

Our 50th Year!

HOT



A publication dedicated to Pacific Southwest Railway Museum Association members
March-April 2011



With Ron Hyatt at the controls, Scott Thompson on the footboard, and John Ashman and Duane Leal assisting, No. 7485 crosses State Route 94 during the "Great Freight" of 1983. During this time all the museum's rolling stock was moved from San Diego to the permanent location at Campo. The story of the Great Freight can be read in its entirety in Issue 187 of the *Report*, found on the museum's website at www.psrn.org.

Photographer unknown.

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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

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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**

We've hit the ground running this year! Everyone has been running ragged to get things done lately! Could it be Spring Fever? There are so many things going on right now it is hard to keep them all in sight at the same time. That being said, this is a pretty great job, except for the monetary compensation!

U.S. Army Guard Car G-10

March was incredibly busy and April promises the same. In March the Mechanical Department was redirected to a number of other projects including the rehabilitation of the U.S. Army Guard Car. I have always had a soft spot for this piece of equipment, so when a few other members and some outsiders became interested in the what if factor of actually cooking food on the stoves inside, everything started coming together. **Ron Hyatt, Ken Helm** and **I** performed a preliminary examination of the water system and determined that there were some repairs needed to some of the piping where water had pooled and frozen. Fortunately, all the piping in need of repairs was accessible; how on earth that happened, I don't know. **John Shannon** obtained the proper fittings and replaced all the areas needing attention, then it was back to testing the water system for leaks. The next step was firing up both stoves and monitoring the fire. I obtained compressed wood logs (without wax) for the test. We use these same logs to heat the stove on the ATSF 1509, but it is a much smaller stove. It was determined that the wood alone did not provide enough heat. The ideal temperature is 325-350° F or higher, if possible. So, some coal was scrounged up and added in with the wood but it still was not enough to maintain a steady heat of 350° F. Ron, John, **Rusty Hoar** and **Dave DiGiorgio** then tried a fire using coal only and found this to be the way to proceed. Ron then set the **Hyatt children** to breaking up the large chunks of coal from the E.J. Lavino's tender. The next day **John Wright** carried small bucketfuls of coal up a ladder to the roof of the Guard Car and began filling the coal hopper. The Mechanical guys then proceeded to fill, sanitize, drain, refill, drain and refill the water system to ensure it would be safe for washing food handling equipment. To find out how this all turned out, you'll have to pay attention to the May issue of the *Hot Scoop*.

Eagle Mountain #1905 Kaiser Steel Caboose

The Mechanical Department also became involved with the quick rehabilitation of the Kaiser Caboose in preparation for the museum's first ever Red Candy Caboose event held on Saturday, March 26th. Although the caboose is a bay window caboose and differs from the caboose in the story, it was determined that this caboose would be more appropriate due to its many windows, lack of a cupola for falling children and nearly empty interior. **Rich Paulus** led the window replacement project with help removing the windows by **Michael Meyn** and **Marc McCrea**. About 70% of the windows were either broken or missing and were taken to a glass company to replace the rubber seals and glass. Rusty was able to re-install the windows and is working on replacing the hinge mechanisms at the top edge of each window. **Andy Andrews**, the **Hyatt kids** and **Annette Elmore** helped clean the inside of the caboose which was so filthy it grossed me out. Several dead animals were removed from inside the diesel stove. Short-term workamper **Max Freeman** built stepped boxes to cover the toilet, sink and Microphor toilet tank that was then covered in contact paper and used as shelves. **Annette Elmore** and **Alanna Hyatt** helped me decorate the interior and **Brian Elmore** scavenged the remnants of some commercial carpeting that was leftover from the Library trailer. Brian was able to piece the carpet together and covered the entire floor and the raised platforms at the bay windows which created great kid zones. All this was done without making any changes to the historical integrity of the caboose. With more volunteer assistance, we hope to repaint the

interior and exterior and replace the wooden end doors. The event itself went off well considering we hardly advertised it and the weather was windy, cold and threatening to rain that day. After all this work, we are looking toward offering this event for our young patrons several times a year.

Bunny Trains

The Bunny Trains will be running in Campo on Saturday, April 16th, Sunday, April 17th and Saturday, April 23rd. The Easter Bunny and his helpers are looking forward to entertaining lots of boys and girls again this year. There will be an Easter egg hunt and Easter crafts for the kids in the Display Building after their train ride. Bring your kids, someone else's kids or the grand kids for a great day out.

