

Our 50th Year!



A publication dedicated to Pacific Southwest Railway Museum Association members
January 2011



A rainy Thanksgiving weekend, Sunday, Nov. 26, 1967. Former Standard Iron Works spur, foot of 22nd St., San Diego. Ex-Feather River Railroad Lima-built 1923 Shay geared steam locomotive No. 3 (first Museum rolling stock to arrive in San Diego. Sold to Cass Scenic Railroad, West Virginia in 1998.) Final day of the first weekend of operation of a Museum-owned locomotive in San Diego.

Photographer unknown. Collection of R. E. Pennick

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**GOLDEN ANNIVERSARY
50 YEARS**



**Pacific Southwest Railway
Museum Association, Inc.**
www.psrma.org

Train Operations

Pacific Southwest Railway Museum
Campo Depot
State Highway 94 at
Forrest Gate Road
Campo, California
(619) 478-9937
Lat: 32.612769 Lon: -116.472417
Open weekends 9 AM to 5 PM

**La Mesa Depot Museum &
Business Office**

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

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

IT'S OFFICIAL: WE'RE 50!

By Dick Pennick

On Saturday, April 16th this year, our museum will celebrate the beginning of a 50-year journey in 1961 that culminated in we know and enjoy today as the Pacific Southwest Railway Museum Association (PSRMA), a non-profit 501(C)3 tax-exempt public-benefit California corporation.

Half a century ago, a meeting was held in the tiny office beneath the massive Austin organ that John D. Spreckels donated to the city of San Diego for the Panama-California Exposition in 1914. The city built a grand outdoor pavilion in Balboa Park to house the instrument. The reason for the odd venue was that City Organist Douglas I. Duncan was one of the main drivers of an idea to form an operating railway museum somewhere in San Diego County.

Another rail-heritage organization -- the Railway Historical Society of San Diego, Inc.--was already in place in San Diego at that time, and this writer had been given the task of heading up its "Operating Museum Committee". The RHS had been formed in the mid-1950s on the foundation of a series of informal meetings dating back to 1949. The Society had already helped acquire retired San Diego & Arizona Eastern/Southern Pacific Railway steam locomotive No. 104 and John Spreckels' former business car No. 050, the "Carriso Gorge" for display at the County Fairgrounds at Del Mar (both artifacts are now in the collection of PSRMA). A former San Diego streetcar was added in 1957.

On that auspicious day in the Organ Pavilion office, the 13 intrepid individuals present agreed to take the giant leap and form a new railroad preservation organization, designed to eventually provide a train-operation component to the interpretation of rail history in the American Southwest. They agreed to call this group San Diego County Railroad Museum.

Today, only one person survives from that original group of 13 pioneers: long-retired 82-year old organist Douglas Duncan, once again a proud member of PSRMA. Membership grew, slowly but surely, over the succeeding years to nearly 1,700 by 1980, spread over the Southwest, across America, and in a half-dozen foreign countries.

In 1963, a decision was made to change the organization's name to more clearly define the museum's scope and mission statement. Since there were few examples remaining of railroad rolling stock historic to San Diego County, the name was broadened to Pacific Southwest Railway Museum Association. The group was incorporated as a California non-profit the following year, and the critically-important Federal tax-exemption was granted in 1966.

Our historic rolling stock collection gradually grew from the donation of a small coal-burning 0-6-0 steam switch engine by Pennsylvania's E. J. Lavino & Co. in May, 1966, to more than 80 examples of the country's rich railroad heritage that includes steam and diesel locomotives, freight and passenger cars, business cars, railroad maintenance and inspection vehicles, and thousands of smaller artifacts that help tell the story of America's railroads and the important role they have played -- and continue to play -- in the development and prosperity of our nation and the Southwest.

The first actual operation of any of the museum's historic rolling-stock exhibits occurred in October, 1967 at what was then called the Orange Empire Trolley Museum in Riverside County. Coal-burning Lavino 0-6-0 #10 -- which was being stored there temporarily due to lack of space in San Diego -- was fired up and run, using an active-duty Santa Fe Railway engineer and three young, green firemen handling the scoop: pioneer PSRMA activist and equipment-acquirer Terrence "Terry" Durkin, Kent Anderson and Richard "Dick" Pennick.

