

HOT SCOOP



A publication dedicated to Pacific Southwest Railway Museum Association members
March-April 2012



Photo by Daniel Webber

The dedication of PSRM's fully restored Rockdale, Sandow & Southern segregated combine ("Jim Crow car") was held February 26, 2012. Full story on Page 2.

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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

Jim Crow Car Inaugurated; New African American Railroad Heritage Photo Display Debuts

By Ted Kornweibel
Photos by Daniel Webber

The Jim Crow car inaugural and debut of the new African American railroaders' photo display on February 25, 2012 couldn't have been better. The weather was perfect—sunny and not windy—unusual for a February day. Visitors began streaming into the Display Building soon after noon, and the ceremony officially began at 1:10 PM with PSRM president **Diana Hyatt** presiding. After welcoming the crowd and recognizing organizations which had sent representatives she



PSRM President Diana Hyatt christened the Jim Crow car by smashing a bottle of champagne on the journal box.

handed the mike over to **Ted Kornweibel**, retired Museum Services Director, who gave a brief history of the Jim Crow phenomenon while paying tribute to the generations of black travelers who endured the indignity of segregation. He then recognized the project's major benefactors: The **National Railway Historical Society** (a \$3,000 grant); **Jack Griede** (Strata Forest Products, El Cajon); master painter **Mark Gerdes**; photographer **John Gibbins**; and **Lane Stanton Vance**

Hardwood Lumber Company. Next, the restoration team was honored, including **Joe Shelley**, who now lives in Oregon and couldn't join us, but who inspired initial work on the car. Other restoration stalwarts recognized were **Harold Whalen**; **Frank Stites**, **Bob Gerdes**, **Larry Rose**, and **Ted Kornweibel**. Following reading of a proclamation from the County Board of Supervisors recognizing the significance of the day, and presentation of a permanent plaque to be mounted in the car, **Diana Hyatt** broke a bottle of champagne over a journal

box cover to the cheers and toasts of the assembled guests. Finally, the debut of the African American photo exhibit was made official, and the ceremony ended with happy guests touring our exhibits and purchasing signed copies of Ted Kornweibel's book, *Railroads in the African American Experience: A Photographic Journey*.

I'd like to thank everyone who helped make this event a success. First, the most important person, my wife **Catherine Kornweibel**, who drove



Event attendees were able to ride the train from the Campo Depot to Division and back.

me out to Campo many times, worked with me on the photo displays, and kept me in line on Saturday. **Bruce Semelsberger** and **Trisha Cates** cleaned equipment thoroughly the weekend before (everything shined). Trisha checked in guests, and both she and Bruce were uniformed and friendly. **Bob Underhill**, uniformed, was



Event attendees enjoyed hors d'oeuvres prepared by Dave DiGiorgio and Ron Hyatt during the train ride.

Bruce Deck and his crew of young men handled parking, shuttles, and several other tasks. Everything went smoothly. Bruce was also in uniform. New volunteer **Evan Hinkle** was a good uniformed host, interacting with the public. He'll make a good docent. **Dick** and **Ann Ruppert** were also friendly uniformed hosts. **Dave Tomeraasen** was also well uniformed, manning the book table (selling lots of books). Everyone in Operations cooperated splendidly and made the day memorable for our disabled guest who phoned me later to send her special thanks. **Diana Hyatt**—what a great Madam President—MC-ed and was pretty good at smashing bottles too. She also shopped for food and drink supplies. **Ron Hyatt** and **Dave DiGiorgio** put on an incredible buffet of finger food for the passengers. **Carey, Alanna, Aaron** and **Ian Hyatt** were all uniformed well and were friendly with guests and helpful on board. These kids are awesome. **Jim Lundquist** helped clean out the joint before hand and picked up the county supervisors' proclamation. **Ken Helm** striped the parking lot. **Bob** and **Sandy Schussler** were smartly uniformed hosts. **Andy Andrews** drove the big Mack bus for a shuttle, which was arranged by **Carl Calvert** of the Motor Transport Museum. **John Gibbins** did a wonderful suite of professionally shot photos. **Dick Pennick** did a lot of work with press releases and publicity. **Bill Hohenhorst** addressed and mailed a lot of invitations, taking a big load off my mind. **Jim Baker** dusted 2353's tender, making that side of the building much more attractive and professional-looking. **Frank Denison** was our official photographer, and **Walt Richards** loaned his great portable sound system. (I hope I haven't missed anyone.)

