

Our 50th Year!

HOT



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

IT'S OURS!



SP/SD&AE 70-tonners #5119 and 5102 switching the small yard at Lemon Grove, Calif., July, 1957.

Dick Pennick photo

Museum Buys Historic San Diego & Arizona Eastern Railway G. E. 70-ton Diesel Locomotive

Thanks to a miracle 11th hour donation by long-time museum supporter and volunteer **Larry L. Rose**, former Southern Pacific Railroad 1955 70-ton diesel-electric #5119 was purchased from Austin, Texas-based Sterling Rail, Inc. on June 14th for an undisclosed price.

(Continued on Page 2)

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

(Continued from Page 1)

"Project 5119" Project Manager, **Dick Pennick**, has spent the last 5 years working in semi-secrecy to enable the museum to acquire this historic San Diego engine, which was a local fixture on SP's San Diego & Arizona Eastern Railway subsidiary -- the museum's home railroad -- for 12 years. When the final Bill of Sale was received, Pennick exclaimed: "After all those years of clandestine work -- and several near-failures -- with two different owners, I can hardly believe it's actually happened! I am very, very proud of our Board of Directors, who recognized the historic importance of this wonderful operating acquisition, and especially the personal commitment of current board member **Rose**, whose incredible unsolicited gift of the FULL PURCHASE PRICE made the dream a reality. **Larry** has indeed thrown down the gauntlet for all of us, and it is now the responsibility of the rest of us to carry forward with the final phase: moving the engine to Campo. I am also indebted to Sterling Rail's president and CEO, **Robert Mertz**, whose generosity and unfailing cooperation allowed us to make a "sweetheart" deal, even though his firm was unable to donate the unit."

The locomotive is in excellent condition for its age. It is operable, and in 2009 was one of the last of Modesto & Empire Traction Co.'s 70-tonners to run in regular service on their Modesto, Calif. short-line.

Never re-lettered for the SD&AE, SP 5119 is believed to be the last surviving 70-tonner of the four units used on the local line. SP purchased the 600-h.p. units from builder General Electric for local freight service (called locally "The Roustabout") on the SD&AE in and around the greater San Diego area. SP's acquisition of 5119's three elder sisters allowed the railroad to finally retire the last of its steam locomotives on the San Diego end.

The 37-foot long, hood-first, black-and-silver units were once a common sight kicking cars around the San Diego yard, hauling freight out to North Island Naval Air Station over the former Coronado Belt Line track around the bay, pulling reefers out of the old citrus packing plants at 3rd & K streets and 'F' Street in Chula Vista, and working out to El Cajon over the former San Diego, Cuyamaca & Eastern Railway route. These light-weight engines were very popular with short-line railroads across the country, and helped to retire old steam engines everywhere. But they were not designed for heavy freight service, so were never used on SD&AE's mainline to El Centro, being restricted to just 1,725 tons on level track.

NOW WE NEED TO MOVE IT!

Now it's your turn to help get this priceless operating artifact to Campo. The 5119 is presently stored at Modesto, Calif. Because of circumstances beyond our control, the engine cannot be moved to Campo by rail. It must be transported the 500 miles from Modesto to Campo by highway tractor-trailer.

The estimated cost for this move is \$20,000. *The sooner we can move the 5119, the better*, as other storage arrangements must be made if the engine is still on M&ET property after June 30th.

A number of our members have already kicked off this phase with more than **\$3,400** already pledged, as of this writing! Although we will gladly accept tax-deductible donations of any amount, to achieve our goal as quickly as possible and reduce the administrative burden on our volunteers we respectfully encourage donors to contribute at the modest \$500 level and above.

All such donors at the \$500 level and above will have their names engraved on a brass plaque permanently mounted in the cab of the 5119.

This is your chance to close the final gap in this 5-year long project! Tax-deductible checks should be made payable to "PSRMA", being sure to write "5119

Fund" on the memo line for proper accounting. Mail to: 5119 Fund, c/o Dick Pennick, 4695 Nebo Drive, La Mesa, CA 91941. Also be sure to include your name, mailing address and phone/e-mail address for proper acknowledgment. For your convenience, donations can also be made online at psrm.org with your credit card. Follow the prompts to direct you to the donation page. All donations will be acknowledged.

