

Our 50th Year!

HOT



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



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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—November 2011

Submitted By Rob Stebbins, Secretary

The November Board meeting was held on the evening of the 18th, as the usual fourth Friday-of-the-month conflicted with the first North Pole Limited train of the season. In attendance at the meeting were Board members **Diana** and **Ron Hyatt**, **John Shannon**, **Rob Stebbins**, **Larry Rose**, and **Ken Helm**. Member **Jim Lundquist** also participated in the discussions.

New business brought forth included the use of the \$20,000 Neighborhood Reinvestment Grant and the purchase of parts off the sister locomotive to the Museum's Coos Bay Lumber #10. \$6,900 of the Grant will be used to purchase material and pour concrete. **Jim Baker** was able to negotiate the purchase of rods and throttle valves from the scrapper of Coos Bay #10 for \$4,500 (to come from the Steam Fund.)

The Board also received updates and discussed a number of important on-going items regarding the Museum's activities. Repair work on the Campo Car Barn roof is underway. The rainy season is just around the corner, and there already has been several good soakings out at Campo. The roofers are working fast, and expect to be finished in early December. When they are not at Campo on the weekends, they are providing good covering of the exposed roof areas against possible water leaks.

Diana brought the Board up-to-date on plans for our North Pole Limited trains beginning the Friday and Saturday after Thanksgiving and continuing for the following three weekends. Some of the trains are already sold out but, as of the Board meeting, there were still seats available on most trains (except in First Class.) There has been some free air time advertising for the event, and it is expected that once again we will host full train loads of kids of all ages. County Grant funds have been used to purchase beautiful, old-styled benches for the Campo Depot waiting room, as well as a new TV monitor and DVD player. These will all be in use during the North Pole trains, including the spectacular new ticket counter built by some of the Museum's finest craftsmen. Much work has been accomplished at Campo to get ready for the Christmas season, including the stringing of Christmas lights and decorating the interior of the consist being used for the North Pole Limited trains.

The Board discussed the potential purchase of the Durand property at Campo, going east up the slope from the Depot area. **Diana** and **Ron Hyatt**, **Larry Rose**, and **Jim Lundquist** met with Mrs. Durand a week earlier, and completed a walk-through of the house. After hearing the report on this visit, the full Board agreed to move forward with an offer for the property. Stay tuned - - we will update our membership on progress on this opportunity to acquire additional land at Campo to support the long-term vision and Master Plan of the Museum.

The Board also approved the use of County Grant funds to purchase sand and rock for the paving of pathways to the Campo Depot toilets.

As you can see, there are a variety of activities going on at Campo. The Museum continues to move forward with the active cooperation and donation of time by many of our members. However, there is always room for more volunteers to support the Museum, particularly this time of year when we have our largest crowds and biggest fund-raising event. Join us in making the North Pole Limited a wild, enjoyable success. Ho-ho-ho!



Editor's Note: From time to time PSRM receives letters from visitors outlining their experiences at the museum. The Hot Scoop will publish these letters periodically.

Dear Santa,

I can't begin to express my thanks over the magical evening that you gave to me, my family and my neighbors on Saturday night. Thank you for fitting extra people on a sold-out train so that my neighbors could experience the North Pole express. It was so great to see smiles on the faces of my neighbor Allen (who is sick), his wife Andrea, and their two boys. Thank you for putting all of us in the Peary car and giving us all the Polar Express train ride of a lifetime. It was pure magic. When I wrote to ask whether you could fit a few more people on the train, I had no idea that you would put all of us in the VIP car (or that a VIP car existed for that matter). It was so wonderful.

All of our children were completely convinced that they were traveling to the North Pole. They (and we) were thrilled with the hot chocolate, songs, book reading and cookies provided by the elves. The elves were so cheerful and sweet and added such a nice element to the evening. The most exciting moment for the kids was meeting Santa – they all jumped up and down when he (you?) got on the train. My daughter is still beaming about the experience and ringing her bell.

The kids were in awe exploring the old train car and I have to admit that I was too! Grown-ups were thrilled to stand where FDR had stood and children were amazed to discover that trains used to have bunk beds and dining rooms in them.

