



A publication dedicated to Pacific Southwest Railway Museum Association members
January – February 2010



Coos Bay Lumber Co. 2-8-2T Boiler Interior Sand Blasted

PSRM's steam crew is shown here lifting the throttle valve out of the boiler of our 1929 ALCo steam locomotive in preparation for sand blasting the boiler interior. Not long after this photo was taken by the Hot Scoop editor the interior scale was removed by a sand blasting team from the R.W. Little Company in San Diego. Shown here, from left, are **Don Getz** operating our 15 ton hydro crane, Steam crew foreman **Jim Baker**, **Rich Paulus**, **Ron Hyatt**, watching the action, **Mike Lucek** and **Dwight Koller** on top of boiler doing the dirty work. The steam crew have been working on No. 11 for many months and a progress report for 2010 is a feature of this issue of the Museum newsletter.

STEAM WHISTLING

Jim Baker, Steam Foreman

We started out 2010 with a bang by getting a lot accomplished in January, although I wasn't too sure that was going to happen. On Friday, the 15th, the I was joined by **Dick Pennick** and **Rich Paulus**. Part One of the day's plan was to get Coos Bay #11 and our tool/parts boxcar moved to Track 13, just outside the shop. This will permit easy access to utilities and tools as we work on the Coos. This, we accomplished without too much hassle. Then we went to Part Two. Many of the large parts we have removed from the Coos are stored on a flat car, but the space on the car is only about half used. The Coos' saddle tank has been stored on another flat car, and that is the only thing on it. We wanted to move the saddle tank from its flat car to the car with the other parts. We did a lot of switching to get the two cars coupled to each other, with Dick running #3873, and Rich and the foreman on the ground. By mid-afternoon, we got the cars spotted where **Don Getz** needed them so he could access them easily with our rubber-tired crane.

Saturday morning, the 16th, the I was joined by regulars **Rich Paulus**, **Bob Nickles**, and **Mike Lucek**. And, we welcomed back to Campo, our former Steam Foreman, Navy Warrant Officer **Dwight Koller**. He's been away from us for a number of years now, serving on the USS JOHN STENNIS and now the USS RONALD REAGAN. Since the REAGAN is now home-ported in San Diego, and is not scheduled for deployment for awhile, Dwight says we can expect him to be a regular volunteer again, until his next deployment. Welcome back Dwight!

There were also two jobs on Saturday's agenda: 1) There is a "shelf" in the firebox that supported the firebrick over the burner. It needed to be removed to allow inspection of the lower parts of the front end of the firebox. 2) The throttle needed to be removed to allow better access to the interior of the boiler. With the throttle in place, the foreman was the only one of our group who could squeeze around it to get inside. The built up scale on the bolts that hold it in place has made it a several month job for the foreman to try to get removed. While Dwight and the I got started on the throttle, the others worked on the firebox shelf. They had to grind off about a dozen very badly rusted bolts to get it loose. Then all of us, with further advice from **Ron Hyatt**, managed to work it down around the burner, the bottom of the firebox, and the brake rigging to the ground. We then worked it out from between the rear drivers to where we could move it to storage.

Meanwhile, Dwight, who, it turns out, can also fit around the throttle into the boiler interior, went in and started work on the throttle. It was held to the dry pipe with two "J" bolts, and supported from above by two bolts in brackets. One "J" bolt had previously been cut by the foreman, and the two bracket bolts were loose. Another problem was the operating rod that connected the throttle to the engineer's control handle in the cab. A clevis threaded on to the end of the rod was so coated with scale that it could not be unscrewed, and the pin that connected the clevis to the bell crank also couldn't be removed. The foreman had worked on this last problem for several days. Dwight's expert advice was that while it was too bad to have to cut anything, that was the only option left. So, he cut the operating rod and remaining "J" bolt, and the throttle was free! Or so we thought.

At around 3:30 we thought we were ready to lift the throttle out. Don set up the crane, and we attached a chain hoist to the hook. (Cover photo) Knowing it was going to be a tight fit, using the chain hoist would give lots better control over the move than by just using the crane. With Dwight and Mike on top of the boiler, the throttle was wrestled and bumped around to try to get it out through the steam dome. It turned out that the stubs of the "J" bolts and operating rod that had been left on the throttle were too long to allow it to come out. So, by rigging two come-alongs to the throttle, in addition to the chain hoist, it could be moved into the right positions to get at the offending pieces with a cutting torch. Mike cut one of the "J" bolt stubs a bit shorter and did the same with the operating rod stub. Then, with more adjusting with the come alongs and chain hoist, Don was given the signal to lift with the crane. Finally, it was out! And, just in time, as it was getting dark.

