

Our 50th Year!

HOT



A publication dedicated to Pacific Southwest Railway Museum Association members
September-October 2011



On August 20, 1974, PSRMA President H. Chalmers Kerr, Jr. received the title and keys to the historic private railway car "Victoria" (a.k.a. Robert Peary and Blackhawk,) and thereby formally accepted the car on behalf of the museum. Left to right are Jack Stodelle (deceased), Steve Sourapas, John Cuchna, Chalmers Kerr and Dick Pennick. *Photo courtesy Chalmers Kerr*

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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
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: Vacant
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
Hot Scoop Editor: John Wright
Media Coordinator:
Dick Pennick

Board Briefs, August 2011

Submitted by Rob Stebbins, Secretary.

Your Board of Directors met for the August meeting on Friday evening, August 26. In attendance were:

President **Diana Hyatt**, Vice President **John Shannon**, Secretary **Rob Stebbins**, Facilities Director **Larry Rose**, and Museum Services Director **Ken Helm**. Also in attendance was member **Dave DiGiorgio** and guest **Scott Thompson**. Scott is a Certified Public Accountant and has agreed to take over the basic bookkeeping/accounting functions for PSRMA. Having Scott "on board" is a positive step for the Museum.

The re-roofing of the Campo Car Barn has been delayed and we are back to "square one" in locating a suitable contractor. The roofing bidder selected at the July board meeting is unable to provide evidence of Workmen's Compensation insurance. We therefore must look for and select another contractor. VP **John Shannon** will be acquiring several new quotes and returning this information to the board in September.

Larry Rose reported success in distributing the letters to Crane Fund donors. Some donors have chosen to re-apply their funds towards other important museum projects; while most agreed that the need for Whiting interlocking jacks able to lift our cars and locomotives for wheel change-outs is a suitable replacement for the 110 ton crane we were unable to acquire.

Many of you know that since CZRY embargoed the railroad for freight traffic, the Museum became fully responsible for track maintenance along our portion of the SD&AE. Thanks to **Wally Barber**, problem areas were identified last year and work began in the spring of this year. The eventual objective is to raise train speeds, particularly through the many curves on the west end of our railroad. Work on the first big curve west of Campo yard limits was begun and is 75-80% complete. However, the expense and scope of work has exceeded funds initially budgeted. Work is expected to resume when funds are available beyond our day-to-day operating costs.

We recently received another \$10,000 of Community Enhancement Grant funds, thanks to County Supervisor **Dianne Jacob**. This money will be used to create a "theater" environment in the restored waiting room of the Campo Depot: air conditioning equipment, audio-visual equipment (flat screen TV etc.), and a couple of period-styled benches will be purchased. The Board is very grateful for the continuing support we receive from Supervisor Jacob.

President **Diana Hyatt** and Vice President **John Shannon** have been directing their effort towards our workamper program and expect a returning couple in the fall as well as new participants in 2012. Museum Services Director **Ken Helm** discussed the need for new, better, display kiosks for the Display Building and presented a proposed diagram to the board. Historian **Bruce Semelsberger** and his numerous volunteers have been outfitting and cataloguing our library collection in the Campo facility and Bruce is planning a dedication in the near future. This is an important milestone in our Museum's history and contribution towards accomplishing our overall Mission.

The Board is actively getting ready for this years' election of directors and officers. Nomination forms are being circulated and election materials will be out soon. We look forward to increased participation by our Membership in the voting process.

Editor's Note: No Board Briefs were submitted for the month of September.

Library Report, August 2011

Submitted by Bruce Semelsberger, Librarian

8/7: The only thing worse than realizing you are (occasionally) stupid is having to admit it in print for everyone, even after the fact.

The day started well enough with weather to die for when I arrived at Campo a little past nine. After opening up and checking for problems(finding none) I went into Unit 4 and finished shelving the rest of the books from section 1. As was previously related, the books were packed and labeled when we moved from downtown, with each section of shelving assigned a number corresponding to section, vertical column and shelf.

