

HOT SCOOP



A publication dedicated to Pacific Southwest Railway Museum Association members
February 2012



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Southern Pacific low-nose GP9 3709, seen here at Los Angeles' Taylor Yard, was delivered as engine number 5873. The date is May 14, 1982. The 3709 was never upgraded, as many of SP's GP9s were. More photos on Page 9.

Craig Walker Photo

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**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
Other times by appointment

Meetings of the PSRMA Board of
Directors will be held on
the following dates at 7 PM,
Trinity Church, 3902 Kenwood Drive,
Spring Valley, CA, 91977

March 16, 2012
April 27, 2012
May 25, 2012
June 22, 2012
July 27, 2012
August 24, 2012
September 28, 2012
October 26, 2012
November 16, 2012
December 2012—No Meeting

MUSEUM OFFICERS

President: Diana Hyatt
Vice-President: John Shannon
Treasurer: Scott Thompson (Acting)
Secretary: Rob Stebbins
Mechanical Director: Ron Hyatt
Facilities Director: Larry Rose
Museum Services Director:
Ken Helm
Operations Director:
Greg Luiz

From the Head End

President's Report—January/February Update

By Diana Hyatt

January is usually one of the deadest months of our volunteer year but this one has been the exception. Usually, the weather is harsh and volunteers are rarer than a windblown tumble weed. But that hasn't been the case this year! Every weekend we have had a good showing of volunteers puttering about and getting things done; it has been very refreshing! Speaking of volunteers, we bid farewell to our workampers **Cliff & Gloria Fox**. It was a pleasure to have them help us through the Pumpkin and North Pole trains as well as staffing the Display Building and keeping an eye on things during the week; we will miss them!

After some waiting, **Dennis Daugherty** was able to make the trip to Campo and offered his skills to the museum at no cost. This time his focus was on steam, with the boiler ultrasound of our saddle-tank locomotive, Coos Bay #11. Dennis is now retired from the California State Railroad Museum, serving there for many years as their master mechanic, shop foreman, steam mechanic and jack-of-all-trades. Dennis completed the ultrasound work on the Coos Bay boiler with the assistance of **Jim Baker**, **Bob Nickles**, **Rich Paulus**, **Mike Lucek**, and **Walt Novinger** to name a few. Jim Baker should be gathering the new data and reporting to the membership soon about the viability and projected cost of restoring this locomotive to operating condition.

As you know from the previous issue of the Hot Scoop, the museum has acquired a low nosed GP 9 locomotive from Camp Pendleton. We have enough pledges and donations to cover the purchase price of \$4,150 and are now eagerly working towards collecting enough funds to bring it home. We have received two very favorable quotes, one from a trucking company and one from a crane company that would cost the museum about \$11K in total. This would entail removing the locomotive from its trucks and moving them on a separate trailer, hauling it all to Campo and re-assembling the locomotive. Even if Campo were accessible by rail, we wouldn't be able to move it this cheaply, so we are thrilled with the cooperation of these two companies. If you would like to donate to this cause, please go to our website to donate using a credit card or send your check to:

SP 3709 Fund
c/o PSRM
4695 Nebo Drive
La Mesa, CA 91941

Many preparations have been going on in expectation of the inauguration of the segregated passenger car or "Jim Crow" car, Rockdale, Sandow & Southern #3 on Saturday, February 25, 2012. Ours is one of very few segregated passenger coaches that remain in existence. Even the Smithsonian's National Museum of African American History and Culture, slated to break ground this month, does not have a restored Jim Crow car in their collection (they have an un-restored car). The restoration crew, headed by our own **Dr. Theodore Kornweibel** was recently featured in a well written article in the San Diego Union Tribune. You can find it online at: <http://www.utsandiego.com/news/2012/feb/08/jim-crow-era-recalled-in-rail-car-project/> This is the type of project that gets railroad museum's noticed and Dr. Kornweibel has been busy on the lecturing circuit discussing this car, his knowledge of African American history and his book, *Railroads in the African American Experience*. The inauguration also marks the unveiling of two new display kiosks illustrating African Americans' contributions to the railroad industry. It should be a very memorable occasion.