The very first operation of museum rolling stock in San Diego occurred on Thanksgiving Day, November 23, 1967 on a leased 100 ft. spur track due to be removed, at the foot of 22nd Street, near the Santa Fe Railway's freight yard. The Georgia-Pacific Corp. had donated its 102-ton geared Shay-patent steam logging locomotive No. 3 to PSRMA in January, 1967; the very last steam locomotive to operate in regular service on a common-carrier railroad in California.

Shay No. 3 was also scheduled to be shipped temporarily to the Riverside museum, but its length and weight were too great for the arduous movement from the end-of-track at Perris to the OETM museum site. So, at the last moment, the engine was re-routed to San Diego and arrived here on June 10th, 1967, the very first of PSRMA's rolling stock collection to actually arrive in San Diego. Volunteers began reassembling the old 1923 oil-burning engine for inspection and operation, and on Thanksgiving Day, it was fired up for the first time under PSRMA ownership and run back and forth on this short spur track that had once served a pioneer local industry, the Standard Iron Works. Museum volunteers Terry Durkin, Dick Pennick and several others gave up sharing the holiday with family to be the first to run and fire the old engine on that historic first trip.

Shortly thereafter, the spur was taken up and the engine was moved to another nearby spur called "Entlow", a 300 ft. long industrial track at the foot of Crosby Street. The museum's operating base had increased 300%! Periodic "steam-ups" occurred on this spur over the next several years and the membership continued to grow, thanks in part to the occasional photo coverage provided by a new member, who also just happened to be a San Diego Union photographer, Jerry Windle.

After years of rigorous and frustrating effort, a suitable 8-acre site adjacent to the SD & AE Railway freight line at rural Campo, California was eventually purchased from the County in 1980, and after extensive renovation of the former school property, our first permanent home was anxiously opened to the public two years later. In the fall of 1985, an agreement was reached with the railroad's owner and lessee to operate museum trains over nine miles of the railroad east from Campo. After some track work and installation of a runaround track at what the museum called "Miller Creek" at Milepost 73.6, regular scheduled passenger service began on a cold, rainy January day in 1986. This January marked the 25th anniversary of the inauguration of museum passenger service on the SD & AE Railway and the 60th anniversary of the abandonment of the same service by the railroad's former owner, Southern Pacific Railroad.

Today, the museum operates regularly-scheduled weekend passenger trains and many special trains over as much as 14 miles of mountain railroad between the International border and Milepost 74, 8 miles east of Campo. Until a recent tunnel collapse just over the border in Mexico, PSRMA operated regularly an additional 8 miles to the Mexican brewery town of Tecate, making it the only non-profit operating railroad museum in the United States to run its museum trains in two countries, with all-volunteer museum crews! Train operation has been the life blood of the museum for 21 years.

In our anniversary year, visitors to our Campo train-operation center enjoy a beautiful new public restroom facility and a much-expanded and improved Gift Store in the former freight house of the 1917 Campo station. Soon, a restored passenger Waiting Room and Station Agent's office will complete the depot renovations. The Southwest Railway Library, the museum's extensive railroad research archives, is completing an important expansion at the Campo venue to provide a home for the largest archive of San Diego-area rail history in the nation.

Volunteers are the engine that powers the museum. What will the next 50 years hold? That will depend on the ability of our museum to continue to attract and retain willing volunteers, to obtain necessary funding, and to provide a meaningful interpretive experience for our visitors and the region.



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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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(Author's note: This brief article is a sampling of a much more comprehensive 50-year history I am currently compiling, to be published later during this anniversary year. Also, the last significant anniversary for PSRMA -- the 25th -- was actually celebrated on the 27th year due to an apparent decision to ignore the first two years when the organization was called "San Diego County Railroad Museum").

