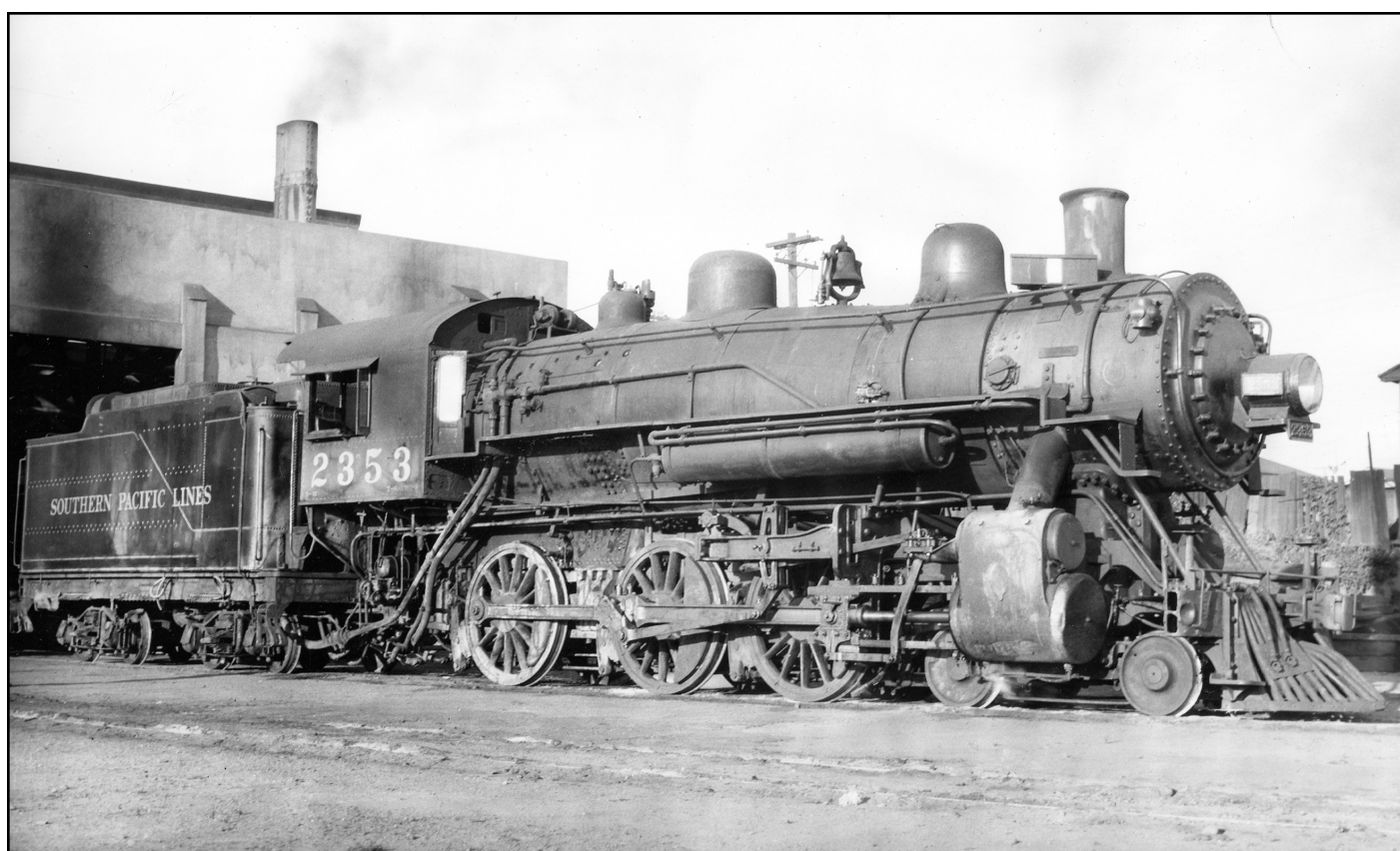




A publication dedicated to Pacific Southwest Railway Museum Association members
July—August 2012

2353 IS 100 YEARS OLD!



The museum's centerpiece locomotive, Southern Pacific 2353, sits outside the San Diego enginehouse in 1935. This original structure was built in 1919 of terra cotta block, stucco and heavy wood timbers and stood until 1979 on the Southwest side of Newton Avenue, North of Sigsbee Street. 2353 will celebrate her 100th birthday on August 11, 2012. Story on Page 2.