PSRM is a fantastic organization. Christmas came early for me this year thanks to you.

Merry Christmas.

Sincerely,
Erin Farnaes

*For every letter there is a backstory. Here is the story behind this letter. Submitted by **Dave DiGiorgio**:*

Here is an e-mail that came in from a family who contacted us with a special request. They already had First Class tickets for Saturday night, but their neighbors didn't, and that families father has a terminal brain tumor and this will most likely be their last Christmas together. They wanted the impossible: Seats for that family on a sold out train! Well, the Peary was open that night, so I was able to move Erin and her group to the Peary from the 1509, and sell additional seats for the neighbor family. I also received a call from a friend of theirs who wanted to purchase a membership. She wanted notification next year of the North Pole tickets going on sale. She told me that they heard about us from the family (with the sick father), who was due to come to her house Saturday night for dinner, but had to cancel to take the train ride. Well I asked her if her family would like to join them too, she was very surprised and pleased!. So we took an empty Peary and filled it with 3 families, all paid, which freed up seats for us to sell in the 1509.

Operations Report, November

Submitted By Rich Paulus

11/5-6: Saturday's Conductor **Dick Pennick** reported 97 passengers rode the Golden State on a chilly but clear day. The crew was Engineer **Rob Stebbins** and Motorcar Operator **Seth Miller**. **Jack O'Lexey** and **Rob Stebbins** had gone out on the motorcar earlier in the day, clearing several rocks that had rolled onto the tracks from the recent rain. Station Master was **Heather Wright**.

On Sunday, Engineer **Jack O'Lexey** reported he ran the SMVR #9 railbus for 27



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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., or its officers and staff.

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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passengers with rain moving in during the afternoon. **Dave DiGiorgio** was Station Master.

11/12-13: On a chilly, rain-soaked Saturday Conductor **Dick Pennick**, Engineer **Robin Becker**, Brakeman **Bob Nickles**, and Brakeman Trainee **Glen Rogers** made 2 Golden State runs to Division for those who braved the weather to ride the train. **Cliff** and **Gloria Fox** were docents in the Display Building and **Dave Tomeraasen** was the Station Master.

Sunday was cool but sunny and Engineer **Jim Baker** and Student Engineer **Seth Miller** provided 20 passengers a tour of Campo Valley in the SMVR 9 Railbus. **Cliff** and **Gloria Fox** were again in the Display Building and **Ken Brown** was the Station Master.

Many other volunteers, despite the rain, were busy with preparations for the North Pole Limited.

11/19-20: This was the final weekend of Golden State trains in 2011. Saturday's crew was Conductor **Mike Edwards**, Instructor Engineer **Jim Baker**, Student Engineer **Rich Paulus**, Brakeman **Robin Becker**, and Trainman **Bruce Deck**. Docents **Cliff** and **Gloria Fox** welcomed visitors in the Display Building and Station Master **Heather Wright** ran the Depot. 56 passengers rode the 2 Golden State trains to Division and back. While passing Pacific Crest Trail, one of the cab riders pointed out that his friend, the accompanying cab rider, had hiked the PCT from Mexico to Canada in one five-month stretch.

Sunday was chilly and threatened rain all day but only a brief period of mist fell before the train was tied down that night. The crew was Conductor **Dick Pennick**, Instructor Engineer **Mike Edwards**, Student Engineer **Rich Paulus**, Brakeman **Rob Stebbins**, and Brakeman Trainee **Lonnie Corley**. Docents **Cliff** and **Gloria Fox** were again in the Display Building and Station Master **Ken Brown** oversaw the Depot. 54 passengers rode the trains.

11/25-26: Friday, November 25, was the first North Pole Limited of 2011. In anticipation of rain, **Seth Miller** toiled during the week patching leaks on the roofs of 252 and 254. **John Wright** and **Rich Paulus** worked Wednesday replacing ceiling panels in 252 and then **John & Heather Wright**, **Al Brill**, **Glen Rogers** and **Larry Rose** worked both Friday and Saturday finishing up the installation and painting in 252 and 254.

