HOT SCOOP

A publication dedicated to Pacific Southwest Railway Museum Association members
November-December 2010



The engineer is on the throttle as SP 2353 leaves for its run as the Haunted Train. *John Wright Photo*

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Pacific Southwest Railway Museum Association, Inc.
www.psrm.org

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Pacific Southwest Railway Museum
Campo Depot
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Campo, California
(619) 478-9937
Lat: 32.612769 Lon: -116.472417
Open weekends 9 AM to 5 PM

La Mesa Depot Museum & Business Office
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La Mesa, California 91941
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Open Saturdays 1 PM to 4 PM
and at other times by appointment

Meetings of the PSRMA Board of Directors are held on the 4th Friday of the month at 7 PM, Trinity Church, 3902 Kenwood Drive, Spring Valley, CA, 91977

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Museum Services Director:
Dr. Ted Kornweibel
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Bob Schussler
Media Coordinator:
Dick Pennick

Board Briefs November 2010

Submitted By Sandy Schussler

Pacific Southwest Railway Museum Association, Inc. Board of Directors meeting was held November 19, 2010 at Trinity Church, 3902 Kenwood Drive. Spring Valley, CA. Members present were **Ken Brown**, **Diana Hyatt**, **Ron Hyatt, Ted Kornweibel, Larry Rose, Sandy Schussler, John Shannon. Greg Luiz** was out of town. Guests present were **John** and **Heather** Wright. Brown submitted the Financial Reports for October 2010 and the 3rd Quarter Income Statement electronically. The Board has reviewed and accepted the submissions pending audit.

On Wednesday, November 17, D. Hyatt, **Wally Barber, Don Getz,** and **Rich Paulus** inspected, measured and marked track variances between Campo Depot and Division. They determined, while the ROW needed maintenance, any variances were within Class 2 operations. A work crew, with **Lundquist** as Gang Boss, would commence work on the ROW on Saturday with the expectation that the installation of gauge rods and tie plugs would be completed by the end of the day. The Board approved expenditures for necessary MOW work that will include short term (2 weeks) and longer term (the next 3 months) material purchase and repairs. The short term repairs required the immediate purchase of TBD gauge rods, TBD tie plugs, etc. in the amount of $1,750. The long term repairs include the purchase of 350 ties plus jewelry at the price of $10,000-14,000.

D. Hyatt is dealing with the Vintners Association planning an event for April , and working on security. She is getting reorganized after the Pumpkin Trains and moving forward with the North Pole Express.

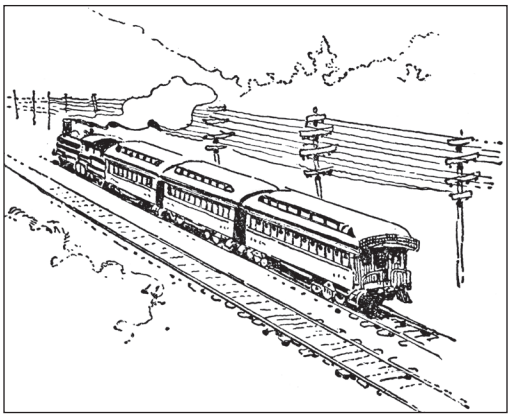
The Board reviewed and approved a proposal to install the toilet trailer outside the Display Building. Brian Elmore has provided a quote for the installation and rehabilitation of the toilet trailer at a cost of $9,900. We have a commitment of $4,000 from a museum member towards this project for this year and a potential commitment for the remainder sometime early next year.

The 252 is operational and is scheduled for a coat of APOC on the roof. The 350 is operational and up to code even though it still needs some cosmetic work. The 1509 underwent repairs and is ready to go. The 7285 is back in service and made its first run last week. There have been several major repairs made on these pieces of rolling stock so essential to operations. Some money from the Steam Fund in the amount of $2,000 will be used to copy and digitize original documentation and schematics of the Coos Bay and provide working copies to protect the originals.

With more rain on the way, we can evaluate the work thus far done to redirect the runoff that has caused past flooding. The main ditch is approaching the natural stream where it belongs. Kornweibel has met a heavy equipment operator who might be a useful resource for the project.