Photo courtesy of the late Guy Dunscomb

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**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 will be held on
the following dates at 7 PM,
Trinity Church, 3902 Kenwood Drive,
Spring Valley, CA, 91977

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
Equipment Director: Ron Hyatt
Facilities Director: Larry Rose
Museum Services Director:
Ken Helm
Operations Director:
Greg Luiz

Southern Pacific No. 2353 A Centennial Retrospective

By Richard E. Pennick

In August, 2012, our beloved steam locomotive: Southern Pacific Railroad (SP) 4-6-0 Ten-Wheeler #2353 will be 100 years old. This centennial sketch is an effort to briefly chronicle the life history of just one of the SP's vast stable of steam locomotives that spanned more than 92 years. The first engine with the 4-6-0 wheel arrangement (four small pony wheels in front, six drive wheels, no pony wheels at the rear) was represented on the railroad longer than any other wheel arrangement, right up to the end of steam in the mid-1950s, 651 total locomotives. By 2012, only four remain, including our own 2353.

Edward H. Harriman, controlled both the UP and the SP from May, 1901 until June, 1913 when the U.S. Supreme Court ruled that ownership of the SP by the UP was a violation of the Sherman Anti-Trust Act of 1890. During that period, Harriman introduced the idea of Common Standard (CS) specifications for locomotives, rail cars and appurtenances on both railroads. Until 1913, designs for locomotives were nearly indistinguishable on the UP and SP in the same class. Ten locomotives of the 4-6-0 wheel-arrangement (four small pony wheels in front, six drive-wheels and no trailing pony wheels) were built between 1912 and 1913 to CS #CSL-107 and assigned to nominal class T-31 (T for ten-wheeler, 31 a sequential number roughly designating the delivery sequence of that wheel-arrangement). Records suggest its original tender, was a Class 70-C-3 with a 7,000 gallon water capacity and nearly 3,000 gallon fuel oil capacity. The first engine of this Class was our No. 2353 and therefore qualified for the title of the Class engine. All ten were built by Baldwin Locomotive Works (Construction #38221) at its plant in Philadelphia where 2353 was rolled out in August, 1912. The SP placed it into service in October with one of its first assignments being the Fresno-to-Los Angeles San Joaquin Express.

Although Baldwin had built 2353, its boiler and firebox were replaced in January, 1917 with the type supplied with a slightly newer ten-wheeler, SP #2363, the Class engine of the T-32 Class. This boiler was built by Baldwin's competitor, the American Locomotive Company (ALCo, Construction #53313) and was sufficiently similar in dimension to the original Baldwin boiler to permit the change. Soldiering on with its "new" boiler, 2353 worked light freight, secondary main-line and branch-line passenger train assignments into the mid-1920s.

In December, 1927, the 2353 and one of its sisters #2354, were leased to Spreckels' San Diego & Arizona Railway. The engines were immediately placed into service hauling the daily passenger trains over the line from San Diego, through Mexico, to El Centro and return. Neither engine was ever re-lettered for the SD&A. By this time, our subject had acquired a new, larger tender: a Class 90-R (9,000 gallon rectangular).

Sometime prior to 1938, the 2353 was fitted with power-reverse machinery that allowed retiring the long Johnson Bar manual reverse lever in the cab. When 2353's lease expired in November, 1939, it was returned to the SP. It went initially to the San Francisco Bay area in freight and helper service and by 1940 had been assigned to SP's Western Division and was in Brisbane, intermittently, as a yard switcher into the 1950s. It is known that it worked San Mateo-Watsonville gravel trains and a San Mateo lumber mill on the Coast Division. It was even photographed in Santa Cruz in the early '50s. By the time it was returned to the Imperial Valley in the mid-1950s, 2353 had acquired its final tender: a 12,000 gallon Class 120-C-1 Vanderbuilt-type of cylindrical design with a 4,000 gallon fuel oil capacity that had been originally built in 1922 for SP 2-10-2 #3707.