This little engine should be able to trade places with our beloved old 500 h.p. "Goat" from time to time on our weekend "Golden State" trains, finally back on its home turf after 44 years!

Let's make it happen!

From The Head End

President's Report

By Diana Hyatt

May in Campo was very pleasant. The vegetation is still green and there are desert flowers blooming everywhere. Our annual weed spraying has been effective at keeping the vegetation at bay from the tracks. Another piece of good news during the month was the successful completion of the engineer training program and qualification as a locomotive engineer by **Rob Stebbins**. Congratulations Rob!

May also played host to our 50th Anniversary/Annual Dinner and Membership Meeting at Tom Ham's Lighthouse on Harbor Island. **Frank Denison** did a great job with his DVD presentation of 50 Years in Review. This was a greater task than compiling the annual year in review as he dug for photos and the people who could identify those photos. If you are interested in your own copy of the presentation, it can be purchased through the Gift Shop for a \$10 donation. **Walt Richards** and **Paula Strong** provided the acoustic melodies that accompanied our Social Hour, they were wonderful as usual ~ thank you **Walt & Paula**! Long time member and professional railroader (who got his start at our museum!), **Mike Edwards**, along with his wife **Sheila**, traveled to San Diego to partake in the 50th anniversary celebration and Mike was our guest speaker. He gave a very interesting talk on Railroad Museums and their Impact on Today's Modern Rail Industry. I was very impressed with his skills as an orator! Two more special guests were our own members and authors **Dr. Theodore Kornweibel** and **Dr. Reena Deutsch** autographing their books for our members. Ted's latest publication, *Railroads in the African American Experience: A Photographic Journey* and Reena's *San Diego and Arizona Railway: The Impossible Railroad* can both be found for sale in our Gift Shop.

This year, we decided to dust off the Gold Spike, Silver Spike and Railfan of the Decade awards. **Dick Pennick**, who was not a founding member but has been a PSRM member for the past 50 years was awarded the Gold Spike Award. If you have had the pleasure of knowing or meeting Dick, he is an absolute plethora of information about the museum. Further in Dick's favor is that he has been giving of himself to the museum for nearly the entire 50 years! I guess he has perfected the method of pacing one's self to avoid burnout! The Railfan of the Decade was awarded to **Dr. Ted Kornweibel** who should have received at least three of these plaques for his ongoing dedication to the museum and in particular, the restoration department which now boasts two beautifully restored cars this millennia: the ATSF RPO #74 and the Jim Crow combine RS&S #3. The Silver Spike award was presented to **Bruce Semelsberger** in recognition of his motivation and perspiration in acquiring funding and establishing a workable, on-site library facility in Campo.

Our annual awards are the Railfan of the Year Award and the individual department awards. The department awards are bestowed upon individuals whose service has significantly and positively altered a particular department during the previous calendar year; oftentimes, there are several individuals nominated from each



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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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.

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

department. This year's department awards were presented to the following volunteers:

Administration ~ **Cary Hyatt**
Equipment ~ **Rusty Hoar**
Facilities ~ **Frank Denison**
Museum Services ~ **Frank Stites**
Operations ~ **Rich Paulus**
Railfan of the Year ~ **John Shannon**

All of our members and volunteers are valuable to the PSRM family and we will continue to work together to make PSRM better and better for the next fifty years!

Board Briefs

Submitted By Rob Stebbins, Secretary

The May Board meeting was held Friday evening, the 27th at Trinity Church.

Board members present were: **Diana Hyatt**, President; **John Shannon**, Vice President; **Rob Stebbins**, Secretary; **Ron Hyatt**, Mechanical Department; **Ken Helm**, Museum Services; **Greg Luiz**, Operations; and **Larry Rose**, Facilities. Guests in attendance included members **John** and **Heather Wright**, and **Mike Reneau**.

Of particular concern to the Board is getting the long-needed roofing repairs to the Car Barn at Campo underway. The intent is to stop the rain leaks causing water damage. We have done patchwork repairs in the past, but now it is time to get the roof fixed-up for the long term. We have received firm or "indicative" quotes from three different contractors. Over the next several weeks, the Board will be looking at final quotes and making a decision.

