

HOT SCOOP



A publication dedicated to Pacific Southwest Railway Museum Association members
September-October 2010



The museum's 80-Ton GE centercab switcher, No. 7285 was lowered back onto its wheels on September 30, 2010. Extensive wheel and brake work was accomplished over the last several months and 7285 will return to service soon. *John Wright Photo*

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**Pacific Southwest Railway
Museum Association, Inc.**

Main Facility & Train Rides

Campo Depot
State Highway 94 &
Forrest Gate Road
Campo, California
(619) 478-9937 (*weekends*)
Lat: 32.612769 Lon: -116.472417

Business Office

La Mesa Depot
4695 Nebo Drive
La Mesa, California 91941
(619) 465-PSRM (465-7776)
(*weekdays*)

Open 9AM to 5PM
every Saturday and Sunday
except December 26 & 27
and January 2 & 3.
Tickets at the Campo Depot

Admission

Adults (13 and up) - \$15.00
Children (6-12) - \$5.00
Seniors (65+) - \$12.00
Children under 5 - Free
Cab Rides (Adults) - \$35.00

MUSEUM OFFICERS

President: Diana Hyatt
Vice-President: John Shannon
Treasurer: Ken Brown
Secretary: Sandy Schussler
Mechanical Director: Ron Hyatt
Facilities Director: Larry Rose
Museum Services Director:
Dr. Ted Kornweibel
Operations Director:
Greg Luiz

MUSEUM STAFF

Historian: Bruce Semelsberger
Membership: Larry Rose (Acting)
Steam Foreman: Jim Baker
Master Mechanic: Bill Palmer
Webmaster: Lew Wolfgang
Speaker's Bureau/Chief Trainman:
Bob Schussler
Media Coordinator:
Dick Pennick

From the Head End

President's Report

By Diana Hyatt

Plans are coming together in preparation for our busiest time of year at Campo. Soon we will begin operating our popular Pumpkin Trains; this time adding one additional weekend for a total of three weekends in October. The Display Building will be decorated in the spirit of Halloween with a pumpkin patch for the kids and the SD&A Carriso Gorge will again be transformed into a creepy, haunted car which isn't a big stretch of the imagination! North Pole trains follow quickly on the heels of Halloween, allowing us a mere three weekends to tear down and put away Halloween, then clean up and get ready for Christmas. We've added another two trains to our four weekend schedule for a total of 12 this year. We operated 10 North Pole trains in 2009 and 8 in 2008. These trains provide the museum with a significant source of revenue; last year they earned the museum over \$60K which allows us to carry on our mission as a living history museum and provides funding for maintenance and restoration of our facilities and equipment.

The staff at the La Mesa Depot was busy during the summer, keeping the Depot open every Wednesday night for the La Mesa Car Show. They will again be busy volunteering as museum ambassadors for the City of La Mesa's famous Oktoberfest and in December for La Mesa's Christmas in the Village. These volunteers continue to give of their time and talents, educating visitors and exposing them to our Campo location. I am grateful for their service; volunteers like **Duane Dubke, Dick Pennick, Sid Saltzstein, Ed Smith and Rita Micklish**. If you like talking to people and you need someone to listen to you talk about trains, this may be a great fit for you! Contact Dick Pennick for more information.

SAVE THE DATE – Saturday, April 16, 2011

Events in the works for 2011 include a possible inauguration ceremony for the RS&S #3 (the Jim Crow combine) and recognition of our postal heritage with the operation of our ATSF Railway Post Office car. On April 16, 1961 the Pacific Southwest Railway Museum went on record as a California non-profit corporation that exists for the benefit of the people of the State of California. So, 2011 will see a Golden Jubilee celebration. Luckily for us, April 16, 2011 lands on a Saturday and preparations are in progress. It promises to be a great time of renewal and reminiscence for all museum supporters. Also in the works for April, 2011 will be a collaborative fund raising event between PSRM, the San Diego Vintner's Association and the Chefs de Cuisine for an afternoon of food and wine; the cost will be \$25 per person or \$40 per couple. Please look for more details on how to get your tickets in upcoming Hot Scoops and on our website: www.psrn.org.

SOCIAL NETWORKING MADE EASY

We finally have a Facebook page for the museum! For those who already have a Facebook account, you know that it is an easy way to stay connected with friends and personal interests. You can find us under Pacific Southwest Railway Museum Official Page. It is very easy to sign up and use; you can share as much or as little about yourself as you like. Please share this page with your other Facebook friends so that we can build up a following. **John Wright** and **I** are the administrators, in case you're wondering from who the mysterious postings emanate.