This was truly one of the Museum's best events. The National Railroad Historical Society sent one

a big help with parking and greeting and interacting with folks.

Reena Deutsch folded programs Friday evening and did a ton of grunt work on Saturday, from setting up, pouring drinks, to clean up. **Frank Stites** did jobs too numerous to mention, for weeks leading up to the event, cleaning, repairing, etc. Plus, Frank was the best dressed person on the property Saturday. **Larry Rose** worked as hard as Frank for weeks ahead on numerous tasks, set-up, making signs, and other last minute duties as well.



Museum Facilities Director Larry Rose enjoyed a quiet moment on the back platform of the Santa Fe 1509 dining car.



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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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of its vice presidents from Pennsylvania to receive our thanks and witness the proceedings. Representatives of the Railroad & P Locomotive Historical Society and the Los Angeles Railroad Heritage Foundation were also in attendance. Also there were reps of the Black Storytellers of San Diego; Congress of History; Friends of Allensworth State Park; Mountain Empire Historical Society; Navy League of San Diego; San Diego African American Genealogy Research Group; and the San Diego Electric Railway Association. A good time was had by all.

Board Briefs—February 2012

Submitted by Rob Stebbins, Secretary

The full complement of Board members, but no guests, attended the Friday evening, February 24th meeting. Present were: **Diana Hyatt**, President; **John Shannon**, Vice President; **Rob Stebbins**, Secretary; **Ron Hyatt**, Equipment Director; **Greg Luiz**, Operations Director; **Larry Rose**, Facilities Director, **Ken Helm**, Museum Services Director, and acting treasurer **Scott Thompson**.

We have a full schedule of special events coming up throughout the year. Clearly, the extra effort that it takes to plan and host these events pays off through increased revenue, increased community awareness of the Museum, and increased satisfaction in the minds of the Board and all the volunteers who make these events successful. By the time you read this, the most special of events will be completed: The dedication of the historically significant Jim Crow car, restored to seemingly better-than-new condition through **Ted Kornweibel's** leadership.

This car undoubtedly is becoming a center piece of the unique collection of railroad equipment the Museum owns and takes care of for benefit of future generations of people interested in railroad history and the rail industry's place in the cultural evolution of America. This one piece of historically significant equipment will garner national attention for the Museum. Thanks to Ted and the restoration crew.

Another event that will bring both increased awareness of the Museum and lots of fun to participants is the upcoming "Chefs Fire Up the Iron Horse" wine tasting event to be held March 24, 2012. Last year's inaugural of this event was a huge success, and the three sponsoring organizations, including the Museum, are hard at work to make this year's event bigger, better, tastier, and overall more successful. Make sure you are at Campo March 24th for food, fun, and music.

The annual Fathers' Day weekend in mid-June is in the early planning stage. Last year it was also a big success because of the delicious barbeque meal, the train ride, and for a select lucky few fathers, the Engineer For An Hour program. We most likely will make the

EFAH program a quarterly occurrence, as there is much interest among railfans and our general public in actually learning a little about running a locomotive. It is a good revenue generator for the Museum.

These are examples of the increased emphasis on marketing the Museum, its message, and its capabilities to the general public.

There were several important items relating to the on-going business of the Museum and its future discussed at the Board meeting. First, the Board approved expenses for necessary track maintenance in the yard. Work continues at a slow pace in finishing up the big curve west of MP 65 on the mainline. Rail has been swapped, and many new ties have been installed. Just a little more of the curve needs tie replacement, and then perhaps the slow order on the curve can be revised upward. Second, the Board has taken steps to secure control and future access to the Durand property, which is the privately owned six acres going up the slope to the east of the Campo Depot. The Durands have owned the property since 1980. It originally was part of Camp Lockett, housing the Camp's veterinary clinic during the early years of WWII. Third, our financial position continues to improve, thanks to a highly successful North Pole season, amazing January and February passenger counts (partially thanks to the Groupon marketing campaign), and an increase in the value of our endowment fund, a result of better stock market performance recently. As of February 24th, our total cash and investment position was almost \$445,000.