Mark your calendars for a few more important events coming sooner than you think:

- Chefs Fire Up the Iron Horse, Saturday March 24, 2012 from noon until 5:00

P.M. in the Display Building at our museum in Campo. This is a joint venture with the San Diego Chefs de Cuisine, a non-profit organization comprised of chefs throughout San Diego who work to educate the public and raise money in order to provide scholarships for culinary students and the San Diego County Vintner's Association; an association of more than 40 wineries and vineyards within San Diego County. This will be the second annual Chefs Fire Up the Iron Horse and we hope to continue it on an annual basis, so please share this information with your friends, family and co-workers. There will be gourmet food, wine tasting, beer from Ballast Point Brewery, live music from our own **Rails & Trails**, a silent auction and a complimentary, wine glass imprinted with the Chefs Fire Up the Iron Horse logo. This is an event for adults ages 21 and over only. Tickets are on sale now at <http://www.psrn.org/events/ironhorse/> The cost is \$25 per person or \$20 per person for groups of 12 or more. Tickets may be purchased at the door on the day of the event for \$30 per person.

- Bunny Trains, Saturday March 31, Sunday April 1 and Saturday April 7, 2012. That springtime ritual of hunting for Easter eggs combined with candy, crafts, a visit from the Easter Bunny and a train ride to boot! What could be funner for the kids? Make sure to bring your kids, grand-kids, neighbor-kids, rent-a-kids or any other kids you know for a great time during Campo's beautiful spring season.
- 51st Annual PSRM Membership Meeting and Dinner, Thursday, April 26, 2012 from 6:00 P.M. to 9:30 P.M. This is our annual opportunity to spend a relaxing evening on San Diego Bay enjoying good food and good friends and congratulate our co-volunteers with tokens of our appreciation. It will be held at Tom Ham's Lighthouse, so no one should have a problem finding the place... and tickets are currently on sale on our website: \$30 for adults (that is \$10 less than last year) and \$20 for children (also \$10 less than last year). For the internet-impaired, you may still mail your check to the La Mesa Depot.
- Engineer for an Hour, Saturday, June 16 and Sunday, June 17. Scheduled to coincide with the Father's Day weekend, it is the perfect gift for that man in your life who likes trains, even just a little bit. Reservations can be made on the museum website by going to the Master Calendar and clicking on EFAH on either of the two dates above.
- The Father's Day BBQ will be back again on Sunday, June 17, 2012. After experimenting with a caterer last year, we will be returning to our rip roaring, in-house meal preparation and offering a much wider and better selection than any caterer can do for a comparable price (probably because we don't pay for labor!). Expect this year's event to be the best yet! The menu will likely be BBQ pork ribs, Chaco Chicken, BBQ corn on the cob, rolls, butter, salads and more. The entertainment will be our very own museum members Walt Richards and Paula Strong of Trails & Rails. So bring Dad, your appetites and your singing voice for a great afternoon of fun.

Here's hoping we see you soon!

Board Briefs-January 2012

Submitted By Rob Stebbins, Secretary

The Board held its first meeting of the New Year on the evening of January 24 at Trinity Church. Attending the meeting were: **Diana Hyatt**, President; **John Shannon**, Vice President; **Rob Stebbins**, Secretary; **Scott Thompson**, Acting Treasurer; **Ron Hyatt**, Equipment Director; **Ken Helm**, Museum Services Director; **Greg Luiz**, Operations Director; and **Larry Rose**, Facilities Director. Guests that attended included PSRM members **Mike Edwards** and **Dick Pennick**.

There was much to discuss, as a lot has been happening since our last Board



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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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meeting in November. First, as has been recorded elsewhere, we had a very successful North Pole Limited season. Once again, the Board recognizes the incredible contributions of so many of our members in making this event not only successful, but better than in previous years. We as an organization gave approximately 3,442 happy riders of all ages a wonderful start to their Christmas celebrations.

