Lexey, Daisy Welch, Cary** and **Alanna Hyatt, John Shannon, Ann Ruppert, Bob** and **Sandy Schussler, Jose Ramirez** and girlfriend **Dawn Thomas, Yoko Cook** and **Steven** and **Daniel Webber**.



Photo by Frank Denison

On this night, we ended up placing our "overflow" passengers in the Robert Peary and providing them with their own elves, cocoa and cookies. Fortunately, they enjoyed themselves and their private car experience immensely; thanks in large part to **Brian Elmore** entertaining the passengers. Other volunteers in the parking and passenger loading effort were **Bill Armfield, Jose Ramirez** and girlfriend **Dawn Thomas, Dave Tomeraasen, Steve Clark, Ken Hansen, Rich Paulus, Trisha Cates, Dick Cochran, Larry Rose, Ann Ruppert, Bruce Deck, Bruce Semelsberger, Elaine Getz** and **Jack O'Lexey**. The train crews also played a large part in the success of these trains for obvious reasons and these hard-working volunteers included: **Jim Baker, Robin Becker, Darryl Bivans, Ken Brown, Trisha Cates, Steve Clark, Bruce Deck, Alex Fiori, Don Getz, Kyle Jensen, Randy Houk, Seth Miller, Bob Nickles, Jack O'Lexey, Wayne Penn, Dick Pennick, Don Pope, Dick** and **Ann Ruppert, John Shannon** and **Rob Stebbins**. Almost every night the North Pole Express had a designated electrician onboard too thanks to **Frank Chaco** and **John Shannon**.

The North Pole itself turned out to be more work than ever this year due partly to our change in location and partly to the loss of the volunteer efforts of the **Elmore family** in manning it for the past three years. This year, due to circumstances beyond our control, the North Pole was located at MP 64.7 which provided for some new logistics and timing. Unfortunately, our departure time of 5:00 PM was set early in the year; which worked fine when the North Pole was seven miles away but not so well when the North Pole was little more than one mile away, the sky wasn't yet dark AND the North Pole wasn't supposed to be there for the first leg of the trip! So, the train departed west from the Campo Depot passing the dark and covered North Pole. When the crew at the North Pole was within ten to fifteen minutes of being ready, the train would stop, transfer to the "North Pole track" and head east. Setting up the North Pole required uncovering it, laying out painter's tarps on the ground, setting up the blow-up decorations, firing up the generators and turning on the lights and then placing Santa and Mrs. Claus and the elves in position. After the Claus' and the elves were on the train heading west, the North Pole crew would work it all in reverse and have the North Pole dark for the last leg of the train trip east to



The North Pole Photo by Frank Denison

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Campo. The daunting North Pole task was headed by **Ron Hyatt** with help from various volunteers through the ten nights including **Ken Brown, John Shannon, Seth Miller, Jim Lundquist, Dave DiGiorgio, Dan Robirds, Larry Rose** and **Marty Bernard**.

Now that I've gotten you up to the point where the train arrives at the North Pole, it is only appropriate to give credit to the character actors who make the experience magical for our young riders. Back for a second year as the Claus' were **Don**



Dave DiGiorgio and Ron Hyatt
Photo by Frank Denison

Robertson and **Daisy Welch** who braved the chilling weather at the North Pole every, single night! Playing Santa and Mrs. Claus isn't much of a stretch for these two as they are both perfect, Don as the friendly Santa and Daisy as the *not to be ignored*, Mrs. Claus. Our second set of Claus' alternated with **Jim Lundquist, Frank Stites** and **Bruce Mikolaycik** (Cary's scoutmaster) as Santa and **Mikki Hansen** and **Ann Ruppert** as Mrs. Claus; all fantastic players! To further round out the troop: **Jack O'Lexey** and **Bruce Semelsberger** appeared as hobos. On one or two nights we had two hobos at once! I would be remiss if I didn't mention the permanent North Pole elves of **Cary, Alanna, Aaron** and **Ian Hyatt** who were sometimes joined by others like **Alex Kennedy, Ray, Zoe McCrea, Megan Calli, Chloe Mikhail** and the **Mountain Empire Princesses**.