50th Anniversary Dinner and Membership Meeting

The dinner will take place on Friday, May 20th at Tom Ham's Lighthouse; it will begin at 6:00 PM instead of what I had written in the last *Hot Scoop* about it beginning at 5:00 PM. Apparently, our group is only allowed four hours on Friday and Saturday nights at Tom Ham's as opposed to the five hours we've been used to in the past when we've always booked on a Thursday night – sorry about the confusion there! Please refer to the flyer in this issue of the *Hot Scoop* for all the information you will need to join us. This is our 50th year as a museum, so I would like to see a fantastic turnout from our membership; tell your spouse or significant other that I promise it won't be boring! Oh, and I do believe **Janet Paulus** is making another great quilt to raffle off at the dinner again this year!

Father's Day BBQ and Engineer For An Hour (EFAH)

Father's Day is Sunday, June 19th. We've decided to make the popular Engineer For An Hour program available on both Saturday and Sunday of Father's Day weekend this year. So, tell your friends, tell your kids, tell anyone you think might enjoy yanking the throttle that its lots of fun and makes a great gift. Reservations can be made online at the museum's website: www.psrsm.org. Click on Master Calendar and go to June 18th or 19th. You can also visit that same area to make reservations for our annual Father's Day BBQ on Sunday, June 19th – price includes the train ride at either 11:00 A.M. or 2:30 P.M. The BBQ lunch will be served between noon and 3:00 PM in the museum's Display Building with musical entertainment provided by **Trails & Rails**. Come enjoy a great day at the museum with your family. Last year the weather was beautiful, the music was great and the food was delicious.

San Diego County Fair @ Del Mar Fairgrounds

PSRM will have a booth at the infield of the fairgrounds again this summer. If you can help out with a four hour shift, please contact **Jim Lundquist** at jimlundquist@gmail.com or 619-417-7059.

Maintenance of Way

It came to the attention of the president that the rail into yard track two had been broken and was unusable. Not only was this situation hampering yard switching, but it was also keeping us from evaluating the Army Guard car (above). **Wally Barber** promptly responded to my cry for help with a determination of what needed to be done, what parts were necessary and how long it would take. The board approved the work and Wally, **Don Getz**, **Americo Yescas**, **Joe Rangel** and **Robert Rangel** had it repaired and usable in no time.

Facilities

Brain Elmore has been working double time for the museum lately. After finishing up the concrete work at the Library site, he started on the task of installing the



The *Hot Scoop*® is a publication of the **Pacific Southwest Railway Museum Association, Inc.**

The Museum is a member of the Association of Railway Museums (ARM) and is a not-for-profit educational corporation. Donations are tax deductible under Section 501(c)(3) of the Internal Revenue Code.

The opinions expressed in the *Hot Scoop* are those of the individual writer and do not necessarily reflect the opinion of 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.

The *Hot Scoop* is printed by
Any Budget Printing
7370 Opportunity Road, Suite N
San Diego, CA 92111
Phone: 858-278-3151
Fax: 858-278-3152
Toll-Free: 866-283-7644
E-mail: info@anybudget.com

toilet trailer at the west end of the Display Building. As you might recall, several members stepped forward to finance this endeavor: **Bruce Deck, Ted & Catherine Kornweibel** and **Dr. & Mrs. Daniel Marnell**. We are so grateful to have functional toilets at the Display Building! They will prove their usefulness at the *Chefs Fire Up the Iron Horse* event and the ensuing Bunny Trains. There is very little left of the initial \$6,000 and we still need to remodel the interior and purchase a hot water heater and siding for the outside of the trailer. Once again, donations are always welcome. Rusty even made a donation-potty so our visitors can pitch in too.

Board Briefs, March 2011

Submitted By Rob Stebbins

At the March meeting Board members present included **Diana Hyatt, John Shannon, Larry Rose, Ken Helm, Ron Hyatt**, and this writer. Absent Board members were: **Ken Brown** and **Greg Luiz**. Guests included **Wally Barber, Dave DiGiorgio, Don Getz**, and **Dick Pennick**.

Wally brought us up-to-date on Maintenance-of-Way work. As most members know, we have a lot of deferred track maintenance to attend to as old ties and nasty weather have taken a toll on the right-of-way. The recent heavy rains caused some deterioration to the east lead track in our Campo yard. Wally's crew will be fixing and stabilizing a section of track near Campo Junction once the ground dries out. After that, there are at least a couple of other large areas that will receive attention: Around Campo Depot and out on the main line on the first big curve near at the private crossing west of milepost 65. Here rail will be swapped from one side of the track to the other in order to extend the useful life of the rail, and many new ties will be installed to replace the very old, very rotten ones currently there.