The Friday North Pole Limited departed with 274 passengers for the single 7 PM run to the North Pole and back. **Dave DiGiorgio** and **Heather Wright** ran the Depot with **Bruce Deck** as Ticket Agent. The train crew was Conductor **Rich Paulus**, Engineer **Dick Pennick**, Brakeman **Alex Fiori**, and Brakeman Trainee **John Wright**. **Andy Andrews** and **Aaron Hyatt**,

as hobos, worried the conductor and passengers by attempting to procure tickets without payment. **Glen Rogers** seated our guests onboard and many others assisted in loading and unloading the train.

For the next day, Conductor **Rob Stebbins** reported:

On Saturday evening, November 26, we ran two North Pole Limited trains from Campo to the North Pole and return. **Heather Wright** and I pulled 558 ticket stubs for the two trains. Both trains were significantly delayed in departing Campo because of a brake system problem discovered while the consist was still in the yard. It took over an hour to find and fix an air leak; thanks to **Dan Robirds**, **John Shannon**, **Ron Hyatt**, **Frank Chaco**, and **Frank Denison** in helping the crew solve the problem. Earlier in the afternoon, our incredible mechanical crew of **Ron Hyatt**, **Rusty Hoar**, and **John Shannon**, with help from **Stephen Hager**, had cleaned out the accumulated carbon in the SP 3873 carbon traps and related filters, spending hours on that hard and dirty job. The Geep behaved perfectly on the trains while pulling up the grade from the North Pole.

Despite the delayed departures, once under way the crowd on board enjoyed the cookies and hot chocolate, as well as the singing and story telling by the elves. **Santa** was patiently waiting for us at the North Pole, and once we got him and **Mrs. Claus** on board, each child had the opportunity to spend some quality time with Santa, while parents were busily snapping pictures.

There were so many people involved in running these trains and handling the crowds at the Depot I cannot fully give credit to everybody.

The operating crew consisted of Engineer **Dick Pennick**, Fireman **Steven Hager**, Conductor **Rob Stebbins**, Brakeman **Rich Paulus**, Brakeman Trainee **Lonnie Corley** and the Motor Car crew of **Steve Clark** and **John Wright**

Heather Wright, **Ken Brown**, and **Dave DiGiorgio** staffed the Depot Gift Shop. **Bruce Deck** was in charge of handing out tickets from our newly installed ticket counter in the waiting room area of the Depot. Many others helped in loading/unloading passengers, including **Janet Paulus**, **Glen Rogers**, **Lonnie Corley**, **Larry Rose**, **John Shannon**, **Frank Denison**, **Frank Chaco**, and **Cheryl Hoar**. **Diana Hyatt** once again made sure the elves helped out Santa properly, and beautifully orchestrated the entire on-board passenger experience. What an incredible evening, despite the delayed departures! We ended up with two train loads of very happy kids and their parents.

Thanks to everyone for volunteering and apologies and a special thanks to those we have missed mentioning.

PSRM present at AMF Exporail 2011 in Guadalajara

By Hector Gonzalez

On November 15th and 16th 2011, the Association of American Railroads (AAR), the Association of Mexican Railroads (AMF) and several Railroad Industry Sponsors held the 11th annual **AMF Exporail Symposium** at the Hilton Convention Center in Guadalajara, Jalisco, Mexico. **PSRM** staffed an information booth to inform Mexican Railway Companies and Officials of the museum's activities. The museum began its "Ticket to Tecate" trains in 1987, and has run trips to Tijuana (Garcia) from Campo. Also explained was how the museum's historic equipment got to the museum in Campo via the Tijuana y Tecate Railroad on the museum's "Great Freights."

The booth was assembled on Sunday November 14th and was available to visitors for the next couple of days. Some Exporail participants were interested in becoming members and I hope they do support us. Among the events were the AAR Seminar and a very interesting program presented by Union Pacific's CEO **James Young**. It was very pleasant to see a presentation given by Ferrocarriles CZRY de Baja California, S.A. de C.V. CEO **Rogelio Badillo**, who was participating in the event along with General Director **Astrid Ojeda**.