A rules class was held last week and 9 people passed their tests on site. One participant had to leave but passed his test over the weekend. A new Engineers class has been scheduled for the first week in December. Only 3-4 people can be given the Engineers Class at a time. The need to post when an Engineer Class is scheduled and the process by which the candidates are chosen is evident. The process and criteria should be published.

The next Scheduled Meeting will be January 28, 2011 with agenda items due January 26, 2011.



Campo Depot Rehabilitation Report

By Jim Lundquist

We are very pleased to see our old friend **Bill Armfield** return from Colorado this Fall and get back to volunteering at Campo for us. Bill's not a workamper this year – that is – not living on site, but another hard working volunteer member doing great things with the rest of the troops.

As of noontime Thursday, November 4th, 100% of the tongue and groove siding was installed inside the waiting room of the Campo Depot. Boy – does it look great. This has been a multi-week project.

The big push is on to get this room open to be public for the evening North Pole Limited trains to allow our visitors to get out of the rain and cold nights.

Next up will be the caulking of the ceiling, which is already half completed last weekend and should be completed by the time you read this. The goal is to paint the ceiling on Veterans' Day, November 11th. Once completed, we hope to install the lights inside. If we went no further than this, the room could be used for the evening trains.

However, the push forward continues, with the goal of having the complete room done by Thanksgiving. We still have the trim around the doors and windows to install, plus the electrical outlets, the chair rail, then we can stain the walls. After this work, **Jack O'Lexey** has pledged to donate the tiles for the floors – THANK YOU Jack. **Brian Elmore** has agreed to install the tiles once we are ready! Hopefully, we can find funding to install an inside staircase with this job.

This period's hard working volunteers were **Jack O'Lexey, Jim Lundquist, Frank Stites, Frank Denison, Bill Armfield** and **Marie Denison.**

With all this work done, this job then wraps up. There will be other items which will come along as funds and time allow, like a ticket counter, benches, display cases, posters on the wall, etc. But, for now, we can see the end in sight!

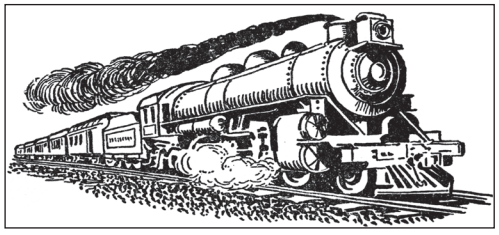


Marie Denison at work caulking the depot ceiling. *Frank Denison Photo*



Completed tongue-and-groove paneling installed and finished. *John Wright Photo*

Our apologies go out to **Raymon E. Lawton** for twice misspelling his name in the Buy-a-Brick articles. Despite our best intentions, we simply didn't get it right. Thank you Raymon, and all our supporters, for your donations to the Buy-a-Brick fund raiser.



HOT SCOOP

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The opinions expressed in the Hot Scoop are those of the individual writer and do not necessarily reflect the opinionof the Pacific Southwest Railway Museum Association, Inc.

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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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New Concrete Driveway Installed

By Jim Lundquist

Thanks to cash donations by **Jim Lundquist** and **Brian Elmore** and volunteer time donations by Brian Elmore and his brother **Kim Elmore**, the back entrance onto Sheridan Road has now a new concrete driveway! Just after purchasing the property in 1981, we installed an automobile gate leading from the "back 40" onto Sheridan Road.

Sometime before late 2002, the County approved the installation of asphalt on Sheridan Road without providing a driveway for the gate. The plans are to provide access to the library and the back workamper site using the back gate, so a driveway was needed. The cash showed up for a load of concrete and Brian picked up the cost of extra laborers along with lots of tired muscles. It looks great.



A new concrete driveway was recently installed at the back gate off Sheridan Road. *John Wright Photo*

Library Update, 10/23/10

By Bruce Semelsberger

Those of you on the TRAINS list have already seen what a busy weekend we had at the museum! Please add my thanks to all of those involved in the all important job of showing our patrons a great time! I didn't have time to talk to any of them as the library crew was also very busy. I had arranged to meet our project contractor, **Brian Elmore**, on site and we both arrived about 9 AM, followed shortly thereafter by stalwarts **Bob Underhill** and **Don Dodson**. Our original intent had been to continue sorting files and hanging pictures, but after seeing the delays in construction caused by the wet weather (Brian said the last storm dropped about 4 inches in Campo, causing flooding in some parts of the museum and making it necessary for him to assist elsewhere), I cajoled Bob and Don into putting on the work boots and gloves and we worked with Brian most of the day on construction. It was obvious where the potential problems might arise from a larger storm, potentially undermining our office trailer and deck, so we first grabbed pick and shovels, climbed the hill behind our site and dug a good brow ditch the entire length. We also removed brush from the potential fire area and hauled it off to the dumpster.