As SP, rapidly approached complete dieselization of its locomotive fleet in the mid-1950s, 2353 ran her final revenue trips helping newly-dieselized SD&AE

freights climb the 2.2% grade between Coyote Wells and Hipass. SP removed 2353 from its books on January 18, 1957 and on March 1st, donated it to the 45th District Agricultural Association, operators of the California Mid-Winter Fair at Imperial, California. It was moved into its display berth on February 25th over temporary track, using compressed air instead of steam to power its pistons. Sporting a fresh coat of paint, it was soon joined by an SP Harriman Standard Chair Car built by Pullman in 1914. SP 2353 and the Chair Car sat in the hot Imperial Valley sun for more than 28 years, viewed by millions of fair visitors. Emboldened by its earlier success obtaining former SD&A/SD&AE steam locomotive No. 104 from San Diego's county fairgrounds in 1982, the museum submitted a similar proposal to the Imperial fairgrounds to donate the 2353 and attached SP Chair Car #2693. After several years of negotiation and title investigation, the 45th Agricultural District conveyed the artifacts to PSRMA on November 25, 1985. Planning began immediately to finance and move the two artifacts to the association's Pacific Southwest Railway Museum at Campo. For various reasons, attention shifted to highway trucking. Eventually, OWL Trucking, a heavy-load trucker based in Los Angeles came to the rescue with a 100-wheel articulated trailer capable of doing the job. Separate arrangements would be required for the tender and Chair Car. Before long, PSRM had secured enough cash, loans or pledges to sign contracts for the trucking and crane work, and the wheels were set in motion, literally.

The route would be from Imperial south to Interstate 8 at El Centro, then west through the desert and up the grueling 6% Mountain Springs Grade to Boulevard, where it would exit the freeway onto State Highway 94. Four days were required just for the move; not including preparation, crane work, etc. and the State did not allow movement on weekends over state highways. The move had begun on Friday, August 8th, 1986 and the first day, it made it about half-way up the grade before it was stopped by a Highway Patrol inspector who wanted to check the trailer for cracks. Once the inspection was complete, there was not enough day left for the move to continue, and it had to camp on the westbound shoulder for the weekend. The total rig consisted of two diesel tractors: one pulling and one pushing and the huge heavy-duty trailer containing the 91-ton 2353, for a total length of 160 feet! Additionally, CalTrans required an employee to follow immediately behind the movement in a State vehicle.

On Monday morning, August 11th, the entourage got rolling again at about 5 miles an hour up the steep grade and finally reached the Boulevard off-ramp before noon. The off-ramp intersected Ribbonwood Road at an acute angle, an interesting challenge for this 160-foot, 120-ton monster! Making the left turn, the front tractor climbed up over the curb on the west side of Ribbonwood and completely onto the dirt shoulder. The assemblage had no sooner negotiated that hurdle when the trailer approached the freeway underpass. It appeared the engine's smokestack would not clear the underside of the bridge! Clearance measurements were taken and the tractors gingerly eased the locomotive and its offending stack to within three or four feet of the concrete girder. Fortunately, the trailer came equipped with hydraulic lifts that allowed the trailer to be lowered right down to the pavement surface, if necessary. Fourteen inches separated the bottom of the trailer from the pavement. Slowly, the trailer was lowered 12". Not quite enough. More vertical measurements were taken at critical locations under the bridge. It appeared that, if the trailer girders were lowered to within an inch or less of the pavement surface, the 2353's smokestack just might clear.

With trailer metal scraping on pavement, the assemblage inched forward. The stack cleared, but not by much! As CalTrans watched with concern, the trailer and its burden slowly worked its way to the south side of the bridge, and freedom! The engine arrived at the Campo Depot at 11:45 a.m., Monday, August 11, 1986. Two heavy cranes were required to lift the 2353 from the trailer and set it gently on the rails of the House Track. It was home again, on rails it had last burnished



The Hot Scoop® is a publication of the Pacific Southwest Railway Museum Association, Inc.

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

Submission Guidelines:

All articles should be limited to no more than two single spaced pages and submitted in Microsoft Word format.

Photographs should be in jpeg format no larger than 8 X 10 inch at 150 to 240 PPI resolution.

Send all submissions directly to the Editor at hotscoop@psrm.org

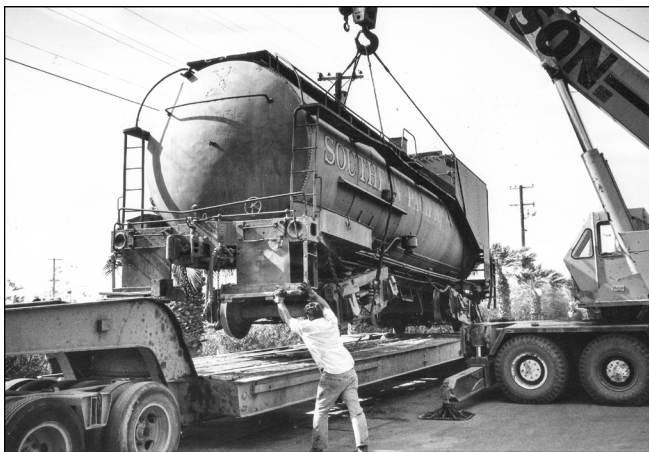
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nearly 50 years earlier. The tender and Harriman car followed soon after.



Two heavy Ennis cranes gently lift 2353 off its 100-wheel highway carrier at the Campo Depot, August 11, 1986. Photo by Larry Rose



2353's final tender, a 12,000 gal. class 120-C-1, is lifted onto a lowbed trailer at the California Mid-Winter Fairgrounds, Imperial, CA, by a single rented 90-ton Hydro-boom crane for its trip to Campo during the week of August 3, 1986. Photo by Dale Prescott

Now that the old 4-6-0 was on the property, it was time to evaluate its overall condition for restoration. Mr. **Dennis Daugherty**, owner of the Locomotive Repair Co. in Union, Illinois, was initially retained to provide a professional evaluation. In May, 1987, Daugherty's opinion was that 2353 appeared to be the best candidate for restoration to operation. In his detailed report, he also laid out a step-by-step procedure for the required work. The Steam Team immediately set to work dismantling the engine for repair, using Daugherty's guidelines. In early 1990, another evaluation was needed to assess progress and, if necessary, revise goals and time lines. For this, Mr. Mark Pittman of Shop Services, Inc. in Mt. Pleasant, Iowa was retained and his detailed report, including a cost estimate and work plan, was submitted in April, 1990.

In early 1991 **Dick Pennick** reminded museum management of the fast-approaching 75th anniversary

of the completion of the SD&A Railway in November, 1994. It was emphasized that an operating steam locomotive would be a fitting celebration, specifically the 2353, which had spent time on the line during Spreckels' era. The Board of Trustees concurred with the time-line and directed the Steam Locomotive Restoration & Operating Group to develop and prepare a proposal to restore the 2353 to operation in time for the anniversary four years hence.. New Trustee **Larry J. Williams** was selected to author the proposal and the 91-page report was submitted in April, 1990 and subsequently approved.