The Board formally approved the purchase of the former Southern Pacific low-nosed GP 9 3709 from the DRMO for \$4,150. We discussed several different bids that have been submitted to truck this locomotive from Oceanside to Campo. These discussions have not been finalized, but it's clear that we will need additional donations to pay these transportation costs. In case you have not noticed, there already is a page on our web site describing the locomotive and soliciting donations.

Looking forward, several important events are in the planning stage. Coming up first on February 25th is the dedication of the Jim Crow car. **Ted Kornweibel**, who led the multi-year restoration of this historically important car, is directing the ceremonies for that day. We expect many guests to be at Campo on February 25th, so we also encourage our members to be there to mix and mingle to show our pride in the labor of love Ted and his restoration crew accomplished. Ted also has led the effort to make major improvements to the displays telling the story of African-American contributions to our railroad heritage in the United States.

In March, we will be holding the Second Annual "Chefs Fire up the Iron Horse" wine-tasting event in the Display Building. As we did last year, we will be sponsoring this extremely successful event along with the local Vintners' Association and the San Diego Chefs organization. We expect another large crowd of visitors. We would like to see a large turn-out of PSRM members; the more we can interact with first-time visitors to Campo, the more we can tell our story, and perhaps solicit new members.

Mike Edwards made a presentation to the Board concerning some of the imminent changes to FRA (Federal Railroad Administration) regulations and training certification for train operating personnel. Most notably, the FRA is now implementing a new Certification requirement for Conductors. Mike will be organizing a certification process for all operating personnel at Campo, which will be put in place soon. This process will basically be a set schedule for safety classes and similar training for all our operating crews to meet the new federal standards.

Scott Thompson provided the Board with a snapshot of the Association's recent financial position. At the end of 2011, your Association held total cash of

\$228,709.50 in several general and restricted-use accounts. This is up from the year-end cash positions in 2009 and 2010. The increase is attributed to the successful North Pole Limited season, clearly our biggest fund-raising event of the year, along with the surprisingly good result from the October Pumpkin trains. Revenue generated by the Pumpkin trains was more than three times greater than any prior year, and has become the second biggest "train-riding" event we hold each year. The other good news about our financial position is that our investment account has shown a nice increase, reflecting better stock market and general economic conditions. That account is valued at almost \$207,000 as of January 27, 2012.

John Shannon reported that our Car Barn roof project has been successfully completed. And those of you who have visited Campo recently surely have noticed the now beautifully-finished waiting room in the Campo Depot. This multi-year effort to restore and upgrade the Depot involved so many of our volunteers that I won't even try to list them, as I know I'll miss some who put in many hours of labor to make the Depot an "attraction" for visitors.

As you can sense from this report, there is much positive momentum at Campo. We are always encouraging more of our members to join us in contributing to the growth and unique achievements of our Museum.

Operations Report

Submitted By Rich Paulus

1/7-8: Saturday's crew was Conductor **Jim Lundquist**, Engineer **Rob Stebbins**, Brakeman **Seth Miller**, and Brakeman Trainee **Hector Gonzalez**. Conductor Lundquist punched 141 tickets for the 2 Golden State trains. Station Master **Dave DiGiorgio** signed up new member and volunteer **Evan Hinkle** in the morning and placed him as crewman with Motorcar Operator **Jack O'lexey**. **Cliff** and **Gloria Fox** were docents in the Display Building.

Sunday's crew was Conductor **Seth Miller**, Engineer **Dick Pennick**, Brakeman **Rich Paulus**, and Brakeman Trainee **Hector Gonzalez**. Motorcar Operator **Jack O'Lexey** and Crewman **Evan Hinkle** ran again this day, providing fire protection on a sunny, dry, and windy but cool day. Station Master was **Ken Brown** and docents **Cliff** and **Gloria Fox** were in the Display Building. 79 passengers enjoyed a day with trains.

