

Our 50th Year!

HOT



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



Left to Right: Ron Hyatt, Lew Wolfgang and Bill Schneider. This photograph was taken sometime around 1988 and may be somewhere in Mexico.

Photographer unknown.

In This Issue:

- | | | | |
|----------------------|--------|--------------------------------|--------|
| • President's Report | Page 2 | • PSRM Returns to Miller Creek | Page 7 |
| • Board Briefs | Page 3 | • In Appreciation | Page 8 |
| • Operations Report | Page 4 | • Tanya Rose Passes | Page 8 |
| • Library News | Page 5 | • Herbie Kehr Passes | Page 9 |
| • Restoration News | Page 6 | • What Is It, Where Is It? | Page 9 |
| • Equipment Report | Page 6 | | |

**GOLDEN ANNIVERSARY
50 YEARS**



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

Presidents Report

By Diana Hyatt

April was a busy month for our museum, with our Iron Horse event, Bunny trains and turning 50! We kicked off the first weekend with the Chefs Fire Up the Iron Horse event on April 2nd. As you may recall, this was a collaborative effort between three non-profit groups to try something new: The ***Chefs de Cuisine Association of San Diego***, the ***San Diego County Vintner's Association*** and PSRM. All three groups thought it was a great idea but we weren't sure whether it was going to be a winner right out of the gate. We were very pleased with the outcome of close to 400 people in attendance; it was well attended by our own membership too! We have set a tentative date for the ***Second Annual Chefs Fire Up the Iron Horse*** event for Saturday, April 14, 2012. The Display Building was packed with people and it was heartwarming to see an event such as this in a building we've been improving upon for years! Now all we need is a cosmetic remodel of the restroom trailer and concrete around the perimeter of the building and possibly over the tracks (leaving a flange-way of course!). This project already has a great start with the donation of huge bags of cement from **TXI Riverside Cement** and **Alan Bostwick**. This gold mine donation was arranged by **Wally Barber** and **Don Getz**. Now all we need is sand, aggregate, a couple of cement mixers and helping hands!

Speaking of helping hands, I would like to extend my thanks to all the helping hands that assisted the museum during the last half of March and the month of April: **Al Brill, Alex Fiori, Americo Yescas, Andy Andrews, Bill Armfield, Bob & Claudette Nickles, Bob Underhill, Brad Bauman, Brian & Annette Elmore, Bruce Deck and the Horde, Bruce Semelsberger, Darrel Bivans, Dave DiGiorgio, Dave Tomeraasen, Dick Pennick, Don Getz, Dr. Daniel Marnell, Dr. Michael Feinstein, Duane Dubke, Ed Osbourne, Ed Smith, Frank Chaco, Frank & Marie Denison and their neighbor George, Frank Stites, Glen Rogers, Greg Luiz, Harold Whalen, Heather Wright, Hyatt kids, Jack O'Lexey, Jim Baker, Jim Lundquist, John Shannon, John Wright, Kelly & Mercedes Weiss, Ken Brown, Ken Helm, Kyle Jensen, Larry Rose, Lew Wolfgang, Lonnie Corley, Marc Langlais, Mark McCrea, Michael Meyn, Mike Chisholm, Myke Santos, Paula Strong, Randy Houk, Reena Deutsch, Rich Paulus, Richard Bartman, Rita Micklish, Rob Stebbins, Joe Rangel, Robert Rangel, Robin Becker, Ron Hyatt, Rusty & Cheryl Hoar, Seth Miller, Sid Saltzstein, Stan Paulsen, Stephen Hager, Ted Kornweibel, Todd Lejeck, Tom Gray, Wally Barber and Walt Richards**. If I inadvertently left you off the list, I promise to treat you to lunch in Campo any Saturday that I am there!

DO NOT FORGET our 50th Anniversary Dinner is coming up on Friday, May 20th. We will have a guest speaker, a DVD presentation: ***50 Years in Review*** by **Frank Denison** plus the ever-popular Chinese Auction. If you have any items that would be appropriate for the Auction, please let me know. We need 120 people to make the minimum requirements for the restaurant – if you haven't purchased a ticket yet, please do so online by going to www.psrsm.org click on Calendar towards the top of the Home Page and click on PSRM's Annual Dinner in the May 20th calendar box to be directed to the purchasing site. If you prefer, you may also mail a check to the La Mesa Depot: PSRM Anniversary Dinner, 4695 Nebo Drive, La Mesa, CA 91942; make your check payable to PSRM. Of course, for those who won't know if they'll be attending until Monday, May 16th or later, give me a call at 619-390-9045 or e-mail me at ronhyatt@aol.com.

On a more serious note, April was the month we bid farewell to two very special people whose involvement and dedication to PSRM extended over decades and whose influence will live far beyond their own lives. **Herbert G. Kehr** and **Tanya Rose** are now residing in heaven and looking after the museum from above. Herb, a former ATSF RPO clerk, is the reason PSRM now owns Railway Post Office

car ATSF #74; he located the car in Texas, arranged for its purchase and donated the purchase and transportation costs. But I'll leave the details of Herb's life to Ted Kornweibel who is expected to submit a biography.

Tanya Rose passed away peacefully at home with her husband of 43 years, Larry Rose at her side. Tanya served as the museum's membership director for well over 20 years from 1977-1988 and again from 2003-2011. Tanya is well known by San Diego musicians for her beautiful singing voice and talents as a musician and songwriter. She played in several bands over the last 50+ years, including the Buffalo Chip Kickers and Tanya Rose and her Buds. There is a pavilion in Old Poway Park dedicated to Tanya Rose where her memorial service will take place. Tanya, Larry and their Folk Music Society friends were always willing to provide music for museum events gratis. Tanya was a beautiful lady inside and out and her light will continue to shine in all those she touched during her rich and satisfying life. Rest in Peace Herb and Tanya ~ we'll miss you both.

Board Briefs, April 2011

Submitted By Rob Stebbins, Secretary

We had good attendance at the April Board meeting, held on the evening of April 22nd at Trinity Church.

Board members present were: **Diana Hyatt**, President; **John Shannon**, Vice President; **Ken Brown**, Treasurer; **Rob Stebbins**, Secretary; **Ron Hyatt**, Mechanical Department; **Ken Helm**, Museum Services, and **Greg Luiz**, Operations. Guests in attendance included members **Jim Baker**, **Dave DiGiorgio**, **Jim Lundquist**, and **Seth Miller**, as well as visitor **Joel Margolis**.

Ken Brown provided an update on the Museum's financial position at the end of the March quarter. We had better train ticket sales and very much better merchandise sales in the Gift Shop compared to the similar quarter in 2010. The March month-end balance of the general account, from which normal operating and administrative expenses are paid, stood in excess of \$103,000. This amount included the grant of \$30,000 received from County Supervisor's Jacobs office. The grant money will be utilized to repair the Campo car barn roof as well as do water drainage and brick laying work around the Campo Depot.

Some track repairs will start very soon - - once the right-of-way has dried out from the near-record rains the Campo area received over the past few months. Member **Wally Barber** and his crew will first work on the big curve on the fill west of milepost 65, replacing ties and swapping the existing rail. We expect to remove the current 5 mph speed restriction through this area once the work is completed, helping us shorten travel time to Division and back.

Diana Hyatt reported on the recent SD&AE board meeting. Of interest to many of us is the possibility of running trains again to Tecate. The Mexican railroad officials have requested funds from their governmental agencies to fix the collapsed tunnel (tunnel 3) about a half-mile south of the border. However, we should not expect to see any work being performed on this project in the immediate future.

She also noted that the "Chefs Fire Up The Iron Horse" wine and cheese tasting event held April 2 in the Campo display building was a huge success. Over the course of the afternoon, close to 400 folks showed up to sip wine from local vintners and try tasty treats prepared by the Chefs de Cuisine participants. Much of the cooking was done on the large cast iron, coal fired stove in our Department of Transportation Guard Car. We have **Ron Hyatt**, **Dave DiGiorgio**, **John Shannon**, and untold others of our Campo volunteers to thank for spending many hours in repairing the stove and cleaning the Guard Car so that it could be put to such appropriate use on April 2. No doubt, this fund-raising event will be repeated next year, as all three sponsoring organizations were extremely pleased



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.