While repairs to some of our building are required, other buildings are getting very nice additions. Many of you have observed the work of our team of volunteers led by **Jim Lundquist** is accomplishing as they reconfigure and "old-date" the Waiting Room area of the Campo Depot. It's looking good now, but will be looking great in the near future with the addition of a period "ticket cage" similar to the La Mesa Depot's. When completed, we will have something to really be proud of as we replicate an earlier era of east-county railroading.

The Board is looking ahead to a festive Father's Day, June 19th. To celebrate the day, the Museum will be sponsoring a barbecue cookout, and offering the Engineer-for-an-Hour program, where Dads, Granddads, sons and daughters can take the throttle of one of our locomotives for an hour of running under the supervision of one of our Engineers. (Note: EFAH is also available on Saturday, June 18.)

And speaking of Engineers, the FRA-approved instructional course put together by **Greg Luiz** and

several other dedicated PSRM operations volunteers is well underway. There are six "piglets" in this group of trainees, with the first piglet to complete his "throttle time" now signed off by DSLE **Randy Houk**. Two more piglets have begun their hands-on runs under the guidance of our Engineer Instructors **Jim Baker** and **Dave DiGiorgio**.

As a reminder, we look for and encourage membership participation in our special events, as well as attending the business part of the Association's activities at its Board meetings.

Herbie Kehr Obituary

By Ted Kornweibel

Herbert G. Kehr, Life Member #1 of the Pacific Southwest Railway Museum, passed away at the age of 91 peacefully, at home, on March 26, 2011. Born in 1920, he is survived by his wife of 64 years, **Josephine**.

Both Herbie (or Herb) and Jo were born in Cleveland, Ohio. Herbie was a veteran of World War II, serving in the U. S. Army and participating in the battles of Guadalcanal and Iwo Jima and the liberation of the Philippines. (Like others of the "Greatest Generation," he didn't talk about his wartime service; he simply did his duty and went home to resume life.) His great desire was to be a locomotive engineer, but he was deemed too small in stature. So he applied for the Railway Postal Service. Working the RPO cars became his passion. He started on a Cleveland--Cincinnati route on the New York Central System. Along with other family members, Herb and Jo migrated to southern California in the early 1950s, first settling in Los Angeles and, in 1963, in San Diego. He occasionally worked the Los Angeles-San Diego RPO, but he was proudest of his service on the Santa Fe's *Fast Mail*, between Los Angeles and Kingman, Arizona, and return. (Herbie deadheaded from San Diego to LA for this assignment.) Even though he wasn't assigned that day, he was especially proud to be an unauthorized member on that train's last run. The clerk-in-charge filled out an "official" rating card showing total deficiency in every category. (Herb laminated that document and got great pleasure from showing it off.) When the last RPO cars were pulled from service in the West, Herbie transferred to the United States Post Office, first at the Miramar facility, then at the main post office on Midway Drive, retiring in 1981.

Herbie loved the Pacific Southwest Railway Museum. When we visited him a week before his death, he was still talking about his beloved Santa Fe RPO car no. 74, identical to other 60' full-length RPOs he had worked on the AT&SF. RPO 74 was retired in 1968 and sold to a scrapper, but before its date with a torch it was purchased in 1971 for use as a railroad theme gift shop in Houston. Nearly two decades later Herbie saw it advertised for sale and, after a much strained

negotiation, he bought the car for the museum in 1989 for \$7,500, kicking in another \$2,500 for cranes to load it onto a truck in Houston for its four-state journey. It is undoubtedly the only RPO ever to be ticketed by the Arizona Highway Patrol, for being transported on a Sunday (an obscure law prevented oversize loads on the Sabbath.) Upon arrival at Campo, it was taken off its trucks, sandblasted and primed, and then ignored. When the Museum board in 1993 refused to fund its restoration, Herb kicked in \$5,000 to get the project started, and waited patiently while volunteers did a painstaking inside and outside full restoration, completing it in 2001. That year ARM awarded it the "best car restoration" of the year. Herbie contributed these large amounts from his modest retirement income as a postal employee. Jo remembers that he "did without" other things in order to contribute to the Museum.