1/14-15: Saturday's crew was Conductor **Dick Pennick**, Instructor Engineer **Mike Edwards**, Student Engineer **Rich Paulus**, Brakeman **Bob Nickles**, and Brakeman Trainee **John Wright**. **Stephen Hager** was Motorcar Operator with **Evan Hinkle** on crew. Station Master was **Heather Wright**, with assistance from **Dave Tomeraasen**, and **Cliff** and **Gloria Fox** served

as docents. 74 passengers rode the Golden State. At the end of the day, the SD&A #104 was put back on display on Track 8 along with the California Western #46 and E.J. Lavino #10 that the Steam Team had switched in on Friday.

Sunday's crew was Conductor **Mike Edwards**, Instructor Engineer **Jim Baker**, Student Engineer **Rich Paulus**, Brakeman **Tom Bispo** on a qualification run, and Brakeman Trainee **John Wright**. **Darrel Bivens** rode along as observer in preparation for becoming an active volunteer again. The weather was such that the motorcar was annulled. 117 passengers rode the train including 1 cab rider who is a volunteer on the S.S. Lane Victory and knows PSRM member and Steam Team volunteer **Mike Lucek**. **Stephen Hager** was Station Master with **Dave Tomeraasen** assisting. **Cliff** and **Gloria Fox** were museum docents. The switching continued on Monday for 8 more hours and was performed by **Ron Hyatt**, **Mike Edwards** and **Seth Miller** with participation from **John Wright** during the morning hours.

1/21-22: Conductor **Rob Stebbins** and Engineer **Don Getz** arrived early Saturday morning to put together the Golden State. The two SD&A passenger cars for the consist were on top of SP 3873 on Track 12 and SD&A 7285, the scheduled power for the weekend, was in the car barn on Track 12. The switching required was to get 7285 on the east end of the consist and return 3873 to Track 12 outside the car barn. Engineer Getz saw that 7285 batteries were not charging so the plan changed to return 7285 to the car barn, startup 3873, warm it up, take it and the 2 SD&A cars to the Depot, and run 3873 around. The crew completed this and were ready for an on-time departure for the 11 AM Golden State.

Conductor Stebbins later reported:

On Saturday, January 21, we ran the usual schedule of 2 trains to Division and return. The weather for the morning run was misty, light, cold rain. Despite the lousy weather, we had 98 passengers on board, all of whom seemed to enjoy this adventurous outing. In the afternoon, the weather cleared up so that there was some blue sky and lots of puffy white clouds for our 31 passengers. (Total passenger count for the day was 129) Crew members were **Don Getz** - Engineer, **Rich Paulus** - Brakeman, **Bruce Deck** - Trainman, **Jack O'Lexey** - Motor Car Operator. New member **Evan Hinkle** was Motor Car trainee. Jack and Evan did an early morning track inspection run in the misty rain. The motorcar fire protection requirement for the scheduled trains was annulled for the weekend. Station Master was **Dave DiGiorgio** and Museum Docents were **Cliff** and **Gloria Fox**.

Sunday saw more pleasant, but cool, weather at Campo. The crew of Conductor **Dick Pennick**, Instructor

Engineer/DSLE **Randy Houk**, Student Engineer **Rich Paulus**, and Brakeman **Don Getz** carried 61 passengers for the day on 2 Golden States. Station Master was **Ken Brown** and Museum Docents were **Cliff** and **Gloria Fox**.

1/28-29: Conductor **Dick Pennick** reported on Saturday that his crew of Engineer **Robin Becker**, Brakeman **Jim Baker**, Brakeman Trainee **John Wright**, and Train Attendants **Mike Edwards** and **Seth Miller** carried 113 passengers on a windy Campo day. The Motorcar Operator was **Glen Rogers** with Crewman **Evan Hinkle**, Museum Docents were **Cliff** and **Gloria Fox**, and Station Master was **Ken Brown**.

Sunday was a scramble to get together a crew with the first train going out with Conductor/Brakeman **Seth Miller**, Instructor Engineer **Mike Edwards**, and Train Attendant **Cary Hyatt**. On the trip back to Campo from Division, Conductor Miller became Student Engineer Miller with Train Attendant Cary Hyatt taking care of our passengers. On the afternoon train, Conductor/Brakeman **Diana Hyatt** punched tickets with Edwards and Miller in the cab. 104 passengers rode the Golden State this day. Motorcar Operator was again **Glen Rogers** with Crewman **Evan Hinkle**. Museum Docents were **Cliff** and **Gloria Fox** and **Dave Tomeraasen** was Station Master.