Hot Scoop Staff Editor and Layout:

John Wright

Photographs:

Larry Rose
Stephen Hager
Bruce Semelsberger

Contributors:

Diana Hyatt
Rich Paulus
Ron Hyatt
Bruce Semelsberger
Stephen Hager
Larry Rose
Rob Stebbins

Comments are always welcome.

Send your feedback to:
hotscoop@psrm.org

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

with the large number of people that attended, as well as the quality of the food and drinks being served.

Greg Luiz reported that the engineer training program for our six “piglets” is moving forward. The classroom portion was completed in January, and now “hands-on” training is underway most weekends. He also noted that all of our regulatory programs are being administered in fine fashion, meeting all reporting, crew testing, and skill training requirements.

Operations Report

Submitted By Rich Paulus

4/2-3:

Saturday’s crew was Conductor **Kyle Jensen**, Engineer **Jack O’Lexey**, Brakeman **Dick Pennick**, Train Attendant **Ann Ruppert**, Motorcar Operator **Alex Fiori**, Motorcar Crewman **Stephen Hager**, Docent **Bruce Deck**, and Station Master **Dave Tomeraasen**. Conductor Jensen punched 89 tickets and the Golden State delivered many of these passengers to the Display Building for the Chefs Fire Up the Iron Horse event. **Andy Andrews** was driving the **Motor Transport Museum’s** 1922 Mack Truck as a shuttle between the Display Building and the Depot and Bruce Deck was transporting people with the electric cart. Our parking lot was filled and the overflow lot, normally only used during the North Pole Limited, was well utilized. A great crowd on a great back country day. Many thanks to those involved in making this event a success.

Sunday’s crew was Conductor **Seth Miller**, Instructor Engineer **Dave DiGiorgio**, Student Engineer **Rob Stebbins**, and Brakemen **Rich Paulus**. The Golden State carried 88 people on another fine day in the back country. **Ken Brown** was Station Master.

On Thursday, March 31, **Don Getz** and **Wally Barber** took the motorcar out to look for and mark ties for replacement this spring. They started around MP 63.5 in the vicinity of Chicken Ranch and marked 200+ ties for replacement between there and Campo Junction at MP 66.4. This also included some parts of the east lead. So, if you see green paint on the main line and the east lead, you know Don and Wally have been there and the area will be worked in the near future.

4/9-10:

On Saturday, Conductor **Kyle Jensen** reported that his crew of Instructor Engineer **Dave DiGiorgio**, Student Engineer **Rob Stebbins**, and Brakeman **Robin Becker** accommodated more than 100 passengers on the Golden State, including a charter of the ATSF 1509 on the 11 AM train for a celebration of a couple’s 60th wedding anniversary and a group of about 15 people on the 2:30 PM train calling themselves the Tierrasanta Game Club. **Heather Wright** was the day’s Station Master.

On Sunday, Conductor **Dick Pennick** reported

33 passengers for the day with Engineer **Jim Lundquist**, Brakeman **Seth Miller**, and Trainman/Docent **Bruce Deck**. Those few who braved the forecast were rewarded with a great, sunny back country day with temperatures peaking in the 60’s and light winds. Station Master was **Ken Brown**.

4/16-17, 4/19:

On Saturday, Conductor **Seth Miller**, Engineer **Dick Pennick**, and Brakeman **Alex Fiori** carried 117 passengers on the first day of Bunny Trains. The **Easter Bunny** roamed the trains giving out Easter Eggs and then the passengers were delivered to the Display Building for the crafts and festivities going on there. **Bruce Deck** served as both Trainman and Docent. Motorcar Operator was **Rich Paulus** with **Johnson Tran** on the morning crew and **Cary Hyatt** on the afternoon crew. **Dave DiGiorgio** was Station Master.

On Sunday, Conductor **Don Getz** reported his crew of Instructor Engineer **Randy Houk**, Student Engineer **Rob Stebbins**, and Brakeman **Seth Miller** delivered 42 passengers to the Display Building on the second day of Bunny Trains. Motorcar Operator was **John Wright** and Motorcar Trainee was **Lonnie Corley**. **Ken Brown** was Station Master.