About the time I completed the job, **Barry Hager**, father of Stephen, showed up for his first volunteer day, so I took some time to show him around and explain what we hoped to accomplish. He willingly pitched in and we started staging the boxes of books for Section 2. It was not long before we discovered a disturbing lack of boxes for this section, and after a thorough search of the previously sorted boxes I reluctantly concluded that we must have missed a goodly number. I had thought that were no books in the huge pile located at the rear of unit three, but since there was no other place to look I scaled the mountain of boxes and sure enough, at the very back and reaching down to the floor were the missing boxes. All we needed to do was move everything between us and them. Sound familiar?

I really felt sorry for Barry on his first day, but he knuckled down and we uncovered and removed all the books we could find by lunchtime. There may still be a couple of boxes where I couldn't see them, but I believe we have most of them.

After a cold cut lunch and brownies, we went to work on section two and got everything on the shelves. There were still gaps, so either more boxes are buried or the mechanical department kept many of the mechanical texts when we put everything into storage. I'll check this out. Barry also found two boxes of books with mold damage, which I brought home to apply treatment during the next two weeks. We also disassembled all of the file boxes and stacked them outside the library door for re-use by anybody who wants them, after which the remainder will be recycled. By the end of the day section two was on the shelves, but the catalog numbers were not looking right to me. It wasn't until I was halfway home that it finally hit me... (this is the stupid part) the boxes were labeled by sections beginning nearest the front door of the old location, but the modified Dewey Decimal catalog numbers began at the REAR of the old location, so the books already shelved are BACKWARDS. DUH!

SO, the first order of business on 8/21 will be to move the books to the other side of the room. Luckily, this is relatively close since the containers are only 8 feet wide. If we have three or four people to form a chain, we can knock this out in a mere hour once the shelf sections are relabeled. If you can only work half a day, this should be the day! Please let me know if you are available, so we can get things back on track.

Thanks, Barry, for your hard work and great attitude!

8/21: After a few 2nd and 3rd thoughts, I decided to keep it down to two workers until we could figure out exactly how the box labels tracked, so with Jeff Cauthen due to help I delayed sending the update.

We met shortly after 9AM and started looking at the catalog numbers for the materials previously shelved. Once we figured we were onto the system, I relabeled all of the shelf sections beginning at the end and working forward. We also discovered that there were some errors made in labeling the boxes during the packing process- not too surprising considering the number of people involved. We started moving books using the mobile library cart, and I was glad



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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 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.

Comments are always welcome. Send your feedback to the Editor at hotscoop@psrm.org

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we had only two people as the space is very limited in the narrow isles. We were forced to keep a close eye on the catalog numbers as we went to catch all of the previous errors. Instead of one hour, it took most of the day to catch up and add a couple more sections. It's plain to see that the actual shelving of books will require a two person team and one of those will need to be an experienced librarian. Luckily, **Bob Underhill** is back from his summer sabbatical and Jeff now has experience, so we can have teams without my having to be personally involved from now on. This is good, as we have many other projects to complete! We still need to move some file cabinets around to get them in the correct order in unit 1 and the Santa Fe files need to be sorted and put in cabinets.

All of the photos need to be checked to be sure they are in the correct locations.

While books are being shelved, someone needs to break down the file boxes and lids, which will then be stored for use by Dick Ruppert when the small artifacts collection is moved. Other boxes can be flattened for recycling.

We still have shelving in the AC&Y box car that needs to be transported out to the library as soon as space becomes available. There is more when those are done, so don't worry that you might not be needed when you come out!

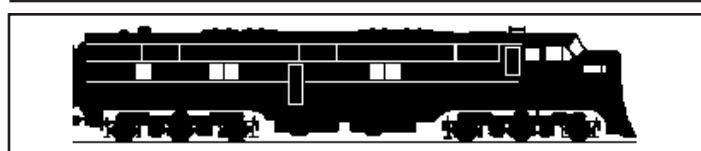
In other news, we have unfortunately found more boxes with mold damage. I'm currently working on three boxes at home, trying to save what I can. At least a dozen books have been scrapped so far as the pages were totally fused together.