Thanks to everyone for volunteering.

Library Report

Bruce Semelsberger, Librarian

Greetings once again to all you bibliophiles! I anticipated that January 14th would be a good test of whether my recovery was complete; if I could handle a day of moving boxes of books and disassembling the empty boxes I could handle pretty much anything. With the help of **Reena Deutsch**, we completed shelving all of section 7 and part of section 8, the final section! The rest of the section 8 boxes are staged and ready for this coming Saturday, the excess file boxes are in the dumpster, and I arrived home with nothing worse than a mild back ache.

There should be no problem completing the book shelving this Saturday, then we can relocate some ATSF file boxes and begin assembling more shelves for the magazines in unit 3. Please note, however, that while the books are on the right shelves, more or less, they are not necessarily in order on those shelves. I need a volunteer to go through each shelf and align the books using the Dewey Decimal guides I finally found a couple of weeks ago. This is a pretty easy job physically, but requires some patience and tenacity. Once that is completed, we can label the shelves and be able to speedily locate any book in the place. We also need someone to take on cataloguing the new arrivals so we can integrate them into the collection. If you

have skills in this area, please email me and let me know.

Just a quick update of the progress this last weekend of January: very windy day at Campo- not unusual. Armed with the transformer missing from the FM antenna I previously tried to install, I got the antenna up and we now have radio in the library, a few stations anyway.

While I completed that, **Jeff Cauthen** and **Roy Pickering** finished shelving the balance of the books. We still need to put them in order, but they're on the shelves in some order. The collection of old law books was found to be moldy, and since that information is now available via the internet, they were scrapped, saving a whole section of shelves. With the book boxes removed, we then consolidated space in the work area and relocated the Santa Fe files there from unit 3, creating space for more steel shelving. The rest of the day was spent primarily dis-assembling the double shelves stored outside and rebuilding them as singles in unit 3. By five o'clock they were installed, joined together, cleaned and had shelves ready for the magazine collection. Roy managed to locate the master listing for the magazines, so on February 12th we will begin sorting and shelving the magazines. They are already in either binders or archival storage boxes so this should be much faster than the books were. Thanks to Jeff and Roy for this great progress! If you haven't volunteered for some library hours yet, please come out and join us so we can have our dedication by this fall! Here is a picture of the shelving going up in Unit 3 courtesy of Roy's cell phone:



Steam Whistling

By Jim Baker, Steam Foreman

Friday, Jan. 13, was our first Steam work day of the new year. Our crew consisted of **Rich Paulus**, **Dick Pennick**, **Bob Nickles**, and me. First, we cleared Track 8 of the North Pole Ltd. string. Then, as part of the process to put the steam display string back onto Track 8, and since the pit was available, we lubricated each locomotive prior to putting it in place. The rods and axles were lubed on E.J. Lavino #10, and just the axles on Calif. Western #46 (all 8). The rods on the latter were so loose, we decided that no lubrication was necessary. Those two were put back in their proper places on Track 8. We did not have time to do the SD&A #104. Back in November, we lubed the rods on the Coos Bay, so all we needed to do were the axles.

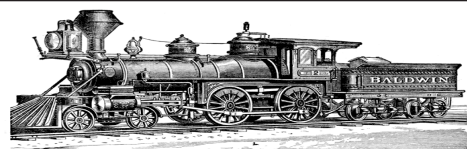
Our other project was to inventory and store the 3 tons of parts that we acquired from sister locomotive Coos Bay #10, which was being scrapped in Florida. Here's what we got:

1. A complete set of rods, main and side for both sides of the engine.
2. The throttle.
3. Two boiler check valves, a blow down valve, and some miscellaneous smaller valves.
4. Forty five superheater U bends.
5. Three driver bearing brasses and four pilot/trailing axle brasses.
6. Five driver bearing boxes with brasses. Unfortunately, the scrapper had torch cut three of the boxes, so they might not be usable. The brasses appear to be salvageable. Two of the complete boxes/brasses look ok.
7. Some miscellaneous small parts.