(Bob managed to find some time to do some work on USAF 2104, also. He's spent many hours by himself working on removing the rusted deck plates on this engine, so we can get at the power cables that need to have the insulation re-paired.)

We continued our progress in February. On Friday, the 12th, regulars **Larry Owen**, **Dick Pennick**, and **Rich Paulus**, joined me. We made and installed wooden covers for the throttle end of the dry pipe, the superheater header, the lower front of the firebox and the damper box. This was to keep sand out of and away from the steam passages and the wheel bearings. We also removed the burner and installed four washout plugs that had been previously removed.

On Saturday, the 13th the crew was **Larry Owen, Rich Paulus, Bob Nickles, Mike Lucek** and myself. In our earlier tube and flue removal work, we had left nine superheater flues in place. We needed more room in the boiler for the sand blast work, so we removed six more, leaving three in the center column in place to stabilize the flue sheets. Four of them came out easily. The other two..... There was so much scale on one of them that we never could get it out through its hole in the flue sheet. We had to cut it in half, and take it out through the dome! The boiler was now ready for sandblasting.

THE SANDBLASTING JOB

Sunday, 2/28/10: With **Jim Lundquist** working the ground, we used the Geep to move the two flat cars that have Coos Bay parts stored on them from Track 13 to Track 9. Then we moved the Coos Bay and the Steam box car to Track 12, where Jim used the new fork lift to put the Coos Bay's throttle into the boxcar. The Coos Bay and boxcar were then put on the east end of Track 15, where the Coos Bay's boiler was to be sandblasted starting on Monday.

Monday, 3/1/10: I met **Rich Paulus** at the Car Barn at 7:00 AM. We covered the wheel bearings on the Coos Bay with tarps to protect them from the grit from the sand-blasting. The crew from RW Little arrived a little before 8. It took them about an hour and a half to get set up. They had one truck with a large pressure tank holding the sand (copper slag, actually, not sand); a big air compressor, and a low-boy trailer with a huge diesel-powered vacuum cleaner with an attached, also very large, air filter. After they were all set up and working, Rich and I went back into the shop and cleaned brake rigging parts from the 7285. However, the Little people had a bit of a problem; their air compressor died after about an hour, and they had to wait until another one was delivered. That took a couple of hours. It seems that they work an 8-hour day, "portal to portal." That means that their time started when they reported to their shop at 6 AM, and that they needed to be back by 3 (one hour for lunch). So they actually were at Campo only from 7 until 2.

Tuesday, 3/2/10: I let the RW Little crew in the gate at 7:00, and while they worked, I worked on more brake rigging parts. Their boss said they had to finish the work today, so they got some overtime, and worked until about 5. The blasting part was done, but there was now sand and scale about a foot to 18 inches deep in the boiler and firebox.



Here are **Bob Nickles** and **Rich Paulus** working in the smoke box cleaning the blasting sand

Ted Kornweibel, photo

Wednesday, 3/3/10: The cleaning guys arrived at 7:30. One guy went down into the boiler with a five-gallon bucket, filled it with sand, passed it up to the second guy on top, who poured it down a makeshift plywood chute into a trailer. Talk about manual labor! But, they did get the job done.

Thursday, 3/4/10: A different pair of "final clean up" guys arrived at 7:30. Because they were short a compressor (the replacement one they brought out on Monday had gone to another job), they brought out a bunch of air hose, and hooked into our house compressor. They used a small air nozzle, brushes, and a small vacuum cleaner (powered by my Honda generator) to get the last of the dust cleaned up. I stapled a fat, soft piece of rope around the edge of the wood cover we have for the steam dome, to act as a gasket. When they were done cleaning, I bolted it down to the dome. Hopefully, this will keep out rain that will cause out newly cleaned steel to rust. I also hung a tarp on the front end that MAY keep some water out.