On the bright side, we have continued to receive new donations, including a book of annotated photos of the 1930's disasters in Carriso Gorge which **Reena Deutsch** is scanning and copying into digital format for us. Many of these are never before seen or published. They were taken by a civil engineer working for the SD&A.

Randy Houk has also been busy putting some of the classic footage shot in the Gorge into digital format for us. He also donated a DVD of the first movie, the *Beggars of Life*.

My next scheduled workdays are September 3rd and 17th, but if anyone is willing to work other Saturdays or Sundays let me know and I'll see if Bob or Jeff is available to work with you.

That's the news for now. See you in the stacks!



SP 5119 Fundraising Update

Dick Pennick, Fundraising Coordinator

This fundraising campaign has been nothing less than a wonderful experience, thanks to the 32 donors—supported by a tireless group of dedicated museum volunteers—who have to date contributed a total of \$20,260, all of our \$20,000 goal in just two short months! This amount is in addition to the funds contributed by **Larry Rose** that permitted the 11th-hour purchase of the unit from Sterling Rail in June.

At least twenty-one of these donors will be permanently honored with their names inscribed on a plaque to be affixed inside the cab of the 5119 when restoration is completed. Some will, in addition, be provided with a private steak dinner, time at the throttle of 5119, and use of our 1926 Cafe-Observation car 1509, depending on contribution level.

As you know, 5119 was successfully delivered to Campo on July 14th and is presently in the Campo engine house undergoing a complete mechanical evaluation and initial restoration to its 1955 Southern Pacific/SD&AE appearance (see July/August 2011 HotScoop).

My heartfelt thanks to all who have made this possible.

Donors of record as of publication date are:

\$50,000 - \$75,000 level: Larry L. Rose

\$20,000+ level: Available

\$10,000+ level: Available

\$5,000+ level: Available

\$1,000 + level: Moxie Foundation, Dr. Owen & Marie Peck, Ted & Margo Leimbach, Carl & Jean Eichenlaub, Ted & Catherine Kornweibel, Richard L. Cochran.

\$500+ level: Robert Stebbins, Ronald Sims, Richard Paulus, Dick & Karen Pennick, Elmer Werner, George C. Bramblett, Ken Helm, Ken Kramer, Charles F. Bach, Walt Richards & Paula Strong, Mark & Jean Brockner, Daniel J. Marnell, M.D., Robert H. Watrous, Charles & Janet Finney.

\$100+ level: David Curlee, James F. Robinson, Alfred Lingo, Gary Bartlett.

\$1 - \$99 level: David DiGiorgio, Jeffrey D. Trimble, Kyle Jensen, Lonnie Corley, William M. Gardiner, Will White, Melvin & Helen Nelson.

Ken Kramer 5119 Video to air in October

By Dick Pennick, Media Coordinator

Public television personality, producer and museum member, **Ken Kramer**, recently announced his video on the acquisition of former SP/SD&AE 70-tonner

#5119 will air on KPBS, the local public television affiliate, in October.

Kramer and his cameraman, Roland Lizarondo, spent an afternoon at our Campo venue on July 28th, shooting a segment for his 'About San Diego' program, to be aired on Oct. 13th at 8 p.m., repeating on Sunday, Oct. 16th at 11:30 a.m.

Media Coordinator **Dick Pennick** coordinated the shoot and provided most of the archival images, and major 5119 contributor **Larry Rose** provided the quality on-camera interview with Kramer. The museum thanks Ken for this very worthwhile public exposure.

Operations Report, August-September

Submitted by Rich Paulus

8/6-7: Conductor **Kyle Jensen** reported 5 people rode the Railbus on Saturday and 29 passengers enjoyed the 5 PM Golden State. The crew was DSLE **Randy Houk** conducting a check ride for Engineer **Mike Edwards**, Brakeman **Rob Stebbins**, and Trainman/Docent **Bruce Deck**. The motorcar crew was Operator **Dave Tomeraasen** and crewman **Stephen Hager**. **Heather Wright** was Station Master.

On Sunday, Engineer **Jack O'Lexey** and Fireman **Stephen Hager** boarded 16 passengers on the Railbus for the tour of Campo Valley. **Dave Tomeraasen** was Station Master.