After all the passengers had been unloaded, we made use of the twenty minute train ride to the yard by collecting all the carts, boxes and trash bags to the baggage car. Once in the yard, we unloaded everything out the baggage car door using the wooden ramp constructed by **Larry Rose**. In the lunchroom, a hot dinner, prepared by **Ron Hyatt**, always awaited the crew and volunteers, and on one night **Jenny Fiori** (Alex's mom) prepared dinner for everyone. Dinner was topped off with **Dave DiGiorgio's** renowned hot buttered rum. One night, Dave served us hot buttered drink, inadvertently excluding the rum; we thought it tasted different, but still quite good!

All in all it was quite a successful run with one extra coach on the train and two additional trains as compared to the North Pole train operations of 2007. It isn't too early to start planning for North Pole 2009 and one thought developed this year is to have category managers; for example, Onboard Decorating Manager, Depot and Parking area Manager, Hot Cocoa Manager, Cookie Manager, etc. It will also be in the forefront of our efforts to obtain sponsors for this event which could be as easy as donating money towards expenses to donating the fuel for one night's train to providing Christmas carolers at the depot – the list is almost endless. If you have or know of anyone who has talents or commodities that might be of use to this endeavor, please contact me at ronhyatt@aol.com or (619)390-9045. I look forward to seeing all of you in November and December, 2009 for another successful year of trips to the North Pole!

December Operations Volunteers

Jim Baker	Don Getz	Jack O'Lexey	Bruce Semelsberger
Robin Becker	Tom Gray	Rich Paulus	Rob Stebbins
Darrel Bivans	Randy Houk	Wayne Penn	Frank Stites
Ken Brown	Kyle Jensen	Dick Pennick	Dave Tomeraasen
Steve Clark	Jim Lundquist	Don Pope	Daisy Welch
Bruce Deck	Seth Miller	Don Robertson	
Alex Fiori	Bob Nickles	Ann Ruppert	And too many elves to mention

Contributions

John B. & Marilyn M. Adams	General Fund	\$100.00
Edward T. & Charlene Clare	General Fund	100.00
Bill & Sharon Coleman	General Fund	60.00
Robert E. & Dorinda Faaborg	General Fund	50.00
Jeffrey B. Graham	General Fund	20.00
Mark & Theresa Jennings	Restoration	500.00
Herbert G. Kehr	Fund	300.00
Herbert G. Kehr	Hot Scoop	200.00
William & Marilyn Lawler	Steam Fund	10.00
Bill McNab	General Fund	50.00
Dr. Sidney L. & Sally F. Saltzstein	General Fund	200.00
James L. Seay	Library Fund	500.00
Larry J. Williams	General Fund	400.00

President's Report for December, 2008 *Jim Lundquist*

What a wonderful time December is at Campo for us. This December was our best ever. In December we operate our always sold out North Pole Limited trains from Campo to the North Pole, where Santa, Mrs. Claus and the elves climb onboard to visit with children of all ages while we work back to the Campo Depot. Along the way, our passengers are served hot cocoa and cookies, reading of a famous Christmas book and caroling. As our visitors go home at night, there are lots of smiling faces to be found all around – but none more so than mine. It's my pleasure to work many of the trains as Santa, and what a thrill it is to open the door at one end of our coaches and be greeted by happy visitors yelling "Santa is here."

This year, there was lots to celebrate.

The Depot itself had a new brick platform and new overhead parking lights. The train had an additional coach online for more visitors. The coaches looked terrific with many lights and decorations. Each night, as I walked around the parking lot seeing our visitors off on their drive home, I was able to soak up the positive vibes – making my entire year's volunteer work worthwhile. This year there were many more volunteers than last year – so many that other, non-train jobs were also happening at the same time. As an example, while I was loading the train (my designated job for life, I hear), **Brian Elmore, Bill Armfield** and **Jack O'Lexy** were in the new restroom laying tile on the floor and walls. When the new restroom opens up next year, it will be beautiful. Also, **Larry Rose, Frank Chaco** and **Ted Kornweibel** were leading the charge and volunteers on other jobs when not needed on the Limited's. I can not thank the **Hyatt Family** enough, along with **Dave DiGiorgio**, for their leadership of putting together these trains for us. We had many volunteers stepping forward to assist wherever and whenever needed. Train crews, cleaning up, heating water, bagging cookies, trash collection and the list goes on and on. What is so heartwarming is to see all the volunteers making these 10 trains run so smoothly while over 3,000 visitors enjoyed their night with us. Thank you for everyone involved. We've never looked better.