RARE SD&A ARTIFACT ACQUIRED

Thanks to the efforts of **Dave DiGiorgio**, an incredibly rare dinnerware item was acquired from Ebay recently – a small SD&A bowl; the museum has no such article in its collection. The bowl is stamped Warwick (the manufacturer of earlier SD&A china in our artifacts collection) on the reverse with 1937 stamped below it; which led us to initially speculate its authenticity. Official dining car service on the SD&A lasted for only a few short years into the early 1920's. But, that does not mean the SD&A did not provide some type of onboard food service after that



to assume that some type of food service was still available to passengers through the 1930's and 1940's. Further, it is unknown whether the business car, Carriso Gorge had its own pattern of china or continued to utilize the SD&A pattern in the photo.

Dick Pennick has been busier than ever as the museum's Media Coordinator. A recent public appearance included representing the museum at an early morning inauguration of Highway 94 as a State Historic Route on Saturday, September 18th at Simpson's Nursery in Jamul. Dick couldn't be missed in the crowd, handsomely dressed in his SD&A conductor's uniform and adorned with a pillbox hat, one look at him and RAILROAD MUSEUM is written all over! Dick distributed museum brochures and networked with the crowd: local politicians and business owners along Highway 94. KUSI provided the media coverage and **Senator Denise Moreno-Ducheny**, **Supervisor Dianne Jacob** and the man who spearheaded the project to obtain historic registry for Highway 94, **Larry Johnson**, all favorably mentioned the railroad museum in their speeches. We are hopeful that the awareness of State Historic Route Highway 94 will continue to be promoted to our urban neighbors. The Highway 94 group is currently working with the Highway 80 group (also a State Historic Route) to plan weekends encouraging people to drive to the back country via one highway and return via the other, visiting local businesses and attractions along the way.

The Equipment Department has made significant headway lately. With the addition of new member **Rusty Hoar**, efficiency has increased by at least 33%. **Marc McCrae** was also seen on a Sunday working on the SD&A 250. Brake work has been completed on the following rolling stock which has been returned to service: coach car SD&A 252, coach car SD&A 253, baggage car SP 6700 and Santa Fe Café Observation Lounge car ATSF 1509. Work continues on SD&A 350 and a conductor's valve has been added. After this car is returned to service, time permitting, the Robert Peary will be next followed by the ATSF RPO. Our 80 ton center cab switcher, 7285 has been lowered onto its trucks (remember the wheels were re-profiled earlier this year?) and is expected back in service within several weeks. It will be great having two operational locomotives again. **Frank Chaco** has been appointed the position of Foreman of Support Equipment; congratulations Frank! All repairs, use of support equipment, etc. should be directed to Frank; in his absence such requests can be made to **Ron Hyatt** or **John Shannon**.

Frank Stites has been busy re-installing (and replacing some broken ones) the temporary windows in the 350 to prepare for our North Pole trains – thanks Frank! The Steam group held their monthly work session headed by **Jim Baker**. They are readying the boiler of the Coos Bay for an ultrasound examination; normally Jim submits a report to the Scoop so I'll leave the technical details to him. If you're



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Pacific Southwest Railway Museum Mission Statement:

The Pacific Southwest Railway Museum Association, inc. is dedicated to preserving the physical legacy and the experience of rail transportation.

Programs address the historical, social, economic and technical impact of railroading with particular emphasis on railroads of San Diego County and the larger systems with which they connected in the United States and Mexico.

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interested in getting involved with the Equipment Department, please contact **Dave DiGiorgio**, we'd love to have the help and we offer on the job training!

The library project has been progressing at a constant pace, the funding from the Hunsberger Foundation has been received in its entirety. In addition, long-time member Roy Pickering made a \$5,000 donation towards the Library. These funds have been used to insulate the roofs of the containers, the library trailer and the shade structure between the two. Solid core steel doors have been installed at one end of each container and a concrete pad will be poured between the trailer and containers with a concrete loading ramp. Thanks to the additional funding, the shade structure will be enclosed by **Brian Elmore** with a wall at the rear and a rolling door at the front. **Bruce Semelsberger, Bob Underhill, Reena Deutsch, Don Dodson and Dennis Newman** were seen lately moving and organizing library materials. Thank you to these individuals!

Don't forget to peruse our Help Wanted requests in other areas of this publication! At this time of year, we need volunteer help more than ever. Of course if you are unable to give of your time but are able to give from the heart, monetary donations work well too! Until next month, be blessed and be a blessing.

Board Briefs, September 24, 2010

By Diana Hyatt (filling in for Sandy Schussler)

In attendance were **D. Hyatt, R. Hyatt, Kornweibel, Luiz, Rose and Shannon**. **Dave DiGiorgio** was the only guest in attendance.

Financial: The report from the Audit Committee dated August 3, 2010 was reviewed and accepted. The board requested the President meet with the Chair to answer questions presented in the report.