For those of you who have not as yet seen the completed waiting room in the restored Campo Depot, make sure you take a look inside next time you are in Campo. It is spectacular, including historic Southern Pacific marketing posters and a dazzling stained glass wall hanging, along with a very up-to-date flat screen monitor and related displays to tell our story to passengers.

Board Briefs—March 2012

Submitted by Rob Stebbins, Secretary

Primarily because of the "Chefs Fire Up the Iron Horse Event" scheduled for the following weekend, the Board held its March meeting on the evening of Friday, March 16. Attending were Board members **Diana Hyatt**, **John Shannon**, **Rob Stebbins**, **Ken Helm**, **Greg Luiz** and also Acting Treasurer **Scott Thompson**, along with PSRMA members **Frank Denison** and **Mike Edwards**. Board members **Ron Hyatt** and **Larry Rose** were absent.

Frank Denison took publicity-style photos of the Board. **Mike Edwards** and **Greg Luiz** provided an update on the new classes that will be offered to train crew personnel in May. The Board took action to renew the organization's ability to access state-owned

surplus property through the California DGS. **Ken Helm** offered up a summary of ticket pricing at key California railroad museums/tourist train operations. Overall, our pricing appears to be about on par with that of other venues; however, the Board may consider some small upward revisions to one or two of our pricing categories. It has been many years since there has been an adjustment in pricing. It's a challenging situation, as many of the other venues are closer to population centers than we are at Campo; we have to be cognizant of the cost of gasoline these days for our patrons!

Overall, our financial picture is holding fairly steady. Cash on hand has declined a little, but the value of our endowment fund is improving along with the better performance of the stock market. The Board considers our first Groupon 2 for 1 ticket promotion a success, as it clearly has increased ridership over the past couple of months, as well as Gift Shop sales. We anticipate doing another Groupon promotion during the hot summer months to attract incremental ridership. Progress is being made in acquiring control of the Durand property (the six acres of land up the slope just to the east of the Campo Depot) as part of the overall master plan for eventual expansion of the Museum's facilities at Campo.

Recent track work in the Campo yard by member **Wally Barber's** hard working crew now has track 13 back in operation. Additional maintenance work is scheduled for the East Lead (track 1 near Campo Junction).

Diana reported on the preparations for the "Chefs" event being held on March 24 in conjunction with two other organizations. We are looking to have a bigger crowd than then our initial "Chefs" event last year.

Don't forget - - all members are encouraged to attend Board meetings, which are typically held the fourth Friday of the month at Trinity Church in Spring Valley beginning at 7 pm.

Operations Report—February 2012

Submitted by Rich Paulus

Saturday, February 4th:

Saturday's crew was Conductor **Dick Pennick**, Engineer **Rob Stebbins**, Brakeman **Seth Miller**, and Brakeman Trainee **Glen Rogers**. The Motorcar crew was **Steve Clark** and **Evan Hinkle** and Museum Docents were **Cliff & Gloria Fox**. Ken Brown was **Station Master**.

Sunday, February 5th:

Super Bowl Sunday's crew was Conductor **Diana Hyatt**, Engineer **Bob Nickles**, Brakeman **Seth Miller**, and Brakeman Trainee **Glen Rogers**. Motorcar crew was **Stephen Hager** and **Jack O'Lexey** with **Cliff & Gloria Fox** as Museum Docents. **Dave Tomeraasen** was Station Master.

This was the Fox's last weekend at Campo, having arrived last November. We thank them for their work as docents, their great help during the North Pole trains, and their work around the Museum.

Saturday, February 11th:

Saturday's Golden State crew was Conductor **Diana Hyatt**, Engineer **Rob Stebbins**, Brakeman **Seth Miller**, and Brakeman Trainee **Glen Rogers**. Before the first train, Motorcar Operator **Jack O'Lexey** made a track inspection between Campo and Division. The fire protection speeder was annulled for the weekend because of the cool, damp weather. 134 passengers rode the two Golden State trains. Station Master was **Heather Wright**. **Ted & Catherine Kornweibel**, **Lew Wolfgang**, **Frank Stites**, and **Larry Rose** worked in the Display Building preparing for the upcoming inauguration of the Rockdale, Sandow and Southern #3 and shared docent duties as visitors toured through.