8/13-14: Saturday was a busy day. Conductor **Rich Paulus** and Engineer **Dick Pennick** shuttled 34 passengers on the Santa Maria Valley Railway #9 throughout the day. They were joined in the afternoon by the rest of the crew: Brakeman Trainee **Hector Gonzalez**, Motorcar Operator **Jack O'Lexey** and Motorcar Crewman **Stephen Hager**. Jack and Stephen jumped in to assist by completing the pre-run check-out and starting up SD&A 7285. 38 passengers rode the 5 PM Golden State and the head-end crew was Engineers **Dave DiGiorgio** and **Mike Edwards**, Mike getting a check-ride as engineer on the SD&A. In the short time between trains, **John Shannon** and **Rusty Hoar** rigged and checked out lights on the SD&A 350 and 252 and Engineer **Pennick** took back the throttle for the 7 PM Golden State. 59 passengers were treated to a full moon rising over the mountains of east county. Docent **Ann Ruppert** staffed the Display Building, staying open an extra hour and a half to accommodate visitors arriving for the 7 PM train. Station Master **Heather Wright** put in an extra long day at the Depot, staying open well after the return of the last train.

On Sunday, Engineer **Dick Pennick** reported he was back on duty shuttling 30 passengers through Campo Valley on the Railbus. Docents were **Mike Edwards** and **Seth Miller** and Station Master was **Dave Tomeraasen**.

8/20-21: Saturday's crew was Conductor **Rich Paulus**, Engineer **Dick Pennick**, Brakeman **Alex Fiori**, Motorcar Operator **John Wright**, and Motorcar Crewman **Stephen Hager**. **Larry Rose** was the docent in the Display Building and **Heather Wright** was the Station Master. 32 passengers toured Campo Valley on the Railbus under clear skies and temperatures that only reached the mid 80's. Then, 51 passengers boarded the 5 PM Golden State for a pleasant late afternoon ride.

Sunday's Station Master **Dave DiGiorgio** reported the crew was Engineer **Jim Lundquist** in the Railbus and Docent **Don Pope** in the Display Building. 43 passengers rode the rails on the Railbus on another fine day of mid 80's temperature.

8/27-28: Saturday's crew was Conductor **Dick Pennick**, Instructor Engineer **Jim Baker**, Student Engineer **Rich Paulus**, and Docent/Trainman **Bruce Deck**. Conductor Pennick and Engineer Baker ran the Railbus during the day. **Heather Wright** was the Station Master on a hot back country day where the high temperature topped 100. For the 5 PM Golden State, **John Shannon**, Motorcar Operator, and **Rob Stebbins**, Motorcar Operator trainee, joined the crew. Over 30 passengers rode the Railbus and Golden State this day. After tying down the Golden State, the crew switched cars and locomotives in the car shop with the direction and assistance of **Ron Hyatt**, **John Shannon** and **Rusty Hoar**, putting the RPO car over the pit on Track 12.

Sunday, Engineer **Jim Baker** reported 12 passengers for the Railbus. The temperature again topped 100 then, about 3 PM, the skies opened, dumping more than 1" of rain in less than 1 hour with winds gusting past 50 mph. Station Master **Diana Hyatt** and Engineer Baker pitched in to mop up water getting into the Depot gift shop and waiting room.

9/3-4: Labor Day weekend saw Saturday's crew as Conductor **Mike Edwards**, Engineer **Jack O'Lexey**, Brakeman **Randy Houk**, Trainman/Docent **Bruce Deck**, and new member **Tom Bispo** helping out. Motorcar Operator was **Dave DiGiorgio** and Operator Trainee was **Stephen Hager**. The crew ran the Railbus for 14 daytime visitors and Randy, Mike, and Tom installed a Motorola Spectra radio in 7285. Engineer O'Lexey took the throttle for the 5 PM Golden State for a check-ride under DSLE Randy Houk; 62 passengers enjoyed the ride. Station Master was **Dave Tomeraasen**.