Other participants came from Admicarga, the State of Baja California Authority that manages the 44 miles of the Tijuana y Tecate short line. General Director **Jorge Monraz** participated along with Commercial Manager **Miguel Torales**. I met later with them and Carrizo Gorge Railway CEO **Chas McHaffie** to discuss the work being performed to reopen tunnel 3 west of Lindero. The museum wants to resume excursions to Baja California, but that has been halted because of the fire which collapsed the tunnel on December 25th, 2009, almost two years ago. The last "Ticket to Tecate" train ran on November 7, 2009.

Other people present were **Gerardo Avila** of the Ministry of Communications and Transportation (SCT), along with **Teresa Marquez** of the National Museum of Mexican Railroads in Puebla, where they house two operable ALCO PA-1's, sold to Mexico by D&H; (originally from Santa Fe,) and an operable FT from the Sonora-Baja California Railroad. Teresa has heard about PSRM and is also willing to support us. I look forward to seeing her in Campo in the future.

On Saturday December 11th 2011, **Denisse Vargas de Urbalejo**, wife of the City of Tecate Mayor, **Javier Urbalejo**, with a party of DIF officers, rode on the North Pole Limited thanks to PSRMA President **Diana Hyatt** who arranged for their party to ride on the Robert Peary. DIF Tecate organizes the Tecate Baseball Stadium into a collecting location for the Three Kings

train, founded by the late **Charlie Coval** and organized by **Margaret Coval**.

Denisse told Diana and myself that she was very interested in seeing PSRM come back to Tecate since the museum is a very important source of foreign tourism. We are looking forward to meeting with her and the mayor in January 2012 to better the relationship between all parties and individuals involved. With a friendly attitude and positive diplomacy, we hope to resume operations to Mexico, a unique event for the museum. No other organization else runs an international passenger train operated by an all volunteer crew from a non-profit organization.



Shown is the presentation platform at the AMF Exporail 2011 symposium in Guadalajara, Mexico. *Hector Gonzalez Photo*



The Pacific Southwest Railway Museum Association booth at the AMF Exporail 2011 symposium. *Hector Gonzalez Photo*



Brakeman Training Class Held

By John Wright

On October 8 and November 5, 2011, Steam Team Foreman **Jim Baker** conducted a Basic Brakeman training class. Attending the class were volunteers **Rusty Hoar, Glen Rogers, Stephen Hager, Andy Andrews, Lonnie Corley** and **John Wright**.

Subjects taught included train brake rigging, operation, air pressures, hand brakes and angle cocks and cutouts. Also covered were procedures for coupling and uncoupling, including proper hand signals and the use of skates and chocks. Trainees practiced the correct method for getting on and off moving equipment and practiced coupling cars and connecting air hoses (glad hands.)

Each trainee is required to make a minimum of six runs under a qualified brakeman and achieve three positive up-checks before becoming a qualified brakeman in their own right.



Brakeman trainees line up to practice getting on and off moving equipment. Front to rear: Andy Andrews, Stephen Hager, Lonnie Corley, Rusty Hoar, and Glen Rogers. Instructor Jim Baker stands at right. *John Wright Photo*



Rusty Hoar gives signals to the engineer during an uncoupling move. *John Wright Photo*

La Mesa Depot Holiday Event

By Dick Pennick, Depot Coordinator

On December 9th and 10th, the museum again opened up its **La Mesa Depot Museum** to the community, giving away free servings of home-baked cookies, hot chocolate and spiced apple cider.

Advertised hours for the annual "Christmas in the Village" promotion, sponsored by the La Mesa Village Merchants' Assoc., was 5-10 p.m., but museum volunteers closed the doors around 8 p.m. On Saturday night, no food items were dispensed due to insufficient staff.

A nice fire was maintained in the 1894 depot's pot-belly stove Friday night, using steam locomotive coal brought back from the Cumbres & Toltec Scenic Railroad by **Dick Pennick** each year. This is the same coal used by the Durango & Silverton N.G. Railroad. The pleasant odor of burning soft coal lent a distinctively authentic touch to the exhibit and kept the room cozily warm against the evening chill.