Except for the rods, throttle, and drive boxes, Bob managed to move, by hand, all this material into our storage trailer. Fork lift access to the trailer was blocked by a stack of switch parts and some brush.

On Saturday, our crew started out with just **Tom Bispo**, and me. We spent the morning reinforcing the door to our storage trailer so it could be locked. In the afternoon, we were joined by new volunteer **Evan Hinkle**, who helped us test our recently repaired ultrasound thickness gage. It seems to work!

In the late afternoon, we were joined by **Rusty Hoar**, on the loader, and **Ron Hyatt**. We helped them move the switch parts and clear the brush, so a fork lift will have access to the trailer, so the remaining Coos Bay #10 parts can be secured.



The following photographs show some of the parts received from the scrapped Coos Bay #10. All photos by **Jim Baker**.



Side Rods



Throttle body.



Boiler check valves and other parts.



Superheater U-bends



Bearing brasses

Weekday Reports

Submitted By Larry Rose, Facilities Director

1/5: A super warm day at Campo Thursday, not a cloud anywhere. From there the day got nasty really quick. The trash dumpster was too full of roofing and drywall trash for the trash truck to lift. This was the second attempt they made to pick it up. **Frank Stites**, **Seth Miller** and **Larry Rose** worked most of the day to unload the debris, a foul and filthy job. About 3/4 of the dumpster was emptied. It was packed in so tight and so heavy that getting it out was really tough. A new trash pile was started out near the library complex in the only open space available. There are now three piles of roof trash on the museum property that need to be cleaned up.

Late in the day **Frank Stites** got another coat of clear finish on the Depot ticket counter. It's looking really good. While this was going on Larry vacuumed up most of the mess in the wood shop that had been left over from the NPL train work of two months ago when

a dozen or so car roof panels were cut and fitted. All of the shop trash cans are now full and no place to dump them until we get the dumpster cleared. A lot more general clean up needs to be done.

1/11: **Frank Stites** and **Larry Rose** were the volunteers at the museum Wednesday. The project was lettering the south side of the RS&S "Jim Crow" combine. In order to do this a work surface had to be constructed in the ballast between tracks 5 & 6. In the wood shop were many stripes of dark Masonite left over from the ceiling rework effort to get the SD&A coaches ready for the North Pole trains. This material was laid on the ballast the length of the car. It was also necessary to haul a rolling ladder down to the display barn after the temporary walkway was laid on the ballast. Next was pulling out a table from our BBQ stash to lay out the lettering stencils, mix paint, etc. The vinyl stencils were made from Larry's original art work by a sign makers computer in town early last year. This material was in the facilities office upstairs over the shop waiting for a chance to finish the Jim Crow project.

It took the rest of the morning to lay out the stencils on the car but it was a lot easier than doing the north side last year. All of the letter spacing calculation drawings were done at that time and did not have to be done again as the notes were saved in Larry's lettering kit. After lunch at the Campo Community Center, the rolling stair rig was used to paint the stencils which took about 30 minutes. Larry's last can of "One Shot" imitation gold lettering enamel was just enough to finish the job. Frank and Larry cleaned up the paint set up and put the table away. The ladder and walk way was left in place as the stencils will have to wait until Saturday to be stripped off to allow plenty of time for the paint to dry.

Frank and Larry's next project was down at the depot. **Ken Hanson** and his wife **Mickey** had sewed together sheets to fit the large stained glass locomotive piece that we intend to display on the large east wall of the waiting room. The clear portions of the piece allow the wall beyond to be visible so a white sheet was suggested to filter the light and provide a neutral back ground color. This was determined to work well last week but the queen sized sheet Larry provided was too small by six inches. This time the larger spliced sheet was tried. It was big enough but had a flaw that was immediately apparent. The sheet had a pink flower pattern that was visible through the glass and distracted from the proper appearance of the piece. We were ready with the big staple gun to stretch the sheet on the back side of the piece but the pink pattern ruined the effect. Plan "A" had failed and now so did plan "B" as Larry and Frank "threw in the towel" for the day at the depot, packed up the tools and headed back to the shop.