Sunday had Engineer **Dick Pennick** entertaining 32 passengers on the Railbus Adventure and Station Master **Diana Hyatt** in the Depot.

9/10-11: Conductor **Rob Stebbins** reported that on Saturday, they ran the rail bus, a 5 PM Golden State,

and a 7 PM Moonlight Excursion with a total of 117 passengers on the two turns to Division and an additional 18 railbus passengers earlier in the day.

Crew was:

Engineer: **Dick Pennick**

Brakeman: **Seth Miller**

Motor Car Operators: **Jack O'Lexey** on the first run to Division and **Dave Tomeraasen** on the second run to Division

Operator Trainee: **Stephen Hager**

Station Master: **Dave Tomeraasen**

Docent: **Larry Rose**

Conductor: **Rob Stebbins**

The 5 pm train was full of happy passengers enjoying an exceptionally beautiful late afternoon ride. Mechanical Department's **John Shannon** and **Rusty Hoar** rigged the consist for lights for the 7 PM train for the ride under a nearly full Harvest Moon.

On Sunday, Engineer **Rob Stebbins** ran the Railbus for 15 paying passengers throughout the day. **Seth Miller** provided needed support as Docent in the Display Building. **Dave DiGiorgio** was the Station Master.

9/17-18: Work started early this weekend as **John Shannon** and **Rusty Hoar** took a motorcar out Friday afternoon to locate and mark wasp nests in or near the tracks. They returned at night to treat several yellow jacket nests with wasp killer as these stinging insects seem to get angry at trains passing over or nearby their nests.

Saturday's crew was Conductor **Jim Baker**, Engineer **Don Getz**, Brakeman **Randy Houk**, Motorcar Operator **Jack O'Lexey**, and Crewman **Lonnie Corley**. **Bruce Deck** was Docent in the Display Building and **Dave DiGiorgio** was Station Master. SD&A 7285, scheduled power for the Golden State, went out of service because of a bad alternator. Mechanical's **Ron Hyatt**, **John Shannon**, and **Rusty Hoar** along with assistance from the crew worked to not only bring SP 3873 back into service but to get it out of the car shop since it was buried behind the dead 7285 and the out-of-fuel MET 613. The 11 AM Golden State was annulled and in the interim, Engineer Getz ran the SMVR #9 Railbus to entertain waiting passengers. SP 3873 was dug out, warmed up, and made the power for the 2:30 PM Golden State which carried 59 passengers. DSLE Randy Houk was also able to complete a checkride for Engineer Getz.

Sunday's crew was Conductor **Dick Pennick**, Instructor Engineer **Jim Baker**, Student Engineer **Rich Paulus**, and Brakeman **Don Getz**. Motorcar Operator was **Glen Rogers** with Crewman **Cary Hyatt**. The Station Master was **Diana Hyatt**. 46 passengers was the total ridership for the two Golden State trains. Over all 3 days this weekend, **Cheryl Hoar** made progress

in decorating the Display Building for the upcoming Pumpkin Express in October.

Thanks to everyone for volunteering and persevering.

La Mesa Depot Clock Repaired

The original Seth Thomas depot clock that has graced the wall in the Agent's office of this 1894 building for many years, is again ticking away the hours. It had stopped working a couple months ago.

The clock was originally used in the Vista Depot on the Santa Fe's former branch line to Escondido, and was donated to PSRMA by the late **Terry Durkin** about 30 years ago. In July, Depot Staffing Coordinator **Dick Pennick** arranged with his long-time Spring Valley neighbor, **Albert Hobbs**, to give the old timepiece a long-overdue physical. Hobbs is an amateur collector and restorer of antique clocks, and built his own Grandfather clock from scratch. His fully-equipped clock workshop would be the envy of many professionals. Hobbs donated all of the work, including some minor spare parts, to the museum.

The old timepiece again ticks merrily away, as long as Dick remembers to wind it once a week!