A volunteer tiles in the new restroom

Photo by Frank Denison

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Elsewhere, we had the usual activities going on at Campo this past month. The hot water tank in the shop had it's yearly maintenance, there was a new faucet installed in the kitchen, new lights outside the shop, a new loading ramp from the upper yard tracks to the lower yard tracks installed, the usual emergency repairs to a burst plastic water pipe (which should stop next year with the new restroom), emergency transport of library materials from a trailer to the library containers, and the list goes on and on.

As **Ken Helm** arrived from Kentucky on the Saturday before Christmas for his bi-annual work parties at Campo, he noted to me "It sure is nice to see so many volunteers running around." Indeed it is. We have many ongoing projects staffed by many active volunteer leaders and followers. It's simply gratifying to see our family of believers expanding seemingly every week. We have also welcomed **Floyd** and **Laurel Gardner** as workampers during the winter as well as **Marty Bernard** as a part time workamper. They join our volunteers as Docents and carpenters.



Bill Armfield preparing the bathroom walkway Photo by Frank Denison

We recently hosted the *Carrizo Gorge Railway* onboard the Robert Peary on one of the North Pole Limited trains. I was Santa for the group as they enjoyed their Christmas company party at Campo.

As I wrap up my last month as your President for the past six years, I realize the pride I take from all of our work together. It's no small feat that we operate a terrific museum for our community to enjoy – indeed the world, as we host overseas visitors. Be proud of your work – take pride in what we have been able to accomplish as an all-volunteer private museum. We have entertained and educated hundreds of thousands of visitors. It's been my pleasure to be your President. I leave our Museum in good hands and good shape.

See you at Campo – soon.

Time Cards *Jim Baker*

I'd like to thank everyone who has been faithfully filling out time card this last year. 2009 is going to be much simpler! When I originally set up this program, I thought that the department heads would be interested in how much time was being spent in their department and on which project. So far, no department head has expressed such an interest. So, for the coming year, there won't be a list of accounts to worry about. New cards will be appearing in their usual places in the very near future. I'll just ask if your time was spent on: Administrative work, Operations, Facilities, Equipment, or Museum Services.

I continue to believe that an accurate time accounting will be necessary for any grants we may apply for, so please continue to fill out those cards. Thanks.

Graffiti removed from La Mesa Depot rolling stock *Larry Rose*

Our caboose and steam locomotive were tagged at the La Mesa depot a few nights ago. **Duane Dubke**, who lives near the depot, helped me clean it off today. I bought some graffiti remover in a spray bottle at Home Depot. Graffiti is such a problem nationwide, that chemists have come up with new products to erase spray paint, ink and markers. This stuff works well if left on for a few minutes to soften up the defacing scribbles.

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Duane had called the La Mesa Police Department's "Graffiti Hot Line" as soon as the tagging happened. "Taggers" go on spray can tagging spree down town every now and then. If allowed to stay on for too long it makes our nice town look like some gang infested cess pool. This is not the first time we have been hit by graffiti vandals and it won't be the last. All we can really do is be as vigilant as possible, short of expensive 24-7 video surveillance. Members who live in the La Mesa area are asked to keep an eye out and call me if (when) we get hit again.

Steam Whistling *Jim Baker, Steam Foreman*

The few of us that were able to come out to Campo in December, worked on crewing and/or preparing and cleaning the Museum's highly successful North Pole Limited trains.

So, what's on hand for 2009?

Mike Lucek managed to find a really good deal on an ultrasound meter on E-Bay. And, as we discussed at our meeting in November, one of our high priorities is to ultrasound test the boiler on the Coos Bay #11. So, we will be concentrating on doing some more clean-up on the boiler so we can do the testing. First job will be to get the throttle out of the way, so more people than the foreman can get inside the boiler.

In January, we will also probably be involved in putting the Steam String back on Track 8, after it was removed for staging of the North Pole Ltd.