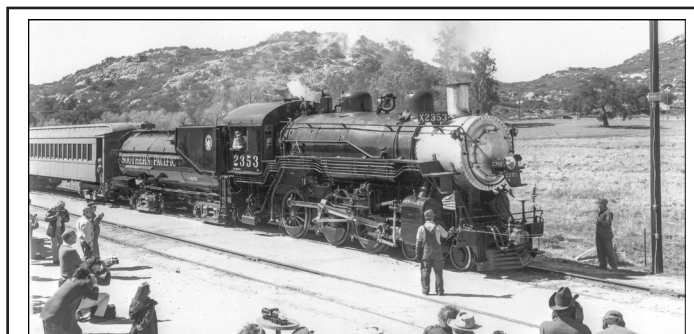
An almost superhuman task lay ahead for a mostly volunteer workforce: Have an operational steam locomotive available to pull a special anniversary passenger train through the Carriso Gorge within three and a half years. Under Williams' leadership, the Steam Team got to work, restricted funds were borrowed, donations solicited, and a time line developed. The engine's ALCo boiler was stripped of appliances, separated from the frame and running gear, and trucked to Fraser's Boiler Service in San Diego where new tubes and flues, a new front flue sheet, smokebox patch, and other repairs were made before it was returned to Campo 2 years later. Meanwhile, the Steam Team made up of both men and women volunteers under the benevolent and trained eye of former SD&AE steam fireman, **Richard Dick**, restored the running gear and cab appliances, tender, etc. to operational integrity.



The ALCo boiler has been removed from 2353's frame (to the left) for transport to Fraser's Boiler Service, May 9, 1992. Photo by Dick Pennick

With a sense of strong commitment to the task, as well as a keen awareness of the fast-approaching deadline, the volunteers pitched in and worked their collective magic. The Campo bunk room, as well as crew bunks in some of our caboose collection, were often filled to capacity with volunteers choosing to spend the weekend on site.

By early 1994, funding and other issues slowed progress, and it was acknowledged that the 2353



2353 breaks a ceremonial ribbon at Campo Depot to mark its return to active service, March 2, 1996.

Photo by Dick Pennick

would not be operational by November. For 2353, the official “rolling-out ceremony” was finally staged in front of the Campo Depot on March 2, 1996, breaking a ceremonial ribbon with a 2-car train of VIPs with Project Manager Larry Williams at the throttle and Richard Dick as his fireman. A beautiful portrait of the historic event graced the cover of the March/April, 1996 REPORT (former PSRM newsletter). Lots of photos were taken of family and friends in front of the engine and with the crew. One of the honored guests at the ceremony was 88-year old retired SD&A/



From left: Retired SD&A/SD&AE locomotive engineer Leonard Salisbury, 2353 Project Manager Larry Williams, and former SD&AE/SP steam fireman Richard Dick take a break at Campo, Feb. 10, 1996.

Photo by Dick Pennick

SD&AE locomotive engineer, Leonard D. Salisbury and his wife from Apache Junction, Arizona. Leonard helped train our museum’s engineers to run the 2353 in service.

On Saturday, May 4, 1996, 2353 pulled its first museum passenger train from Campo to Miller Creek and return. Between May 4, 1996 and Sept. 11, 2000, the steamer made many trips to Miller Creek and several to the Baja California town of Tecate, as well as charters, movies, and other commercial work. One of the movie sequences was a 4-second shot of 2353 and

two of the SD&A coaches eastbound over the trestle in the Campo Valley, used in the blockbuster epic Pearl Harbor in 2001.

Once its final filming assignment was completed on the afternoon of Sept. 11th, 2000, the engine was rolled into the museum’s Campo Car barn and it never steamed again. As mandated by the Federal Railroad Administration’s (FRA) new steam locomotive regulations, the 2353 was due for an extensive tear-down and mechanical examination. Initially, one leaking stay-bolt connecting the steel firebox sheets to the boiler barrel was discovered, and plans were made to replace the bolt; a routine steam locomotive procedure. Other routine maintenance, including a new evaluation of the 87-year old boiler shell, was also scheduled. A preliminary budget was prepared, and fundraising began for the work. However, as the firebox investigation progressed, new problems surfaced. It soon became clear that all or part of the firebox would require complete replacement. Cost projections escalated and further work was temporarily suspended.



2353 as she is today, in the Display Building at Campo.

Photo by John Wright

For three years, our Grand Old Lady sat, stripped and gathering dust in the Campo Car barn. Eventually, the museum Board of Directors appointed **James K. Baker** as PSRMA’s new Steam Foreman. Jim’s recommendation to the Board suggested at minimum, the engine should be reassembled before many of the parts were misplaced or lost. The directors agreed and gradually, the scattered pieces and parts found their way back onto the engine. In early 2005, it was wheeled into the Display Building for the public’s enjoyment. Eventually, the question was raised about the viability of steaming the 2353 again. The Board was approached and consultants were retained to evaluate her. The consensus was that returning the 2353 to operation was possible, but prohibitively expensive. At minimum, a

new firebox or at least the “crown sheet” (firebox roof) would be required, and possibly an entirely new boiler.

On Saturday, August 11th, between 10 a.m. and 4 p.m., the museum will celebrate 2353's 100th birthday with free hamburgers, hot dogs, cold drinks and birthday cake. The engine will be rolled out into the bright Campo sun for photos and escorted tours of the cab. Scale drawings of the engine, suitable for framing, will be for sale. In addition, two evening Golden State passenger trains will depart at 5 p.m. and 7 p.m. for a run to Tunnel #4 and return. Come for the food, stay for the train ride!

Happy 100th birthday, 2353.
You're still our Grand Old Lady!

Board Briefs, June 2012

Submitted By Rob Stebbins, Secretary

The Association's Board of Directors held its June meeting on the 22nd. Board members attending were **Diana Hyatt, John Shannon, Rob Stebbins, Ron Hyatt, Ken Helm, Greg Luiz, and Larry Rose**, along with acting treasurer **Scott Thompson**. We did not have any guests at this meeting.

Negotiations have been concluded and escrow opened on the “Bangs” property of over 12 acres of undeveloped land. The Association will be using funds from the Schwab investment account as a down payment, with term financing through the seller at a market-attractive rate. This property is directly next to and south of the former Duran property of 6.25 acres, which the Association will be leasing until permanent financing is arranged. We are sub-letting the house on that property to tenants that will occupy it beginning July 1.

Ken Helm discussed preliminary plans to celebrate the 100th birthday of our prize steam locomotive, SP2353. We picked a date - - August 11 - - coming right up, to have a simple celebration at Campo, which will include a BBQ cook-out. We hope many of you will join us for this special occasion.

Diana informed the rest of the Board of an offer of about 1,000 feet of used rail that Dynegey Inc. is willing to donate. This rail comes from the Dynegey's South Bay generating plant. Rail is free, but we need to arrange transportation of it to Campo. Diana also reported on the success of our Fathers' Day event on June 17, noting in particular that the Gift Shop had an exceptionally good day of sales - - - taking in about \$2,000.

Scott Thompson brought the Board up-to-date on the financial status of the Association. The General Account used for paying most bills stood at \$205,000 as of June 22, while the Schwab investment account was

at \$206,000 because of poor stock market performance over the past several weeks. Scott also discussed preliminary plans to add an additional coach to this year's NPL trains in order to boost revenue during the Christmas season.

Greg Luiz had asked **Mike Edwards** to report by phone concerning the recent completed Rules classes. Mike stated that everyone that had taken the various classes had passed the required tests. That's good news. The entire Board extends a big hand and lots of thanks to Mike for his excellent preparation and effective teaching of the required Rules Review classes.

Board Briefs, July 2012

Submitted By Rob Stebbins, Secretary

The Board is delighted that we had more than the usual number of guests at our July meeting, held Friday, the 27th at Trinity Church. PSRM members and non-members both attended and participated in our discussions. PSRM members included **Reena Deutsch, Jim Lundquist, Dave DiGiorgio, Mike Edwards** (along with his daughter), and **Tom Bispo**. Non-member guests were Sheila Lemire, and Ed Kravitz. On behalf of the Board, I want to thank those guests for exhibiting their interest in the Museum and even more so for contributing their input and ideas to this very productive meeting. The Board reminds members and interested guests to attend, listen, contribute so that together we can make this organization more effective in achieving its mission of railroad preservation and education.