Herb was also active in his local Catholic parish as a Eucharistic minister, taking communion to shut-ins. He also "adopted" a local convenience store, opening it up in the morning and making coffee for the first customers. He was a regular at PSRM annual meetings both as a guest and donor of raffle prizes. He subscribed to several railroad periodicals and kept copies for the Museum library. Herbie's ashes will be scattered along a right of way later in the Spring. Josephine requests that memorial gifts be given in his name to PSRM, 4695 Nebo Dr., La Mesa, CA 91941.

Operations Report

Submitted By Rich Paulus

4/30-5/01:

Saturday's crew was Conductor **Rich Paulus**, Instructor Engineer **Jim Baker**, Student Engineer **Rob Stebbins**, and Brakeman **Dick Pennick**. The motorcar was crew **Seth Miller** and **John Wright**. **Heather Wright** was Station Master. The crew did the switching to get the Railway Post Office car out of the Display Building and into the car shop for brake work. The weather was cool, sunny, and dry with gusty winds. Only 41 passengers came out to ride the trains but they got to see several yucca plants in their best blooms. **Bruce Semelsberger** was in overalls in the cab of 2353 in the Display Building entertaining our visitors.

Sunday's crew was Conductor/Brakeman **Seth Miller**, Engineer **Jim Baker**, and Fireman **John Wright**. The Motorcar Operator was **Jack O'Lexey** with **Mark McCrea** on crew. 51 passengers enjoyed another cool, sunny, and windy day. Station Master was **Ken Brown**.

5/7-8:

Saturday's crew was Conductor/Brakeman **Rich Paulus**, Engineer **Robin Becker**, and Train Attendant/Docent Ann Ruppert. Motorcar crew was **Dave Tomeraasen** and **Alex Fiori** and Station Master was

Heather Wright. 39 passengers enjoyed a fine back country day on the Golden State.

Conductor **Rob Stebbins** reported that on Sunday they carried a total of 35 passengers on two Golden State trains to Division and back. The weather was cool and cloudy most of the day. The rest of the crew was Engineer **Dick Pennick**, Brakeman **Bob Nickles**, and Trainman/Docent **Bruce Deck**. **John Wright** and **Seth Miller** were the motorcar crew and Station Master was **Ken Brown**.

5/14-15 & 5/17:

Saturday's crew was Conductor **Seth Miller**, Engineer **Dave DiGiorgio**, Student Engineer **Rich Paulus**, Brakeman **Bob Nickles**, Motorcar Operator **Jack O'Lexey**, and crewman **Stephen Hager**. The two Golden State trains carried 52 passengers on a nice back country day with a high temperature near 70. Station Master was **Ken Brown**.

Conductor/Brakeman **Dick Pennick** reported that his crew of Instructor Engineer **Jim Baker**, and Student Engineer **Seth Miller** carried 41 passengers on a cool and windy Sunday. Motorcar crew was **Diana** and **Cary Hyatt** and **Ken Brown** was Station Master.

"It's an adventure!" said one boy on Tuesday on board the Golden State/School Train. That day, Campo Elementary, San Diego FunSchoolers, Calvary Chapel Christian School, and 2 other school groups brought around 300 passengers to ride a 5 car consist Golden State under overcast skies threatening rain. Conductor **Dick Pennick** headed up the crew of Engineer **Don Getz**, Brakeman **Rob Stebbins**, and Trainmen **Bruce Deck**, **Jim Baker**, and **Rich Paulus**. Station Master was **Ken Brown** and Ticket Agent was **Dave Tomeraasen**. Conductor **Pennick** noted the parking lot filling up like we see during the North Pole Limited and sent **Rob Stebbins** and **Rich Paulus** out to direct the remaining arrivals to parking spots. Everyone got parked and boarded the train and we managed to seat everyone without using the open-window SD&A 350. By about 1030 the train encountered drizzle which picked up to a light rain by the time the train returned for its first stop at the Display Building. Everyone de-trained and **Bruce Deck** and **Jim Baker** did docent duty. Because of the rain, Conductor **Pennick** held the Golden State at the Display Building for those who might want a ride back to the Depot. Most re-boarded but a few hearty souls made the short walk back; all arrived back at the Depot with their spirits un-dampened.