Meanwhile, Brian began moving dirt with his loader to the area of our new deck. Because the roof is low, he was unable to get the loader under it more than about 10 feet, so the rest of the job had to be done the old fashioned way. The deck area needed to be raised about six inches to bring it up to the height where an additional four inch concrete pour will provide a deck level with the sills of our storage units. We threw dirt until lunch time, then adjourned to the barn for Mrs. K's yummy cuisine. In the PM, Bob left to hang pictures in the office and the Display building while Don and I finished moving dirt. We then fired up Brian's super-dooper Harbor Freight motorized compactor, which worked surprisingly well. I compacted while Don filled in low spots and removed some high spots. After about three hours, I feared my arms would continue to vibrate after the machine was turned off, but I'm in better shape than I thought.

After Don left, Brian and I began installing the side panels of the concrete forms until his wife called with a dinner ultimatum and he wisely elected to call it a day. I'm satisfied that we accomplished all that we could and got this final phase back on track. Brian pushes hard for a guy who says his motto is "We're not good, but we're slow!" and I'm sure we can expect to see a very different scene on our next workday.

Now, if some of you folks who say you want to assist with the library had shown up, we could have gotten the sorting and filing done as well as the construction work! The next two scheduled work days are November 6th and 20th for everyone except Brian (no days off for him). Come on out, before the holiday season absorbs all of your time! We have suitable jobs for every talent.

Addendum: **Jim Lundquist** informs me that as of Wednesday eve Brian has completed the fill, installed the forms and poured the concrete for the ramp leading up to the courtyard. We're movin' now, baby! I also forgot to mention that a new ramp has been graded into the library area from the highway above. This project is being funded by Jim and by **Larry Rose** and will, in the near future, give us direct access to the library and the storage area without going through all of the main museum gates!

Absolutely the Last Library Update for 2010

By Bruce Semelsberger

Merry Christmas to all! **Bob Underhil**l and I worked on the 19th. While Bob stoically worked away at the

museum exchange newsletter files all day, I first pursued a small nagging leak at one of the office windows. I went down to the car shop and commandeered a long ladder with one of our electric carts, climbed up to the roof edge and found some possible culprits along the seam of the roof flashing, also in the top edge of the window frame. **Frank Stites** came by about that time and was kind enough to run over to East County Lumber to procure some caulk for me. Working in the intermittent drizzle, I forced caulk into all of the suspect cracks with the hope that it wouldn't all wash away when the rain got heavier later.

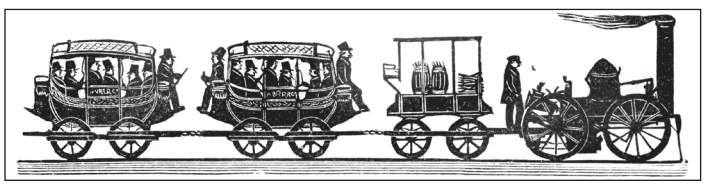
After that, I forced open the last two sleeves of ATSF files, trimmed the dividers to size and installed the files into the permanent cabinets. Hauling the old cardboard file boxes to the dumpster completed that job- cross another item off the list.

After lunch, Brian came by and we went over the details of the lighting project. He picked up the fixtures and lamps last Thursday and is beginning the install this week. With all of the walls and doors in place, our central work area is now snug and dry and will soon be well lit as well.

I finished the afternoon by digging a little to aid the drainage from around our front door and then taking some photos of the facility and the top crown work of the bookshelf we are having replicated at Purewood Furniture so they can get a better match to the original. By 4 PM Bob had to leave and I had to change into my Hobo garb to do the last two Polar Express trains. Jack couldn't help as he was the engineer.



The slab has been poured between the storage containers and the library trailer. Eventually this will be enclosed, creating a large work area out of the weather. *John Wright Photo*



Buy-a-Brick Fundraiser Report

By Jim Lundquist

I am pleased to report that six more members have stepped forward to purchase bricks for the pathway. The wonderful members have sent in $800 in total to the cause: **Ervin Brundege - $100; Steve Salmonsen - $100; Rita Micklish - $100; Theodora Davis - $100; Ted & Catherine Kornweibel - $100** and **The Woempners - $200.**

We have now raised $7,700!!!! We expect to start the concrete edge installation this month, followed by the installation of the bricks. Our first order has arrived at Campo, and we have started our second order list. It has been a pleasant surprise to see the support of the members and I hope that support continues for all our fund raising efforts. Thank you one and all.

PSRMA Grants a Wish

By John Wright

On Friday, December 17th, the musuem and the Make-A-Wish Foundation® of San Diego granted a wish for four-year-old **Lorenzo Pimental**. Lorenzo's wish was to ride a train and the museum was able to fulfill that wish.

Lorenzo, accompanied by his mother, **Jeanne Rivera,** and his grandparents, **Kris** and **Carmen Beaton,** started the day with a picnic lunch at the campo Depot. From there, he was escorted to the Display Building where he was able to sit in the engineer's seat of Southern Pacific 2353 and was able to ring the bell.

Lorenzo was then brought to the yard, where he climbed up into the cab of the museum's EMD GP9 diesel locomotive. He was able to blow the horn and ride in the engineer's lap as the locomotive was moved about the yard to prepare for the evening's North Pole Limited train.

Once the locomotive was coupled to the consist, Lorenzo was driven down to the depot to await the arrival of the North Pole Limited. He boarded the train and rode to the North Pole and back in the Robert Peary private car.

The day was a success for Lorenzo and all involved. The following letter from Wish Coordinator **Lindsay Martin** was received by Media Coordinator **Dick Pennick:**

Hi Dick,

Friday was a huge success! Lorenzo had the time of his life. All the staffers at the museum went above and beyond to make his day special and memorable. I asked mom if the day was what Lorenzo had envisioned, she quickly said, "yes, definitely." In the world of Make-A-Wish this is always the ultimate goal.

Seth did a great job escorting the family and showing them around the museum. Lorenzo is full of energy and

questions so I'm sure Seth was exhausted when he got home.

During the Polar Express I had the privilege of meeting the volunteers that keep the museum going. It was easy to see it is full of volunteers who love trains, care about people and want to share their passion with others. It's clear that the Pacific Southwest Railway Museum is a labor of love and is full of volunteers that truly enjoy sharing the museum with it's visitors.

Friday was a day that Lorenzo will not soon forget. Your generosity has made a significant impact not just in Lorenzo's life, but mom's as well.

Take Care,
Lindsay Martin

A big Thank You to everyone that made this event a success, and especially Escort **Seth Miller**, Engineer **Jim Baker** and Conductor **Rob Stebbins**.

The following information was provided by the San Diego Chapter of Make-A-Wish:

VISION
The Make-A-Wish Foundation® of San Diego is a charitable non-profit organization whose purpose is to grant wishes to children who have been diagnosed with a life-threatening medical condition. We believe in the "power of a wish." It is our purpose to provide children and their families with an experience that is dramatically different from hospitals and treatments. A wish offers welcome respite - a time of normalcy and just plain fun, a time of joy and laughter that will give them magical memories for years to come.

NATIONAL HISTORY
In 1980, a group of policeman in Phoenix, Arizona fulfilled the wish of seven-year old Chris Greicius. Battling leukemia, Chris' one ambition in life was to be a policeman. The Arizona Department of Public Safety equipped him with a uniform, helmet and badge and made Chris an honorary patrolman. Chris died just days later and was buried in his uniform and given a police funeral with full honors. From that humble beginning, the Make-A-Wish Foundation spread throughout the country and abroad to become the largest wish granting organization in the world, with 63 chapters in the United States and 30 international affiliates. Since its inception, over 200,000 wishes have been granted.