Sunday, February 12th:

Sunday's crew was Conductor **Rich Paulus**, Engineer **Rob Stebbins**, **Randy Houk** as Brakeman, and Brakeman Trainee **Lonnie Corley**. On the 11:00 A.M. train, DSLE Houk completed a check ride on Engineer Stebbins, an annual requirement. 132 passengers rode the two Golden State trains. Workamper **Max Freeman** was the Museum Docent and **Ken Brown** was Station Master.

Saturday, February 18th:

Conductor **Rob Stebbins** reported a beautiful spring-like day at Campo. We had a full crew and several trainees. Conductor Stebbins was joined by Engineer **Robin Becker**, Brakeman **Don Getz**, Brakeman Trainees **Lonnie Corley** and **Glen Rogers** and Train Attendant **Seth Miller**. A morning track inspection was made by **Alex Fiori**, **Stephen Hager**, and **Evan Hinkle**. Staffing the Display Building was Museum Docent **Bruce Deck** and **Ken Brown** was Station Master. We ran our usual two trains to Division, and had a great passenger load totaling 170 happy riders. The crew accomplished some switching during the day, including pulling Coos Bay 11 out of the Car Barn, and refueling the 7285.

Sunday, February 19th:

Today's crew was Conductor **Don Getz**, Engineer **Dick Pennick** and Brakeman **Seth Miller**. We hosted 148 passengers on the two Golden State trains. Conductor Getz also gave **Evan Hinkle** some training in Docent duties and Evan staffed the Display Building for the day. Station Master was **Dave DiGiorgio**.

Saturday, February 25th:

Conductor **Jim Lundquist** reported a busy day Saturday. He and his train crew of Engineer **Dick Pennick** and Brakeman **Alex Fiori** completed a lot of switching before, between, and after Golden State runs and dealt with several equipment problems with

assistance from Mechanical's **John Shannon**, **Rusty Hoar**, and **Dave DiGiorgio**. Motorcar operator was **John Wright**. The 11:00 A.M. Golden State train carried 134 passengers; the 2:30 P.M. Golden State train with a 2-car private contingent for the guests of the Jim Crow Car Inaugural, carried 203 passengers. There were many helpful train docents on board: **Bruce Deck**, **Ann Ruppert**, **Dick Ruppert**, **Bob Schussler**, **Sandy Schussler**, **Bruce Semelsberger**. There were LOTS of passengers and everyone had a great time. Station Master **Heather Wright** was busy in the Depot. The volunteers busted butt all day and a great time was had by all.

Sunday, February 26th:

Sunday's crew was Conductor **Rich Paulus**, Engineer **Bob Nickles**, and, returning for a second day in a row, Brakeman **Alex Fiori**. On a clear, sunny day with a moderate breeze, 206 passengers rode the two Golden State trains. Station Master **Ken Brown** did a brisk business in the Depot. There were several switching moves necessary with the crew finishing up after dark. Thanks to the volunteers who expended extra effort to make this past weekend successful.

Operations Report—March 2012

Submitted by Rich Paulus

Saturday, March 3rd:

Saturday's crew was Conductor **Rich Paulus**, Engineer **Dick Pennick**, Brakeman **Alex Fiori**, and Train Attendant/Docent **Seth Miller**. Motorcar Operator was **Jack O'Lexey** with Crewman **Evan Hinkle**. After completing the 11 AM run, Evan did the duties of Docent in the Display Building and new volunteer **James Kuhns** became crewman on the 2:30 run. Station Master/Ticket Agent was **Ken Brown** and 55 passengers rode the trains on a windy day in Campo with peak gusts over 40 mph.