The projected expenses for the east lead and mainline curve work had not been previously allocated, so the Board approved the expected expenses related to these necessary projects. Our goal is to remove in stages the current 5 mph speed restrictions on several of the mainline curves.

The Board also had a discussion about locomotive needs as we look to the future. Most of you know that we currently have two operable locomotives, the SD&A 7285 (the "Goat") and SP 3873 (the "Geep.") We frequently have to rotate their usage because of maintenance requirements. For example, the Goat recently came down with an unexpected ailment; so we have been using the Geep on our two-car trains for the past several weeks. Typically, we would like to use the Goat on short trains.

Concerning another maintenance item, the Board by consensus agreed to request approval from the County for a re-allocation of recent Grant funds. We need to re-roof a substantial portion of the car barn at an estimated cost of \$18,000, and using County Grant funds on this project is appropriate. We also discussed the Crane Fund, a project that is now cancelled. Donors to this Fund will soon receive a letter discussing the situation and presenting alternatives.

Diana Hyatt reported on plans for the Red Candy Caboose special event, based on a children's book of that name. We can now report that this new event attracted a nice crowd of kids (and parents) on a blustery March 26th without much in the way of marketing or advertising. Museum volunteers put in many hours to fix up the Kaiser caboose as the focal point of the event. It is likely we will repeat this event periodically.

Diana also noted that arrangements are being finalized for our Annual Dinner to be held May 20th at Tom's Lighthouse restaurant. More details will soon be broadcast to members and friends of the Museum.

Also, by the time you read this, the *Chefs Fire Up The Iron Horse* wine and dining event held on April 2 will be over. At this writing, all indications are that it will be a huge success, with a large crowd anticipated. Diana brought the board up-to-date on plans and arrangements. It should be noted that the mechanical crew worked on the Army Guard Car so that the large, wood fired stove in the car can be used by the Chefs for cooking dinner.

Our meeting adjourned at 9:30 PM.

I encourage members to attend your Association's Board Meetings. We had four guests at the March 25th meeting, a good turnout; however, there is room for more members to come and enjoy, share their perspectives on the Museum's activities, and interface with Board members and other guests.

So, put the next Board meeting on your calendar – April 22nd. We meet at the Trinity Church in Spring Valley beginning at 7 PM.

January – February Mechanical Report

Submitted by Ron Hyatt, Director of Equipment

SP 3873 EMD GP- 9

Paul Kennedy was asked to come down and tune up the 567C prime mover; there were two power assemblies that were not firing properly and running cooler than all the rest. He replaced two bridges and adjusted the valve lashes on the #12 cylinder, calibrated the governor terminal shaft scale, then set the injector rack and timed the injectors; it sounds a lot better but we still have a couple of bridges lightly tapping that will be worked on next. It was then tested by dragging a

cut of cars up track 1 a few times. There's still some work to be completed on the Geep but it is ready for service if needed. **Mike Chisholm** took care of a few electrical issues: One was the load meter which was not always showing the load, Mike found a bad wire and repaired it. He also replaced the roller switch in the control stand for the #3 notch on the throttle that was giving us intermittent problems.

SD&A 7285 GE 80 Tonner

A 92 day inspection was performed by **John Shannon** and **Rusty Hoar**. The #1 engine failed two weeks ago when the Saturday crew tried starting it. **Brian Elmore, John Shannon** and **I** investigated and found a bad check valve in the fuel intake off the fuel tank. The valve was not seating properly and the fuel was draining back into the tank when the engine was not running, the fuel pump was losing its prime and could not pick up the fuel from the tank; a new check valve is on order and expected soon.

ALCO RSX-4 (MRS-1) SD&A 2104

With the help of **Stan Paulsen** we have the needed information for the correct material to wrap the traction motor leads. These were weathered from sitting in a cable trough that would fill with water when it rained. All of the deck plates have been removed by **Bob Nichols, Rich Paulus** and finished up by **Richard Bartman**. Rusty and Richard have teamed up to tackle the side walkway widening - we will be adding three inches on each side and hand railings to improve the safety of walking to and from the cab or working in the engine compartment. We've had concerns for our volunteers and visitor safety while trying to get to and from the cab, the widening of the walk way deck is the first phase - as funds become available, hand railing stanchions and railing will be purchased and bolted up. Rusty and Richard also removed the front sand boxes which sat on the engine compartment floor and as a result of wet sand and dirt in and around the bottom of the boxes over the years it rusted out the sides of the boxes and the car body. The sand boxes were rebuilt and shortened, and will be mounted on stands that will allow any sand or dirt that makes its way to the floor to be easily cleaned up, Richard cut out the rusted lower five inches of the front and corners of the car body and welded in new steel forming it to the corners as he welded it in place. This work is currently progressing well.

Fairbanks-Morse H-20-44 UP 1369

Two years ago we rolled 1369 into the shop for a preliminary inspection and work. At that time, **Alex** and **Paul Kennedy** removed all the inspection hatches on the exhaust manifold and cleaned out the carbon build up. While Paul was working on the SP 3873 this past month Alex started organizing diesel parts we have

stored while specifically looking for new FM exhaust manifold cover gaskets. Unfortunately, we didn't have any in storage; Paul is checking with a friend that may have some we can acquire, otherwise we have a supplier we can contact.

Fairmont Rail Bus Santa Maria Valley #9

This little "doodlebug" is used in place of a full train during our low times of rider ship. As an operating artifact, it needs maintenance and TLC. **Ken Helm** took on the task of removing the operator's window and getting a replacement, the old one dropped into the door when one of the original slide keepers split in two and resulted in a large crack. This turned out to be a much larger task than Ken had envisioned, but that's Campo. Ken, with the help of **John Wright**, then corrected a long time exhaust problem where the exhaust pipe would not line up properly with the manifold. A tune up was performed and the carburetor was replaced by Rusty and John Shannon with a newly rebuilt one Ken had acquired, Ken then replaced the old, inoperable amp meter with a new Ford Model "T" 30 amp meter this is just a few of the items that need to be taken care of - we still have a long list of small items to work on.

Fairmont MT-14 UP 2466

Our Fairmont MT-14 motorcar received needed repairs due to the oil filter housing on the engine being damaged while the car was being turned. One of the lifting handles caught the oil filter and cracked the housing. In order to remove the oil filter housing, the engine needed to be lifted off the frame and the front engine cowling removed; this was a difficult job handled by Rusty Hoar and John Shannon. Our initial plan was to upgrade it to a remote filter housing but the adapter unit to do this is no longer available. When we found out the old housing is no longer made **Dave Digorgio** went searching with the help of the Fredericksburg shops and was able to locate two used housings in the South. They were sent to Onan to be qualified and tested for leaks, one was delivered to Campo and installed on the MT-14 by Rusty and John Shannon with some help from John Wright. **Andy Andrews** installed a steel reinforcement plate to the underside of the control panel where the brake lever comes through - this will protect the cast aluminum panel from cracking or breaking. All this work occurred on the weekend it snowed at Campo - it was 38 degrees Fahrenheit in the shop on Sunday morning. To alleviate the chill, we set up a beach canopy with side walls over the pit and put the MT-14 in it with a forced air heater down in the pit blowing under it - this kept everyone warm enough to work. The following weekend Rusty and John Shannon finished up some minor repairs to the cab insulation and carburetor then gave it a test run. It is now back in service providing a nice ride for our fire prevention crews and our track inspector.

USAX G-10 ACF Hospital Kitchen Car

This car has been stored in the back of the Display Building for a few years – it has been out of operating service for years needing some wheel work, but with the upcoming “Chefs Fire up the Iron Horse” event at Campo the **San Diego Chefs de Cuisine Association** was interested in using the two large Army ranges. Ken Helm and I filled the water system to test for leaks and sure enough there were a few freeze damaged pipes. John Shannon made the necessary repairs with some help from Rich Bartman. The following weekend we tested it again and everything held together. Ken and I worked on the 120 volt AC to 30 volt inverter that was originally equipped with the car and were able to get it to work after replacing some wiring so now the electrical system works driving the stove fans and the lights. **Cary Hyatt** and **Luke Blankenship** had the honor of vacuuming and cleaning the two ranges of all the old soot and debris that had accumulated over the years as well as breaking up the coal we had stored for a few years and loading it into the coal bin in the car through the roof hatch. Rusty and John assisted with the loading. After verifying that the water backs were filled Dave Digorgio lit off the fires in both ranges - within two hours the hot water system was percolating and there was hot water for a shower. The next day we fired it up again and kept a steady bed of coals going to test the oven temperature - with a light bed of coals the ovens shot up to 350 degrees in no time and held there. After adjusting the draft we could have higher temperature easily if needed - this was a good day to test the ranges due to the cold temperatures outside. Now we're ready for the Chefs...

Kaiser Steel Caboose 1905

The Kaiser Steel home shop built caboose will be the centerpiece for the “Red Candy Caboose” event at Campo so it was slipped into the shop a few weeks ago for an intensive cleaning, repairs to broken windows and setting up the props for the event. This caboose has gone years without any care, so it's long overdue for some work.

Large Case Loader

Jim Rasmussen, a long time volunteer from the 80's spent a few weeks at Campo visiting from Alaska. While he was here, he took on servicing our large Case loader with Rusty's help. Jim then broke down a stuck spool valve that controlled the bucket; with the help of Andy they cleaned and inspected it and were able to get it to work as intended. The support equipment is necessary for keeping the museum grounds and the railroad in order. Unfortunately, it gets over-looked at times and doesn't get the attention it should. Our small mechanical force is normally tied up with keeping the railroad equipment running so Jim's visit was a tremendous help to us. Thanks Jim!

Case Backhoe

Rusty and John Shannon serviced the backhoe changing the lube oil and filters and the transmission fluid. **Jim Lundquist** got one of the front tires replaced and it is back in service keeping our drainage flowing properly during the latest rains.

Clark Forklift

Andy is currently rebuilding the master cylinder that controls the clutch and brakes, we hope to have this forklift back in service soon.

Electric Carts #1, 3, 4 & 5

Jim Rasmussen, Andy and **Seth Miller** serviced carts #1, 3, 4 & 5. Cart #2 is in need of battery replacement and currently out of service. These carts are very useful tools around the museum facility.

New Shop Nut & Bolt Room

Cheryl Hoar has taken on the task of sorting out nuts and bolts that had been moved into the new shop nut and bolt room from all over the property. Rusty has set up a sizing jig for her and she has been making great progress sorting the nuts and bolts and labeling the holding bins. This is an important task that takes a lot of patience, but it helps with the many projects that need these supplies. Now when we need something, we no longer spend a half hour or more looking for the right hardware. Thanks Cheryl!

Library Report-3/26/11

Submitted By Bruce Semelsberger

Greetings to all;

I was musing on some things tonight after this weekend's completion of another phase of the project. Some of you probably don't know all of the history of the library, and I'm not going into it tonight, but I will say that the collection has been assembled and/or reassembled six times, and I was there for five of them. This time was the most complex and frustrating by far. Each time, the collection was larger than the time before, and this time it is considerably larger because of some really big donations received while we were ensconced in the building downtown. Secondly, we previously had the luxury of working in a large open area where we could pile boxes up in one half of the room and assemble shelves in the other half. While the current arrangement of separate storage units offers a distinct advantage in terms of protection from fire and other mishaps, it also means that things need to be moved a number of times as we juggle to create working room where it is needed, compounding the time and labor requirements. Lastly, I find boxes each week that suffered some concealed damage from mold and mildew during one of the mishaps with the temporary containers during the eight years of storage.

This means that all of the materials need to be examined carefully, damages evaluated and remedied as best they can be before they can be shelved. In the case of the field note books from last weekend, every book must be treated to kill the mold, then gone through page by page to wipe off remaining spores, then microwaved briefly to kill any hidden mold within the bindings or in other concealed places. It takes many hours to process a single box of books, so I hope we don't find too many more affected boxes. In short, this slow pace of progress is driving me crazy, but I know the end goal will make my internment in the Happy Home worth while.

Now for the recap of this weekend:

On Friday evening, I rented a 10' U-Haul truck after work and drove it to La Mesa where **Dick Pennick** met me and we loaded all of the photos in file cabinets as well as several boxes of collections which had never been filed, also a piece of the baggage cart being repaired at Campo. We left the truck there overnight and Saturday morning I arrived at La Mesa, loaded another collection of photos from the reefer car and drove to Campo. Waiting for me there was **Reena Deutsch** and we started unloading the boxes. Arriving next in the nick of time was **Gary Hus**, and we unloaded the file cabinets while Reena shelved books in the office. Gary and I installed the files in their new home, and Reena had to leave for a lecture she was giving at Anza Borrego. Gary and I soldiered on, picking up one of the electric carts at the car barn and loading the museum equipment files from **Larry Rose's** office upstairs, which we then installed next to the photo files- two tasks completed. With an hour to go before lunch, we began removing maps from unit 4 and filing them in the new map rack in unit 2.