Restoration Report, August-September

Submitted by Frank Stites

8/6: I was the sole Restoration person at Campo today, but together with **Larry Rose** accomplished a good number of little things (the kind that always seem to take forever at Campo). I began the day hauling an 8/4 x 10" x 10' piece of poplar out to the Wood Shop. From that Larry and I ripped 3 8/4 x 3" x 10' pieces that will become the inside stringers on the La Mesa baggage cart which we are slowly putting back together. **Ken Helm** and I had finally cut the two 10' outside stringers from a beautiful piece of mahogany last week. Then, after cleaning up the considerable sawdust mess from that poplar ripping enterprise, I removed the 14" saw blade and gave it a much needed cleaning before installing it anew to get ready for more ripping and other cutting. A dirty saw blade like a dirty saw table is unsafe. Larry and I then turned our attention to the phone board for the depot. Before we could begin work on that we had to go to East County Lumber and get an 8' x 4' sheet of 3/4 plywood from which we could cut a new board for the phone equipment (really old Western Electric stuff for those who can remember Western Electric). We were fortunate that East County gave us a nice sheet of plywood and also cut it in half for us. Then, with that loaded into my truck, we headed back to the wood shop-. We cut one of the halves into a 28" square that I then stained with the same honey maple stain that colors the rest of the wood inside the depot.

Diana and gang provided a good lunch of cold cuts,

salad, and potato chips. **Bruce Deck's** brownies were dessert.

My plan was to apply varathane to the newly stained board so that I could begin next week putting the old equipment back on. But, as always at Campo, events took over. To begin with the board needed another coat of stain to darken it a bit. While that was drying, Larry and I discussed a border for the board. We decided to use pieces of our abundant Lane, Stanton & Vance maple to provide 1 1/2" border pieces. That necessitated a good bit of ripping maple boards into 1 1/2" strips, which produced a lot of sawdust, which necessitated another clean-up, and so on in the House that Jack Built (the nursery rhyme not O'Lexey). I then made a run to the depot (our chop saw is still down there) to cut the border strips into mitred pieces. While there I glued into place some trim pieces around the semaphore lever table we installed a while back. Took the mitred border pieces back to the wood shop only to discover that I had mitred them accurately but flat not on end as I had planned! More work on them and the board on Wednesday, I hope.

Then Larry and I went to help **Jim Lundquist** at the section house. We struggled for about 45 minutes and then things just fell apart. It was time to quit, so I did at a little past 4 and headed home.

8/24: It was hot at Campo today! My truck thermometer reached 106. With me today were Larry Rose and Seth Miller. I began the day by installing a new combination table saw blade. This will enable us both to rip and crosscut always using featherboards and push sticks, cleaning up our sawdust, and lowering the blade below the table when finished. When in doubt, read the safety instructions mounted on the wall opposite the saw.

Next I installed a new 1/4" blade on the 12" band saw. Please observe the radius rules for a 1/4" blade when making curving cuts. Also remember to make relief cuts before cutting the curve. Observing these simple rules will prevent blade breakage. I mounted a guide on the front of the saw. When in doubt, consult that.

While I was busy on the saws Larry was busy cleaning the wood shop, and he made great strides in removing detritus and putting things in their proper place--which was often the trash bin.

After finishing with the saws I spent the remainder of my time completing the phone board for the depot. All its parts and not mounted, and I'll send photos in the next day or two. It's ready for installation in the depot on the wall parallel to the semaphore levers.

At noon the three of us enjoyed a fine lunch at the Community Center: pork roast, dressing, gravy, salad, and mint jello for dessert. There was a large crowd of nearly 50 people for this feast.

8/27: Saturday was another hot but productive day at Campo. I arrived early and busied myself cutting out some push sticks for the table saw. Then **Larry Rose** arrived and together we set to work tidying up the wiring on the phone board. When we finished we loaded on electric cart #5 and took it to the depot where we installed it in its proper place. After lunch we installed the new blade on the large band saw in the wood shop.

I had to leave at 2:30 to get back to San Diego so my wife and I could celebrate 45 years of marriage.

***Editor's Note:** Congratulations to Frank and his wife! May you have many more years together.*

9/14 & 17: Wednesday, 14 September, Larry Rose and I spent the day preparing and then lettering Rockdale Sandow & Southern #3 on the north side. This process is more complicated than it might sound. Larry had done the research and arranged for the letters to be prepared, and he did the hard work of figuring out where they went on the signboard. I was mostly a gofer and a holdat in this whole business. This project has been lingering for all kind of reasons for two years. Now that it's essentially complete--we'll do the south side this coming Wednesday--we can prepare for the celebration of the completion of this 1886 wooden car on which Restoration has worked so long.

Saturday, 17 September, Larry and I spent the day working on building the platform for the staircase to go into the depot--another Restoration/Facilities project. We hope to continue work on the staircase on Wednesday as well. Before work on the staircase began, we ripped another interior stringer for the La Mesa baggage cart on which we have been working episodically for some time. We cut this stringer from an 8/4 x 12' piece of poplar that I had purchased at Lane, Stanton & Vance yesterday. An almost magical happenstance was that the remnant piece was exactly the width we needed for another barrage cart piece.



The completed lettering on the Rockdale, Sandow & Southern No. 3 combine ("Jim Crow car.") *Frank Stites Photo*

Museum's Cafe-Observation Car 1509 in National Magazine

By Dick Pennick

The Fall, 2011 issue of Kalmbach Publishing's *Classic Trains* magazine sported a couple of surprise photos of our beloved 1926 heavyweight observation car, 1509.

To illustrate a heart-warming story written by Jack Elwood about a young Monrovia, Calif. woman with rheumatic fever, the two Stan Kistler photos of 1509 were shown on pages 60 and 61 in its latter-day two-tone gray paint scheme. The car was used on a special train to San Diego on October 28, 1951, to transport the ill woman to San Diego along the shore of the Pacific Ocean, which she had never seen. The article also included nice Kistler shots of a Santa Fe Pacific on a local, and a two-unit "Warbonnet" FT on Train 75.

If you're not a subscriber, look for it at The Whistle Stop, Reed's or other local train store.

What Is It, Where Is it?

There was no *What Is It, Where Is It?* in the July-August issue because of the extensive coverage of the acquisition of SP 5119.

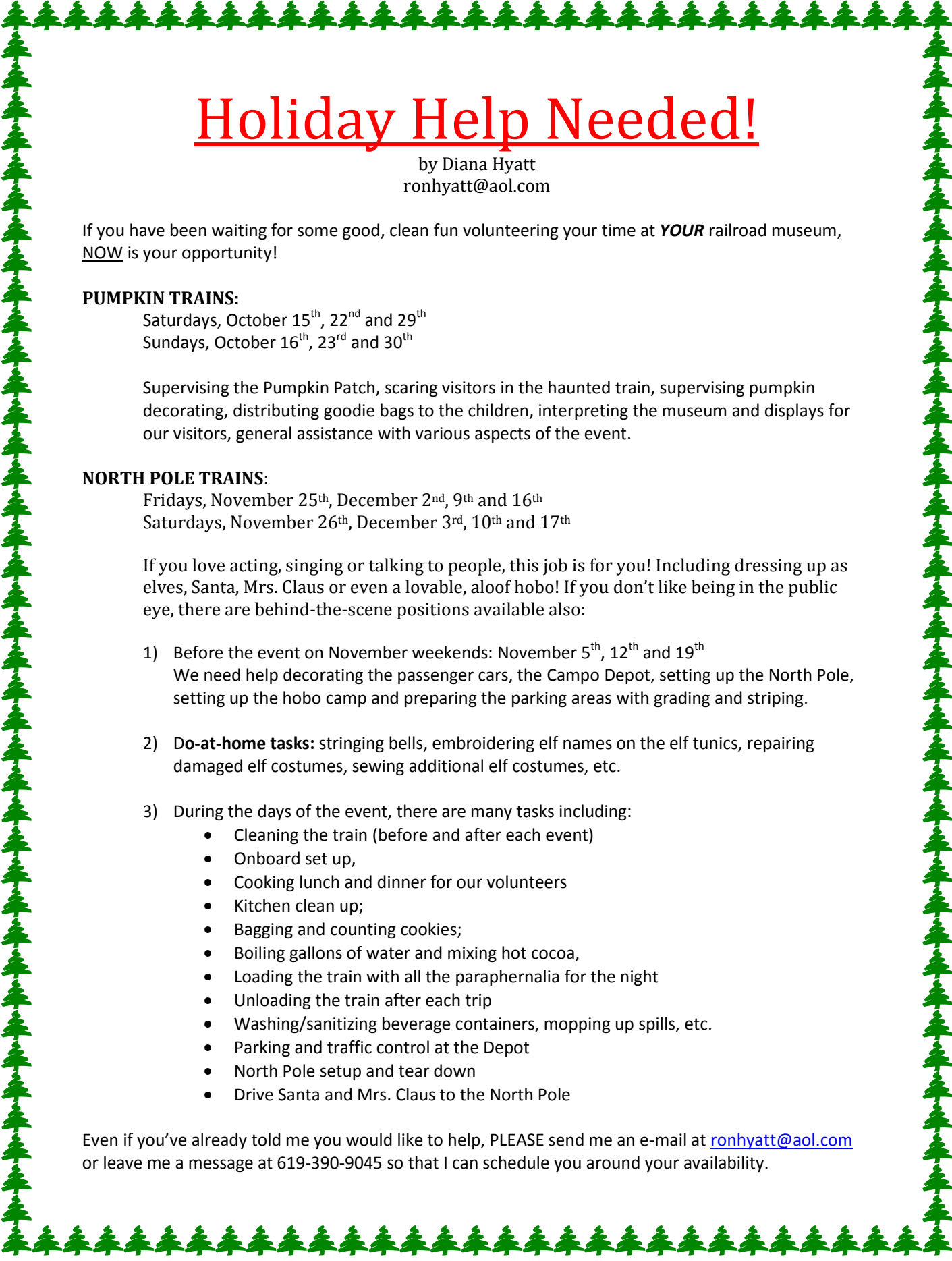
The June picture was of the marker light on the roof of the SP 1351 caboose.