Sunday, March 4th:

Conductor **Rob Stebbins** reported: We ran the usual two trains to Division and back. Only 57 passengers enjoyed the breezy, spring-like day. We accomplished some switching, of note moving the Coos Bay #11 into the Car Barn in anticipation of more Steam Team work next weekend. Our crew was Instructor Engineer **Dave DiGiorgio**, Piglet **Seth Miller**, Brakeman **Alex Fiori**, Motor Car Operator **Stephen Hager**, Motor Car Crew **Katie Reed**, Station Master/Ticket Agent **Dave Tomeraasen** and Display Building Docent **Evan Hinkle**.

Saturday, March 10th:

Saturday's crew was Conductor **Dick Pennick**, Engineer **Rob Stebbins**, Brakeman **Bob Nickles**, Brakeman Trainee **Glen Rogers**, and Train Attendants/Docents **Bruce Deck** and **Seth Miller**. **Jack O'Lexey** was Motorcar Operator and Station Master was **Alex Fiori**. 65

passengers rode the Golden State trains this day. In the afternoon, the train crew, **Jim Baker** and **Rich Paulus** from the Steam Team, and **John Shannon** and **Rusty Hoar** from Mechanical accomplished the switching assigned for the weekend.

Sunday, March 11th:

Sunday's crew was Conductor/Brakeman **Rich Paulus**, Instructor Engineer **Jim Baker**, Student Engineer **Seth Miller**, and Brakeman Trainee **Glen Rogers**. 43 passengers boarded the trains under the watchful eyes of Station Master **Ken Brown**. A good time was had by all.

Saturday, March 17th:

Saturday's crew was Conductor **Don Getz**, Engineer **Bob Nickles**, Fireman **Stephen Hager**, Brakeman **Mike Edwards**, and Train Attendant **Seth Miller**. **Alex Fiori** was the Motorcar Operator and **Katie Reed** was crew for a track inspection before the train. Then Alex became the Station Master/Ticket Agent, assisted by Katie, and sold tickets for 20 passengers on a chilly, rainy day.

Sunday, March 18th:

Sunday's crew was confronted with a couple of inches of snow on the ground. The train crew was Conductor **Dick Pennick**, Instructor Engineer **Mike Edwards**, Student Engineer **Seth Miller**, Brakeman **Don Getz** and Brakeman Trainee **Glen Rogers**. But before the train departed, Motorcar Operator Rogers and Conductor Pennick conducted a track inspection to ensure the safety of the train. **Alex Fiori** was again Station Master as 20 passengers braved the chilly, wet weather for a rare ride in the quickly melting snow.

Tuesday, March 20th:

Conductor **Rob Stebbins** reported that we ran two school trains to Division and return. We had a total of 277 kids, teachers, parents, aboard, including 2 cab riders on the first train. One of the groups ate a picnic lunch in the Display Building. The crew consisted of Engineer **Don Getz**, Brakeman **Bob Nickles**, Train attendants **Seth Miller**, **Glen Rogers** and **Bruce Deck**. The Motor Car crew for the track inspection run was **Seth Miller** and **Glen Rogers**, who had to remove a big boulder from the track near Division. The Station Master/Ticket Agent was **Dave Tomeraasen**.

Thanks to **Larry Rose** for supervising the Freedom Ranch cleaning crew on 3/16.

Saturday, March 24th:

The Display Building was crowded this Saturday as people sampled excellent wine, good beer, great food, and fine music by **Trails & Rails** for the Museum's 2nd annual *Chefs Fire Up the Iron Horse* event; a goodly number of volunteers contributed to this successful event. Conductor **Kyle Jensen** and his crew of Instructor Engineer **Mike Edwards**, Student Engineer

Seth Miller, Brakeman **Jim Baker**, and Brakeman Trainee **Glen Rogers** carried 100 passengers on 2 train trips to Division and return on a beautiful back country day. Motorcar Operator was **Dick Pennick** and Station Master/Ticket Agent was **Dave Tomeraasen**.

Sunday, March 25th:

Sunday's crew was Conductor **Seth Miller**, Engineer **Mike Edwards**, and Brakeman **Bob Nickles** with Motorcar Operator **Jack O'Lexey** and Crew **Glen Rogers**. 48 passengers rode the trains. The Station Master/Ticket Agent was **Ken Brown**.