Lunch Break! Grilled steakburgers, beans, salad and cake courtesy of **Carl Calvert** from the truck museum. After belching our appreciation, we tidied up Larry's office a bit and went back to maps. By the time Gary had to leave, we had sorted and filed all but a few boxes of maps that still need to be sorted and re-filed, so another task essentially complete!

The concrete ramp **Brian Elmore** had previously completed made unloading the truck a whole lot easier- Thanks Brian! Once the lights are done, we can start on the next phase, which is moving all of the boxes from container 4 to the work area so we can begin assembling bookshelves. I plan on doing this on our next workday, April 2nd, so come if you can and bring gloves and a dolly if you have one. Due to the limited space in the work area, the boxes will have to be stacked inside the roll-up door, blocking access to at least two of the units for the next few work days; probably units 2&3, although I'll try to leave some narrow access if possible.

Next work day after that is tentatively scheduled for April 16th- taxes are done, so no excuses! See you at Campo!

Operations Report

Submitted By Rich Paulus

3/5-6:

Another beautiful weekend in Campo. Saturday's crew was Conductor **Rich Paulus**, Instructor Engineer **Dave DiGiorgio**, Piglet **Rob Stebbins**, Brakeman **Bob Nickles**, Motorcar Operator **Jack O'Lexey**, and Motorcar Trainee **Lonnie Corley**. **Seth Miller** was Docent in the Display Building and **Heather Wright** was Station Master. First thing in the morning, **Wally Barber** and **Don Getz** provided a well-attended class in basic Track Inspection. The train crew had a busy day doing switching before the first train, at lunchtime, and after the last train. 32 passengers turned out. The MT-14 motorcar, UP 2644, returned to service and ran flawlessly.

Sunday's Conductor Seth Miller reported that his crew of Instructor Engineer **Randy Houk**, Piglet **Rob Stebbins**, Brakeman **Bob Nickles**, Trainman/Docent **Bruce Deck**, Motorcar Operator **Jack O'Lexey**, and Motorcar crewman **Max Freeman** carried 74 passengers over the Campo to Division segment of the SD&A. **Ken Brown** was Station Master. And Coos Bay #11 was switched into the car shop over the pit, ready for Steam Team on Friday & Saturday.

3/12-13:

Saturday's crew was Conductor **Dick Pennick**, Instructor Engineer **Dave DiGiorgio**, Student Engineer **Rob Stebbins**, Brakeman **Don Pope**, Motorcar Operator **Alex Fiori** and Motorcar crew/Docent **Seth Miller**. Station Master was **Heather Wright**. The power for the day, SD&A 7285, was reluctant to start its No. 1 engine and SP 3873 was called upon to pull the Golden State. 68 passengers rode the trains. After the last train, the crew switched Coos Bay #11 out of the car shop and back to Track 9 to await April's Steam Team work days.

Sunday's Conductor Seth Miller, who also served as Brakeman, reported that his crew of Instructor Engineer **Jim Baker** and Student Engineer **Rob Stebbins** carried 69 passengers on 2 trains. Motorcar Operators were **John Shannon** in the morning and **Diana Hyatt** in the afternoon with **John Wright** as Motorcar Trainee. John successfully completed his training and is now certified as a Motorcar Operator. Congratulations, John. Station Master duties were shared by **Alex Fiori** and **Dave Tommeraasen**.

3/19-20:

Saturday was cool and cloudy. The mountains around Campo have a lot of purple, blooming shrubs, Mountain Lilac, I believe. Can Matilija poppies be

far behind? The crew was Conductor **Kyle Jensen**, Instructor Engineer Jim Baker, Student Engineer Rob Stebbins, Brakeman Seth Miller, Motorcar Operator Rich Paulus, and Motorcar Trainee Lonnie Corley. Conductor Jensen reported 64 passengers riding the Golden State. Station Master was Dave DiGiorgio and **Reena Deutsch** spent a few minutes in the Gift Shop autographing copies of her new book.

Sunday was overcast, breezy, and a bit chilly but the rain held off until evening. Conductor Dick Pennick reported his crew of Instructor Engineer Dave DiGiorgio, Student Engineer Rob Stebbins, Brakeman Seth Miller, and Trainman/Docent **Bruce Deck** hosted 14 passengers. Station Master was Ken Brown.

3/26-27:

On Saturday, Conductor Seth Miller reported that it was not the best of weather conditions, cool and damp, but 80 passengers rode the Golden State trains. The rest of the crew was Instructor Engineer Dave DiGiorgio, Student Engineer Rob Stebbins, Brakeman Dick Pennick, Motorcar Operator Jack O'Lexey, and Motorcar Crewman **Stephen Hager**. Ken Brown was the Station Master. Bruce Deck served as Trainman, Docent, and Brakeman Coop in the Red Candy Caboose, a special treat for the kids.

Sunday's report from Conductor Miller, who doubled up as Brakeman this day, included better weather for the day and sightings of the wild turkey flock in the vicinity of MP 62. The crew was Instructor Engineer Randy Houk, Student Engineer Rob Stebbins, Motorcar Operator Jack O'Lexey, and Motorcar Trainee Lonnie Corley. 88 passengers rode the train and Ken Brown was again the Station Master. After the last train, the crew accomplished the switching to prepare for next weekend's *Chefs Fire Up the Iron Horse* event.

Thanks everyone for volunteering.

Steam Whistling—February/March

Submitted By Jim Baker, Steam Foreman

In February, we continued working on Coos Bay #11. On Friday, the 11th, our crew consisted of **Dick Pennick**, **Rich Paulus** and **Jim Baker**. Again our thanks again to the previous week's train crew that moved the Coos Bay into the shop for us. We completed the ladder/scaffold that we started in January the now provides a much safer access to the steam dome, so we can more easily get inside the boiler.

Because of our continuing crew shortage, no work on the locomotive was done, since the available volunteers that day were on the train crew.

In March, we did get quite a bit accomplished. On Friday, the 11th, Dick Pennick, Rich Paulus, and Jim Baker were the crew. We finished the ultrasound grid

on the inside of the boiler, and started cleaning what is probably an 80 year accumulation of "gunk," a combination of grease and dirt, from the underside of the locomotive. On Saturday, Rich, **Bob Nickles**, and Jim continued that job. We were using putty knives and paint scrapers as tools. All that gunk fell either into our clothing or into the pit. When we were done, and cleaned out the pit, we had generated several waste-baskets of gunk that was on the pit floor. Who knows how much was in our clothing!

At this point, I think we are all ready for our ultrasound exam, and inspection of the running gear.

Our regular Friday/Saturday work weekend for the next several months will be May 13/14, June 10/11, and July 8/9. (Second Friday and the next day). April is somewhat up in the air, pending **Dennis Daugherty's** schedule. He will be doing the ultrasound for us.

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.



Bob Nickles (left) and Rich Paulus cleaned the underside of Coos Bay No.11.
Jim Baker Photo

La Mesa Depot Report

By Dick Pennick, Depot Coordinator

Museum docents **Sid Saltzstein, M.D.** and **Ed Smith** continue to hold down the fort at our in-town venue, introducing lots of folks to our museum and to local railroad history, chasing unthinking children off the tops of the display train, etc.

Thanks to the efforts of **Bruce Semelsberger** and **Dick Pennick**, the last of the photo archives were finally loaded into a U-Haul truck on the evening of March 18th for transport to the research library at Campo. We are now a giant leap closer to again returning the former

Baggage Room to public use as a display room. Once all of the remaining office furniture and other items are removed, and the area cleaned up, the empty display case in the present Waiting Room can be moved to the Baggage Room and the two Waiting Room benches currently stored in the caboose can be returned to their rightful place in the Waiting Room.

On Saturday, March 19th, Dick hosted **Dave Schumacher** and 17 other members of the group "Walk San Diego", at the depot for a 20-minute talk about the history of the railroad and the depot, and PSRMA's involvement in the 117-year old building's salvation and restoration. Dave provided a nice cash donation to the depot fund in appreciation of the effort.

On Sunday, March 27th, Dick opened and staffed the depot and train display for the visitors drawn to La Mesa's annual Antique Street Fair in the downtown area adjacent to the depot. A number of the "Iron Horse" flyers were handed out along with many Museum brochures.

Facilities Director **Larry Rose** hung the replica "Western Union Telegraph & Cable Office" sign over the track side door in February. This sign is an exact replica of the original enamel sign that had hung in that spot for a number of years and was in danger of being pilfered by vandals. The replica was a donation by Dick Pennick, with the help of SignDesign owner **Steve Blake**, who had to custom-design the outdated font style.

Film Scout Visits Campo Museum and Gorge

By Dick Pennick

Richard Klotz, a Los Angeles location scout for the producers of "Pearl Harbor" and a Levi Strauss commercial -- both filmed in part on our railroad at Campo -- and the new film "Unstoppable", paid us another visit for an upcoming Disney film, "The Lone Ranger".