The dumpster had been emptied on Monday after these two and **Seth Miller**, cleaned out the roof trash last week to make it light enough for the trash truck to pick

up. Our live-on caretakers **Cliff** and **Gloria Fox** also arranged for a double dump and reloaded the dumpster, while the truck waited, with a large pile of trash bags that we had left next to the dumpster. Larry and Frank finished the day by emptying all the trash cans in the wood shop. We now need to caution everyone not to over load the dumpster with heavy stuff like the roof trash and broken drywall.

1/25, 28 & 31: Here is what was accomplished in the last week at the museum by **Larry Rose** and **Frank Stites** and who ever they could find to help them.

Wednesday, Jan. 25, saw the return of the canvas wind shield for the 1947 Fairmont motor car on the display building. **Ken Helm** had the rotten old one replaced stitch by stitch at a custom canvas shop in National City. The old screen was used as a pattern and will be kept for historic reference. Frank and Larry installed the perfect reproduction. The rest of the day was spent working on the La Mesa depot baggage wagon rebuild and shop clean up. The big drafting table in the wood storage container was placed in the wood shop, cleaned up and adjusted. Frank built new tilt adjusting handles for the table. The smaller layout table it replaced was moved into the storage container and the baggage wagon parts laid out on it.

Saturday, Jan. 28 was a more intense work session on the La Mesa baggage wagon. **Ken Helm** joined **Frank Stites** in cutting new components. Nearly every original part is rotted out and will have to be replaced with custom hardwood purchased by Ken. While this was going on Larry was asked to set up the fume hood for the parts washer that will be moved to the machine shop area now occupied by the big hydraulic press. The commercial kitchen hood was scrounged by **Mark McCrea** and trucked to Campo by **Dick Pennick** some time ago and needed to be cleaned up and the Halon fire suppression system removed. All of the all threaded ceiling hangers also had to be removed. New state regulations require that the parts washer tank have a fume hood.

Tuesday, Jan. 31, was moving day for 18 lightly used storage cabinets purchased by **Dick Ruppert** from an estate sale in La Jolla. **Ken Helm** rented a large panel truck and met Larry at the home that was being cleaned out by an estate settlement agency. Dick bought nine steel cabinets with doors and locks. He also bought nine open shelves of a more conventional design. Loading these in the truck was a chore as they were never assembled correctly in the home shop they were in and fell apart all over the place. All of the shelves fit in the truck but one. That went in the back of Larry's pick up. Once hauled to Campo the shelves were placed in the Display Building. **Seth Miller** was there and pitched in to help Larry and Ken unload the booty. The open shelves will have to be properly assembled and were mostly a stack of parts left just inside the west door.

2/1: Wednesday, Feb, 1st. was shelf assembly day for Frank and Larry. These are heavy duty shelf kits that can be used in all of our storage areas. **Ken Hanson** showed up in the morning and Frank helped him stretch a new white sheet over the back of the big stained glass piece that was found stored in the old SD&A wooden coach near the Campo Depot. It will be hung on one of the big walls in the depot. It is a large and well done glass piece featuring a steam locomotive face on. The sheet helped diffuse the light through the very translucent sections of the piece that was so clear in places that the wall beyond would have been visible. While this was going on Larry was called away to load the “dirty dirt” box and used oil drums in a truck from Asbury Environmental. This outfit picks up our oil and waste about once a year dropping off a new box that has to be nailed to a wood pallet. The Case fork lift (Old Smokey) was fired up by Larry to do the heavy lifting. Paper work for this removal is saved for our regular inspections by the County Hazardous Materials Agency. After the crew went to lunch a reporter and photographer from the SD Union Tribune showed up to see the Jim crow car and other rare cars in our collection. Frank and Larry entertained them for a few hours and did not get very many shelf kits done. They will do a piece for the paper on the Jim Crow “Coming Out Party” and dedication being organized by **Ted Kornweibel** who straw bossed the restoration of this 1886 wooden combine from the Rockdale, Sandow & Southern, a five mile short line now owned and operated by RailAmerica .