Conductor Rob Stebbins reported 84 passengers on Tuesday’s School Train/Golden State to Division and back on a nice east county day. Julian Elementary made up most of the crowd. Crew was Engineer **Don Getz**, Brakeman **Dick Pennick**, and Motorcar Operator **Don Pope**. Station Master was **Dave Tomeraasen**.

4/23-24:

On Saturday, the last day of Bunny Trains, the crew was Conductor **Seth Miller**, Instructor Engineer **Jim Baker**, Student Engineer **Rob Stebbins**, Brakeman **Alex Fiori**, and Trainman/Docent **Bruce Deck**. Motorcar Operator was **Dave Tomeraasen** and the Crewman was **Stephen Hager**; **Heather Wright** was Station Master. Conductor Miller punched 129 tickets this day and delivered his passengers to the Display Building for Easter fun. Visitors of note were **Barney Barnier** and his wife who inspected the property and enjoyed lunch with the volunteers.

The Easter Sunday crew was Conductor/Brakeman/Station Master **Seth Miller**, Engineer **Dick Pennick**, and Fireman **Jack O’Lexey**. **Jim Lundquist** helped get the consist ready and did impromptu docent duties for a small crowd of 28 passengers for the day. A small crowd but nice gains for the Museum as Conductor Miller sold 4 new memberships. A special thank you to these four gents for keeping our trains running on Easter.

Thanks to everyone for volunteering.

Library News

By Bruce Semelsberger, Librarian

4/11:

Hi gang; Just a quick update on the latest happenings and the next few work dates. On our last work day the crew was the affable and hard working **Jeff Cauthen** and myself. We finished sorting and filing maps first, then tackled the big job of sorting boxes. We decided to begin with the SD&A records in archival storage boxes and all of the ones we could get to were then shelved in unit 1. We piled the larger boxes in the work area until we ran out of room and Jeff ran out of time. Any boxes of old duplicate magazines we found were piled outside and I hauled most of them to the dumpster. Many of these magazines are now fully available online or in CD format and the model RR mags are all digitized at SDMRM, so they are just taking up space. We already have pretty full collections of all the major ones which we will keep.

This Saturday, the sorting will continue. We will put all of the SD&A in unit 2 for the present along with timetables and concentrate on the books in the work area and unit 4. If we can get unit 3 emptied, we can begin assembling shelving in there for the books.

Our work has already begun to pay off, as I have been able to locate and copy maps for two outside research projects this week!

4/17:

After months of hard work and shifting boxes within the limited space available, we are ready to begin assembling steel book shelves! I call this another milestone.

Saturday's crew was **Bob Underhill, Reena Deutsch** and myself. Since Bob is currently limited by injury, he spent the day working on the newsletter collection, bringing it up to date with issues received while the library was in storage. Reena and I picked up where Gary and I left off the previous week. After seeing how many boxes of books we had, I decided to reconfigure unit 3, moving all of the miscellaneous materials to the back and then stacking the rest of the books along one wall, SD&A files on the other and ATSF files in a separate pile. By 3PM, with a break for lunch, we had completely emptied unit 4 except for the shelving at the rear. The job was a real muscle strainer, and we were pretty well worn out by the end of the day! However, the sight of that brilliantly lit container (Yep, **Brian Elmore** finally finished installing all of the lights) all ready for the orderly shelving of our books almost brought a tear to my eye. Maybe I'm overly sensitive.

I moved the shelving that was there into position but could go no further until Brian moves our container with all of the shelving and hardware back out to the site. Assuming that happens by our next work day, we

will be cleaning and bolting up shelving, a simple but somewhat time consuming job.

Aside from the main job, Reena also got all of the SD&A field survey books on the office shelf in order. I had been forced to go through them at home and remove molds accumulated when a previous container roof leaked. I had been wanting to try a method suggested by our friend **Ross Robinson** up in Canada using Methyl alcohol, not readily available, then I found the main ingredient in Lysol to be a similar compound. If you find books with some mold, seal them in a container with some lysol wipes for a few days, then you can brush or wipe away the mold spores. This still involves going through the books page by page in some cases, so it can take lots of time if you have a whole box of books as we did.