Time Cards

By Jim Baker

This may be new information to some of our newer volunteers, and is a reminder to our long-time volunteers. For the last five years I have been maintaining time and mileage records for our volunteers. I do this for two reasons: 1) Many granting agencies require us to document the time spent on projects funded by grants. In order to get a grant, we need to document that we do have volunteers spending significant time for the Museum. 2) Our records of your mileage serves as a backup to any mileage deductions you may be taking on your income tax.

While I have not completed tabulating everyone's time for 2010, for the years 2006 through 2009, 71 volunteers reported that they volunteered over 38,000 hours. That's pretty impressive! 2010 will be the fifth year I have compiled this information, so we now have a history of time records that can be used to support grant applications to show that we do have volunteers that are willing and able to volunteer their time to work on granted projects.

Thanks to all of you who have participated. And, I'd really like to encourage those of you who haven't, to start doing so for 2011. A sample time card is shown elsewhere in this issue of the Hot Scoop. Blanks are available in the shop, the operations trailer and La Mesa Depot. Fill one out each day and drop it in the collection box next to the box for the blanks. Or, if you prefer, send me the same information via e-mail. Please submit them to me at the end of each month; it is a real drag entering a whole year's data at once. If you want to submit a form each day, use one of the short forms; if it is easier for you to use a long form, and submit it at the end of the month, that is fine, too.

In filling out the time card, please keep the following in mind. Similarly to what you might report at your place of employment, report the number of hours worked, but not including the time it took you to get to where you did the work. However, if you drove to LA, or some place to pick up something for the Museum, report that time. For mileage, report the actual round trip miles you drove to get to Campo, or La Mesa Depot, or wherever you did work for the Museum. Of course, if you did the work at home, no mileage would be reported.

Circle the department number that best fits the work you were doing. If you worked for several departments in the same day, enter a separate line for each department. Example: You worked 8 hours on the train crew one day, then another 3 hours doing mechanical maintenance in the evening. On one line, enter 8 hours, and circle Dept. 8; on another line, enter 3 hours, and circle Dept. 6.

Please don't send me a note saying, "I worked 60 hours in Feb." The documentation needs to show how many hours on each day were worked.

At the annual meeting each year, I give out tee shirts to those volunteers who report significant amounts of time.

If you have any questions, please let me know: jimbaker2353@cox.net

PACIFIC SOUTHWEST RAILWAY MUSEUM VOLUNTEER TIME CARD							
Name _____							
Date	Hours	Circle Department				Miles Driven	
		1	5	6	7	8	
		1	5	6	7	8	
		1	5	6	7	8	
		1	5	6	7	8	

Department Key:
 1. Museum Administration (President, Vice President, Secretary, Treasurer)
 5. Facilities; 6. Mechanical/Equipment; 7. Museum Services; 8. Operations

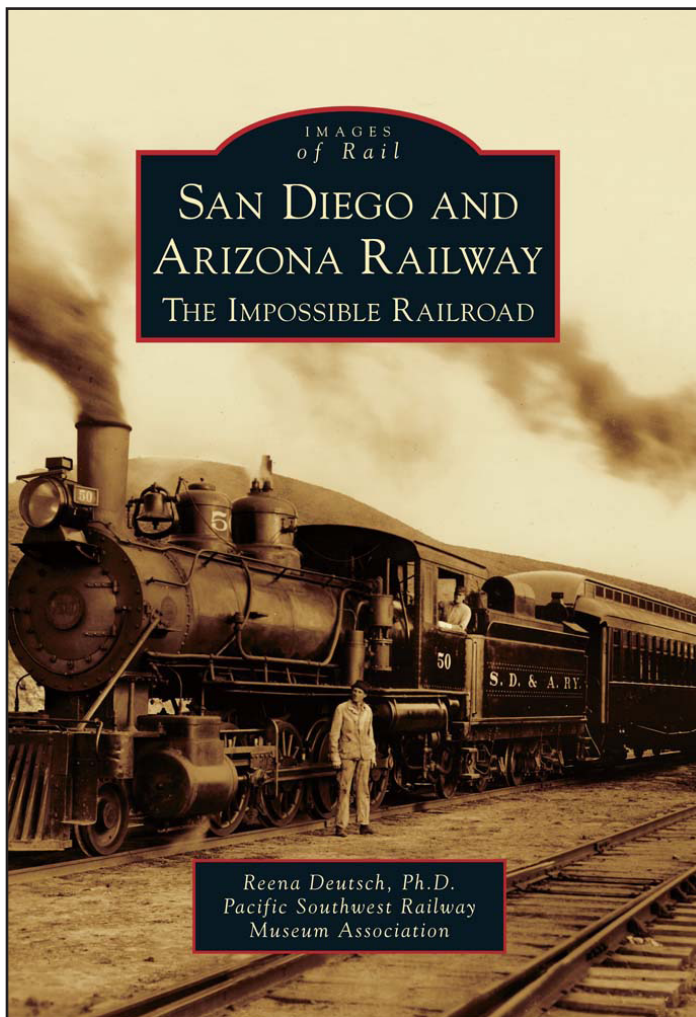


Recent high winds in Campo tore some panels off the side of the shop building. Larry Rose (L) and Frank Stites used the man lift to replace the panels.
John Wright Photo

New Book: San Diego And Arizona Railway: The Impossible Railroad

We have a new book in the gift shop written by PSRM member Reena Deutsch, Ph.D., and published by Arcadia Publishing. The book retails for \$21.99; it is 128 pages and includes 200 black & white images. As members, you are entitled to a 10% discount on the purchases of this book, and all copies purchased through the PSRM Gift Shop can be autographed! We plan on offering the book for sale and the author present for a book signing at this year's Annual Dinner during the social hour prior to dinner and the presentation.

If you can't make it to Campo or the Annual Dinner, or you can't wait that long, you can order the book by emailing giftshop@psrm.org or calling the Campo Depot Saturday or Sundays between 9am and 4:30pm.



PSRM Giftshop News

By Dave DiGiorgio

Well, 2010 was a great year for the PSRM gift shop. Before we could start such a year we had to clean up some old lingering problems. Robin had not done any inventory tracking, no receiving of product into the

Point of Sale Software had been done, and we had no inventory figures to work with. Many of the items had not even been added to the system. Dave Tomeraasen and Alex Fiori spent several hours and days at Campo towards the end of 2009 taking care of this problem. They inventoried almost everything, priced and added items to the system that had not been done. Without that huge undertaking from Dave and Alex this report would not have been possible.

Starting in late 2009 when the gift shop management fell on Ken Brown and I, we started receiving every shipment into the POS (Point of Sale or cash register) software. As orders came in, or item costs could be determined we would input that data. So we could see what our markup was on each item, this is very important to ensure proper pricing. Many new items were added to our inventory some of which you can expect to read about in the next Hot Scoop!

Our final figures at the end of 2010 were quite good. Total sales for 2010 were \$67,904.41 which does not count the tickets sold online through Dynamic Ticket Solutions. After subtracting the ticket sales we are left with \$30,883.91 for merchandise sales for 2010. We received 6,307 items into inventory last year, for a total of \$9,231.71 which leaves \$21,652.20 profit. Our end of year inventory had a retail value of over \$40,000! Special thanks goes to Heather Wright for doing all the end of year inventory between our last train of 2010 and first train of 2011, so we could start 2011 with accurate numbers. Thanks Heather!

I would personally like to thank all the gift shop staffers we had in 2010. Hopefully I won't leave anyone out, but the 2010 gift shop staff was (in no particular order): Alice Weaver, Alex Fiori, Dave Tomeraasen, Cheryl Hoar, Heather Wright, Ken Brown, LaNore Printup, Daisy Welch, Mickie Hanson & Dave DiGiorgio. Sounds like a lot, but some of those were WorkKampers and only with us a short time. We really could use more help, if you are interested in being trained and working in the giftshop please email giftshop@psrm.org or leave a message at our main number 619-465-7776.

The PSRM gift shop needs to order some new post cards. We would like to give everyone the opportunity to have YOUR photo(s) used on one of the post cards. If you have a photo(s) you would like submit please send them to giftshop@psrm.org along with any description of the photo, and how you would like the photo credits listed if we use your photo(s). We want photos of PSRM equipment or sights along the railroad, people around the depot; anything you think would be of interest to us. We can't guarantee we will use your photo(s), but you never know!



Library News

By Bruce Semelsberger

Happy New Year 2011. How sweet it is that our grand re-opening of the library will take place in 2011, the 50th anniversary of PSRMA--with some help from all our friends. (This means YOU.) With the bulk of the construction done, we will soon be able to shift the focus to making the library usable. Attached is a list of the priorities for this year and below is a listing of the planned work days for the first quarter of the year. As usual, I will provide periodic updates on our progress right up to the dedication ceremony. If you would like to see your name proudly displayed on your computer screen as well as in the nationally distributed *Hot Scoop*, just drive out to Campo and join the party.

1/10/2011:

The last of our office furniture was completed by Purewood Furniture last week- two custom bookshelves that match the existing one- and **Frank Stites** picked them up and brought them to Campo last Saturday. I popped over to East County Lumber next door and got some Cherry stain, then spent the balance of the day applying it in our work area. Next Saturday I plan to stop by long enough to rub in some glossy sealant and move them into the reference office. I'll be in the area that morning anyway for a more somber event, the memorial service for our departed friend Roger "The Mustache" Challberg. I had the pleasure of working with Roger for many years as a trainman and on the museum board during the 1990s. Roger was a stalwart volunteer for so many activities it would be difficult to name them all, but a few examples would be Lake Morena County Park, The Stone Store Museum/ Mountain Empire Historical Society and the Amateur Radio community. He worked our school trains during the week for many years. He will be sorely missed by many, many folks. If any of you knew Roger and would like to attend, the service is at the Lake Morena Village Community Church at 11AM.

The monthly Museum Services meeting was held last Tuesday evening and many plans were discussed as we attempted to lay out a department budget for the year. Among them is the need to update our equipment rosters and volunteer pictures on the website, uses for the County grant money and future plans for the library and the small artifacts collection. The department consensus was that much of the concrete flooring in the Visitor Center will be done as well as the first phase of an interpretive path from the depot to the Display Building. We also are researching the cost and availability of an additional container for the library, possibly through government surplus. If we have the funds, the container can be used for storage and work space until we have funds to rehab and foam it like our other containers, then we can extend the entrance wall

of the library and add concrete flooring to expand the total library shelf area. Based on the amount of new material we can accumulate in one year, it won't be too many years until this extra space is a necessity.

That pretty much brings us to the present. The lights are up in the center work area- plenty of light now! And Brian Elmore is fabricating the brackets to hang the container lights. I find that opening the trailer door and a couple of windows adjacent to the work area allows the office heater to provide a comfortable climate on a cold day, so most of our work will be done now without freezing or roasting. Here is the work schedule; see you at Campo! Jan 22, Feb 5th and 26th, March 19th.

1/24/2011:

I left home Saturday at 7:30 Saturday and headed for La Mesa where I retrieved the last 9 boxes of early railroad maps from the reefer and then proceeded on to Campo. I arrived at 9 and opened the library, turned on the heat and brought in the maps. I then drove to the car shop to get sandpaper for the bookshelves which had previously stained and lacquer applied. I also arranged to have Frank Stites meet me later to advise on the construction of our first map rack at the rear of #1. On the way back I met Dick & Ann Ruppert and Ed, gave them the quickie tour of the library and showed them the many boxes of small artifacts awaiting their cataloging, thus insuring Dick and Ed work for the balance of 2011.

With the work area warming up, I opened #1 and checked out the new lights Brian installed- Wonderful! What was once a dark storage container is now transformed into a brilliant archive room with every label easily read. I then repaired to the work area and sanded the two bookcases with fine grit paper, then applied the final coat of rub-in gloss coating and left all to dry.

I want to digress a little and talk about the previous weekend. Trisha and I were at Morena Village for the memorial service for Roger Challberg that Saturday morning. In addition to being the "honorary Mayor of Campo", Roger was the genuine embodiment of the spirit of volunteerism. Following his retirement from the school district, he devoted the remainder of his life to his family and to ALL organizations he felt were of benefit to his community. He frequently took positions of leadership within those organizations. In our museum, he at one time served on the Board during a difficult period, but mostly he worked as a trainman for many years, particularly on our mid-week school trains where his exuberant mustache was a great source of wonder and humor for the kids. The many uniforms he wore were arrayed along one wall at the reception. I wonder who will or even could take his place.

Following the reception, we adjourned to the library where we entertained several guests who had not yet seen the new facility, then I stayed on to prep the office furniture as previously related.

Back to the present: Following a superb lunch of Brats & Kraut and a piece of Really Chocolate cake in the crew lounge (such a deal for five bucks) it was back to the library. With the shelves now dry to the touch, I moved them into the office area to finish drying and started clearing the back of #1, moving everything temporarily into the work area. I finished just in time to greet Frank and we examined the spot where the map rack will be built. We eventually decided on a rack built of 2X4s and support brackets, with two "H" frames in the middle and side supports pressed into the grooves in the container walls. This should give us space for 130 boxes, each box measuring about 6 ½" by 7" by 4' long. After Frank left, I decided to count the total boxes of maps in all of the containers which I should have done before. Would you believe 296? This means we will need to construct racks in two of the containers as well as consolidate some boxes. With the oldest maps going into the office, we should just be able to store the existing collection, but new acquisitions could pose a problem. We've been discussing the addition of another container at Museum Services, and it appears it may be more of a priority than we had thought...

Meanwhile, the initial jobs for the February 5th work date will include building the map rack with help from Frank and Ted, then filling it with SD&A maps. By this time the lights will be on in #2 and we will be able to read labels on the maps there. This will still involve sorting and moving a lot of boxes and there is no way I can do this by myself, so PLEASE come out and help if you can. If we have sufficient forces on hand, we will move the new bookshelves into the reference office and begin loading them up. We also need to complete filing and labeling the exchange newsletters. If I can talk any computer techie types (notice I didn't say geeks) into showing up, we need an evaluation of the donated computers and printers on hand to see if any of them are useful or practical for making labels and signs at least.

Longer term, once #1 is organized and the maps are in place, we will move the 9 file cabinets of photos from La Mesa and build shelves over them to store the "art" collection. This will pretty much complete #1, achieve another milestone by having the entire collection in one place again, and free up the baggage room at La Mesa for exhibits. The more hands we have, the lighter the task and the greater the accomplishments.

Remember Roger.

Steam Whistling: January 2011 Work

By Jim Baker

In January, we started right up working on Coos Bay #11. On Friday, the 14th, our crew consisted of Dick Pennick, Rich Paulus and Jim Baker. Our thanks again to the last week's train crew that moved the Coos Bay into the shop for us.

Having been concerned for a while about the safety of access to the boiler, we started making a wooden stairway and platform to straddle the boiler just behind the steam dome. Up to this point to get into the boiler, one had to climb onto the top of the boiler by stepping on the bracket that holds the engineer's injector, and hold on to the edge of the cab roof. Then, balancing carefully, walk forward about eight feet to the steam dome. With Dick's civil engineering skill, we built a stairway that rests on the engineer's side running board and extends above the top of the boiler. By the end of the day, that part of the job was completed, with the remainder being laid out.



Jim Baker Photo

On Saturday, Rich and I were joined by Bob Nickles and new volunteer Chris McVey. Chris is a Navy Petty Officer, and brings the enthusiasm, strength, and flexibility of the younger person that he is to the Steam group. Because of a shortage of train crew members that day, Rich had to be the brakeman, and I ran the motor car, while introducing Chris to the line. That left Bob by himself, so he worked on chipping rust and grinding off old welds on our ex-USAF MRS-1, #2104.

Chris and I were relieved from motor duty for the afternoon train by Frank Denison and John Shannon. So, we did manage to get the horizontal frame and the legs for the fireman's side of the platform for the Coos Bay done. All that remains is to lay the plywood deck and put on some preservative/paint.

Our regular Friday/Saturday work weekends for the next three months will be February 11/12, March 11/12, and April 8/9. (Second Friday and Saturday.)

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.

CAMPO DEPOT NEWS

By Jim Lundquist

Progress continues on the Campo Depot Waiting Room. Since our last report, all the light switches and power plugs have been activated by John Shannon. Continuing with a trim around the doors and windows has been Frank Denison, Frank Stites and Jack O'Lexey. Jim Lundquist and Seth Miller have been working on filling nail holes and applying the varnish. Still left to do is to install the trim, finish varnishing, painting doors and windows and installing the tile flooring.

Larry Rose has completed the drawings required to allow Ted Theodore to construct the ticket counter, matching the counter that was inside the depot years ago as best remembered by the daughter of the agent stationed at Campo.

The Board asked a committee of three to meet and decide what the interior of the waiting room will include. Larry Rose, Dick Ruppert and Jim Lundquist agreed that the east side of the Waiting Room will be as authentic as possible, with the ticket counter, old desk and chair, original phone and bug key, original safe, old time railroad posters and old style stair case. The west end will serve the public needs with large, flat screen television showing the "Impossible Railroad" video and other educational programs, exhibit cases, moveable seating and a wall of fame included. Combining these two ideas, the public is taken back in time to the ticket office as well as educated and entertained in the other end of the Waiting Room.

Engineer Training Class Begins

PSRM recently began training the next group of engineers. Operations Director Greg Luiz is the lead instructor covering the topics of Engineer Certification, Air Brakes, Mechanical Training, and Basic Locomotive Operation/Basic Train Handling. Wayne Penn developed the "Air Brake & Train Handling Manual" being used by students Darrel Bivans, Ken Brown, Kyle Jensen, Seth Miller, Rich Paulus, and Rob Stebbins. Eric Smith also assisted with the class preparations. Two classes were conducted December 5th and 12th, including a quiz on the material covered. Remaining classes are scheduled for February 12th, 13th, and 19th and will include hands-on practice

conducting air brake tests and mechanical training at Campo. After completion of the five classes and passing the final exam, the students will be ready take the engineer's seat under the guidance of Instructor Engineers Randy Houk, Dave DiGiorgio, and Jim Baker. Randy Houk does a fine job keeping track of the engineer's classes and test status, as well as NDR (National Driving Record), DMV and medical paperwork.

LOCAL DOCTOR, PSRMA LIFE MEMBER, DONATES ENGINEER PHYSICALS

By Dick Pennick

At the request of long-time PSRMA Life member and former president of our Board of Trustees -- San Diego dermatologist Dr. Dan Marnell -- fellow Life member Dr. Michael Feinstein agreed in December to provide the required periodic CFR, Part 240 physicals to our current locomotive engineers and the new student engineers at no cost. Many of our current engineers and students have already availed themselves of Dr. Feinstein's generosity.

The Center for Family Health in La Mesa is conveniently located for most of our hoggers at 6280 Jackson Drive (at Lake Murray Blvd.).

This donation of a vital and sometimes expensive service to our volunteer museum enginemen represents a significant contribution to the museum's overall mission, and we applaud and thank Dr. Feinstein for his much-appreciated largesse.

January Operations

Submitted By Rich Paulus

January 8-9

The first Golden State trains of 2011 had a full crew Saturday with Conductor Rob Stebbins, Engineer Dick Pennick, Brakeman Kyle Jensen, Fireman Seth Miller, Motorcar Operator Don Pope, and Motorcar Trainee John Wright. Heather Wright was the Station Master and Cliff Fox was docent in the Display Building. 42 passengers rode the trains and a number of switching moves were made to spot 2104 in the shop and 1509 near the shop for work. At the end of the day, Coos Bay #11 was spotted in the shop and the UP boxcar with Steam Team tools was spotted just outside.

The Railbus, scheduled for Sunday, was out of service being worked on in the shop. Conductor Rich Paulus, Engineer Jack O'Lexey, and Fireman Stephen Hager ran the Golden State in its place. Only 17 passengers rode the trains but that included families from England and Germany. Ken Brown was Station Master and Cliff Fox was docent in the Display Building.

January 15-16

Saturday's crew was Conductor Don Getz, Engineer Robin Becker and Brakeman Rich Paulus. Motorcar crew for the morning Golden State was Jim Baker and new Steam Team member Chris McVey and the afternoon crew was Frank Denison, John Shannon, and Frank Chaco. Thanks to the Steam Team and the Campo Depot refurbishing crew for stepping up to augment the train and motorcar crew. Also, thanks to Jim Baker for a new 2011 calendar for the Ops trailer. Station Master was Heather Wright assisted by Cheryl Hoar and Cliff Fox was the Display Building docent. Conductor Getz ordered the Depot flag to be lowered to half-staff in honor of Roger Challberg whose memorial service was Saturday. A good crowd of passengers enjoyed the Golden State. New member Lonnie Corley joined the crew in the afternoon. Lonnie is interested in becoming involved in Operations. After the last train, Engineer Robin Becker sounded a long note on the locomotive horn in Roger Challberg's honor.

Sunday's crew, Conductor Dick Pennick and Engineer Don Getz, originally scheduled for the Railbus, recruited Jack O'Lexey as Fireman and John Shannon as Motorcar Operator and ran a Golden State in the morning and Valley Flyer in the afternoon. Ken Brown was the Station Master and Cliff Fox manned the Display Building.

January 22-23

Saturday's crew was Conductor Rich Paulus, Engineer Dick Pennick, Train Attendant Ann Ruppert, Motorcar Operator Seth Miller, and Motorcar Crew Rusty Hoar. Station Master was Dave DiGiorgio assisted by Cheryl Hoar and Cliff Fox was docent in the Display Building. The Golden State made its first trip to Division since November. The motorcar crew had to do manual labor to clear rocks off the tracks in the tunnel to allow the train in. It was a fine day for a train ride and 42 passengers took advantage of that.

Sunday's crew was Conductor Seth Miller, Engineer Jack O'Lexey, Fireman Stephen Hager, Train Attendant Bruce Deck, Motorcar Operator Bob Nickles, and Motorcar Crew Claudette May. Station Master was Ken Brown and Cliff Fox was again in the Display Building as docent. Winds were quite strong with gusts to 55 mph and the car barn experienced some damage. Because of the strong winds, the Golden States were annulled for the day.

January 29-30

Conductor Rob Stebbins reported Saturday that we carried 66 passengers in two Golden States to Division and return on an incredibly warm, clear January day. Late afternoon/early evening the crew pulled the Guard Car out of the Display Building. This involved a moderate amount of switching, and lots of muscle

power, ingenuity, and lubricant to release the hand brake on the heavy weight sleeper/open platform car that has been sitting for quite a while outside the display building on track 6. Crew was Jim Baker, engineer, Rich Paulus, brakeman, Stephen Hager, fireman, Tom Gray, train attendant, and Rob Stebbins conductor. Station Master was Dave DiGiorgio. Cliff and Gloria Fox were docents in the display building.

Conductor Seth Miller reported Sunday that 36 passengers rode the Golden States with his crew of Engineer Dick Pennick, and Brakeman Trainee John Shannon. Ken Brown was Station Master and Cliff Fox was docent. The crew wrapped up a chilly day as a light rain was threatening.

Thanks to all for volunteering.

North Pole Limited Quilt Raffle

A new event during the North Pole Limited trains this year was a raffle for a railroad-themed quilt made specially for PSRM by Janet Paulus. Janet donated the materials and work for the quilt which was machined quilted by Rashanee Smith at a discounted rate because it was for the Museum. The quilt was on display in November and December in the Campo Depot and the Gift Shop managers sold over \$300 worth of raffle tickets. The raffle drawing was held after the last NPL train on December 18 with the winner being Ron from Ramona.



Janet Paulus draws the winning raffle ticket as Heather Wright looks on. A portion of the quilt can be seen on the wall in the background.

John Wright Photo



Photo by John Knight

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