The Buy-A-Brick program has yielded \$7,000 in sales to date. Rose requested that the museum purchase the first batch of engraved bricks and hire a contractor to complete the concrete edges (shiners) that hold in the bricks for a total expenditure of \$4,150. The board approved this expenditure.

Letters will be mailed early next week to all who donated money towards the acquisition and moving costs of the 115 ton crane in Bremerton, WA. If you do not receive a letter, please contact **Diana Hyatt**.

Staff positions: **Jim Lundquist** resigned from the position of Community Outreach Coordinator and **Frank Chaco** has been designated as **Foreman of Support Equipment**. An organization chart was presented to the board to identify areas of responsibility as well as areas of need. This organization chart will be utilized

as one of several documents required to be submitted with most grant applications. The Organization Chart will be posted soon on the museum's website and at both of the museum's physical locations.

Board election: Six nomination forms were submitted to fill four board positions up for election this year. The ballots will be printed and mailed soon.

Small artifact acquisition: A very rare San Diego & Arizona china bowl was located for sale by **Dave DiGiorgio**. The museum has no similar item in its artifact collection. The board approved the purchase of this bowl for \$901. Any donations towards this item will be greatly appreciated.

Department reports: **D. Hyatt** reported on a collaborative fund raising effort with the Chefs de Cuisine and the San Diego Vintner's Association which will take place on Saturday, April 3, 2010 in the Display Building. This will be a late afternoon event of wine and food. PSRM has agreed to collaborate with the Historic Route Highway 80 business group and will host the registration of their event on Saturday morning October 16, 2010. **R. Hyatt** reported that the air brakes have been completed on all rolling stock except the 350 and the Peary. The 7285 will be lowered onto its trucks next week and placed back into service very soon. **Kornweibel** would like to present a revised Roster Classification list to the board for their review and consideration at the October meeting. **Luiz** reported on a department meeting held Thursday, September 23, 2010; 15 members were in attendance. Various issues were discussed including improved promotion methods and improved utilization/interpretation of the Railbus. **D. Pennick, D. DiGiorgio and D. Hyatt** are now the committee to determine next year's Operations calendar.

Restoration Activities

Reported By Frank Stites

September 4: Today's Restoration crew comprised **Bob Gerdes, Frank Stites, and Ted Kornweibel**. Ted continued the screw-sorting work he had begun last Saturday, and then he and Catherine left about noon. Bob and Frank spent the day sanding and painting picnic tables outside the depot. There are seven tables and we finished sanding three and painting two. While Bob continued working on table #2, I took time out from sanding #3 to give a VIP tour to the mother-son duo who had been so generous in giving us one thousand dollars. It was hot there outside the depot, but we kept hydrated and tried to stay in the shade. When Bob and I left a little after 3 the temp was 106.

September 18: I was the Restoration representative on Saturday and spent the better part of the day "restoring"

another picnic table alongside the depot. For a while in the morning, before I started “restoring,” I sanded parts of the door frame and threshold for the south-facing door to the Gift Shop. It had become virtually impossible either to close or open the door for who knows what reasons--maybe the earthquake. Temp was in the 90s most of the day, and I assume that you’ve read about our fine lunch. There are still picnic tables to be sanded and painted. Anyone in the mood to lend a hand will be welcome. What’s the old line about many hands making light work?

September 22: **Bob Gerdes** and I spent this fine seventy-degree day at Campo installing plexi-glass windows in #350. We managed to get 13 of 19 installed. Having the car right next to the wood shop was a big help. **Don Getz** was there when we got there a little before 9; he was using heavy equipment to fill the hole in the parking area with the sand that had been piled along the fence. Don left at noon just as Bob and I were heading to the Community Center for a lunch of cold turkey, potato salad, carrot salad, spinach salad with cucumbers and tomatoes, a roll, and a helping of apple crisp for dessert. We left at 3.

September 25: IT was HOT at Campo. I was the Restoration person and spent the day working with **Jim Lundquist, Frank Denison, and Brian Elmore** removing old tile from the depot floor and beginning to install the fir paneling that **Lane, Stanton, & Vance** had donated--made from the old bleachers at Grossmont High School.

We were pleasantly surprised by a brief visit from **Harold Whalen**, his wife **Evelyn**, and son **Tom**.

Campo Depot News

By Jim Lundquist

Thanks to the hardworking volunteer efforts of **Frank Denison, Frank Stites, Brian Elmore and Jim Lundquist**, significant progress was made on the Campo Depot this past month. The ceiling was completed—filled, sanded, wiped clean and primer painted. We were also able to reset two electrical plugs. The door frame between the waiting room and the storage room was rebuilt and the old door was rehung. Finally, one wall of the tongue and groove siding was installed. The wallboards have been waiting at Campo for a while and we are finally ready for them. The goal is to get the walls up prior to the North Pole Limited trains so we can use the room for our popular trains. Note I said up, but not necessarily finished. We’ll see what next month brings us.