Roy Pickering is alive and well and sends his regards. He and **Lew Wolfgang** will be joining an advisory panel to determine the future computer needs for the library. If you have good computer skills and would like to serve with them, please let me know. We hope to get a program going for cataloging, data conversion of various media and internet access in the near future. That's the news, folks! See you May 14th for the next workday!



The inside of Unit 1 showing the newly installed lights and all the photo files. *Bruce Semelsberger Photo*



The inside of the Reference Office. *Bruce Semelsberger Photo.*

Restoration News

Submitted By Frank Stites, Museum Services

4/8:

It was cold today as **Harold Whalen** drove out to Campo for some Restoration work of whatever kind -34 degrees at Sunrise Hwy and a white sheet of snow dusting all the hills and mountains. The snow disappeared as we turned on to Buckman Springs Rd and headed the Campo; but the cold remained.

First thing we did upon arrival was finish two projects that we had begun two weeks ago. The first was applying a coat of Trewax to the table saw. I had sanded it clean two weeks back. It's like glass now - just the way it should be. Our second project was finishing assembly of a broken park bench for which I had purchased galvanized carriage bolts, washers, and nuts. We cannibalized two boards from an irreparable bench. Now it needs only sanding and painting.

After lunch, **Harold** and **I** changed the lock on the donation box in the Display building and then headed to the depot to begin the installation of trim around the windows. Both the oak trim and the underlying fir were hard as nails. So that, and determining the size of the individual pieces for each window slowed the process down. It will take us a while to get the trim installed.

4/16:

I was the Restoration person today at Campo, although Museum Services was well represented with **Bruce Semelsberger**, **Bob Underhill**, **Reena Deutsch**, and **Ken Helm**. With **Rusty Hoar's** invaluable help I spent the morning installing the new acrylic panels over the four-month old hole in the car shop's north wall. Rusty provided the know-how to operate the man-lift and the muscle power to saw the panels to size and to do some of the pre-drilling into the angle iron to which we had to attach the four panels. After helping Rusty with the clean-up from that job, I headed to the Display Bldg to install the new lock on the donation box that now sits on the west-end staircase to the Jim Crow car.

My afternoon job was assisting **Frank Denison** in installing more window trim in the depot. We ran one window short of enough trim. And, there are still the five doors to trim out, the moulding at the ceiling-wall junctures and the corners, and the chair rail. Then there is the staircase to the gift shop to build, windows to paint, trim to finish with polyurethane. floor tiles to lay, electricity to hook up, and other tasks that will earn mention as they occur.

4/23:

Another good day at Campo. Ken Helm and I were the Restoration persons today. I spent my day again at the depot. In the morning I helped **Frank Denison** install the trim on the last remaining window. I had brought

20' out and stained the pieces. Frank took over then and cut them to size; I held them in place while Frank nailed them up with the gun. After lunch I returned to the depot to help Jack O'Lexey paint the windows.

A milestone of sorts was reached when, with **Ron Hyatt** and **Ken Helm** taking the lead, we agreed to the date of 14 May for the long overdue installation of the I-beams for safety harnesses that **Harold Whalen** designed and **Ted Kornweibel**, Harold, and I drilled to specs and installed the hardware. This will be a much needed safety improvement for both tracks in the Car Barn.

Things keep moving along. Come out and join the progress parade.

Equipment Report, March-April

Submitted By Ron Hyatt, Mechanical Director

SD&A 7285 GE 80T

John Shannon and **Rusty Hoar** have completed the required 92 day inspection and with the help of **Andy Andrews** have been working on the fuel intake problem it developed a few weeks ago. We replaced the check valve that was leaking. It was permitting the fuel to drain back into the tank, but the fuel injection pump was still losing its prime and John and Rusty had to prime it to get it to pull fuel. The next step was to inspect all of the lines going to and from the fuel injection pump for cracks or leaks that may be letting air get into the system. John found a vacuum line from the valve cover that was loose; after taking it apart he discovered that the rubber O ring had deteriorated. Since there was a spare O ring of that size on hand, John made one. After putting it back together it started right up. We tested it again the next morning and it started with no problems so we are preparing it to return to service.

Santa Maria Valley Railbus #9

Ken Helm is continuing his work on small items that need repair.

Car Shop

Rusty Hoar has started removing drawer tool cabinets and other material that can be reused from one of the ex-military containers, the cabinets will be put into service in the shop, when the container is emptied this container is slated to go on top of the new nut and bolt room/container and be used for storage of parts, we recycle everything that we can for various projects and fabricating items around the museum grounds. Even the removed conduit gets recycled, being used on equipment or in buildings. **Frank Stites** and Rusty finished installing the new siding that **Larry Rose** acquired, so now we can put some of the shop back in order. **Al Brill** is continuing his work with

miscellaneous projects in the shop on Fridays, Al takes care of servicing tools, jacks and all sorts of items we use every weekend and take for granted. Thanks Al.

SD&A 2104 ALCO RSX-4

Rusty and **Richard Bartman** have been making good progress on the metal work - they completed mounting the angle iron along the walkways that will support the new deck, Rusty has been prepping and painting the rebuilt sand boxes in preparation for installation.

SD&A 250 Coach

Mark McCrea has taken on the job of removing the first three ceiling panels from the west end of the car along with the horse hair insulation in preparation for the removal of the exterior roof. When the insulation was removed, we could see the sky. What was left of the exterior roof was completely gone in spots. This will be a long and dirty job but the new roof and insulation will be a long term benefit to our operating fleet.

Kaiser #1905 Bay Window Caboose

In preparation for the "Red Candy Caboose" event we replaced a number of broken windows. **Michael Meyn** and **Mark McCrea** removed the old windows and frames, **Rusty Hoar** and **Andy Andrews** removed broken screws and hinges, Rusty obtained new hinges and **Rich Paulus** took all the frames down the hill and had new rubber seals and glass fabricated and delivered them back to Campo. Rich also had two pieces cut for windows that could not be removed and re-installed them with the help of **John Wright**.

Case Back Hoe

The back hoe was down again. The front left tire was damaged and continued to lose air; **Rusty Hoar** found a crack in the rim. **Brian Elmore** remembered reading about aircraft tires with case wheel hubs welded into them and was able to locate two in Visalia. **John Shannon** drove there to pick them up and take them to Campo, saving the museum \$200 in shipping. Thanks to Brian, John and Rusty the back hoe is back online.

The PSRM Returns to Miller Creek

Article and Photos By Stephen Hager

For the first time in a while, a PSRM crew rode the rails on the 8 mile trip to Miller Creek. On April 23rd, Alex Fiori, Dave Tomeraasen, and I (Stephen Hager) set off in the MT-14 motor car towards Miller Creek. The primary purpose of the trip was to inspect the track for weeds and to take note of areas that would need to be sprayed for weeds in order to be in compliance with Cal Fire. However, because no museum members have ventured to Miller Creek recently, we also went

because we wanted to take the rare opportunity to view this section of the line.

Our first stop was the Cow Creek trestle, just north of Campo Junction, which has been the cause of our recent inability to run trains to Miller Creek. Upon inspection, it appears outwardly that the main work that the trestle will need is to have concrete foundations poured to reinforce the supports. However, it is likely that the bridge will need a few repairs to the structure as well.



At La Posta Road, we approached cautiously as usual, due to the blind curve and climb that the road makes toward the tracks from the north. Right after we entered the crossing, we ground to a halt. The flange ways were full of dirt and rocks. A train would have knocked them right out of the way, but the ½ ton motor car just wasn't heavy enough. To make matters worse, two cars were stopped on either side of the tracks waiting for us to get out of the way. We had to get out and push the motor car off the road. We stationed Alex with a radio down the road to warn us when cars were approaching, then I got to work cleaning out the flange ways with a shovel.



Several cuts had minor landslides, and in some parts, the rail was actually covered in dirt. Some rocks had also fallen on the tracks and had to be removed. Once the cuts were cleared, we approached Spencer's crossing (a dirt road), only to find that the flange ways and rails were almost completely covered in hard packed sand and dirt. Alex spent the next ½ hour gouging away at the sand with a McCloed until the tracks were cleared enough to be passable.