Here is the current submission:



More Photos From the Archives...





Holiday Help Needed!

by Diana Hyatt
ronhyatt@aol.com

If you have been waiting for some good, clean fun volunteering your time at **YOUR** railroad museum, NOW is your opportunity!

PUMPKIN TRAINS:

Saturdays, October 15th, 22nd and 29th
Sundays, October 16th, 23rd and 30th

Supervising the Pumpkin Patch, scaring visitors in the haunted train, supervising pumpkin decorating, distributing goodie bags to the children, interpreting the museum and displays for our visitors, general assistance with various aspects of the event.

NORTH POLE TRAINS:

Fridays, November 25th, December 2nd, 9th and 16th
Saturdays, November 26th, December 3rd, 10th and 17th

If you love acting, singing or talking to people, this job is for you! Including dressing up as elves, Santa, Mrs. Claus or even a lovable, aloof hobo! If you don't like being in the public eye, there are behind-the-scene positions available also:

- 1) Before the event on November weekends: November 5th, 12th and 19th
We need help decorating the passenger cars, the Campo Depot, setting up the North Pole, setting up the hobo camp and preparing the parking areas with grading and striping.
- 2) **Do-at-home tasks:** stringing bells, embroidering elf names on the elf tunics, repairing damaged elf costumes, sewing additional elf costumes, etc.
- 3) During the days of the event, there are many tasks including:
 - Cleaning the train (before and after each event)
 - Onboard set up,
 - Cooking lunch and dinner for our volunteers
 - Kitchen clean up;
 - Bagging and counting cookies;
 - Boiling gallons of water and mixing hot cocoa,
 - Loading the train with all the paraphernalia for the night
 - Unloading the train after each trip
 - Washing/sanitizing beverage containers, mopping up spills, etc.
 - Parking and traffic control at the Depot
 - North Pole setup and tear down
 - Drive Santa and Mrs. Claus to the North Pole

Even if you've already told me you would like to help, PLEASE send me an e-mail at ronhyatt@aol.com or leave me a message at 619-390-9045 so that I can schedule you around your availability.