“Train Attendants” vs. “Trainmen”

By Dick Pennick

Some of our long-time train docents may wonder why their name got changed from the long-standing “Trainman” to “Train Attendant” or “Car Attendant.”

Turns out, there is both a legal as well as an historically-correct reason for the change. According to the “San Diego & Arizona Eastern Railway Company Schedule of Pay and Regulations for Conductors—Trainmen, effective August 16, 1956”, a short paragraph on page one makes it clear: “DEFINITION OF TRAINMEN: “The words ‘Trainman’ and ‘Trainmen’ used in the various articles of this agreement are understood to have reference to brakemen, train baggagemen and baggagemen operating dynamo.”

Also, the term as the museum used it could create confusion, since the museum trains used “Trainmen” (really “Train Docents”) as well as “Brakemen.” The museum “Trainman” had no requirement to learn the book of rules or have any other train responsibility except interpretation, although good Trainmen were arguably some of the most important elements of the train crew from a museum perspective.

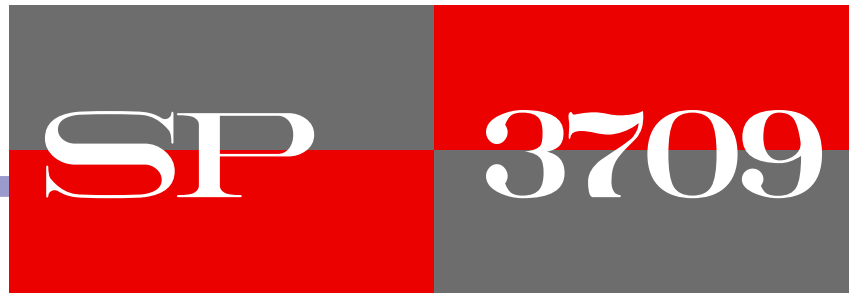
“Brakemen,” on the other hand, by definition were

“Trainmen,” required to learn the book of rules and be responsible—with the conductor and engineer—for the safe operation of a train. Under the new museum definition, we are not creating something out of a void but rather correcting a wrong initiated on our first day of operation on that cold January day in 1986.

Below are photos of SP 3709, the locomotive featured on the cover of this issue as it exists today. Photos by **Dave Tomeraasen**.



PACIFIC SOUTHWEST RAILWAY MUSEUM



PSRM has just acquired an ex-SP GP-9 locomotive. This loco was built in August of 1959, and was among the last order of GP-9s for SP. This loco was one of the first low nose GP-9's built! It was built as SP 5873 and was later re-numbered by SP to 3709, then purchased by the military, and eventually numbered 1401 and made it's way to Camp Pendleton. Now we need your help moving this loco to Campo ASAP. It is estimated we can purchase and move this to Campo for about \$25,000! Just think how good this locomotive MU'd with the SP 3873 would look!



Photo by Charles J Freericks

Even before this locomotive was allocated to us, we raised \$3000! Thank you Jim Lundquist, Rob Stebbins and Larry Rose for kicking off this fund raiser!

More photos and information can be found soon at www.psrn.org as soon as we get all the details and photo permissions.

Online donations can be made at:

www.psrn.org



Photo by Craig Walker

RailPictures.Net - Image Copyright © Craig Walker



Please send your donations to:

**SP 3709 Fund
4695 Nebo Drive
La Mesa, CA 91941-5259**

Unfortunately due to the conditions of the SDAE we will need to truck this locomotive to Campo, which will require cranes on both ends!





PSRM's 51st Anniversary Dinner and Annual Membership Meeting

When: Thursday, April 26, 2012
6:00 P.M. to 9:30 P.M.

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

Cost: \$30 adults/\$20 children 4-12,
Tickets can be purchased online at:
www.psrn.org
Or by check, payable in advance to:

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

RSVP: By Monday, April 23, 2012 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.

2011 in review, Award Presentations, and Chinese raffle!

Come join with us in the celebration!