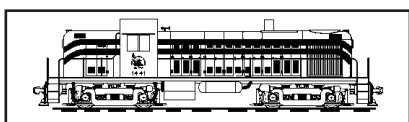


At last, we reached Miller Creek, and found the tracks covered in weeds, much like the rest of the line. We proceeded to milepost 74, and then made a much faster return trip to Campo. We are very optimistic about the reopening of this part of the line in the near future and look forward to being able to run trains on this part of the line once again.



In Appreciation

The museum wishes to thank **Robin Becker** for the donation of 125 gallons of diesel fuel for the SP 3873 locomotive. Thank you, Robin!



Tanya Rose Passes, PSRM Membership Director Since 1975

By Larry Rose



The light of my life has gone out and along with it a huge part of PSRM's success in the last 35 years. Tanya Rose passed away at 4:00 Am Monday, April 25. I was holding her close as she took her last breath. Nothing I have ever experienced has hurt this bad. Tanya was the finest and most talented person I have ever known. We were married for 43 years and it was not supposed to end this way. Her mother lived to be 94 and I was hoping she had those genes. It didn't happen as pancreatic cancer laid her low but not until after a 14 month fight. Most people go out after four to six months with this kind of deadly diagnosis. The local Oncology Center told me she set the record for the longest survival they know of. Such a big heart and good soul is tough to take down.

Tanya took over the membership director duties for PSRM in 1975. We had only about 150 members at the time. She worked the job until 1989 when we reached the all time membership peak of 1600 members. She was forced to resign that year when a new board took over PSRM as she blew the whistle on several illegal moves they did including by-law violations. Whistle blowers always suffer the same fate when a bright light is shined on foul deeds of ruthless management. After a bitter period of decline, that included a total recall

of the entire Board of trustees in 2002, Tanya was reinstated with a full apology in 2003 and again took over the membership duties. The 1600 members had shrunk to about 400. Under her guidance membership was back to about 850 in early 2010. Tanya became very ill in March 2010 and was diagnosed with the worst kind of cancer there is.

This kind of cancer took out our dear friend and PSRM regular volunteer Bob Haney just a few months ago. Bob was 89. Tanya had just turned 74 on March 30, 2011. When she became too ill to continue the membership job I took it over. Now, after more than a year doing her job, I have discovered that she put in over 1000 hours each year after membership got over about 500. She never said a word and didn't keep a time card. She wrote thank you letters for donations, sent out new cards to new and renewing members. She got cards and complimentary tickets printed. She got envelopes and stationery printed for everyone on the Board who needs it. She developed at least a dozen standard letter forms that she customized for specific members. She kept up two membership rosters and did a monthly spread sheet to send to the treasurer each month that showed all membership categories and donations. I'm now spending about 3 hours a day, every day, trying to keep up with all of this.

To help spread the work load Tanya got Ken Helm to send out renewal notices. Ken did most of this work from his home in Kentucky until moving back out here last year. Also helping to keep the mailing roster for the Hot Scoop up to speed is Lew Wolfgang. Lew also sends out the e-mail versions of the Hot Scoop to a special list as more members request electronic delivery of PSRM's newsletter. Back in the days when I was newsletter editor (1975 to 1988) Tanya did all the newsletter typing on an old IBM Selectric machine. There was no auto correct on that machine but she hardly ever made any mistakes. Among her other talents was hand raising orphan kittens and award winning gardening. She was also an excellent artist and designer. She made all her own clothes in the first few years of our marriage.

In addition to this Tanya kept up her music and was a headliner at the annual Adams Ave Roots Festival, the Sam Hinton folk Festival and the annual Train Song Festival at Old Poway Park. When she got sick last year the San Diego Folk Heritage Organization named the main stage at the park in her honor. Her friends and band mates put together a CD of her favorite songs last summer. Computer geek and fellow guitar picker Bob Pearson did all the work. Long time PSRM members Walt Richards and Paula Strong, and their Trails and Rails band, also recorded two songs in a professional studio in 2009 donating all costs. Tanya was known as the "Queen of San Diego Folk Singers" in the 1960's.

She was featured on the Regis Philbin show on channel ten in 1963. This was the year I began chasing after her until she caught me in 1968. The courtship was interrupted by two years in the Army but she waited for me. After 43 years I still can't believe my luck. She was the very best and through my tears I know that all of her friends in railroading and folk music miss her terribly. In the future there will be a remembrance get together at Old Poway Park. Her friends can drop me a note at railrose@aol.com to be notified or to request a CD of her music.

Herbie Kehr Passes

By Ted Kornweibel

It is sad to report that **Herbert G. Kehr**, Life Member #1, passed away peacefully at home on March 26. He was 92 or 93 years old. He never lost his love for PSRM. When we visited him a week before his death, he was still talking about his beloved RPO car. Herbie purchased the car for PSRM, then kicked in an additional \$5,000 to get its restoration going. All this from a modest retirement as a postal employee. His early working years were his "golden years," running RPOs first on the Cleveland-Cincinnati route (NYC, I believe), then on the Santa Fe's Fast Mail from LA to Kingman and return. One of his proudest moments was sneaking aboard the final RPO run between LA and San Diego as an "unauthorized employee."

There were no services. I know his wife Josephine (Jo) would appreciate cards. Her address is 4551 Bannock Ave, San Diego. 92117.

Family members suggest memorial gifts to PSRM in Herbie's name, mailed to the La Mesa Depot, 4695 Nebo Drive, La Mesa, CA, 91941-5259

What Is It, Where Is It?

Here is this month's *What Is It, Where Is It?*



Last month's photo showed the top of the coal chute on the G10 Guard car.



Father's Day Special Barbecue and Live Music

June 18 and 19, 2011

Bring out your hubby, dad, granddad, great-granddad and the whole dangd family, for a day of great food, fun, live toe-tappin' folk music and old-time train ridin'. And while you're at it, help us celebrate 50 years preserving America's rich railroad heritage.

On the menu will be a terrific BBQ beef, chicken and pork lunch with salad and all the trimmin's, prepared and served by our friendly, experienced volunteer staff. Instrumental music will be provided by **Trails & Rails**. Lunch will be served from 12:30 to 2:15.

The museum's vintage Golden State passenger trains will provide guests with a 1 1/2-hour, 12-mile old-time train ride through the mountains and valleys of San Diego's scenic back-country. Trains will depart the 1917 Campo Depot at 11 a.m. and 2:30 p.m. This year, a short shuttle train will whisk our visitors from the depot to the lunch venue and return.

The train ride is an integral part of this special Fathers' Day event, and is included in the ticket price. Visitors have the option of riding the 11 a.m. train and enjoying lunch on the return to Campo, or catching the 2:30 train after lunch (museum members may ride BOTH trains, if seats are available).

Online advanced reservations are required. Walk-up tickets will be sold on a "space-available" basis only, for an additional \$5 charge.

Reserved tickets are just \$25 for adults, \$15 for kids 6 to 12, \$5 for children 5 and under. Reservations will be accepted up to 72 hours prior to the event reserve now. Don't delay! Tickets will go quickly. Reservations may be made at the museum's website: www.psrn.org.



Want to make dad feel like he's the president of the railroad? Consider renting our 1926 private open-observation car "1509", once used on the Santa Fe Railway's famous cross-country train, the Grand Canyon. It seats 34 in carpeted, "Roaring '20s" splendor, so bring all your friends! In addition, we will be offering **Engineer For An Hour** again this year. This program will allow railfans the opportunity to climb into the right hand seat of a Diesel locomotive, receive an overview of how a locomotive works, and actually operate it under the guidance of a qualified instructor. Your locomotive will be the Museum's 80-ton switcher #7285 or a larger locomotive depending on availability. More information and reservations are available on the museum's website.

Be sure to allow plenty of time to drive to Campo, a small rural community of San Diego's scenic East County. While at Campo, enjoy our large Gift Store, modern restrooms, children's play area, and more than 80 examples of historic railroad locomotives, cabooses, and many other artifacts from railroading's "Golden Age".

While in the Campo area, be sure to visit the nearby Gaskill Brothers Stone Store Museum, operated by the Mountain Empire Historical Society. On the way home, enjoy a dinner at the Campo Diner, Golden Acorn Casino or the historic Barrett Junction Cafe, 13 miles west on State route 94. All aboard!



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.psrmm.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!