SAN DIEGO CHAPTER
Since its inception in December of 1983, the San Diego Chapter of Make-A-Wish has granted over 2,700 wishes to children in San Diego and Imperial Counties, and we expect to grant more than 195 wishes this year. With a staff of twelve employees and hundreds of dedicated volunteers, the San Diego chapter is an independent 501(c)(3) with a local governing board, and all of the funds raised stay in San Diego and Imperial Counties to grant wishes to local kids.

SUPPORT
The Make-A-Wish Foundation relies on the generosity of individual, corporate and organization donations, outside special events, workplace giving campaigns, bequests, grants and in-kind donations. We also host several fund raising events throughout the year. The average cost to fulfill a wish is $7,000.

Make-A-Wish Foundation® of San Diego
2440 Hotel Circle North, Suite 200
San Diego, CA 92108
Phone: 858-707-9474
Fax: 858-707-9480
www.wishsandiego.org

Below are photographs of Lorenzo Pimental during his wish.
Photos by John Wright






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HOPPE









Some Recent Donations

New Mexico member **Dick Cochran** responded to our appeal for an old-time magneto telephone with his donation of several boxes of misc. parts for same.

Long-time member **R. Lamar Scheuerman** of Spring Valley donated a nice collection of paper items that included some rarities: [1] an original 1912 AT & SF blueprint drawing of the Santa Fe's Class 3320 2-6-6-2 Mallet compound steam locomotive, and [2] orig. 1912 blueprint drawing of Santa Fe's Class 3000 2-10-10-2 Mallet compound steam locomotive, which were assembled by the railroad from parts supplied by Santa Fe and the Baldwin Locomotive Works.

In September, we had a visit by **Maria Jimenez de Ortega**, a daughter of L.J. Espinosa, long-time (possibly the first) station agent at Tecate, Mexico. Sra. Ortega gifted us with an interesting collection of family photos and paperwork related to her father's work at Tecate before he retired in 1960.

In November, **Peggy Terry** of Chula Vista -- widow of the late PSRMA member **Wayne Terry**, who passed away August 29th this year -- donated her husband's collection of railroad books and other items, including a rare "Jeffrey-patent" double-headed track spike from a long-gone Colorado narrow-gauge railroad.

Board of Directors member **Larry Rose**, also the Museum's Director of Facilities/interim Membership Coordinator, again came up with the moola for another printing of our popular museum brochure (for the umpteenth time). He makes these and other contributions without fanfare, so he seldom gets credit for most of his largesse.

Don Frye of San Diego, son of the late SD & AE Railway Traffic Manager **Ken Frye**, donated a nice collection of misc. photos, books, papers and other items related to his father's work with the railroad.

To all of these generous contributors, a great big and heart-felt "Thank You" for furthering the preservation and knowledge of the railroads of the southwestern U.S. (D. Pennick)

Help Needed for Restoration/Repair of La Mesa Locomotive

By Dick Pennick, La Mesa Depot Museum Coordinator

I am in desperate need of one or more handy volunteers to perform a variety of repair/restoration/safety projects on our rare ex-Mojave Northern Railroad Davenport 0-6-0ST steam locomotive on display at our La Mesa Depot Museum.

Most of the immediate projects do not require large or exotic tools, just a desire and some handyman skills. Each year, I keep hoping I will find the time to address these chores, but never seem to find a big-enough hole in my busy schedule. If you're interested, e-mail me at dickpennick@yahoo.com or call me at (619) 463-2276 and I will outline the projects for you. Thanks in advance for your help!

Restoration News

Reported By Frank Stites

October 2: Saturday was miserably humid at Campo! For a while I was the only Restoration person there and used that time to cut a new piece of plexi-glass for window #6 in 350. Then I joined **Jim Lundquist** and **Frank Denision** at the depot where we spent the day installing the clear fir paneling that Lane, Stanton & Vance had donated to and milled for us. About one hour into that work **Ted and Catherine Kornweibel** appeared. Ted then joined in our effort at the depot. He stayed until 2:00. I left at 4, and Frank and Jim continued working. We made great progress by completing the east and west interior walls. That fir really looks fine.

Cary Hyatt worked on a project that I had been working on for some time--those frames for the Lackawana tables. He spent time after lunch wiping on another finish coat of polyurethane. Nice to have another hand in the Wood Shop.