Our acting treasurer, **Scott Thompson**, reviewed our financial position and noted several important developments. First, our cash position is in relatively good shape, considering it's the slow summer season. Cash on hand in the General Account was over \$213,000, up from the prior month. Our investment account also has grown because of decent stock market performance, and now is just over \$215,000. The Association began receiving rental income on the former Duran property beginning July 1, as tenants now occupy the house on the slope east of the Campo Depot. Scott noted the receipt of a generous grant from the Helm Foundation for \$15,000. These funds are designated for general support of the Museum's activities.

Scott also outlined the aggressive expansion of our Pumpkin Express (PE) and North Pole Limited (NPL) trains planned for this year. Just a little marketing of these trains sparked a surge in ridership on the Pumpkin express, generating significant increases in train and gift shop revenues. This year, the plan is to run 3 PE trains each operating day, which means we will need many more pumpkins for the kids - - and the train crews get some added operating time. Similarly, the NPL schedule has been expanded, partially because

there is one more weekend between Thanksgiving and Christmas this year. Also, an additional passenger car will be added to the NPL train – UP 576. This car is now being refurbished by our mechanical staff, and will be sold as a “Premium Class” car. With the implementation of better marketing of the NPL trains, Scott confidently projects the Museum may raise up to an additional \$100,000 net revenue this year. Much depends not only on effective marketing, but also the hands-on help from our membership in staffing and supporting these trains. NPL and PE have turned into our biggest fund-raising events of the year, but they require an incredible amount of labor. So, those of you that have not been active volunteers at Campo in the past, now is your time to contribute your talents to help the Museum successfully achieve this aggressive holiday season train schedule.

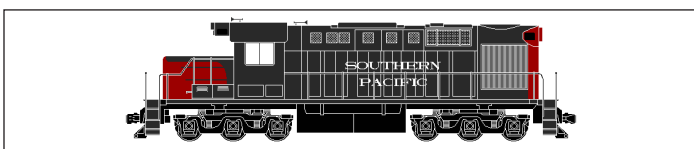
The Board had many other topics to consider at this meeting. To highlight a few, we have received the new air conditioning equipment for the Campo Depot and are attempting to get it up and running ASAP, because our Gift Shop staff and patrons are now sweltering in the heat of a typical Campo summer.

After a track inspection by members **Wally Barber** and **Don Getz**, most of the speed restrictions on the mainline between Campo and Division have been lifted. Additionally, we have received clearance from a certified tunnel inspector that we once again can go into Tunnel 4—the Border Tunnel. These two improvements will enhance our passengers’ experience aboard the Golden State trains.

We are still working on plans to move the recently-acquired low-nose GP9, former SP3709 from Oceanside to Campo. There has been a lot of prep work going on, as well as coordination with Camp Pendleton officials and the haulers to make this move possible.

The Museum Services team led by **Ken Helm** and **Frank Stites** have completed the restoration of the Railroad Express Agency baggage cart, which now once again is a strikingly handsome addition to our display at the La Mesa Depot.

It is getting close to election time once again. This year, the four Director positions that will be on the ballot are: President, Secretary, Museum Services Director, and Equipment Director. To start the election cycle, please find the Nomination Form included with this edition of the HOT SCOOP. If you are interested in running for one of these positions, please start circulating the form to get a minimum of 10 member’s signatures, then forward it to me, the current Corporate Secretary.