Saturday, March 31st:

The 2012 Bunny Trains got off to a good start on Saturday as Conductor **Dick Pennick** reported everyone had a good time. Crew was Engineer **Robin Becker**, Brakeman **Seth Miller**, and Brakeman Trainee **Hector Gonzalez**. 151 passengers rode the Bunny Trains after an onboard visit by the Easter Bunny. Motorcar Operator **Glen Rogers** went out early for a track inspection and greased the curves. Station Master/Ticket Agent **Alex Fiori** was assisted by **Katie Reed** and **Diana Hyatt** oversaw Easter Bunny Operations in the Display Building.

Sunday, April 1st:

On Sunday, Conductor **Seth Miller** and his crew of Engineer **Rich Paulus**, on his first solo run as engineer, Fireman **Stephen Hager**, and Brakeman Trainee **Hector Gonzalez** ran two Bunny Trains with 132 passengers aboard after the Easter Bunny handed out eggs through the train. Motorcar Operator **Glen Rogers** again went out early for a track inspection and greased the curves. Station Master/Ticket Agent was **Ken Brown** and **Diana Hyatt** continued Easter Bunny Operations in the Display Building. A special thanks to train and engine crew and Mechanical's **John Shannon** and **Rusty Hoar** in refueling SDA 7285 between trains and then topping off with fuel at the end of the day.

Share your Interest in Trains

By Ken Helm

The Museum would like to re-establish a group of people who will act as docents/ ambassadors for the Museum's collection, both at Campo and La Mesa. This group of people will act as a vital link in passing on the history of railroading in Southern California, particularly the San Diego and Arizona Eastern. This is an opportunity to meet people from around the world and share information about railroading in general and your interests in rail history with them.

Typical duties for these docents are to host visitors to the Display Building in Campo for the two trains that run on Saturday and Sunday. If there are two docents on a particular day, one of them could ride on the trains and talk to our visitors about the SD&A, train equip-

ment, etc., what ever interests the passengers. Docent duties at the Display Building are very similar, imparting information on the railroad and equipment. The depot at La Mesa is also manned on Sundays, and while there is a cadre of people who attend this display, more help can always be used. A third and important task is to assist with our occasional public event booths where we go out, set up an informational booth, and explain to the general public who we are and what we do.

There is general training available so that you will be eased into duties. This is a chance to expand your horizons by meeting many new people without having a large amount of physical labor involved. If we are able to get a group of 10 to 15 people who could occasionally help out by becoming docents, we could help the museum as well as enrich ourselves with contact with others who love trains.

If you would consider joining this group of docents, please contact **Ken Helm** at (619) 890-4072 or email at khelm924@aol.com

Steam Whistling

By Jim Baker, Steam Foreman

Over a period of seven days, February 10th-16th, **Dennis Daugherty**, retired CMO from the California State Railroad Museum in Sacramento, DONATED his time and travel to do an ultrasound exam of our Coos Bay #11. He was assisted in this job by a number of our volunteers including **Bob Nickles** (4 days), **Rich Paulus** (3 days), **Larry Owen** (3 days), **Walt Novinger** (4 days), **Evan Hinkle** (2 days), **Mike Lucek** (2 days), **John Wright** (2 days), **Jack O'Lexey** (1 day), **Dick Pennick** (1 day), and **Jim Baker** (all 7 days).

Earlier, the Steam guys had laid out a basic 1 ft. by 1 ft grid on and in the boiler. Then, we ground smooth spots at all the intersections. We had also done the same inside the firebox.

Dennis needed LOTS more spots ground: At close intervals along the mud ring, at the corners of the firebox and throat sheet, and on the underbelly of the boiler at the riveted joints between the courses and where the front tube sheet is attached. These latter locations were done to detect grooving on the inside of the boiler at these points.

Most of us did grinding, while Dennis took the UT readings. When he was not working in too cramped of a space, one of us wrote the measurement on the boiler at the measurement site with a paint pen. At our next work weekend, we will need to transfer all this data to a schematic diagram of the boiler.