Our regular March work weekend was the 12th and 13th. As per our agreement with RW Little, their crew removed all the sand from the firebox and boiler drum. They did not remove the sand that had accumulated in the water spaces around the firebox. Sand was three to four inches deep on top of the crown sheet, and a foot to eighteen inches deep in the mud ring. Except for the front part of the mud ring, where some rain water had somehow gotten in just before the job started, the sand was free-flowing. On Friday, I was joined by **Rich Paulus** and **Jack O'Lexey**. Using a large Shop Vac, I sucked out the sand through three wash-out plugs that were easily removed. Rich and Jack worked on getting more of them out.

Saturday, **Bob Nickles, Larry Owen, Dwight Koller, Rich Paulus** and I were there. Dwight succeeded in getting quite a few more wash-out plugs removed. Rich had to spend most of his time in switching to get the Jim Crow car ready to move, but he assisted Bob in doing more vacuuming through the wash-out plugs. Rich managed to fashion some 1" wide sheet metal "hoes" for Bob to use in moving the sand to the wash-out holes. I went inside the boiler, and with Larry assisting from the outside, we put the Shop Vac in the smoke box. We duct-taped a couple of vacuum hoses together, and added a piece of PVC pipe. I used this rig to vacuum the sand off the top of the crown sheet, and down into the water spaces. I estimate about three quarters of the sand has been removed.

So, for April, the job will continue to be sand removal. After we get all we can out with the vacuums, we'll then use a water flush. Also, **Dennis Daugherty** will be here some time in April to do the ultra-sound testing for us. He'll be here for about a week, and will

need two people to assist him each day. I plan on being one of those people. Anyone with some weekday time could sure be used on this job. I'll pass the word, as soon as I have the exact dates. Our regular Friday/Saturday work weekend for the next three months will be April 9/10, May 7/8, and June 11/12. (Second Friday and the next day). 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. **JB**

Operations Volunteers

Thanks to these people we still have a railroad museum. If we don't operate trains on our mountain railroad we don't get visitors. That would mean we could not earn enough cash to pay our bills. These members keep us alive.

The January Crew:

Jim Baker, Ken Brown, Bruce Deck, Don Getz, Lee Lent, Lynne Lent, Jim Lundquist, Rich Paulus, Dick Pennick, Bob Schussler

The February Crew:

Jim Baker, Robin Becker, Ken Brown, Bruce Deck, Dave DiGiorgio, Don Getz, Randy Houk, Ted Kornweibel, Lee Lent, Lynne Lent, Jim Lundquist, Rich Paulus, Dick Pennick, Bob Schussler, Rob Stebbins, Frank Stites, Alice Weaver, David Weaver

You will see the names of these folks in a lot of other articles in the newsletter. Many of them go to the wall for us every weekend. At least three are current Board members many others have served on the Board over the years. Many of our regular operations volunteers have gone on to full time railroad jobs all over the country. Our training program uses the Union Pacific Rule Book and safety regulations to get our volunteers off on the right foot for careers in railroading if they so chose. Some times they come back to us like our Mechanical Chief **Ron Hyatt** did after advancing to a managers job on Amtrak. Ron was Road Foreman of Engines for awhile and kept on moving up. Ron and our president **Diana Hyatt** now have four kids who are regulars at Campo and some of them are sure to carry on the family railroading tradition. Contact instructor **Jim Baker** at the Museum if you would like to begin crew training.

Mechanical Department News

Our 80 ton locomotive No. 7285 has been out of service for a couple of months to get it's wheels turned and brake rigging rebuilt. The wheel turning was done with our portable wheel lathe set up in the inspection pit. The trucks were dragged out from under the locomotive after it was jacked up about 5 feet with blocks and cribbing and a couple of our 50 ton air jacks. Next was getting Lathe expert and friend of the Museum, **Dennis Daugherty**, to come down from Sacramento to lend a hand.



Here is Dennis working a wheel over the pit. Larry Rose photo

The trick to using the portable lathe is firing up the traction motors on the locomotive trucks to turn them into the lathe bit. This is done by using our big shop arc welding machine as a power source. The motor leads are hooked up to the welder with heavy cables and the wheels are jacked up just enough to spin freely. The lathe speed must be adjusted often using the welder voltage controls to get the best wheel cutting performance out of the lathe. Helping do this over several days was **Ron Hyatt**, **Mike Chisholm**, **John Shannon** and **Rich Paulus**.

Dennis finished the wheel turning in about five days working every day. **Ron Hyatt** was there the whole time to help out. Also working every day was **Larry Rose** who took care of collecting and hauling off the red hot steel waste as it was spun off the wheels. As the wheel rims are re profiled coils of steel are rolling off the lathe bit and have to be pulled off so the lathe operator can see what he's doing. The steel waste was hauled to our steel scrap container in the "North Forty."

The really hard work of getting the brake equipment stripped off the underside of the locomotives was done almost single handedly by **Jim Baker**. A few other PSRM shop rats helped too, mainly **Dave DiGiorgio** and **Alex Fiori**. This writer suspects **John Shannon** was involved too but I don't have photographic evidence. The brake gear

needs to have wear areas welded up on the hangers. This involves filling in the wear areas with arc welding sticks. Beads of the stuff are built up in the worn areas then ground down to the original profile. **Rich Paulus** has been doing this tough work during our Wednesday work sessions.



Here is Rich grinding away in a shower of sparks. L. Rose photo

Many others have helped with this project **Steve Clark** among them. **Ron Hyatt** straw bossed the work and got the finished brake components painted as they were finished up.

On another front **John Shannon** and **Ron Hyatt** have been taking triple valves off our passenger fleet as they come due for service. These will be sent to a shop off site in a large crate we built for the purpose. The box was built a few years ago by **Larry Rose** and reinforced in the last month by **Ted Kornweibel**. It is planned to relocate the exhibit lab on the southeast corner of the shop and set up our own air shop in the space so we can service and test our own brake equipment.

Jack O'Lexey has built a portable bridge across our inspection pit. This allows us to cross in the middle when two jobs are over the pit at once.



Jack's bridge now sports a sign "No Fishing!" L. Rose, photo

Campo Depot Remodel Underway

Thanks to a terrific \$15,000 cash donation by the **Helm Family** the remodel of the Campo depot's down stairs area can now go forward. **Jim Lundquist** is the main pusher of this project. Helping have been **Ken Hanson**, **Bill Armfield**, **John Shannon**, **Frank Denison**, **Bob Gerdes**, **Jim Baker** and **David Weaver**. Museum architect **Larry Rose** has been consulting as the project moves along. Larry also rounded up the correct style replacement windows. The original 1916 vintage windows and some added in 1943 have rotted out and have been patched up so many times it's not worth trying to save them. The windows were hauled up in two loads on Larry's truck. Many thanks to **Rich Paulus** and **David Weaver** for helping to unload the heavy double hung windows.

One of the interesting historic items to come to light during the remodel was uncovering the original wood ceiling and the still intact gable end of the depot that was covered up during the addition of 1943. A drywall ceiling added in the 1950's was taken down to expose the original ceiling boards that will now be retained.



The 1916 wood shingles are still on the gable end and still painted SP depot gold. Note the original wood ceiling. Frank Denison Photo

The original ceiling needed repair and the boards on the walls were a perfect match. It was decided to use the wall boards to replace the missing ceiling on the western most end of the depot. This decision was made possible by another fantastic donation by **Lane Stanton Vance Lumber Company** of El Cajon. **Ted Kornweibel** arranged for a large amount of custom milled 2x6 straight grained, knot free, Douglas fir boards to match the existing wall boards. The original redwood wall boards were a little beat up but could be filled and patched to complete the ceiling so the entire room will match.

The sixteen foot boards donated were milled to exact profile of the original wall boards. These boards came from the Grossmont High School Gym in El Cajon where they served as bleachers from 1936 until they were salvaged a

few years ago by the lumber company. The seat boards had long screws in the ends that had to be removed before they could be milled into the wall boards we needed. **Frank Stites**, **Ted Kornweibel** and **Larry Rose** spent two long days taking these screws out and removing many glued on stair step treads. Once cleaned they were taken to the mill by the lumber company and only the perfect center portion was cut out of each eleven inch seat board to match our depot 1x6 wall boards.



Here is Frank Stites stacking the last seat board at the Lane Stanton Vance lumber yard in El Cajon. Larry Rose, photo

This is a massive amount of really choice wood and more than enough to do the depot interior. The five doors and eight windows in the old ticket office-waiting room area will insure the boards go along way with some left over. The wood was delivered with a bonus thrown in. The lumber company also gave us two stacks of clean, knot free, smooth planed maple boards. Many thanks to **Glenn Rogers**, **Mike Filicicchia** and **Jack O'Lexey** for helping Larry secure and store this material in the wood shop and in a covered stack outside the wood shop.



Ken Hanson and **Bill Armfield** take a break from removing the interior wall boards. In the rear can be seen the old framing for a window taken out by SP in the 1960's. This window will be put back in. In the corner is the semaphore operating levers that will remain.

Frank Denison, photo

Ex SDAE REA Van Acquired



This step van was offered to the museum by the son of a retired SD&AE yard clerk who bought this 1956 Ford product from the railroad when he retired in 1968. The REA symbols and graphics were taken off, then the van spent the next 41 years up on blocks in a back yard in National City. **Frank Chaco** inspected it for PSRM and was able to get it started. A telephone and e-mail poll was taken of the PSRM Board members to see if we should cough up the \$500 asking price. Hell yes! Frank was able to get a friend of his to haul it out to Campo on a flat bed trailer. Frank jumped in, fired it up and drove it off the trailer. The old van is complete with all original equipment. If we can find some restorers this van is what we need to take exhibits to the San Diego County Fair and other local events to beat the drum for PSRM. The body work is minor and the thing runs!

L. Rose, photo

La Mesa Bag Wagon to be Repaired

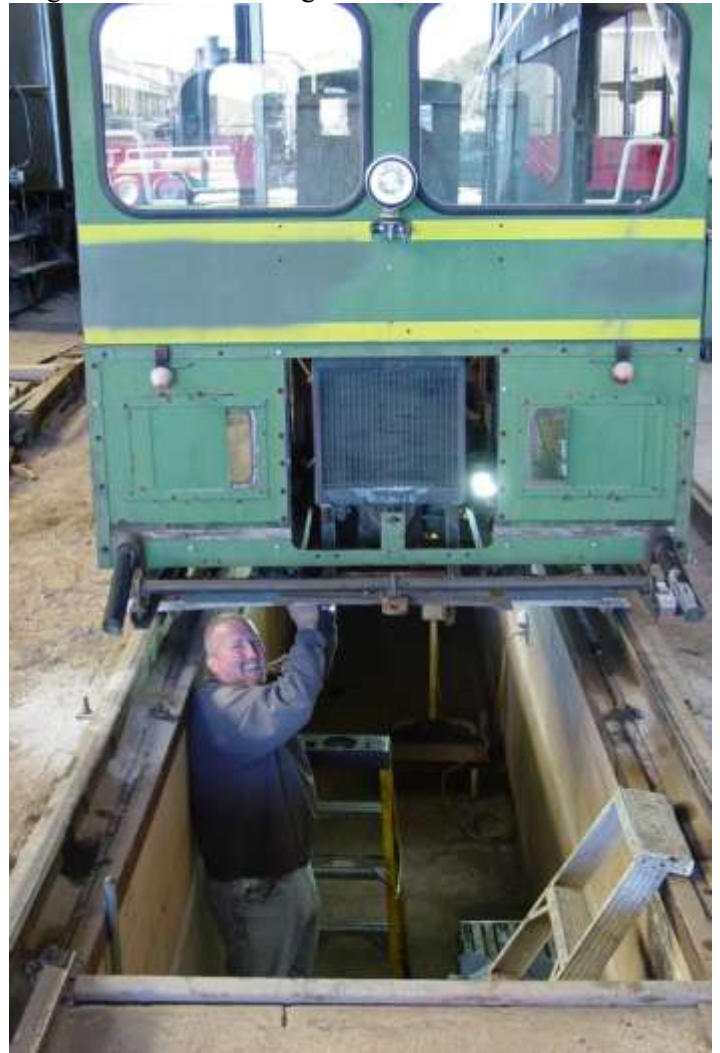


Ted Kornweibel and **Frank Stites** unload the baggage cart from the La Mesa depot to get a total rebuild in our Campo wood shop. Many oak boards with dry rot will be replaced.

L. Rose, photo

Motor Car Restoration News

Glenn Rogers and friend **Mike Filicicchia** have been coming down to Campo from their LA area digs during the week and working on our motor car collection. One project was to repair and paint the little 3,000 LB jib crane that is close to being finished. The other project was to try and get our green gang car fired up. The motor car had never been operated or any work done at all since it was donated a few years ago. Mike got the little Ford four banger motor running with a little tinkering.



Here is **Mike Filicicchia** working on the green gang car in our inspection pit. The pit is perfect for changing oil and filters on our motor car fleet. The car still needs new wiring and a paint job. When this gets done the car will be worthy of a number in our roster of mostly ex SDAE MOW motor cars and push trailers.

Larry Rose, photo

Glenn Rogers is ready for a new deck on the jib crane push car. The material to be used is the great maple hardwood donated by the Lane Stanton Vance Lumber Company. The wood has been cut to size and prime painted by **Larry Rose** and **Jack O'Lexey**. Glenn and Mike applied the custom mixed "Fairmont Railway Motors" orange. The push car frame prime painting is done and this project should wrap up in another couple of weeks.

Jib Crane Painted



Here is Glenn and Mike's jib crane project getting a final coat of orange paint. The trailer to mount this rig on lies just behind. These guys drive a very long way and stay through Tuesday, Wednesday and Thursday to work for PSRM. How lucky we are! L. Rose, photo

Campo Depot Gets New Roof



Jim Lundquist was also behind the roof replacement project on our old 1916 vintage depot. Jim rounded up the funds and hired a local roofing company to do the heavy lifting. This meant the roofing job was done in a few days instead of the six or seven weekends it would have taken if we had done it with our own thin stretched troops. The new roof has a fifty year guarantee and was put on over new plywood sheathing and rolls of 30# W.P. building paper. The roof edges got a metal edge drip strip all around. In it's entire life this little depot has never been in such good condition as it is now.

La Mesa PFE Reefer painted

Our most difficult paint job ever was completed just after the first of the year. What made this project so tough was the extensive lettering required for the UP-SP jointly oper-

ated Pacific Fruit Express refrigerator car. The lettering was taken off by **Larry Rose** who made extensive drawings of everything, including precise dimensions to locate all the text. Larry had careful plastic stencils made by a commercial sign outfit following his drawings. It took Larry weeks to get it all back on and painted in the right locations. This was the last of our three pieces of rolling stock at the La Mesa depot to get painted. Now the Davenport 0-6-0T steam engine, the PFE reefer and the SP caboose are all standing tall. Larry lettered them all.



Most people thought the faded car was yellow, not orange. A good sample of the original paint was found inside the doors where it had been protected for the last 40 years or more. The car was power washed with a steam cleaner and got four coats of high gloss orange paint. The ends, roof and trucks are gloss black.



Our La Mesa exhibit is seen by more people in a few days than will see our collection at Campo in a year. It's important that it looks it's best. Some of the library material that has been stored in the baggage room of the La Mesa depot has now been stored in our PFE reefer. Many thanks to PSRM's "Historian-in-Chief" **Bruce Semelsberger** for taking on that task and cataloging everything as he goes. The roll around scaffolding to do this job was purchased and donated by Larry and is now being used in the Campo depot to set the new ceiling boards. L. Rose, photo

Buy-a-Brick Program Status

By Jim Lundquist

I am pleased to report that fourteen more members have stepped forward to purchase bricks for the pathway after the first of the year. These wonderful supporters have each sent in \$100 to the cause: **Walt Lester, Deborah Elliott, Donald Brandon, Bob Cornett, Cathy Sommermeyer, Greg Faluszak, Dick Cochran, Billie Ringer, Daisy Welch, Larry Williams, Wayne Parsons, Eric Vonderhorst and Mike & Heidi Palmer.**

We have now raised \$4,000!!!! Thirty Five members have participated so far, some with multiple bricks! I am hoping that next month we can report even more bricks sold. Jump on board and be a part of the first order for bricks. The Buy-a-brick form will appear elsewhere in this issue of the Hot Scoop. Please send in your donation soon.

Old Car Club Rolls into Campo April 22.

The Horseless Carriage Club will roll into Campo for a special train ride and BBQ Thursday, April 22. All the info can be seen on our web site:

<http://sdrm.org/events/horseless/>

Put this date on your calendar! This will be a fun show!

SAN DIEGO COUNTY FAIR, 2010

June 11 through July 5th.

Our Museum has been invited to participate in the San Diego County Fair in Del Mar again this year. Last year we took our railbus and passed out information to fair goers inviting them to visit us. This year's display could be a couple of motorcars and maybe the hand pumper.

WE NEED YOU! We invite all members to volunteer to take a time slot during the fair (or more). Each volunteer will get free admission tickets for working about 4 ½ hours during the fair. It's fun saying hello to the fair visitors and talking up our great museum. If you can support this effort, contact **Jim Lundquist**, who is coordinating the event via email at Jim@psrm.org or via telephone at 619-417-7059. Jim prefers emails as the first choice. Jim will let you know the time slots available and place you in a time which works for you. Here's another way you can support your Museum without having to pick up a heavy piece of steel or a paint brush! We look forward to your participation. See you at the fair!

She's Baaaaack! Daisy Returns!

One of our traveling live-on members has returned to volunteer at PSRM. **Daisy Welch** rolled into Campo in early March with her classic silver Gulf Stream trailer. **Larry Rose** and **Jim Baker** helped get her trailer set up on Work Camper Hill. Daisy is a work-a-holic who must be doing something all the time. Within a few hours of arrival she was in the depot prime painting plywood paneling! It was like she never left.

Daisy joins **David and Alice Weaver** as live on work campers who keep an eye on our place. Alice has been helping in the gift shop and David has been helping everywhere. Alice cleaned the kitchen and crew lunch room many times and reminds us a lot of Daisy! Our work campers move on during the summer but while they are here they do great things for us. **Bill Armfield** started out as a work camper but now lives in a near by trailer park. He still stops by to volunteer nearly every day.



Here is Daisy working in the wood shop cutting out something on the small band saw. She is an ex high school wood shop teacher! Welcome back Daze!

New Hot Scoop Editor

The most difficult job to fill in PSRM has always been that of the newsletter editor. **Jose Ramirez** did a few issues and did a pretty good job but had trouble keeping up and was handicapped by not being able to get out to Campo often. The Board thanks Jose for his efforts. **Larry Rose** is the editor of this edition but he already has too many jobs at Campo. We are still looking for a more permanent editor. We need a frustrated journalist major or somebody that likes to write. The ideal editor is at the museum a lot and has a reliable computer and is able to take digital photos of the action out at "the ranch." If we can find a person who wants to be the Museum Reporter we might be able to go to a monthly schedule. Interested? Drop a note to Larry at: railrose@aol.com

Royalties from New Railroad Book To Benefit Museum Library

A unique railroad book, released in January, will help fund PSRM's library. *Railroads in the African American Experience: A Photographic Journey* takes readers on an illustrated tour of the black railroad experience from slavery to Amtrak. With almost 200 historic photographs—many never before published—author Dr. Ted Kornweibel, PSRM's Restoration Director, examines the significant contributions of African Americans to the building, maintenance, operation, and profitability of the American railway system. Ted will donate all royalties from books purchased by Museum members, plus all copies sold in the Museum gift shop, back to the library account.

The visual presentation of this rich history brings to life the hundreds of thousands of blacks who toiled for decades on America's great rail network. Each chapter of text focuses on a different occupation or railroading experience, some peculiar to blacks. Together, the evocative photographs and the complementary essays supply a comprehensive and powerful survey of the social, cultural, political, and economic influence of African Americans on railroads and of railroads on the black community. These stories of hardship and heroism, exploitation and endurance, anger and artistry illuminate a rich heritage and fascinating chapter in American history.

Railroads in the African American Experience is being published by Johns Hopkins University Press, list price \$40.00. It can be pre-ordered from the publisher at a 25% discount (\$30.00). To order, call 1-800-537-5487 or visit www.press.jhu.edu. Mention code NAF to receive the discount. It can also be pre-ordered from Amazon for an even bigger discount. Go to www.amazon.com. At "search," choose "books," type in "Kornweibel" and hit "go."

Let Ted know (kornweib@mail.sdsu.edu) if you have purchased a book, so he can keep a record of the royalties to be directed to the Museum library. And of course, he will be happy to autograph copies. (Editors note: This is a very scholarly and highly professional work. It needs to be in every rail fan's personal library!)

A Look Back:



Here is a rare picture of the Campo depot east end taken in 1948. The old box car is there but is painted Yellow like the depot. PSRM returned the boxcar to this location from the south side of the depot but it is now painted SDAE redish brown, it's original color when in service. It is the oldest boxcar in San Diego County. Note the skirt around the base hiding the trucks.

The stock pens were removed in late 70's when the SD&AE was operated by a shortline railroad company soon after the railroad was purchased by the San Diego Trolley parent. The stock pen area was replaced with a scrap metal pile for a few years. We have two SD&A coach bodies stored in this location now. The railroad has had many operators since this picture was taken. Right now only PSRM operates here. This photo was first published in the PSRM newsletter in 1979.

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