Starting very soon will be the set up and pouring of the edges for the new brick walkway from the depot to the rest room. Again, the goal is to have the walkway—

which will feature the Buy-A-Brick customized bricks, the sale of which raised the funds to construct the walkway—finished by the time the NPL trains run.

See you at Campo.

Help Wanted!

The Museum’s 50th anniversary is rapidly approaching and we want to make this milestone a special occasion. Volunteers are needed to help plan and execute our celebration. Please help make this a memorable anniversary.

A volunteer is needed to assist with managing the on-line reservations for our trains and the various special events. This person should be computer literate.

We are also in need of a Membership Director. This position is currently being handled on an acting basis by **Larry Rose**, our Facilities Director.

Anyone wishing to help out in these areas can send an e-mail to the editor at hotscoop@psrm.org and the information will be forwarded to the proper individual.

We REALLY could use some help in the gift shop and we were wondering if you know of anybody (spouse, adult offspring or a friend) who would like to work retail in the Campo Depot one or two days a month. If so, please pass this information along to him or her.

Gift Shop operator duties entail a 8 hour shift, with time off for lunch. It’s easy work - you can sit most of the time if you want. Interested persons must have a pleasant personality and enjoy meeting the public. Some talking on the radio to the train crew is required as is some stocking of shelves. The rest rooms and general area must be checked for cleanliness once or twice a shift. All training will be provided. Experience with a PC (computer) is essential. Retail sales experience is a definite plus, but not necessary.

If interested, please send an e-mail to giftshop@psrm.org or directly to (KenBrownPL2@cox.net).

New Hire Class

We have scheduled a “New Hire Class” for the Operations Department to receive your training for “Rules and Safety” All interested parties should contact **Dave DiGiorgio** at run8@cox.net to be included in the class and receive details. If you don’t do e-mail, please call him at 619-889-2452. The class has been scheduled for October 23, 2010 starting at 9 AM at the San Diego Model Railroad Museum library. Access information will be furnished when you RSVP. Anyone interested in starting in Operations at Campo should try to make this class. Please RSVP as soon as possible so we can have enough training material for everyone.

Pumpkin Express Trains to Begin Oct. 16th

Mark your calendars now for the much-anticipated annual **Pumpkin Express**, running this year for **THREE FULL WEEKENDS** beginning Saturday, Oct. 16th through Sunday, Oct. 31st. Ride a vintage museum train from Campo Depot to the Pumpkin Patch, pick out your favorite pumpkin and decorate it right on site or take it home. Kids (2-5), \$5; (6-12), \$10; adults, \$15, adult members free, kids \$5. You don't want to miss this traditional event ushering in the fall season. Trains depart 11 a.m. and 2:30 p.m. each day. Free parking, gift shop, playground. Reservations: www.psrn.org. (D. Pennick)

Library Update 9/12/2010

By Bruce Semelsberger

Well, it's hard to believe but summer is almost gone. However, the effort to resurrect the library goes on! During the last two work days, while waiting for the funding to continue the construction project, much was accomplished by our volunteers. We have continued to search for buried treasure in the stacks of boxes, and I believe we have now accounted for all of the office materials, repair and restoration materials and equipment including a photo enlarger, document magnifier, microfilm reader, VHS and Betamax recorders and the stereo system. Some of this stuff still needs to be checked out before we attempt to operate it. I'm not sure yet if we actually have any Betamax tapes, but we are prepared!

The office has been organized, and the reference works are now all on shelves except for the Official Railway Guides. The file cabinets containing maps and paper ephemera are installed in the research area and about half of the files have been checked after all of the jostling received during the several moves. Many files were jolted from their proper locations and wound up at the bottom of the cabinets instead of in drawers, so this is a slow process as each of the hundreds of files must be checked. The good news is that this work is all inside our climate controlled office. Speaking of climate, our new foam insulation and reflective coating on the containers and roofs is doing an amazing job! Everyone who has been present when we open one of the containers is surprised at how cool they are inside even on a hot Campo day.

Also found during the search were all of the cookware and supplies from the many hot dog roasts we did in La Mesa to raise funds for the library. Most of this was still good and has been donated to the kitchen for use in our volunteer lunch program. Some of the plastic containers were utilized by **Reena** for storing small stuff in our supply cabinet. All of the file cabinets are now in use either in the office or in container one

and everything is accessible! We can use about three more regular sized metal file cabinets to replace the old wooden ones which will become part of the railroad office display contemplated for the renovated depot. The idea there is to recreate as nearly as possible a typical depot office from an earlier era using the semaphore and telegraph equipment we already have. The display will be protected from dust and the adoring public by a plexiglass partition.