Museum Media Coordinator **Dick Pennick** arranged for Steam Foreman **Jim Baker** to meet Mr. Klotz at the museum after Klotz had returned from a HiRail inspection trip through Carriso Gorge from Plaster City, which involved shoveling sand off the track and a long hike on foot to view the Goat Canyon trestle.

Klotz took lots of photos at the Campo venue, and was particularly interested in our pre-1900 rolling stock collection and steam locomotive No. 2353. He was not concerned that the steam locomotive was built in 1912, as most movie-goers aren't that knowledgeable anyway. He was also very interested in our restored Santa Fe Railway Post Office car No. 74, and took many interior shots.

The museum very much appreciates Jim's efforts to show Mr. Klotz around and spend several hours waiting at Campo for him to return from his Gorge adventure. His effort will hopefully result in some income for the museum as a filming venue.

Large Storyboard Prepared for 50th Anniversary

By Dick Pennick

Media Coordinator **Dick Pennick** has prepared a large 16.5 sq. foot illustrated storyboard that traces the museum's history from 1949 to the present in words and vintage photos. Steve Blake, owner of the SignDesign sign shop across the street from our La Mesa Depot Museum, prepared the great heading graphics, based on Dick's design.

First use of the storyboard was at the museum's table during the 2-day Congress of History in Balboa Park. It is available for use by any member for temporary display at any staffed event, as long as it can be protected from damage. It is not suitable for outdoor display. If interested, contact Dick at pennick@psrm.org.

Its home for the rest of the anniversary year will be in the Display Building at Campo, beginning with the Iron Horse event April 2nd.

Another image from the first 50 years:



The museum's former Shay geared locomotive No. 3 at Crosby Street, San Diego on New Year's Day, 1970. This locomotive now operates regularly on the Cass Scenic Railroad in West Virginia.
Jim Baker Photo

Strange and Possibly True: Testing to Destruction

It seems the US Federal Aviation Administration has a unique device for testing the strength of windshields on airplanes. The device is a gun that launches a dead chicken at a plane's windshield at approximately the speed the plane flies. The theory is that if the windshield doesn't crack from the carcass impact, it hopefully will survive a real collision with a bird during flight.

British Rail was very interested in this and wanted

to test a windshield on a brand new high speed train. They borrowed the FAA's chicken launcher, loaded the chicken and fired. The ballistic chicken shattered the windshield, went through the engineer's chair, broke an instrument panel and embedded itself in the back wall of the engine cab. Further tests brought the same result. The engineers were stunned and asked the FAA to recheck the test to see if everything had been done correctly.

The FAA reviewed the test thoroughly and had one recommendation: "Use a thawed chicken."

Last month's "mystery photo" answered:



The photo was taken in front of the La Mesa Depot by Larry Rose. Left to right are Ron Hyatt, Scott Thompson, Sean Erikson and Bob Martin. Ron Hyatt is the only one still active with the museum.

Editor's Note: This issue of the Hot Scoop is a "catch-up" issue. This two-month issue will bring us to the point of the Hot Scoop appearing at the beginning of the month instead of the end of the month. Normal monthly publication will resume with the May 2011 issue. Thank you for your patience.

The Red Candy Caboose: Photos by Frank Denison and John Wright



What is it, Where is it?

A new feature of the *Hot Scoop*, space permitting, is going to be the "What is it, where is it?" photo. Each month a photo will be posted showing an object at the museum. It may be part of an artifact or a portion of one of the pieces of rolling stock. The object is to identify what the object is and where it's located. There are no prizes. This is just a fun little game. The answer will be printed in the following issue of the *HOT SCOOP*. Thanks to **Rusty Hoar** for the idea. This month's photo:





PSRM's 50th Anniversary Dinner and Annual Membership Meeting

When: Friday, May 20, 2011
6:00 P.M. to 10:00 P.M.

Where: Tom Ham's Lighthouse
2150 Harbor Island Drive
San Diego, CA 92101

Cost: \$40 adults/\$30 children 2-16,
Tickets can be purchased online at:
www.psrml.org
Or by check, payable in advance to:

Mail to: PSRM Anniversary Dinner
4695 Nebo Drive
La Mesa, CA 91941

RSVP: By Monday, May 16, 2011 to Diana Hyatt, ronhyatt@aol.com or 619-390-9045 (leave message)
if you have not made an online reservation or mailed your check by that date.

6:00 P.M.	Social hour
7:00 P.M.	Buffet Dinner
8:00 P.M.	50 years in review, Award Presentations, and Chinese raffle!

Come join with us in the celebration!