October 6: **Bob Gerdes** and I headed out to Campo this morning about 0745. Weather was rainy and chilly when we arrived, but, undaunted, we set about our planned tasks. Before we did anything else we unloaded 12 concrete blocks that **Reena Deutsch** had donated. We stacked them under the library trailer. Then we headed back to the car barn where in short order we had installed the remaining plexi-glass in #350's window openings. Then, using leftover maple scraps, cut some new side supports for window #6 and #18. Finally, we drove down to the depot and picked up some fir scraps that I will use to cut some plugs that I hope to install on Saturday. About noon we headed for the Campo Community Center for lunch. After lunch we left for home.

October 9: Saturday was a fine Campo day--blue shy, nice breeze, and temperature in the mid-80s, and I spent it plugging holes in the new depot paneling using the plugs I had cut on Friday in my home shop. Got most of them plugged. The job is only half finished because I must still sand them smooth to the paneling and chisel them to match the shape of the chamfered edges where many of them occur. That will be next Saturday's task. **Ted and Catherine Kornweibel** came out and stayed until early afternoon. Ted kept busy finishing his screw-storing and arranging job in the wood shop; Catherine fixed a lunch of Italian Delight, garlic bread, green salad, and a Devil's Food Cake and chocolate

chip ice cream dessert for the volunteers.

October 16: **Bob Gerdes** and I left for Campo Saturday morning in a swirl of fog and drizzle, but that disappeared as we entered the mountains. Sunshine replaced it and filled the day as we reached the museum. After gathering the necessary tools, we headed for the depot where we spent the rest of the day plugging away on the newly paneled interior walls. Most of that work involved sawing the plugs flush to the panel, sanding them smooth, and, where necessary, chiseling the plugs to conform to the tongue and groove joints. (See photo below.) Bob installed 40-odd plugs in the remaining empty holes in the west wall. We finished both the east and west walls and will plug away again when the paneling is in place on the north and south walls. I had begun the workday sanding the gift shop door that was again difficult to open and shut.

Ted and Catherine Kornweibel came out. Ted came to the depot for a while and checked our progress; Catherine set about fixing a great lunch of multi-bean soup, cornbread, and cole slaw. Harold Whalen and son Dave also came out and visited briefly.



Bob Gerdes (left) and Frank Stites install plugs in the tongue-and-groove siding in the depot. *Frank Denison Photo*

Steam Whistling

By Jim Baker

In October, we continued our slow, but steady progress on Coos Bay #11. On Friday, the 8th, our crew consisted of **Larry Owen, Dick Pennick, Rich Paulus** and **Jim Baker**. As in September, 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.

Since we are approaching our "rainy season," and the interior of the boiler is still nice and shiny from its sand blasting last Spring, I decided that we ought to cover the front end to keep rain from blowing in and causing rusting. Larry and I fabricated the cover from a couple of sheets of plywood. The big part of this job was to drill holes to allow the studs that are around the circumference of the front end to go through the plywood, so it will lay flush against the front of the smoke box. The studs are spaced about six inches apart, and the smoke box is about sixteen feet in circumference. Lots of holes to drill!

Meanwhile, Dick "chased" the threads on a number of the studs and their nuts to allow us to secure the plywood to the front end. When we removed the front cover a few years ago, we needed a large impact wrench to remove the nuts. We certainly did not want to go through this process every time we worked on the locomotive, and Dick's work made it so that the nuts can now be unscrewed quite easily.

Rich had to spend most of the day working with the Freedom Ranch guys cleaning our coaches, and doing some repairs on the A 5 speeder. But, he did manage to spend some time working on removing more wash out plugs. The new "magic formula" for penetrating oil reported on last month did seem to work as well as commercial stuff, although it still is not easy to remove these plugs that have been in place for at least 25 years.

Saturday, the 9th, had **Rusty Hoar, Mike Lucek, Bob Nickles, Rich Paulus** and **Jim Baker** as the crew. Rusty and Mike worked on removing more of the boiler tube stubs from the front tube sheet, using the method they worked on last month. They got quite a few more removed, in this long and tedious process.

Bob and Jim continued drawing the one foot by one foot grid on the boiler for the ultrasound measurements.