In February, we will give the 2353 a little exercise by moving it a bit with a diesel, and maybe giving her a much-needed bath. This will be done while some other work is scheduled for the display building.

The more people that come out, the more we'll be able to accomplish, so why not come out and give us a hand?

Our regular work days are the second Friday of the month, and the next day (Sat.). So, for the first three months of 2009, we'll be there on Jan. 9/10; Feb. 13/14; and March 13/14. Mark your calendars!

For further information or questions, please contact the Steam Foreman at baker@sdrm.org or 619-670-7441. All are welcome to come out and get dirty with us. Hope to see you there

Library Material relocated under heavy pressure *Larry Rose*

With our 40 foot library storage trailer sinking into the mud, and no way to move it, a panic situation took place Friday and again Saturday to keep from losing our library material into the Campo Creek. **Larry Rose, Seth Miller** and **Al Brill**, spent most of Friday jacking and stabilizing the heavy trailer as it hung on the edge of the creek. On Saturday a large crew of those interested in our library rallied to get the material moved to a safe haven in the new library complex.

Ted Kornweibel, Bob Underhill, Bruce Semelsberger, Frank Chaco, John Shannon, Frank Stites, Jack O'Lexey, Larry Rose, Marty Bernard and **Seth Miller** stepped up to take on the tough job of unloading and moving thousands of pounds of railroad books and rare SD&A historic files. Two of our large electric carts were employed, along with Larry's pick up truck, in an eight hour marathon of back and fourth hauling the heavy book boxes and file cabinets. The priceless material was unloaded and stacked in one of the new containers placed in the library complex in our "North Forty" storage area with a lot of intense and back breaking labor.

It can't be exaggerated about how close we came to losing many one of a kind, super-rare SD&A

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documents and maps. One box was marked "Incredibly rare SD&A documents 1906 to 1911" and a quick inspection revealed the original articles of incorporation of our hometown railroad. Some documents are adorned with the signature of John D. Spreckels himself. That box was packed by **Larry Rose** in 2003.

Imagine eight foot high by 40 foot stacks of file boxes upside down in a rain swollen creek! That unthinkable scene flashed through the minds of those that hustled the unloading process of the many one of a kind books, maps and documents. Most of the maps and documents saved are originals not copies! With time and great expense, the railroad books might be replaced but not the SD&A documents and maps.

We didn't have time to examine many of the boxes we moved but the labels on them gave us a clue to the treasures we were handling. We are the only organization that cares about the century old SD&A official records. They were thrown away once before in what we still call the "Dumpster Collection." When the old SD&A freight office and warehouse was torn down in the 80's, to make way for the SD Trolley Headquarters building, all of the ancient records stored there were tossed in a large industrial dumpster. Many PSRM library types were in that dumpster and hauled off everything that was tossed out by the hired demolition crew. Some railroad survey maps were dated 1858 when the population of San Diego was less than 400 souls. An original architectural drawing of the SD & Cuyamaca Railroad depot by Irving Gill was in that dumpster dated 1882. That depot was lost on the great flood of 1916. The drawing and a few old photos are all that remains and it's all in our care. (Irving Gill was San Diego's most famous early day architect.)



Frank Chaco and Bruce Semelsberger in the trailer handing down boxes to Jack O'Lexey who is loading them in the cart

Photo by Larry Rose

Darkness and exhaustion finally halted the unloading work with about 90% of the material relocated. With most of the tremendous weight removed and new blocking placed under it, the trailer should be able to survive another heavy rainstorm due this next week. It will take six guys about three hours to unload the rest of the material and pack it into the new container. We are hoping the library crew can muster in force one more day to get this done. One lesson learned is to never again park anything heavy on the banks of what we thought was a small creek. Torrential rains last week turned the small tributary into a raging torrent in just a few hours.

Santa, Hannah and the Glove *Dave DiGiorgio*

Twas a night before Christmas a long time ago, the North Pole Limited was speeding to the North Pole to see Santa. This magical train was on it's way to pick up Santa and Mrs Claus at Santa's village! On board were moms, dads, sons, daughters, grandparents and many others, they were being treated to special hot cocoa and cookies carefully prepared by our chef. Suddenly, with a blast of cold wind, little Hannah lost one of her favorite gloves over the side, lost forever! Little Hannah was in tears, words of comfort from her parents didn't seem to help. This special night, certainly had a dark cloud for Hannah. As the train continued to the North Pole, the elves continued to serve the hot cocoa and cookies, as well as read a very special holiday story. Little Hannah was still quite upset.

Finally the train arrived at the North Pole, where Mr and Mrs Claus boarded the train. They made their way through the train, talking with each lucky passenger on the train. Finally it was

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Hannah's turn to sit on Santa's knee. Santa listened carefully to Hannah's Christmas wishes, and when she was done, reached into his pocket, opened his hand and asked Hannah "Does this belong to you?"! "MY GLOVE" little Hannah screamed out, "My Glove, Santa found my glove!" Yes, somehow Santa found her glove she lost earlier. Santa received many hugs and thanks from Hannah that night, and when the train returned, I am sure Hannah has remembered this special moment, and will for years to come!

I thought I would share this true story with you all, and now to give you the details how this magic happened.

The night was Saturday, December 6, 2008, Hannah and a large group of family and friends were all riding in the ATSF 1509. I was on the train supervising the train operations, dressed in my chef's costume. I do this so I can walk the train in costume, talk with people, and of course take credit for the cookies and hot cocoa I have *nothing* to do with (except placing the cocoa order!). I just so happened to be on the observation platform of the 1509 when Hannah lost her glove over the side. I was able to get an idea where the glove dropped, as the train was speeding at about 8 mph! I worked my way to the other end of the train, greeting people along the way. This year, the North Pole had to be west of Campo, and we had to make several direction changes to make things work, to allow for setup and tear-down time at the North Pole, and to make sure the elves were on track with the passengers. On one of the return trips, Brakeman **Darrel Bivans** and I watched for the lost glove from the observation platform of the Robert Peary (on the other end of the 7 car train). We spotted the glove, and asked the engineer to make a nice smooth stop. Darrel grabbed the glove, and handed it to me. I then worked my way to the 1509, which Santa was just entering. I slipped the glove to Santa (**Don Robertson**) and told him what happened and that I would point out the little girl who it belonged to. I then made contact with Hannah's mother (since I couldn't remember exactly which child the glove belonged to), told her what we did, and she pointed her out.



Hannah on Santa's Lap

Photo by Randy Houk

Yes, these trains are a lot of work, but a lot of fun too! We would love to have you help make Christmas miracles happen for the families that ride the North Pole Limited trains in 2009!

SD&AE Tank moved after 15 years on the ground *Larry Rose*

SD&AE tank car MW 1027 has been sitting on the ground near the Campo depot for so long we can hardly remember when it wasn't there. It was placed on tie cribbing years ago with it's trucks nearby. We talked for years about putting it back together and moving it but crisis management elsewhere kept us from it. **Ken Helm** and **Larry Rose** even donated a spur out in the North Forty to store it on. We call it the "Spur of the Unloved" and it was finished last summer.

Well, today, 1-2-09, all the pieces came into place to get the tanker back on it's wheels and moved to the "Spur of the Unloved" and we could hardly believe how smoothly it went. Normally everything we do at Campo encounters problems once launched that stretch the project out far beyond what was initially planned. This move went like clockwork and was done before noon! We were all stunned to avoid the "Campo Curse" with every phase of the move falling into place on schedule.

Everyone pitched in to help with **Don Getz** driving our 1941 vintage self propelled crane and **Seth Miller** serving as brakeman and rig master. Helping with rigging attachment, truck assembly, tag lines and outrigger blocking were **Frank Chaco, John MacMonagle, Don Robertson, Bill**

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Photo by Dave Tomeraasen

Armfield, Larry Rose and Marty Bernard. Taking pictures of the operation were **Dave Tomeraasen** and **Daisy Welch.** I snapped a few too.

Some projects take months, some take years. This one took 5 hours thanks to preliminary work done by Seth and Don Getz on New Year's Day. They got all the proper rigging lined up and moved it all, along with a pile of heavy oak blocking, down to the tank car location just East of the Campo depot. Also helping the move go smoothly, even though he didn't get to see it, was Ken Helm out here on winter break from his day job at the University of Kentucky. On 12-26-08 Ken repacked the dried out journals of the tank car's trucks that had not been serviced for at least

30 years. Fresh packing and journal oil made them roll smoothly as they were placed on the track in front of the crane. Our fork lift did the truck moving with Seth on board and Larry directing. Two car mover poles from our track tool boxcar were used to roll the trucks the short distance to line up with the tank car bolsters.

With the crane out-riggers extended and blocked up, Don did a slow lift that the crane handled easily. Don estimated the weight at 30,000 lbs. Larry had greased the bolster pockets on each truck and checked the bearings in each journal box to make sure moving them on to the rails didn't displace anything. Setting the tanker down on the truck pins involved some minor car pole movement of just a few inches. With the tanker centered over the trucks Don neatly lowered it on to the center pins. With the last clunk the slack came into the rigging and several of the helping hands leaped into the air with a loud "Yes!" It was the kind of hopping up and down like one might see if the Chargers won the Super Bowl.

Next up was pushing in the crane out riggers and collecting the blocking in one of our electric maintenance carts. With the crane secure Don coupled the crane to the tank car and then coupled the tanker to the rigging flatcar that had been left on the house track about 100 feet from the lift action. Then the entire



Photo by Dave Tomeraasen

three car lash up rolled east off the house track and out on the SD&A main line. It's about a half mile to the Museum's East yard lead switch. With Seth throwing switches the train was soon being lined into the Unloved Spur. The flatcar was dropped on the yard lead while the tanker was pushed

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into the spur, coupled to our antique 1920 vintage crane already on the spur, and secured with a track skate and wood blocking.

All that was left was taking the lift rigging down on the rigging flatcar and moving the crane and car back to it's regular place in the museum yard. Marty and Larry returned some of the chains and slings to our rigging container and it was time for lunch. Frank Chaco whipped up some hot dogs on the barbee, found a can of baked beans and Dinty Moore's stew and everyone powered down. With half the day left the crew started looking for something else to do.

Larry grabbed his lettering kit and went out to the Unloved Spur. The original lettering was just barely visible on the sides of the tanker. With some light sanding the letters showed up enough to let him fill them in with white enamel paint on the side nearest the main line. SD&AE MW 1027 is now visible again after many years lost in the rust. It might be many more years before this car is properly restored and he didn't want anybody to forget it's heritage.



Photo by Larry Rose

While this was going on Don Getz was working on our loader and back hoe. Frank Chaco and Seth Miller used the fork lift to move the heavy military surplus shaper machine from just inside the track 14 shop door to the South end of the wood shop. We have been waiting to do this for about 4 years, about a fourth of the time we have been thinking about moving the old tank car. This was a great day for PSRM!

The Wednesday Campo Report 12-17-2009 *Larry Rose*

It rained hard at the Museum today. It never let up with a steady downpour lasting at least 12 hours. Only **Larry Rose**, **Ted Kornweibel** and **Bob Gerdes** braved the rain storm in the mountains to work on projects in the car shop. The inside shop temperature never got higher than 40 degrees so everybody was bundled up as best they could. Ted and Bob worked on the Jim Crow car, RS&S #3, all day. Ted was painting window frame interiors on the work bench with gel stain that is an excellent match for the old time polished wood throughout the car. (See attached photo of Ted putting the latch hardware back on a completed window.) Bob was in the interior painting the window sills with Pullman Green, especially in the toilet enclosure that was a different color than the rest of the car.

While this was going on Larry took his best shot at fighting the roof leaks that have developed at each sky light. Five gallon buckets were placed under the worst leaks and emptied regularly. Each sky light will have to be re sealed after the



Ted putting the latch hardware back on a completed window

Photo by Larry Rose

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place dries out. Two smaller leaks were discovered in the wood shop that will require getting up on the lower roof to see what needs to be done. A former leaking roof on the garden shop container was treated a few weeks ago and checked again today in the fading light just before the last of today's brave souls bailed out. If it was going to leak again today's downpour was the best test of the last year or so. No leaks! A small victory but a victory nonetheless!