5/21-22:

Saturday's crew was Conductor **Rich Paulus**, Brakeman **Don Pope**, Instructor Engineer **Randy Houk**, Student Engineer **Rob Stebbins**, and Trainman **Mike Edwards**. **Jack O'Lexey** was the Motorcar Operator with **Stephen Hager** as Crewman. **Larry**

Rose was Docent in the Display Building and **Heather Wright** was Station Master. 70 passengers rode the Golden State. Shoving back into the yard at the end of the day, SD&A 350 picked the 5-6 switch and the west end truck went on the ground. Headed up by **Ron Hyatt** and **Mike Edwards**, a crew of **John Shannon**, **Rusty Hoar**, **Jim Lundquist**, **Sheila Edwards**, **John Wright**, **Diana Hyatt**, **Larry Rose**, **Randy Houk**, **Rob Stebbins**, **Don Pope**, **Stephen Hager**, and **Rich Paulus** hauled in and laid out tie plates and joint bars in preparation for re-railing. With **Ron Hyatt** giving the signals and DSLE **Randy Houk** at the throttle of SP 3873, the SD&A 350 was soon back on the rails and then uneventfully parked for the night on Track 6. And this Saturday ended on a high note as **Rob Stebbins** qualified as engineer this day!

Sunday's Conductor/Brakeman **Jim Lundquist** reported that on a beautiful spring day his crew of Engineer **Dick Pennick**, and Docent **Rusty Hoar** carried 35 passengers to Division and back on the Golden State. Motorcar Operator was **Diana Hyatt** with family as crew and Station Master was **Ken Brown**.

5/28-29:

Conductor **Rob Stebbins** reported that Saturday, May 28th, was a warm, clear, slightly breezy day at Campo, perfect for a train ride. The operations crew took a total of 144 passengers on our two trips to Division and back. For the first time after a long stay in the Car Barn, the Goat (7285) provided power for our 2 car consist. Volunteers were: **Dick Pennick**, Engineer, **Seth Miller**, Brakeman, **John Shannon**, Motorcar **Bruce Deck**, Train Attendant and Display Building Docent, **Dave Tomeraasen**, Station Master

In contrasting weather, Sunday started out cold, rainy, and windy with the rain tapering off and ending by the time of the first Golden State at 11 AM. The rest of the day was blustery and a crowd of 86 passengers were enthusiastic about the train ride. Conductor **Seth Miller** headed a crew of Engineer **Rob Stebbins** (his inaugural run as engineer) and Brakeman **Rich Paulus**. Station Master was **Ken Brown**.

Restoration News

Submitted By Frank Stites

5/11:

Back from Indianapolis last night and back in action today. I removed all the windows from 350 and enjoyed the company of **Don Getz** and **Wally Barber** at lunch in the Community Center. Only three sheets of plexi cracked beyond repair, but they were already cracked.

If you ever go to Indianapolis be sure and spend some time at the Union Station. It was splendid in its day and still is.

5/14:

Whatta day! We began installing the safety I-beam in the Car barn. You might recall that some weeks back we had scheduled that for today. And when I see "We" I mean the Campo gang. **Jim Baker** and **Rich Paulus** spent time yesterday pulling the cars out of the barn so that we could work. Jim then stayed all day today to help with the project lifting beams and spotting plumb lines so that we had the beams right over the middle of the track. **Larry Rose** was out and gave great advice in overcoming a key problem. **Ken Helm** also assisted in the beam lifting. **Rusty Hoar** and I spent the day in the man-lift with him doing the lion's share of the work. He had the equipment and the knowledge and the work would have been impossible without him. **Ted and Catherine Kornweibel** also came out for the occasion, and **Ted** also assisting in setting the plumb lines and getting parts from where we had stored them in the tool crib in the wood shop. It was appropriate that Ted be there since he was part of the team that assembled all that equipment some 6 years ago. The man behind the whole project was **Harold Whalen**. **Harold** designed and fabricated all the equipment that we began installing today. I told him weeks ago to mark this day on his calendar, and I brought him out this morning for a day of watching his plan work out. Well into the work **Rusty** suggested that we get Harold into the man-lift and have him tighten a "golden nut." So, we did! I got out and then **Ted** and I helped **Harold** into the man-lift and up he went. He then went home with **Ted and Catherine**. It was great having the old Restoration team there for a finale of sorts.