This last weekend, **Reena**, **Bob Underhill** and yours truly spent the morning rounding up that portion of the SD&A records already sorted into small archival boxes along with engineering records and shelving them in container one. We also re-stacked all of the maps in two of the containers. All of this had to be done with flashlights and a lantern donated by Bob, as none of the lighting is installed yet! Then we all went down to the FGEX reefer in the Display Building and loaded up a cart with the caboose seats and parts which had been stored there. After a great hamburger lunch, Reena continued work on the paper files while Bob and I worked for Museum Services. After considerable effort and some loss of skin on my part, we managed to pry open the door on the ATSF box car in the lower yard/wasp farm and store the caboose parts we loaded up that morning. The FGEX reefer will now be used to store our small artifacts lab after some additional shelving is installed. The lab must be moved from its old location so that the space can be used as an air brake shop, something we have needed for a long time. It is expected that the operations folks will assist in the move to expedite getting the space.

Now for the latest good news! The second installment of our funding from the Hunsberger Foundation was mailed last week and should now be in hand. We also have received the unexpected gift of an additional \$5,000 from our former library chief **Roy Pickering!** Thank you, Roy! This should cover any shortfalls from the original estimates that we incurred while increasing the scope of the project to include the enclosed courtyard. We can now put Brian back to work and order the lighting, so the end of the construction phase is now in sight. Next, we will need to get the lights installed, the computers checked out and new software and archival supplies ordered. Once the courtyard deck is completed, we will have an area where we can sort out the material in #4 and begin to assemble the steel shelving. With the additional funding, I can also get another bookshelf for the reference office to hold the railway guides reprints.

All we need now is for a few more volunteers to get involved! Reena will be busy promoting her new book on the SD&A due out in January, so we badly need more help. The next library work date is 10/23, unless someone else steps up to lead the effort while I am on vacation in the first half of October.

Dear Pacific Southwest Railway Museum Association,

Last year, I began working with the Museum Services Department to negotiate an arrangement for having access to the museum's extensive archive of original documents, photographs, and other images while writing a pictorial history book about the San Diego and Arizona (Eastern) Railway. The museum's Board of Directors approved my request. Throughout this past year, I worked mostly with **Bruce Semelsberger**, the museum's Historian and Librarian, to identify and scan photographs for possible inclusion in my upcoming book.

Now that my manuscript is complete and has been submitted to the publisher for an early 2011 publication, I want the museum to know how very grateful I am for allowing me access to and permission for use of the very special, priceless collection of documents and images, some of them over 100 years old. I also want to highlight the invaluable assistance and cooperation I received from Bruce.

Each and every time I scanned what ended up being literally hundreds of photographs and images in preparation for the book, Bruce Semelsberger was present with me, providing supplemental information, answering my numerous and unending barrage of questions, and overall being incredibly supportive. When he discovered something that might be of interest, he showed and explained it to me. He was extremely generous with his time and knowledge. Over a period of eight months, he made at least 20 trips to La Mesa Depot and stayed with me for at least 3 hours after each full day's work and all day on a weekend day as I scanned.

The museum should be proud and honored to have such a hard-working, competent member and volunteer like **Bruce Semelsberger** who is dedicated to the preservation of and education about railroading in the southwest region to the extent that he would give so much of himself and his time. **Bruce Semelsberger** is truly to be treasured. I will be glad when a portion of the sales revenue from the book will be going to PSRMA in support of its mission.

Thank you very much.

Gratefully,
Reena Deutsch, Ph.D.
Author, *Images of Rail: San Diego & Arizona Railway, The Impossible Railroad*
www.ImpossibleRailroad.com

Correction:

The *Hot Scoop* wishes to apologize to **Raymon Layton** for the inadvertent misspelling of his name in the Buy-A-Brick article in the July-August issue.

The following guest letter was received on August 28th, 2010:

Dave,

Thank you so much. We had a wonderful time riding the train. My sister-in-law was able to board the train with the lift. She was able to relax and enjoy the view. The ride was a birthday present to my brother; and he enjoyed himself very much. My 2 daughters, son, and my niece took cab rides, and really enjoyed themselves. They got a real thrill out of blowing the horn. My oldest daughter is a real train fan. She is mildly autistic, and talking about trains really brings her out of her shell. She talked about it all the way back to Yuma. Please tell everyone how much we enjoyed the ride and hospitality.

Sincerely,
Gary

What is it?



A bobcat on a hunting expedition crosses the tracks west of Campo Depot as Frank Chaco works with the backhoe in the background.
Frank Denison Photo

PSRM Now on Facebook

The museum is now on Facebook! Come and take a look at our page and click on the "Like" button.



Recipients of the electronic version of the *Hot Scoop* may click on the above graphic to go directly to the page. Others may enter the following address in their computer's web browser:

<http://www.facebook.com/pages/Campo-CA/Pacific-Southwest-Railway-Museum-Association-Inc/135968553113931>

National Model Railroad Association Convention Tours PSRM

By Bruce Deck

On September 16 the museum hosted a tour from the Pacific Southwest Region convention of the National Model Railroad Association (NMRA). The 16 tour members (and the bus driver) were from Arizona, Nevada and LA/Cajon. Originally set to be a charter on the 1509, with a scheduled school train day, we had the fortune of the trip, and train, to ourselves. Conductor Dick Pennick, Engineer Don Getz and Brakeman Rob Stebbins manned the train. Alex Fiori served as Station Master and by good fortune Bob Schussler happen to be at Campo.

I was the organizer of the tours for NMRA and provided lunch. Mr. Pennick provided an extended history orientation and talk before we left and abundant information on the trip to Division. On the way back the crew arranged for 5 stops and run-bys for photo shoots. Dick, Don and Rob also shuttled wanting visitors up to the cab for short cab rides which was beyond the trips advertised expectations.

Upon returning to Campo we had Subway at the depot, and then toured the display building and environs with Mr. Schussler giving a comprehensive talk at the start. The visitors were very impressed with the restoration work the museum has accomplished and the scope and variety of work in progress or planned. I believe all thought this one of the best tours they had gone on and many favorable comments surfaced at the convention. I am sure that in four years when the convention rotates back, our museum will be one of the prime tour events.

Steam Whistling September 2010

By Jim Baker

In September, we continued to make slow, but steady progress on Coos Bay #11. On Friday, the 10th, our crew consisted of **Larry Owen**, **Dick Pennick**, **Rich Paulus** and **Jim Baker**. The locomotive had been moved into the shop by the previous weekend's crew, so we didn't have to take time to warm up the GP to do this.

Using a new "magic formula" for penetrating oil supplied earlier by member **Dick Cochran**, of New Mexico, Larry applied this oil to all the currently frozen wash out plugs on the locomotive. Dick got this formula from a Corvair restorers club, and is a simple 50:50 mixture of transmission fluid and acetone. The Corvair people had tested its effectiveness against several commercially available products, and found it to work the best, and also be the cheapest. We were unable to free up any of the wash out plugs that day, but maybe after a month of soaking, we will find out for sure how good this stuff is in October.

A few months ago, the square head on one washout plug broke off when we were trying to remove it. That made it necessary to drill it out. This plug is about 2" in diameter, and the drilling is quite tedious. Rich continued to do this work, after he finished supervising the Freedom Ranch guys cleaning our cars. He can't get too heavy handed with the drill, because we don't want to damage the threads on the boiler.

Dick and Jim started drawing the one foot by one foot grid on the boiler for the ultrasound measurements. We completed the right side, top to bottom of the two boiler courses done.



On Saturday, the 11th, we had to get along without **Rich Paulus**, because we were short a couple of crew members for our evening trains, and he had to fill in. But in addition to Jim, we had **Mike Lucek** and new volunteer, **Rusty Hoar**. Rusty is an experienced welder, and is quite handy with a cutting torch. Rusty and Mike worked on removing more of the boiler tube stubs from the front tube sheet. Rusty cut slots in the tubes with the torch, which also softened the tube. Then Mike was able to collapse the tube with an air chisel, and remove it. Rusty also showed Mike how to properly use the torch to do this job. It took a while to get the technique perfected, but they did get 20 tube stubs removed. Adding those to the six that



got removed last month, we only have 134 more to go!

Our regular Friday/Saturday work weekend for the next three months will be Oct. 8/9, and Nov. 12/13. (Second Friday and the next day). We'll be laying off Steam work in December so that all hands can help out with the North Pole Ltd. trains.

In October, we'll continue doing what we did in September, plus we need to fabricate a plywood cover for the front end to keep out any rain we may get in the coming "rainy season."

For further information or questions about our Steam work, 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.

Gangs at Train Stations

By Jack O'Lexey

That's right; we have increasing numbers of gangs hanging out around train stations and they appear to be armed, but not dangerous. I have seen them at several stations. Most recently I observed a gang at Carlsbad Poinsettia Station.



They seemed to be having fun and not causing any trouble, but then there were not many people in the station, except for one Coaster rider rumored going to the Padre game.

An interesting side note: Some adults have been encouraging the gang to form up at given trains stations year round. They often rotate around to different stations and are beginning to filter into our museum.

The gang members have names like **Trainkids**, **ocrailfan**, **AmtrakGenesis93**, **Trainman4446**, **extremepadrefan** and **Andross51**. Others are **Trainfart**, **SDNR3001**, **CPELVIRA** and **Locomotive450**.