The instrument probe is placed against the steel, using a coupling agent, such as KY® Jelly (you get interesting looks from sales clerks when buying large quantities of this stuff) to make good contact between the

probe and the steel. The instrument sends out an ultrasonic pulse, and measures the time it takes for the pulse to be reflected back from the far surface. Knowing the speed of sound in the material being measured, the instrument converts the time into thickness, to the nearest 0.001 inches.

As far as results go, here's a quick summary:

- The boiler itself is in pretty good shape. There is some grooving at the bottom of the first course at the joint with the second course. There are quite a few small pits all over the bottom area; a few that may require some "pad welding." The outside is in quite good shape, but possibly some pad welding may be required in a couple of areas where the saddle tank supports rubbed on the top of the boiler.
- The front tube sheet appears to be OK, except for several spots where the tube holes got nicked where we took out the flues. These will require some smoothing out and welding to build up.
- The wrapper sheets and back head look good. None of the flexible staybolt caps appear to have any serious corrosion.
- In the firebox, the lower half of both side sheets need to be replaced, as does the door sheet. There is a crack in the top of the rear tube sheet knuckle. At a minimum, the top part of that sheet will need to be replaced. The bottom part of that sheet has a lot of corrosion, but appears to be usable. However, we need to remove all the tube thimbles (tube ends) to determine if there is any cracking around the tube holes. Even with the welds in place, there appear to be several cracks. If there is a lot of cracking, it would probably be best to replace the entire sheet.
- As we already knew, part of the bottom of the smokebox needs replacing. Additionally, the front part of the boiler outside of the tube sheet, the boiler extension, needs replacing.

Dennis will be talking to some of his contacts to try to get an estimate of what the costs would be to get the work done, and he will be doing calculations to determine if the repairs will be needed, based on the thicknesses we found.

Quite some time ago, we removed all the tubes, and all but three of the superheater flues from the boiler. We left the three flues in place to "stabilize the tube sheets," and to use as a sort of ladder for getting in and out of the boiler. Dennis suggested that stabilizing the sheets wasn't necessary, and that a regular ladder would make it easier to get in and out. So, we removed the three flues, and found a ladder that would fit in the steam dome perfectly. Much easier to get in and out!

Also, after we had removed all the tubes (168), stubs, or "thimbles" remained in the tube sheets. We had attempted several different methods to remove these; none worked very well. We had removed about 20 over a period of more than one day. Dennis showed us how to do this using an air hammer. He got a large number out himself, and Mike Lucek got the remainder out. All in a matter of a couple of hours!

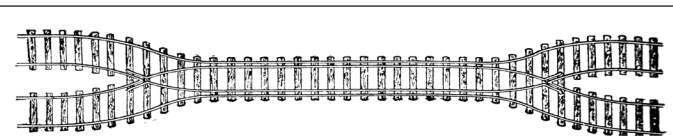
Dennis also measured the wheel flange thickness and depth on all the wheels. All the drivers are in good shape, but the wheels on the leading and trailing trucks should probably be turned. Since he also noted that all the wheels will need to be removed to renew the hub liners, the wheel turning should not present a big problem.

Dennis suggested a few other things that we should do, prior to undertaking a lot of major work. These included measuring the diameter of the axles to determine if they have been worn beyond limits, and to measure the inside diameters of the cylinders to determine both the bore and "roundness." This will determine if the cylinders will need to be bored, or have liners added. He had a number of other relatively minor suggestions, which I will address in a report to our Mechanical Department.

Finally, we really need to express our gratitude to Dennis for doing this work for us. If we'd hired an outside contractor to do this work it could have cost us many thousands of dollars. He totally donated his time, and even his travel expenses to get down here from Sacramento. THANKS DENNIS!!



Steam Foreman Jim Baker grinding locations for ultrasound readings in the firebox of Coos Bay No. 11.
John Wright Photo





Dennis Daugherty taking an ultrasound reading on the top of the boiler.
John Wright Photo

The Weekday Campo Report

By Larry Rose

Wednesday, February 15th:

Larry Rose and Frank Stites started the day helping Ted & Catherine Kornweibel by taking apart the old African American Railroad History photo display that has now been replaced by much more detailed photo kiosks. The basic parts were saved for later use and the photographs taken out to the library to be archived. Ted, Catherine and two of their friends completed the photo display that was started two weeks ago in preparation for the special dedication ceremony of the restored RS&S "Jim Crow" wooden combine.