With the rain coming down hard outside all day, Larry took the time to organize the up stairs facilities office. This involved doing the County HazMat paperwork for the year required for our waste oil recycle tank. Also filed were many car lettering diagrams and stencil patterns collected over the years. Larry has been lettering cars and locomotives in our collection since 1974 so a lot of patterns have accumulated. These were filed in plan tube boxes and in flat file drawers scrounged over the years. Some material was filed in the many file drawers that contain the records of history, restoration and maintenance on all of our rolling stock collection. Larry has been working on these files since 1975. Bill Schneider kept them from 1993 to 2003 and gleaned from them most of the information on each artifact now on our web site.

Another project was put into play by Larry in the wood shop in the late afternoon. Years ago we put in a sewer and water connection in the old garden shop that has now been moved so the space could be added to the wood shop. The utility stub outs are near the West door with a shut off in a yard box just outside. A new utility slop sink has been purchased and put in place but not yet plumbed. This sink will be hooked up so the restoration types can clean paint brushes and do other clean up without having to haul buckets across the shop to the rest room to get water.

I forgot to do a Friday Report last week but wanted to mention **Tom Walker** and **Fred Carnathan** who did some custom machining required on the new cyber lock installed on the North door from the locker area just off the members lounge. These guys did a fine job of machining a new lock astragal and mounting it and a pair of door pulls on this steel clad door. The lock itself was installed last Wednesday. Also last Friday **Al Brill** welded up a broken "quick change" screen that we use on the North Pole trains so Santa can change into his suit without being seen. This all happens in our baggage car 6700 so we can work the train from both ends with two Santas. It's the only way we can accommodate all the kids that want to talk to the jolly old gent in an hour and a half train ride. Many thanks to the Friday crew for another bunch of jobs well done!

The day was interrupted only for a nice hot lunch at the nearby Campo Community Center. The road and parking lot around the center was paved with asphalt last week so the usual mud bath was avoided! A cold rainy day but still a good one!

Date to Remember *Dick Pennick*

75 years ago – 1933. Heirs of the late John D. Spreckels sell their remaining shares of San Diego & Arizona Railway stock to minority shareholder Southern Pacific Company. The new owner reincorporates the company as the San Diego & Arizona *Eastern* Railway Co. and continues to operate it until 1979, when it was sold to the Metropolitan Transit Development Board (now Metropolitan Transit System). Not part of the sale was the track between El Centro and Plaster City, Calif.

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Secretary, Sandy Schussler	(619) 698-1458	rrlady@cox.net
Treasurer, Ken Brown	(619) 697-6254	ken@psrm.org
Equipment, Ron Hyatt	(619) 390-9045	ronhyatt@aol.com
Facilities, Larry Rose	(619) 469-3064	larry-rose@psrm.org
Museum Services, Ted Kornweibel	(619) 461-0098	kornweibel@psrm.org
Operations, Kyle Jensen	(619) 920-6184	kylejensenpsrm@gmail.com
General Counsel, Larry Stirling	(619) 405-4510	stirlingsandiego@aol.com

PSRM ADMINISTRATION

Business Office	(619) 465-PSRM	
Campo Car Shop	(619) 478-9451	
Campo Depot	(619) 478-9937	
Crew Caller, Ken Brown	(619) 697-6254	callboard@psrm.org
Chief Trainman, Bob Schussler	(619) 698-1458	schus1@cox.net
Hot Scoop Editor, Robert Rael	(619) 227-4016	hotscoop@psrm.org
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Membership Coordinator, Tanya Rose	(619) 469-3064	
Speakers Bureau Coordinator, Bob Schussler	(619) 698-1458	schus1@cox.net

SECTION LEADERS

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

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	February
School Train	20	17
Tecate Train	24	21
Board meetings	15	19
Museum Services meeting	13	17
Hot Scoop Article Submission	28	25

Article Submissions *Robert Rael, Editor*

Please submit all articles to hotscoop@psrm.org. If you are including photos to go with your article, please submit them in high resolution, and choose the three (3) best ones. Please include proper attribution for each photo. Also, please note the due dates for articles have changed in an attempt to get the Hot Scoop out earlier each month.

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.

Website: <http://www.psr.org>