Using careful drilling and a small hack saw, Rich finally got the second of the two broken wash out plugs removed. He also got one removed that had been soaked in the new penetrating oil formula for the last month. A few more were removed by using the method of heating around the plug with a torch, then squirting the hot metal with a small stream of water, and allowing it to cool to room temperature. It works, but like just about everything involved with working on old machinery, it is quite laborious.

One final "job" for the day was installing the new plywood cover. An "artist," who shall remain anonymous for now, painted a face on the front end. Not quite THOMAS, but it will do.

Our regular Friday/Saturday work weekend for the next three months will be Nov. 12/13, 2010, and January 14/15, 2011. (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.

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.

Operations and Gift Shop Volunteers, October 2010

Submitted by Ken Brown

Operations:

Robin Becker, Jim Baker, Darrel Bivans, Dave DiGiorgio, Bruce Deck' Alex Fiori, Cliff Fox, Gloria Fox, Don Getz, Tom Gray, Stephen Hager, Randy Houk, Kyle Jensen, Jack O'Lexey, Rich Paulus, Dick Pennick, Ann Ruppert, and **Rob Stebbins.**

Gift Shop:

Ken Brown, Dave DiGiorgio, Cheryl Hoar, Dave Tomeraasen, and **Heather Wright.**

Other Happenings Around the Museum:



Speaker's Bureau Coordinator and Chief Trainman Bob Schussler recently presented a talk to HEHC (Home Economists in the Home and Community) during their monthly luncheon meeting at the Southwest Yacht Club. *Photo Courtesy Luann Goedert*



Congratulations to Alex Fiori who recently achieved three consecutive up-checks and is now a fully qualified brakeman. Way to go, Alex! *Frank Denison Photo*



Air brake work just became a lot easier and safer with the donation of a hydraulic motorcycle lift by Duncan Saunders of Florence, AZ *John Wright Photo*



Saturday, Nov. 6th marked the first RailSong Express. Passengers enjoyed the vocal and instrumental artistry of award-winning folk duo *Trails & Rails*, featuring museum members Walt Richards and Paula Strong. *John Wright Photo*



In an effort to improve drainage on museum property, Foreman of Support Equipment Frank Chaco used the excavator to dig a channel for runoff. *Frank Denison Photo*



Larry Rose used the man lift to work on the depot exterior. *John Wright Photo*



Dave DiGiorgio conducted a single-car brake test on No. 350 in preparation for the North Pole Limited. *John Wright Photo*



Jim Lundquist applied a coat of primer to the chimney in the waiting room as part of the depot restoration. *John Wright Photo*

PSRMA Officers and Staff

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Secretary: Sandy Schussler; *rrlady@cox.net*
Treasurer: Ken Brown; *kenbrownpl2@cox.net*
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Speaker's Bureau: Bob Schussler; *schus1@cox.net*
Media Coordinator: Dick Pennick; *dickpennick@yahoo.com*
Support Equipment Foreman: Frank Chaco;

Obituary

Member **Albert Keevil** died on February 22, 2010 from heart failure after a long battle with pneumonia following a terrible fall. Al hadn't been active at Campo for several years. In the past he did surveying tasks, served as a trainman, and was a brakeman trainee. Al was a graduate of the University of Missouri in Rolla, MO, and in Columbia, MO. He served as a 1st Lieutenant of Operations and Training in the U.S. Army Corps of Engineers during WWII, serving in Europe until war's end.

Al worked for NACA, NASA, Sverdrup & Parcel Engineering Co., Convair and Astronautics, Douglas, McDonald Douglas, and General Dynamics, and after retirement, did Civil Engineering work for National City.

He is survived by his wife Marilyn, and grown children Andy and Karen.

Submitted by Chalmers Kerr

Another notable quote from the building of the Transcontinental Railway:

"At North Platte, they were having a good time gambling, drinking, and shooting at each other."

— Maj. Henry C. Parry, on the denizens of the first Hell on Wheels town, 1866

Scenes from the North Pole Express:



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 reoccurring 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 ___

2 ___

3 ___

PRINT YOUR NAME _____

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Expiration Date: _____CVC_____

Recurring charge for _____ Months

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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.