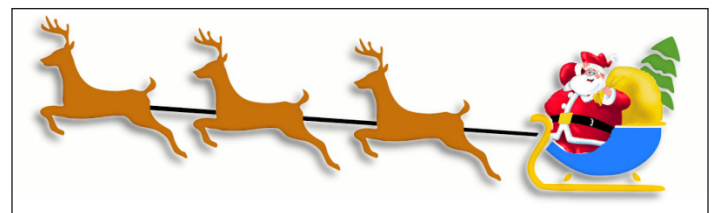
Making new museum friends and passing out goodies were volunteers **Bruce Semelsberger, Mike Retz, Ray Lethbridge, Larry Owen, Dick Pennick** and **Duane Dubke**. Regular weekend staffer **Sid Saltstein** covered the normal 1 - 4 p.m. shift on Saturday. Many thanks to Ray and Bruce for baking the cookies, the remains of which were enjoyed by the crews at Campo on Saturday. Bruce and Dick had teamed up to string the holiday lights on the building earlier. Thanks to all.

Eichenlaub Family Donates to Library

By Dick Pennick

The family of the late **Carl Eichenlaub**, civil engineer and former Superintendent of the San Diego & Arizona Eastern Railway, donated a small collection of railroad books, photos and other small items to our **Southwest Railway Library** research archives. Previous donations from the family included photos, surveying instruments used to build the SD & A Ry. and the Goat Canyon bridge, and a small lathe used in the family's boat yard on Shelter Island. The SD & AE is the rail line used by the museum for its weekend train trips under an agreement with current owner, Metropolitan Transit System.

Correction: The *Hot Scoop* wishes to apologize to Dylan Hager for the misspelling of his name in the November issue.



New Ticket Counter Installed in Campo Depot

By Dave Tomeraasen and John Wright

The new ticket counter arrived at the Campo Depot on November 16th. With the assistance of **Larry Rose, Jim Lundquist, Seth Miller, Frank Stites, Alex Fiori, Glen Rogers** and myself, the counter was removed from the trailer and installed in the depot. This counter, weighing over 700 pounds, was a challenge to move and install.

The counter is being used during the North Pole Limited trains to issue tickets to passengers with pre-paid reservations.



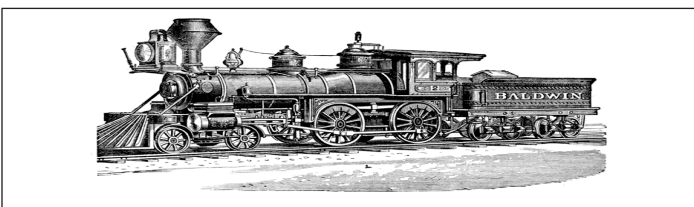
The ticket counter on the trailer prior to unloading. From left, Frank Stites, Seth Miller and Jim Lundquist.

Dave Tomeraasen Photo



The ticket counter in place in the waiting room.

Dave Tomeraasen Photo



Frank Stites applies a coat of varnish to the top of the ticket counter.

John Wright Photo



Bruce Deck (left) and Larry Rose at the ticket counter prior to the North Pole Limited, Saturday, December 10, 2011.

Randy Houk Photo



Larry Rose (pictured) and Frank Chaco repaired, installed and painted the depot stove donated by the late Terry Durkin.

Randy Houk Photo



All three main sections of the stove have "S.P. CO." cast into them making this the ideal stove for an old SP depot.
Randy Houk Photo

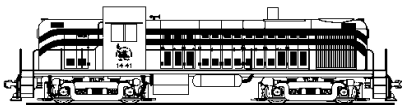


Larry Rose repainted the Campo depot signs as part of the ongoing depot restoration.
John Wright Photo

Upcoming Events

The following events are planned for 2012:

Annual Dinner: TBD
 Red candy caboose: TBD
 Chefs Fire Up the Iron Horse: Saturday,
 March 24th
 Bunny Trains: March 31st, April 1st and 7th
 San Diego County Fair: June 8th—July 4th
 Father's Day BBQ: Sunday, June 17th



Larry Rose painted the new ceiling panels installed in SD&A coach 254.
John Wright Photo



Trainman Tom Gray, left, and Conductor Seth Miller warm their hands after loading the North Pole Limited on Saturday, December 10th.
John Wright Photo



Elves read to the First Class passengers in the Santa Fe 1509 lounge car aboard the North Pole Limited, Saturday, December 10, 2011.
John Wright Photo

Some of our volunteers in 2011:

