

Our 50th Year!

HOT



SCOOP

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



Can you identify these volunteers? If so, win two tickets to the Iron Horse food and wine tasting on April 2, 2011. (See flyer in this issue.) Send your entry by either e-mail (hotscoop@psrm.org) or regular mail at the La Mesa Depot. Mark your entries Attention: Editor, Hot Scoop. Deadline is midnight March 26, 2011. In the event of a tie, a drawing will be held.

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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°36.8'N Lon: 116°28.2'W
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: Rob Stebbins
Mechanical Director: Ron Hyatt
Facilities Director: Larry Rose
Museum Services Director:
Ken Helm
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:
Open
Media Coordinator:
Dick Pennick

From the Head End

President's Report

By Diana Hyatt

It looks like 2011 is shaping up to be a pretty good year so far! We're offering several new special events, we're working on facility improvements, new facility projects, we continue to operate trains, maintain our fleet of historic equipment, we've introduced a more inclusive maintenance of way program and we're celebrating the 50th year of the existence of the Pacific Southwest Railway Museum!

The Red Candy Caboose

Saturday, March 26th. We'll be offering a special treat to the youngsters based upon the book *A Red Candy Caboose* by Lando Brown. After the train ride, children will disembark at the Display Building to meet Conductor Coop and enjoy a reading of the book. Afterwards, they will be released into the train yard to find the red candy caboose in which there will be candy treats for them to discover and consume. Check the website for more details.

Chefs Fire up the Iron Horse

Saturday, April 2nd. Tickets are on sale at www.psrma.org for \$25 per person, \$20 per person for groups of two or more and \$15 per person for groups of 30 or more; tickets will be available at the event for \$30 each. This is going to be the best event to hit Campo in years. I strongly recommend attending—you will not be disappointed! The top chefs in San Diego will be there preparing delicious dishes at the various stations, where the food delicacies will be paired with wines from top San Diego wineries. This function is a collaborative effort between our museum, the **Chefs de Cuisine of San Diego** and the **San Diego County Vintners Association**. This is a rare occasion where all my favorite things come together in one place: trains, good food and fine wine! What could be better?

Bunny Trains

Saturday, April 9th, Sunday, April 10th and Saturday, April 16th. One of the joys of Easter is that it moves all over the calendar from year to year. This year Easter falls on Sunday, April 17th. The Easter Bunny has assured me he will be appearing this year, his molt is over and he has splendid white fur again. There will be an Easter egg hunt and Easter crafts for the kids in the Display Building along with an appearance by the Easter Bunny. Come join with other families in making this event an annual tradition.

50th Anniversary Party/Annual Dinner and Membership Meeting

Friday, May 20th at Tom Ham's Lighthouse

It was necessary to change the date and venue of this event for several reasons including scheduling conflicts and affordability for the general membership. Please note, this event will take place on a Friday evening at Tom Ham's Lighthouse's California Room and begin at 5:00 P.M. Tickets will be available for purchase on our website, www.psrma.org and a flyer will be forthcoming.

Father's Day BBQ

Sunday, June 19th. Dad can enjoy a great day at the museum experiencing and riding trains and then sit down to a great BBQ with family and friends in our Display Building. Last year the weather was beautiful, the music was great and the food was delicious. Come treat Dad to a relaxing day; the Engineer for an Hour (or half hour) program will be available on this date as well.

You may wonder how we're able to put on these special events and what happens to all the stuff during the "off season?" The prop collection continues to grow but enclosed storage space at Campo is always at a premium, so, a two day project

took place to remove a clean water storage tank from inside the Special Events trailer for more space. With the help of **Andy Andrews, Brian Elmore, Alex Kennedy**, Alex' friend **Collin** and myself and led by **Ron Hyatt**, we were finally able to complete this project.

Maintenance of Way

Thanks to the efforts of **Wally Barber** and **Don Getz**, we now have a full evaluation of the condition of our track and a prioritized plan of maintenance which will allow us to budget for conditions before they become a problem. Tie rods have already been installed in the curves west of Campo. In the spring work will begin on the first sweeping curve west of Campo. The board also approved track work on the portion of the House Track in front of the Campo Depot. This area will be graded, drainage will be installed and new ties will be laid in preparation for concrete ribbons and brickwork which will extend from the Depot platform to the edge of the mainline improving our visitors' experience getting to and from our trains.

Wally Barber and Don Getz held a track inspection class recently for our motorcar operators. The class was well attended and its participants appreciated the personal exchange of information that will allow them to effectively do their job. CalFire (the California Department of Forestry) also held a class for us at Campo primarily for the benefit of our motorcar operators and train crew. This class serves to provide information to assist our people in preparing and looking out for potential fire situations, what to do in the event of a fire and when and how fire suppression should be attempted. Thank you to Wally Barber, Don Getz and CalFire for these classes!

Facilities

Brain Elmore is 98% done with work on the Library facility at Campo and has been redirected towards the project of installing the toilet trailer that once sat at the Campo Depot, adjacent to the Display Building. The lack of a restroom facility at the Display Building has been an ongoing problem. But thanks to a donation of \$5,000 by **Bruce Deck** and another \$500 each from **Dan Marnell** and **Ted & Catherine Kornweibel**, we were able to push this project forward. These funds will cover the foundation, installation and hook up of utilities to the trailer which will allow it to be functional but we still need funding for a cosmetic restoration of the interior – new ceiling and floor tiles, light fixtures and toilet partitions. Eventually, we hope to build a façade around the toilet trailer so that it becomes integrated with the front of the Display Building. We estimate another \$5,000 should finish all of the above, donations to the cause are gratefully accepted!

Well, the editor will be telling me I've run out of space so whatever I'd like to say, I'll have to save for next month's edition. Thank you for continuing to support our efforts in preserving and operating a living history railroad museum in San Diego County!

BOARD BRIEFS JANUARY 2011

Submitted by Rob Stebbins

I am pleased to make my first submission to the *Hot Scoop* as your new Secretary of the Board of Directors.

The Board of the Pacific Southwest Railway Museum Association, Inc. held their meeting at Trinity Church, Spring Valley, CA on the evening of January 28, 2011. Board members present were **Ken Brown, Diana Hyatt, Ron Hyatt, Larry Rose, John Shannon**, and **Rob Stebbins**. During the meeting, acting upon the recommendation of the Museum Services Department, **Ken Helm** was appointed to the Board to replace the retiring **Ted Kornweibel**. Ted is stepping down because of personal health issues. Guests present were **Jim Lundquist, Sandy Schussler**, and **John Wright**.



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Comments are always welcome.

Send your feedback to:

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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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Ken Brown submitted a revenue report covering the 4th quarter of 2010. The numbers confirmed a very successful Christmas season of running North Pole Express trains. During the quarter, the Museum booked more than \$69,000 in revenue, providing us with a year-end positive balance in our general checking account of more than \$118,000. Ken believes we are in the best fiscal shape in years as we enter 2011. However, Ron Hyatt noted that there will be some exceptional expenses incurred during the year as there is a near-term need to turn several wheel sets on our operating equipment. Each wheel set will cost roughly \$5,000.

As discussed above, the NPL trains were highly successful. It is clear that these trains are the Museum's big fund raising effort each year. The Board once again wants to reiterate its thanks to each and every member that contributed hour upon hour of volunteer time in support of these trains. Without our active group of hard working volunteers putting in many long hours, the NPL's would not be possible. The Board also notes the active involvement and huge contributions from members of the local community that made the trains special, particularly the contributions of so many young people that helped Santa as his elves on board the trains.

During the meeting, the Board acknowledged the results of the December elections for several director positions. As you all know by now, Diana Hyatt was reelected as President, Rob Stebbins was elected Secretary, Ted Kornweibel was reelected Director of Museum Services (to be replaced by Ken Helm as noted above) and Ron Hyatt was reelected as Director of Equipment.

Progress reports and discussion items addressed several on-going projects at the Museum. The Campo Depot project is moving along, with floor tiles about ready to be installed, followed by a construction of "ticket cage" inside the downstairs waiting room. The end result will look similar to the layout of the La Mesa depot.

Other construction projects that are occurring or will soon take place include laying more brick around and near the Campo depot, pouring additional concrete flooring in the Display Building, and completing any needed additional touches to the new Library area.

Jim Lundquist made a presentation to the Board concerning a vision of future projects. His focus was on a "public roundhouse and turntable" project that he would be an addition to the Campo Depot area. This new project would occupy land now used as overflow parking east of the Depot, and clearly will require additional land acquisition and a major fund raising effort before the project begins. Jim also discussed the need for a more formal walkway to connect the depot area to the Display Building.

John Wright, editor of the HOT SCOOP, presented his plans to make the HOT SCOOP a monthly publication. A monthly publication would be fewer pages than the current Hot Scoop, focusing on news items about the Museum. In order to hold publishing and mailing costs to a minimum, John (and the Board) want to encourage as many members as possible to receive the HOT SCOOP electronically. He pointed out that electronically all of us would receive color photos - - the hard copy version will only print black and white. The Board appreciates John's active involvement and enthusiasm for making the HOT SCOOP a better, more frequent publication.

Diana Hyatt discussed some of the plans that are still in the organizational stage for our 50th anniversary celebration in April. Stay tuned, April is not far off, so there will be much more information about our anniversary heading your way soon. We want to celebrate this milestone in the Museum's history in a big, appropriate way, and look forward to all members of the Museum, along with the general public, participating so that we can look back with pride in all that has been accomplished in the past 50 years, and look forward to a bigger, better, museum in the future.

BOARD BRIEFS, February 2011

Submitted by Rob Stebbins, Secretary

The Board met the evening of February 25, 2011 at Trinity Church. Members in attendance were: **Diana Hyatt, Ron Hyatt, John Shannon, Ken Helm**, and this writer. **Ken Brown, Greg Luiz and Larry Rose** were absent.

Ken Helm, as the new Director of Museum Services, reviewed several topics that the department is currently working on. He distributed the annual equipment report, while commenting that there are other lists reporting some different equipment classifications based on the same raw data. Museum Services will work to collate and clarify the classifications and present a valid, corrected report to the Board soon. Ken reported that **Bob Schussler** is stepping down as Chief Trainman, and that a search is underway for his replacement. Ken then discussed the upcoming Del Mar Fair display. He wants to devise a method of measuring the display's effectiveness, something on the order of specially printed 2 for 1 tickets. The objective of having the display at the Fair, is of course, to generate more visits to Campo. The display this year most likely will have a speeder, the hand-pumped vehicle, and the Railbus. We need members to take their share of turns manning the display at the Fair, so please help out when Jim Lundquist requests sign-ups to man our display at the Fair.

Ken is also concerned about our restoration efforts. With an older and smaller group of volunteers actively working on restoration projects, there is a need to

allocate a percentage of Museum revenue to support the restoration effort by hiring outside help.

As most of you know, the Shop Building at Campo was damaged during the recent strong wind event, with several side panels blowing away. Larry Rose ordered some replacement panels, which should be delivered to Campo during the week of February 28. The Board OK'ed this emergency purchase of replacement panels. **Jim Lundquist** presented an update on the grant of funds received from San Diego County through Supervisor Jacobs. She has been a consistent supporter of the Museum, and this year was no different. The \$10,000 grant was specified for use on walkway construction. The Museum, through the on-going efforts of the Facilities Department, has several different projects either underway or in the planning stage. In summary, we expect to "brick in" the loading area in front of the depot soon, but first some work on re-grading and re-laying the house track needs to be done in order to direct rain water run-off away from the depot more effectively. A path to the new toilet facility also will be laid with brick.

Jim and several Board members were authorized to sign an application for the 2012 grant.

Switching topics, the Board discussed several maintenance of way issues. Motorcar operators will be trained by **Wally Barber** on track inspection techniques. A necessary long-term project is the replacement of ties along the mainline. Progress will be dictated by money and manpower constraints. Ties are no longer an inexpensive item. Until there is substantial improvement in the condition of the mainline to Division, speed restrictions will remain in place.

AN ERA ENDS, A NEW ONE BEGINS

By Ted Kornweibel

It is with both pride and sadness that I tender my resignation as Director of Museum Services of the Pacific Southwest Railway Museum, effective February 1, 2011.

Museum Services has accomplished much in the last 30 years. Restoration, in particular, has soldiered on for more than three decades. There never was a "dark period" for the Restoration Department. Though largely self-funded, Restoration and the various steam teams transformed the Display Building into a facility with world-class exhibits. Museum Services is proud of its legacy, and expectant of even better things in days to come.

I joined the museum in 1981, recruited by **Larry Rose**. As a group of volunteers was working on Santa Fe 1413, the wooden caboose then at the La Mesa depot, Larry was up on the roof. I chatted with him for a bit, and he invited me to join him, placing a hammer in my hand. That was all the invitation I needed. After

working on 1413, I was asked to re-do the wood siding of the cab of Mojave Northern #3. I was hooked; the Museum was in my blood.

I was soon joined by my good friend **Frank Stites**, and we have been partners in restoration and other projects for nearly 30 years. What I have done, Frank has done. We initially worked under **Norm Hill**, when the Museum's rolling stock was scattered at various places around San Diego. We worked on several steel cabooses and finished restoration which Norm Hill started of the interior of the SP caboose at La Mesa. When all the rolling stock was moved to Campo in the "great freights," our opportunities only magnified. Frank and I lettered the Fruit Growers Express reefer one very cold winter, using patterns made by Larry Rose. We also did a near complete restoration of the interior of #644, the wood SP caboose. The C&O caboose also drew our attention; we put new siding on the entire exterior, and finished up some of the interior details. And we did a complete interior restoration of the Union Pacific steel caboose. Ditto the Missouri Pacific platform caboose. If the SP, UP, MP, and C&O cabooses would get new exterior paint, we would double our fully-restored historic fleet. During these projects we were often joined by the team of **Dick McIntyre** plus his "boys," **Bob Haney** and **Dick Cupp**.

When Norm moved to Arkansas in about 1991, the superintendence of restoration fell to me. Had there been anyone else willing to assume that responsibility, I would have gladly remained a grunt. I began to attend staff meetings, which were very depressing in the 1990s. Although in theory we operated within a budget, there was never any money left for restoration, so for major projects we either had to find outside funding or raise the funds ourselves. We became expert beggars. I served a term on the Board of Directors then, finding the position more honorific than influential. Despite this position, I couldn't get any money for restoration. It was during this time that great effort was put into restoring SP 2353, which became a black hole and sucked almost every source of revenue from other projects.

We began the first of three major car restoration projects in 1991. **Herb Kerr**, life member #1, purchased Santa Fe RPO car #74 for the museum with his own modest savings. We began work on the RPO car and were soon informed by the powers that be that it was a great project, good luck, and raise your own funds. Herb started us off with another \$5000, Las Patronas gave us a similar sum, and we raised the rest by rattling change in a tin can, selling key chains, and any other method we could think of. Working outside, we spent two years plugging holes in the car's sides and roof. Work on the RPO halted, however, when **Jim Mills** donated money to restore the interior of Santa Fe

café observation #1509. We did a complete interior make-over, including new windows, carpet, paint, and replica lights, and reupholstering all chairs. We did everything but the galley. This was a very satisfying project, but there was not enough money for painting the exterior, which still remains to be done.

After two years on 1509, we recommenced work on the RPO car. We still worked out of doors for several years. The interior presented us with many challenges. Without Dick McIntyre and his “boys,” we could not have accomplished the metal repairs inside the car, around every large window opening. We were joined on the RPO project by new volunteers like **Joe Shelley** and a new metal magician, **Harold Whalen**. The RPO made its debut in 2001 on a train to Tecate, with both Mexican and US stamps being canceled. We received splendid cooperation in this venture from Carrizo Gorge Railway. It should be obvious that restoration (and steam) never stopped, or even slackened, during a mythic “dark period.”

Having finished the RPO car and winning TRAIN’s award for best car restoration of the year, we surveyed the rolling stock for our next project. Joe Shelley suggested that we scrape a little old paint and then slap some new paint on our historic Jim Crow car, Rockdale, Sandow & Southern #3. Thus we innocently began an eight-year venture in restoring a 120-year-old wood car, the second oldest segregated car left. We couldn’t have done it without the metal forging, machining, and cabinetry of Harold Whalen. **Bob Gerdes** joined Harold, Frank, and Ted to form the “regular” crew. After spending nearly a year patching cracks and sanding the original siding, we concluded that paint would not adhere to this ancient surface. So we installed new (replica) siding. This material, and much more, was donated by **Lane, Stanton Vance Hardwood Lumber Company** of El Cajon. Nearly every one of the main windows needed rebuilding, which was done expertly by Harold. Clerestory windows lacked half of their glass “tiles”; we only had 75 intact glass panels of the 150 needed. It took us a long time to find a mom-and-pop firm to produce replicas of the original glass tiles. The seats were upholstered at a very reasonable price by an expert small business in Normal Heights. The exterior was finally painted at no cost except for the materials by master painter Mark Gerdes. The last major detail was costly: three replica ceiling oil lamps were manufactured by a firm in Ramona. The car received its finishing touches in 2010, and today lacks only lettering to make it complete. The total cost of the restoration of RS&S #3, including tools and supplies, was only \$24,000, all donated. The dollar value of donated labor is incalculable.

Restoration was not the only active part of Museum Services. During the last decade the library has risen from the ashes, so to speak, and now has a splendid

new facility at Campo. Librarian **Bruce Semelsberger** and I have led this project.

My health is failing. I no longer have the stamina to spend a day at Campo. With the Board’s consent, the leadership of Museum Services has been assumed by **Ken Helm**, a capable and long-time member. He is already doing a splendid job revitalizing the department. Meanwhile, I’m enjoying both the critical and popular reception of my book, *Railroads in the African American Experience: A Photographic Journey*. It has sparked an oral history movement and a new organization, the **National Black Railroaders Historical Society**.

As I look around the Museum, I see the fingerprints of dedicated restoration volunteers all over the property: on our demonstration train passenger cars; the RPO; numerous cabooses; the FGEX reefer and GREX flat car; and the Jim Crow car. Other individuals not mentioned have pitched in when needed. I am sorry not to be able to come to Campo regularly. But I can look backward and forward, surveying our work over the last 30 years with pride and satisfaction. And the Museum marches on. Restoration marches on. Our accomplishments are not only a legacy for the Museum, but an enduring achievement that will thrill the public for years to come.

Thanks for letting me be of service to PSRM.

Engineer Training Class continues . . .

By Rich Paulus

In February, the Engineer Training class moved to Campo for hands-on training. On February 12, Instructor **Greg Luiz** introduced troubleshooting topics for the EMD GP-9. Then **Ron Hyatt** provided the students with basic mechanical information on the Museum’s GP-9, Southern Pacific 3873. The next day, **Randy Houk** introduced the students to daily inspection and start-up of the General Electric 80-ton centercab switch engine, SD&A 7285. Then each student got a chance to take the throttle for light engine running on Track 1. That was followed by practice coupling to cars with students taking turns at the throttle and on the ground as brakeman directing the join. This led to practicing the full procedure of coupling to passenger cars and conducting an Initial Terminal Air Brake Test. October 19 was a day for review and the final exam. Upon submission of required paperwork, California DMV Driver Record, driver record from the National Driver Register, and vision and hearing physical exam results, student engineer cards will be issued and the trainees may take the engineer’s seat under the supervision of our Instructor Engineers Randy Houk, **Dave DiGiorgio**, and **Jim Baker**.

Many of the student engineers obtained their physical exams from PSRM Life Member **Dr. Michael**

Feinstein at no charge. Many thanks to Dr. Feinstein and his staff for this donation of services.



Student Engineer Class with SD&A 7285 (the Goat) in the Campo Car Barn. From left to right: Rob Stebbins, Darrel Bivans, Ken Brown, Rich Paulus, Seth Miller, Director of Operations and Head Instructor Greg Luiz, and Kyle Jensen.
Ron Hyatt Photo

PSRM Machinist & Pearl Harbor Veteran Bob Haney Passes

By Larry Rose

Long time PSRM volunteer **Bob Haney** passed away February 17th after a short battle with pancreatic cancer. His family was with him at the end and all his railroad friends offer condolences to his widow Pam and the family. Bob was 89 years old.

In his younger days Bob had an experience that no other Museum regulars share that we know of that is deserving of special note at the end of a remarkable life. Bob was working in a waterfront machine shop in Pearl Harbor on December 7th, 1941, the "Day of Infamy" that FDR called the surprise attack on the US Pacific Fleet by the Empire of Japan. A Sunday in Hawaii is not usually a day of work even for a skilled machinist like Bob but he was on duty trying to finish up some Navy contract projects

No sooner had he gotten to his workplace than planes were roaring overhead and a bomb came through the roof of his shop landing on the shop fork lift. The explosion knocked Bob down but did not hurt anyone even with fork lift parts flying all over the shop. Bob ran out to see what Army Air Force jerk had accidentally bombed his large machine shop. That's when he was strafed by a Japanese Zero that flew so close that Bob could see the pilot's grinning face. Bob's fellow shop men scrambled for cover as soon bombs were falling everywhere and close by battleship row was erupting in flames. Bob ran to the adjacent dock and saw the heavy cruiser Raleigh take a torpedo hit amidships just

a short distance out in the harbor. The geyser of water from the explosion showered everyone on the dock.

Bob and several of his fellow shop workers took cover as the bombing and strafing became deafening. Soon he noticed that the Raleigh was beginning to list to one side and he thought it would soon capsize. "Let's get a pump out there and save that ship" was the cry that everyone heard. Bob took charge of the crew and quickly located a distillate powered pump and related hoses. The problem was that the pump weighed several thousand pounds and they no longer had a fork lift! Bob rounded up a large crew of everyone in shouting range and soon they were running two long steel beams under the edges of the pump. Over 50 men lifted at once and carried the heavy pump out to the edge of the dock.

A maintenance barge was tied up there and the crew sweated the pump on to the deck with only muscle power. Another gang rolled barrels of distillate fuel out to the barge. A passing motor launch was commandeered and used to float the barge out to the Raleigh. Bob located the gangway and scrambled up to the main deck and notified the ship's crew that he had a pump that could keep the ship upright if he could get a large diameter hose down to the lower flooded decks. A service hatch was located quickly and a hose fed down below decks. In the face of bedlam, scrambling sailors and bombs going off all around him, Bob and his crew got the pump going and soon stopped the ship from listing. The battle was over in a few hours and Bob and his guys kept the pump going for the next few days. Bob never left his post and supervised the pumping operation until the ship could be guided by tug boats into a floating dry dock.

The captain of the Raleigh gave Bob all the credit for the fast action that saved the ship from rolling over. Once in the dry dock the ship was pumped dry and in three months was repaired and back in the war. Bob was made an honorary crewman of the Raleigh for his efforts to save her and for the next 60 years never missed a crew reunion. Bob also attended the Pearl Harbor Survivors reunions over the years watching as the group became ever smaller. Only a tiny hand full of the Raleigh's 1200 man crew survive today. Bob was one of the very last.

As the war with Japan and Germany heated up, Bob's machine shop was approached to design a flame thrower to be fitted on Sherman tanks. Bob ended up in charge of the project and designed the first prototype. A test was arranged and famous Marine Corps General Holland M. "Howling Mad" Smith (1882-1967) was there to witness it. Bob's flame thrower worked great and the general was well pleased. He sought out Bob and personally thanked him for giving his tanks the fighting edge they would need in the coming Pacific island campaigns.

Bob spent the rest of his working career in Hawaii as a machinist and built himself a fine dune buggy soon after retiring and moving to El Cajon. Bob found PSRM in Campo about that time and applied his metal working skills to many restoration projects over the next 25 years. Bob became part of the "Three Metal Magicians." **Dick McIntyre** and **Dick Cupp** were the other two. Only Dick Cupp is still with us. Bob was well known by all of the regular volunteers at Campo and will be terribly missed.

Bob's widow told this writer that there would be no public funeral but that a remembrance get together is planned for late March at the Haney home in El Cajon. All of Bob's railroad friends are invited to attend. Drop the author an e-mail (railrose@aol.com) or call (619-469-3064) for details.



Bob is shown here last year working in the wood shop at PSRM Campo. He sorted and filed thousands of screws and fasteners that are now in the bins of our nut and bolt room. *Larry Rose photo*

Recent Donations

Dick Ruppert donated \$475 worth of materials to support his library & archive activities.

Ted Kornweibel donated \$1,000 in cash for the new rest room project.

Sid Saltzstein donated \$220 to be used "as needed."

Owen & Marie Peck donated \$1,000 cash for "Where it's most needed!"

Bruce Deck donated \$5,000 in cash for The new display building public toilet project.

Ken Helm has been donating supplies for his projects but won't tell us how much.

Herb Kehr, PSRM Life Member No. 1, sends us about \$800 a year to support both the *Hot Scoop* production and the Steam Team.

The *Buy-A-Brick* fund raiser rolls on. The first order of engraved bricks has arrived.

SAN DIEGO COUNTY FAIR, 2011

June 10 through July 4

Our Museum has again been invited to participate in the San Diego County Fair in Del Mar this year. We hope to exhibit the Railbus, motorcar and hand pumper this year, space permitting. During the time visitors come by to view, we pass out information regarding our Museum inviting them to visit us in Campo and La Mesa. This year the Board has authorized us to pass out discount coupons and small prizes to entice them to stop by.

WE NEED YOU! We encourage all members to volunteer to take a time slot (or more) to staff the booth. Each volunteer will get free admission tickets for themselves and a guest for staffing about a 4 ½-hour period, in either the morning or afternoon. Parking is free if you arrive early, park in the horsepark and take the shuttle bus in.

If you can support this effort, Museum Services Director **Ken Helm** asks that you contact **Jim Lundquist**, who has agreed to coordinate the staffing of the booth again this year. Drop Jim at note at Jim@psrm.org to show your interest. Jim will write your name in an open slot. For those members who have a difficult time getting to Campo on the weekend, here is your opportunity to volunteer without the "heavy lifting" so many jobs are at Campo. We look forward to your participation. See you at the fair!

CAMPO DEPOT NEWS 2/24/10

By Jim Lundquist

Progress continues on the Campo Depot Waiting Room. Continuing with a trim around the doors and windows has been **Frank Denison** and **Frank Stites**. **Seth Miller** completed filling nail holes. **Jack O'Lexey** and **Jim Lundquist** have the first coat of varnish on the walls. Returning workamper **Max Freeman** has sanded the walls and is ready to apply the second coat if the weather ever warms up again (it will!) Still left to do is to install the trim, finish varnishing, painting doors and windows and installing the tile flooring.

A slow and steady progress is being made on the depot. We will keep moving forward until it is done!

VOLUNTEER TIME REPORTING 2010

By Jim Baker

I have completed tabulating the data for the time cards that were turned in last year. I can report that 43 volunteers reported a total of 8,900 hours, or an average time of 207 hours per volunteer. At the California minimum wage rate of \$8.00/hour, that time was worth over \$71,000, or at a more skilled labor rate of \$20/hr, that time was worth about \$180,000! Twenty-one volunteers put in over 100 hours each.

The highest number of hours reported was **John Shannon's** almost 1,000 hours, followed by **Rich Paulus** and **Dick Pennick** at around 800 hours each.

Of course there are quite a few of our volunteers who put in many, many hours, some probably even exceeding John's time that don't fill out time cards. It would be really great if we could actually document **ALL** the volunteer time that is put in.

All this reported time involves at a minimum, driving to the work site, usually Campo. And that costs money, especially the way gas prices have been going. Highest mileage reported again went to John Shannon, with over 15,000 miles reported, followed by **Rich Paulus** and **Don Getz** who reported in the area of 9,000 miles. Those represent some significant financial expenditures by those individuals to benefit the Museum with their time.

And, speaking of financial expenditures, for the past four years I have given out tee shirts with Museum photos and logos on them to all volunteers who reported over 100 hours in the past year. Because the Museum has had no budget item for this, I have paid for the shirts myself. Unfortunately, my financial situation this year is not as good as it has been in the past. As a result, I feel that I cannot give out any shirts this year. The awards for 2010 will probably just be certificates of appreciation.

Library Update

By Bruce Semelsberger

2/5/2011

I arrived at Campo on this beautiful sunny day at 9AM, pulling in right behind Bob and Frank from our ace restoration department at the library. While Frank and I reviewed the work to be done in constructing the map rack in #1, Bob installed the shelving in our new bookcases and we got the file cards and other miscellaneous items shelved. This card file system was created over many years by two different individuals and later donated to us. The cards detail information on many types of engines and passenger cars, trolleys, railroad companies and authors of books on railroad history. While Bob worked on this project, Frank and I popped over to East County lumber and got a dozen 8' lengths of 2x4 and some joist hangers. Propping a length vertically on each side of the container, we measured the exact distance (well, almost exact) and began cutting the horizontal lengths, installing hangers at each end, and mounting to create a series of three shelves to support the map boxes at front and rear. The result was so sturdy that we decided additional bracing at the center was not required. The map boxes, originally procured by **Roy Pickering** as throw-aways from the County mapping department, were so well constructed that we also decided to forego any solid

shelving and just let the boxes rest four high on the horizontal members. This saves us much time and expense, and we were finished well before lunch. Bob and Frank went off to work on other projects and I went into the office where **Bob Underhill** had been quietly working away on labeling and re-filing our large collection of newsletters. Bob had diligently worked at home creating missing labels from his last visit and was able to complete this project by the end of the day.

Shortly after twelve, we heard the dinner gong and drove to the crew lounge for a nice Mexican lunch with salad prepared by **David DiGiorgio**. After lunch, dedicated volunteers that we are, we headed back out and while Bob worked on the files I finished installing all of the SD&A maps I could find in the new rack, then went to work clearing out the back of #2 for construction of the second map rack on the 26th. This involved moving many boxes of books and I was glad of the cool climate inside our containers. When that was completed, it wasn't yet dark so I worked on one side of #1, emptying, cleaning, moving and reloading shelves to make room for some of the photo file cabinets.

The following submitted by Bob Underhill:

As you've heard, Saturday (2/26) morning was cold as a...Well, it was cold on the drive out to Campo. The rain turned to sleet at about 3500 feet and to snow at 4000 feet. At Campo it was rain again but once I got inside our beautiful new library and turned on the heat, things got quite comfortable. As the only librarian on duty I spent the day sorting, labelling and filing our collection of newsletters.

We're now back to about where we were when we cleared out of the Santa Fe Depot. Lunch was accompanied by a video of the Alaska Railroad, operating in much warmer conditions. When I left at about 4:00 the snow line had fallen to below the height of land on Buckman Springs Road, and the little peak north of the Museum was covered in white. That was the day at the library.

February Operations

By Rich Paulus

2/5-6

Saturday's crew on a fine backcountry day was Conductor **Darrel Bivans**, Engineer **Jim Baker**, Brakeman **Randy Houk**, Motorcar Operator **Ken Brown**, and Motorcar Crew **John Wright**. **Heather Wright** was Station Master and **Cliff & Gloria Fox** did docent duties in the Display Building.

Dave DiGiorgio reported Sunday's first Golden State was crewed by Conductor **Dick Pennick**, Engineer **Dave DiGiorgio**, and Brakeman **Alex Fiori**. The second

Golden State had a crew of Conductor Seth Miller, Engineer Dick Pennick, and Brakeman **John Shannon**. **Bob Nickles** and **Claudette May** were the motorcar crew and **Dave Tomeraasen** was Station Master. The Foxes again were docents.

This was **Cliff and Gloria Fox's** last weekend at the Museum. They have been a great help as docents, invaluable help during the North Pole Limited trains, and a welcome presence during the week overseeing the Freedom Ranch cleaning crew and taking care of many other details. Many Thank You's Cliff and Gloria and have a safe and enjoyable trip.

2/12-13

On Saturday, the Golden State crew was Conductor **Don Pope** and Engineer **Jim Lundquist** with Motorcar Operator **Jim Baker** pulled in from Steam Team and Motorcar crewman **Lonnie Corley**. **Ann Ruppert** was Docent in the Display Building and **Heather Wright** was Station Master. An antique car club rolled into the Campo Depot for the morning train driving their nicely restored vintage Ford Model T's and Model A's. 61 passengers rode the 2 Golden State trains, enjoying a great back country day.

On Sunday, Engineer **Jack O'Lexey** ran the RailBus as the Valley Flyer with **Stephen Hager** as Train Attendant. The Valley Flyer entertained over 20 passengers with trips as far west as Chicken Ranch on another nice day. **Bruce Deck** was the Display Building docent and **Dave DiGiorgio** was Station Master.

2/19-20

Saturday's crew was Conductor **Rich Paulus**, Engineer **Don Getz**, and Brakeman **Alex Fiori** with Station Master **Dave Tomeraasen**. The day was cold and wet yet 26 people showed up to ride the Golden State, including 3 cab riders. Despite the miserable weather, all those people were in good spirits and, as a whole, the nicest group of people I've worked with; one passenger was excited that we went through hail. Just west of MP 62, several wild turkeys were taking shelter under the trees.

On Sunday, Conductor Don Getz reported that he and his crew of Engineer **Dick Pennick** and Brakeman **Seth Miller** carried 46 passengers, including a charter of the ATSF 1509 on the 2:30 Golden State. **Dave DiGiorgio** was Station Master. And it was another cold and wet day.

2/26-27

Saturday was cold, rainy and windy. The crew was Conductor **Dick Pennick**, Instructor Engineer **Jim Baker**, Student Engineer **Rob Stebbins**, Brakeman **Alex Fiori**, and Trainman **Tom Gray**. **Dave DiGiorgio** was the Station Master. Before the morning Golden State, the crew switched out a passenger car with a leaky roof for a dry one. Over the lunch hour, 3 cars on Track 2 that were fouling Track 3 were switched over to Track

1 and at the end of the day 4 cars were moved off of Track 3 to uncover the Kaiser caboose which was put in the car shop on Track 13 to receive some clean-up and repair work in anticipation of the upcoming Red Candy Caboose event. Only 11 passengers braved the weather to ride the Golden State.

As bad as the weather was on Saturday, it was that good on Sunday. Early morning saw bright blue skies, light winds, brisk temperatures, and a sparkling coating of snow and frost. The snow quickly melted and the crew of Conductor **Rich Paulus**, Instructor Engineer **Dave DiGiorgio**, Student Engineer **Rob Stebbins**, and Brakeman **Seth Miller** readied the Golden State and switched the cars set on Track 1 on Saturday back to Track 3. The snow was mostly gone by the time the first Golden State departed. The afternoon Golden State was delayed as we waited on reserved ticket holders that had not shown up. Visitors were telling Station Master **Dave Tomeraasen** that traffic on I-8 was being blocked by back-ups at the off-ramps for State Route 79, Pine Valley, and Sunrise Highway from the multitude of people trying to get to the snow. After a 10 minute wait, the train departed without those ticket holders, who arrived just a few minutes later. Campo Depot contacted the train by radio but we were already a couple of miles away and weren't coming back for the late-comers. A few minutes later, the train crew was surprised by pedestrians near the tracks at the west end of Chicken Ranch. **Jim Lundquist** had gathered up the family, headed down Hwy 94, turned off at the chicken ranch, and intercepted the train. We loaded the new passengers and continued on the remainder of the trip. Thanks, Jim, for making that family's day. Total passengers for Sunday was 20. One final switching move took ATSF 1509 from Track 12 to Track 13 outside the car shop and the Goat ended the day inside the car shop on Track 12.

Thanks everyone for volunteering.

Help Wanted!

The museum needs assistance in the following areas:

- Membership (We need a permanent Director)
- Gift Shop
- Mechanical Department
- Special Events (We need a Coordinator.)
- Grant Writing

If you can help in any of these areas or just want to volunteer, contact the editor at hotscoop@psrm.org. Your assistance will be greatly appreciated!

"I was one man and I tackled a big railroad. I did the best I could."

—O. Winston Link

Editor's Note: O. Winston Link documented the last days of steam on the Norfolk & Western railroad in the 1950's and, in the opinion of this writer, is the best rail photographer to have ever lived.



Photo by John Knight

COME AND ENJOY!

CHEFS FIRE UP THE

APRIL 2, 2011



12:00 - 5:00 PM

IRON HORSE

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THE CAMPO RAILROAD MUSEUM

The Chefs de Cuisine and the Campo RR Museum
together with The San Diego County Vintners Assn.

Celebrate 50 Years of Local Community Service

**GOURMET FOOD SAMPLING • WINE TASTING
BEER GARDEN • SILENT AUCTION • LIVE MUSIC**

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