With that chore finished, Larry and Frank went to the Campo Depot and hung five vintage SP travel posters framed and donated by Bob Underhill, a PSRM library volunteer. The posters are all three feet tall and are now up on the walls of the depot. Three of them look great over the doors including the famous SD&AE Carrizo Gorge poster over the main door to track side. Another poster is over the agents' roll top desk. And the fifth poster is over the interior stairway to the gift shop (aka Baggage Room). The posters are a great compliment to the big stained glass railroad picture mounted on the wall last Saturday. Larry and Frank also emptied a large bag of coal for the pot belly stove into three five gallon buckets with lids. This makes the nut sized coal easy to handle when stoking the stove. It was very cold at Campo today with a high of about 42 and occasional rain showers. Larry and Frank thought about firing up the stove for the poster hanging job but it went so fast they were out of there in 30 minutes.

After lunch Larry and Frank worked the mortise machine in the wood shop cutting the large end sills for the La Mesa Depot baggage cart that is being completely rebuilt. The mortise machine was donated by Larry six years ago but not taken out of its box and

used until now. The entire bag cart is put together with mortise and tenon joints to match the original and is being rebuilt with all new hard wood stringers and end sills. The mortise machine cuts perfect square holes. Ken Helm bought the hardwood that is being used in the rebuild.



Fresh baggage cart mortises, tenons and stringers.
Frank Stites Photo

Some Recent Donations

On Feb. 16th, Eric Stevens of Fletcher Hills gifted our Southwest Railway Library archives with an eclectic collection of black & white photo prints and negatives of railroad subjects, including 64 prints and negatives rescued from the files of the Chicago, Minneapolis, St. Paul & Pacific and subsidiaries by an alert employee when they were being tossed in the dumpster many years ago.

On March 3rd, member James Kuhns of Encinitas donated 39 railroad books from his collection.

The museum expresses its appreciation to these donors for their generous gifts. If your family or friends have archives, artifacts, books, training or operating manuals, photos, hardware (switch keys, railroad lanterns, railroad pocket watches, ticket punches, switch locks, depot clocks, telegraph keys, locomotive bells & whistles, etc.), please contact us. We will be happy to provide a very good, secure home for these items, and they will greatly enhance our educational mission as well. If you would like to discuss possible donations of such items, please call Dick Pennick or Bruce Semelsberger at the museum (619-465-7776) or e-mail Dick at pennick@psrm.org.

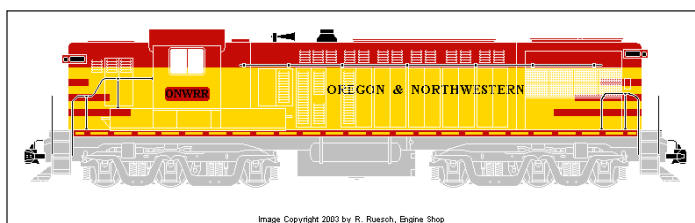


Image Copyright 2003 by R. Ruesch, Engine Shop



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.psrsm.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!



FATHER'S DAY SPECIAL BARBECUE AND LIVE MUSIC

Sunday, June 17th, 2012

Bring out your hubby, dad, granddad, great-granddad and the whole dang'd family, for a day of great food, fun, live toe-tappin' folk music and old-time train ridin'. And while you're at it, help us celebrate 51 years of preserving San Diego's and the Pacific Southwest's rich railroad heritage.

On the menu will be BBQ pork ribs, SD&A chicken, a variety of sides, salad, dessert, lemonade and iced tea, prepared and served by our friendly, experienced volunteer staff. Live music will be provided by Trails & Rails. Lunch will be served from noon until 3:00 P.M.

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

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

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

Reserved tickets are just \$30 for adults, \$20 for kids 6 to 12, and children ages 5 and under are free. The free children's menu will consist of a hot dog and chips.



Reservations will be accepted up to 48 hours prior to the event. So, reserve now! Don't delay, tickets will go quickly! Reservations may be made at the museum's website: www.psrn.org.

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

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