5/21:

Just a brief report for yesterday. **Harold Whalen** and I spent the day staining and finishing wood trim pieces for the depot. Briefly after lunch we watched as **Rusty Hoar** continued installing the safety rails assisted by **John Wright**. **Ken Helm** continued work on the hand cart.

5/28:

Another gorgeous and productive day at Campo. **Harold Whalen**, **Ken Helm** and I were Restoration's people today, but we were busy with things other than Restoration. First thing, **Harold** and I loaded the baseboard and trim that I had sanded and second-coated on Thursday into Cart #3, transported the load to the depot, and carried them inside. Then **Harold** rested for a while and watched as **Rusty Hoar** continued work on the safety rail over Track 13--that job is now complete and the trolleys and other equipment are now up there and running smoothly.. Meantime I helped **Larry Rose** unload shelving from the storage container adjacent to the Wood Shop. We managed to get all the shelving out of that container and, using Cart #5, transported to the new library. Then, after a **Ron Hyatt** lunch of cold cut sandwiches, potato soup with bacon, salad, Doritos, and brownies (**Bruce**

Deck's own), **Larry, Harold** and **I** began removing accumulated stuff from the Wood Shop and storing it in the newly empty container. Among the items now stored in the container are the Lackawana car tables that I made some months back. They are now out of harm's way. **Harold** cleaned up the mess on and under the table saw and then installed a new sanding disk on the disk sander.



Rail in place above MRS locomotive No. 2104.

Frank Stites Photo



The rails prior to installation, showing the joint bracket.

Frank Stites Photo



End view of the rail showing the mounting bracket at the ends of the building.

Frank Stites Photo



The trolley assembly that runs along the rail prior to installation. There will be two on each rail.

Frank Stites Photo



Frank Stites (L) and Rusty Hoar installing the safety rail in the overhead of the shop.

Jim Baker Photo

Library News

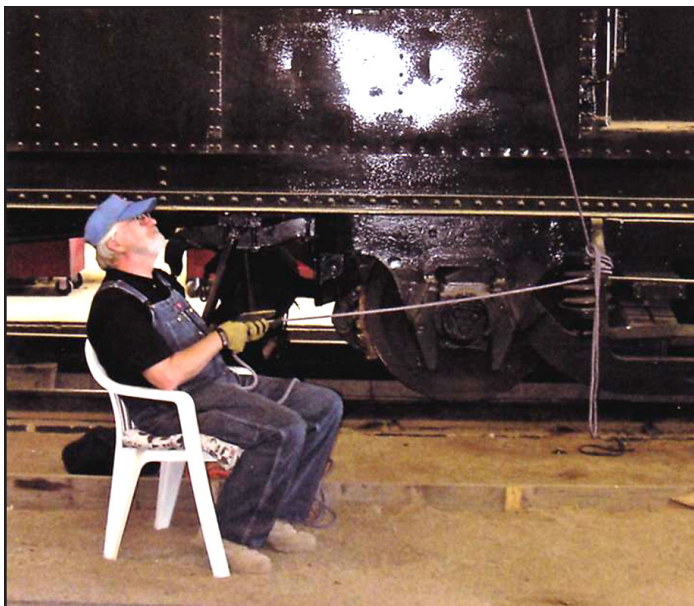
By Bruce Semelsberger, Librarian



Harold Whalen is helped into the man-lift by Frank Stites (L) and Ted Kornweibel.
Jim Baker Photo



Harold Whalen (R) installing the "Golden Nut."
Jim Baker Photo



Why work hard when you don't have to? John Wright holding the line used to lift the rails in place.
Frank Stites Photo

5/1:

Saturday was very windy in Campo, but as far as I know nothing blew away this time. After unloading the last of the mildew treated materials at the library, I went down to the car shop to look over the storage container for our shelving which had obviously not been moved out to the site. I met **Frank Stites** there, then **Jack O'Lexey** showed up and we discussed the feasibility of moving the container. It is too wide to move with a single forklift, and despite the valiant efforts of **Jack** and **Rusty** we were unable to get any other forklifts running. While I began loading shelves for transport 30 or 40 at a time, **Frank** went over to East County Lumber and bought some 2X4s to construct shelving for our "art" in unit 1.