These kids are armed with video cameras, tripods and scanners. They make up a photo line so everyone has a clear shot, sometimes strung out along the platform and, more often than not, once they start shooting some will squat down. The scanners are attached to the side of their video cameras for various sound effects. Once, when I was watching a video taken at the Old Town Station, I heard the same sound I have heard on our radios at Campo for lowering the gates at HWY 94. It was a departing Coaster dropping the gates.

Most of the gang member's parents come to watch and listen. Andross51 will keep up a constant chatter before, during, and after, yelling his excitement like "Bring it on Amtrak" and "There it goes to San Diego." The kids all wave to the engineers as the trains pass and the engineers respond with a blast from their horns. Andross51 says he is an older rail-fan than most. But if you look on YouTube you will find many older than him. I did not remind him I am on YouTube as 2353Engineer. I started my YouTube account to share my videos from Brazil and Poland in 2007.

Over Memorial Day weekend, I had 5 of the kids come to do cab rides after I had suggested one of them, SDNR3001, come to Campo. He brought 2 friends, one of whom I met when he was 5-6 years old. Trainman4446 wanted to follow me around when I was conductor, and came back a few years later to do the same thing. I had him punch all the tickets and he was surprised when I saw him and said "Hi Justin". Somehow his name popped in to my head.

On the afore mentioned weekend, Trainkids, along with his dad Sean, arrived at the Museum and after talking, joined on the spot so he could get a motorcar ride (must be a Museum Member to do that) while his son did a cab ride. Sean and his son Patrick have come back 3 times and plan another and we have even carpooled to Campo. Trainkids appears in the foreground of one of four videos I shot at Poinsettia Station. Rather than shoot trains I shot the kids I refer to as videographers.

The kids can see when each train is due as there is a Coaster schedule posted in the station. Sometimes they go at night and I have seen some great night shots. Sean told me he once observed someone sitting at Fullerton with a laptop and could see the movement of trains. The person predicted a freight would pass that location in 12 minutes. He said sure enough right on time.

I rode up with Sean and Patrick McColgan (Trainkids.) Patrick told me the name Trainkids was meant for both of them to use the account, but so far he's posted 400 videos and Sean doesn't use the account. They traveled to Arizona this summer and stayed at a motel

right across from the main line. Sean said Patrick lived outside while he was inside.

While I was at Poinsettia Station instead of Campo, because of a fire, I talked to 3 of the kid's parents about coming out to Campo to get a cab ride and join the Museum and two of the dads indicated they might just do that.

On Memorial Day weekend this year I had two cab riders Bruce Deck brought to Campo and, as it turns out, both were members. One I had suggested come to Campo 6 months earlier, who told me he had been to Campo, is CPELVIRA and his friend Locomotive 450—who has already posted several videos for the Museum beginning with the start up of 3873.

CPELVIRA and Trainkids have both done videos of our motorcar run to Division and back.

I will continue trying to get fathers to bring their kids to Campo for cab rides and, more importantly, joining the Museum. We got 2353 from a Railway society in El Centro because they were all seniors and had no one to carry on. Most of our members are middle aged. We have just a hand full of young people, notably the Hyatt kids and Alex Fiori, who is joining the Marines next year.

Locomotive450 and CPELVIRA say they want to become Engineers. I have suggested they become qualified Brakeman to get their foot in the door. Locomotive450 has expressed an interest in studying our GCOR rules book and taking his tests. Motorcar and Brakeman will be his first steps when he turns 18.

The latest project Locomotive450 will be working on with Dick Pennick is making a video to show young people how much fun they can have volunteering at the Museum.

Locomotive450 and CPELVIRA have also worked in the kitchen, in the display building, operated the cart shuttle, moved plywood from a truck into the Depot and helped on the North Pole Limited last year. CPELVIRA told me the first time I suggested he come to Campo he was helping Ron Hyatt in Mechanical.

I asked a few of the videographers for other names and know of about 20 more that work the stations between San Diego and LA.

I hope those who read this article will check out these kids' videos on Youtube.com. Some of them do a great job adding titles, captions and most thank you for watching at the end of each video. Locomotive 450 has his own website and company for his videos and has posted 152 videos to date.

Fire Danger Still High

A reminder that, despite the recent cool weather, the fire danger in the Campo area remains high. The following photograph shows smoke from a fire burning in Mexico that eventually crossed the border into the US.



7285 Update

By Dave DiGiorgio

On September 30, 2010, a crew from Whillock Contracting, Inc. lowered the museum's 80-Ton GE centercab switcher, No. 7285 back onto its trucks. The trucks had been removed to turn the wheels and completely rebuild the brake gear.

On Saturday, October 2nd, 7285 was moved into the shop and the following work was performed: All sixteen new composition brake shoes were installed, three of four sander lines connected (one needs replacing), all sixteen traction motor leads connected and wrapped, all the air lines re-connected and the locomotive tested.

The new brake shoes are SILENT! They are also very expensive and difficult to install. All that remains to be done is adjust the brakes, check all the air lines for leaks, install the pilots and perform a detailed inspection.

The work was performed by **Jim Baker, Alex Fiori, Rusty Hoar, Ron Hyatt and Dave DiGiorgio.**

Ops Volunteers, September 2010

Submitted by Ken Brown

The following people volunteered in Operations during September:

Jim Baker, Robin Becker, Darrel Bivans, Bruce Deck, Mike Edwards, Don Getz, Randy Houk, Cary Hyatt, Diana Hyatt, Jack O'Lexey, Rich Paulus, Dick Pennick, Don Pope, Glen Rogers, Rob Stebbins, and John Wright.

Holiday Help Needed!

By Diana Hyatt

If you have been waiting for some good CLEAN fun volunteering your time at **YOUR** railroad museum, NOW is your opportunity! We are accepting volunteers in all positions for the following, upcoming, special events:

PUMPKIN TRAINS:

Saturdays, October 16th, 23rd and 30th

Sundays, October 17th, 24th and 31st (Halloween!)

Duties: Supervising the Pumpkin Patch, scaring visitors in the haunted train, supervising pumpkin decorating, interpreting the museum and displays for our visitors, general assistance with various aspects of the event.

NORTH POLE TRAINS:

Fridays, November 26th, December 3rd, 10th and 17th

Saturdays, November 27th, December 4th, 11th and 18th

Duties: If you love acting, singing or helping people, this job is for you! Including dressing up as elves, Santa, Mrs. Claus or even a lovable, aloof hobo! If you don't like being in the public eye, there are behind-the-scene positions available also:

- 1) Before the event on November weekends: November 6th, 14th and 21st
We need help decorating the passenger cars, the Campo Depot, setting up the North Pole, setting up the hobo camp and preparing the parking areas with grading and striping. There are also some **do-at-home tasks** such as stringing bells, counting cups and lids, repairing damaged elf costumes, making changes to the songbooks, etc.
- 2) During the days of the event, there are many tasks including:
 - Cleaning the train (before and after each event)
 - Onboard set up,
 - Cooking lunch and dinner for our member volunteers
 - Kitchen clean up;
 - Bagging and counting cookies;
 - Boiling gallons of water and mixing hot cocoa,
 - Loading the train with all the paraphernalia for the night
 - Unloading the train after each trip
 - Miscellaneous tasks: washing/sanitizing beverage containers, mopping up spills, etc.
 - Parking and traffic control at the Depot
 - North Pole setup and tear down
 - Drive Santa and Mrs. Claus to the North Pole

Even if you've already told me you would like to help, PLEASE send me an e-mail at ronhyatt@aol.com or leave me a message at 619-390-9045 so that I can schedule you around your availability.

Our beautiful new public restroom at the Campo Depot is open, and we are proud of how it looks.

Our initial estimate of the costs and time involved were a little low, and the County grant did not cover all the costs. \$30,000 came from our general account, and, they need to be replenished to allow us to keep the lights on. We need to install a brick sidewalk connecting the restroom to the depot. We are proud to offer you an opportunity to assist us in completing the last of this project while acknowledging your involvement. For only \$100, we will install a new brick on the path to the restroom with your name or the name of a loved one engraved into the brick. Using the latest technology, your name will be lasered into the brick, which will last the lifetime of the sidewalk. Please consider donating a brick in your name, or the name of someone you admire.

Making your donation is easy. Simply fill out the form below, and send in with your check payable to PSRM. Your donation will be recognized in the HotScoop, in a letter receipt, and, of course, on the brick itself. We all thank you for your contributions towards this very important project. We encourage you to consider a recurring donation, each month, by either sending in a new form each month or keeping the same engraving and having your credit card debited each month.

THANK YOU FOR YOUR SUPPORT.

Brick Order Form

One order form per brick, check the box next to your selection

Family and Friends

☐ 4" x 8" Brick - Minimum Donation \$100.00 each — 1-3 lines of inscription, 20 characters per line

Engraving Information

Each line has a maximum of 20 characters per line (this includes spaces & punctuation) Please print clearly, use capital or lower case letters as you wish and make sure your engraving information is spelled correctly. All inscriptions will be centered.

1																			
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Or

Mail this form along with your check or money order to:

PSRM, Brick Fundraiser, 4695 Nebo Dr, La Mesa, CA 91941-5259.

PSRM is a 501(C)(3) California Non Profit Corporation.