I moved shelves until about 11:30 when my friend John showed up to do some photography around the museum. He helped me load another group of shelves and then we went down to the display building where I talked to visitors from the cab of 2353 while John took pictures. After the usual great Hyatt lunch, John went off to shoot more pictures and I moved some more shelves, then built the new shelving in unit 1 and stored the framed pictures on it.

Next priorities are to finish sealing up the new structure, as there was a finch flying inside the work area when I arrived and signs of mice in three of the storage units! I had put out mouse bait on the previous visit and most of it had been eaten- must buy more. The finch got in through unsealed holes near the top of the back wall and the mice got under the meter doors which still lack weather stripping. These will be fixed pronto!

5/14:

Good day, book junkies! Saturday was a good day, with the best volunteer turnout of the spring so far! **Roy Pickering**, our library chief for 20 years or so, and **Lew Wolfgang**, Web page editor and museum safety officer, came out to look over the existing computer equipment and help figure out where we go from here. The short version: we have a lot of stuff to haul to a recycler- anyone with a pickup truck want to volunteer? **Roy** and **Lew** did fire up our latest library computer from 2001 with the Past Perfect software and it still works! We now have 1 computer with most of our catalogued materials for reference at Campo. We do have a budget for new computers and Lew has sources for them at really good prices. The other bad news; the DSL at Campo is not adequate for our needs and the Past Perfect software will not support remote working, so we are investigating to see what options we can come up with. Stay tuned for future reports.

On the book shelf front, **Jeff Cauthen**, **Larry Rose**, **Mike Redding** and I began hauling shelving out

to the library using **Mike's** truck and one of the electric carts. We soon discovered what I should have remembered- that the majority of shelves in the downtown library were back-to-back double sections while our configuration requires twice as many single shelves as doubles. Ergo, we not only have to haul the shelves out there, we also need to disassemble them and reassemble as singles. This means that half the sections will not have backs, so he must stagger them between the other ones with backs. By lunchtime we had hauled most of the shelf sections and removable shelves out to the library. After lunch, **Roy** joined in the fun of shelf work and soon figured out the most efficient way to do the job. With **Larry**, **Roy** and **I** rebuilding sections while **Jeff** and **Mike** joined them together and inserted shelves, we completed about 3/4 of unit 4! One heckuva days work, and thanks to all the aforementioned folks for making it happen!

I ended my day by sealing up various cracks and holes left in the construction which could allow critters egress into our collection. **Jeff** had previously replenished our mouse bait and we added a powder around all of the stacks of boxes to keep out insect pests as well. **Jeff** also spruced up our rain culvert behind the facility in case we get some more rain from the next front moving in, so we should be in good shape.

San Diego County Fair Gets Underway

As you read this, the 2011 San Diego County Fair will have been underway for a week. PSRM has a display in the infield area of the racetrack again this year. We are displaying the 1898 Kalamazoo hand pumper and the 1940 Fairmont Track Inspector's Motorcar.

There are still a few slots available for those wishing to staff our display. Those volunteering will receive free tickets to the fair for themselves and a friend and free parking is available. If you are interested, contact **Jim Lundquist** at jimlundquist@gmail.com.



What Is It, Where Is It?

Here is the *What is it, where is it* for this month:



The May photo was of the drive chain on the Porter 25-ton industrial switcher that sits just outside the Display Building.



Museum Volunteer Rob Stebbins qualified as an engineer during May. Congratulations, Rob! *John Wright Photo*



A view most don't see; the underside of the bridge over lower Campo Creek. *John Wright Photo*