From the Head End President’s Report

By Diana Hyatt

As I sit down to write about the past two months, I am reminded that there are always people deserving a holla for all the behind the scenes work they do for the museum. One of these individuals is our acting Treasurer, **Scott Thompson**. Scott has been a good friend for many years and it has been great to witness his return as an active volunteer. Scott has been a practicing Certified Public Accountant for over twenty years, following in his father’s footsteps after graduating from SDSU. He is an avid train enthusiast and was a member of what can only be termed the Brat Pack at PSRM back in the 1980’s: those of us who were under 25 and not quite at ease in the older, inner circle of museum heavyweights. Others included my own **Ron Hyatt, Craig Coney, Geoff Scheuerman, Jim Rasmussen, Joel Cox, Dave DiGiorgio, John Pattison, Paul Westover, George Heflin IV** and **Mike Panger** as an honorary member since his maturity level was lower than ours. Those were good times and it is always great to re-visit with old friends and find out they still have a passion for trains.

I visit Scott’s office nearly every week so that we can review financial matters and hammer out solutions to various issues. I suspect if Scott were actually billing our time, he would be purchasing a new mini Cooper at the least. Scott, along with his associates has cleaned up our financial records so well that we are finally in a position to approach financial institutions and apply for grants with foundations and bureaucratic programs. I can honestly state that I sleep better at night than I have for several years, knowing that Scott always has his finger on the pulse of the museum. As if that weren’t enough for a CPA with hundreds of clients, Scott has been assisting with scheduling and event planning for the museum’s next two events this year: Pumpkin Trains and North Pole Trains. You may see him at Oktoberbest in La Mesa (first weekend of October), getting the word out about the museum. If you do, please thank him for the thousands of hours he has put in for the benefit of our organization within the last twelve months!

Highlights from June included our ever-popular Father’s Day BBQ along with a visit from BSA Mission District Troop 324 from La Mesa. In early May we had a great Scout Jamboree at our museum for the Heartland District Boy Scouts which served to introduce hundreds of young men and their families to the existence of our railroad museum. In my copious free time, I would love to develop a scouting program at our museum to encourage scouts to visit Campo; the Railroading Merit Badge is a valuable tool for encouraging youth involvement, interested parties are encouraged to apply! On Saturday, June 16th about

twenty five Scouts and their adult leaders assisted Facilities Director **Larry Rose** with some TLC on the SD&AE Section House. The Scouts wire brushed many of the wooden window and door frames of the building and then applied primer. To thank them for their service project, they were rewarded with a complimentary trip on our Golden State train. Upon their return, I took a few hours out of preparations for the Father's Day BBQ to teach them what they need to know in order to complete the Railroading Merit Badge (I am a registered Merit Badge Counselor with the San Diego-Imperial District). The boys were very respectful and genuinely interested in learning, making it a pleasure to spend the time with them.

On Sunday, June 17th, we hosted our annual Father's Day BBQ. This year I wanted a better product than we received from parceling out this event to a caterer. Over the entire Father's Day weekend we also offered Engineer for An Hour opportunities where participants, under the guidance of a museum locomotive engineer can operate one of our locomotives on the museum lead; they always have a GREAT time! The food acquisition, preparation and cooking returned to the all-volunteer staff of the **Hyatts** and the Equipment Department. We served about 240 paying guests while they were entertained by Trails & Rails, an acoustic trio well known for their train and cowboy songs. Guests enjoyed BBQ pork ribs, BBQ chicken, fresh, grilled corn on the cob, beans, homemade macaroni and cheese, salads, rolls, iced tea, lemonade and ice cream while the little ones were offered hot dogs and chips. This is a great opportunity to mix with our members and supporters in a relaxed and fun atmosphere once a year and we will continue to build upon this event in future years.

Looking forward into the next several months, we intend to increase the number of trains that will be offered for our Pumpkin Train event and the number of weekends in which trains will be offered for our North Pole trains. 2012 is the only year we will feasibly be able to offer five weekends of North Pole trains and although this will be a stretch on our regular volunteers, we are very hopeful that we will be able to solicit the help of many of our members and supporters to assist us in order to ensure these events are successful and that our visitors take only good memories with them from attending our special events. Please send me an e-mail if you would like to help, I'll let you know what types of tasks there are and together we can determine where your efforts can be best utilized: ronhyatt@aol.com.

Brakeman Training

By Jim Baker

A hands-on class for the entry level train crew position, brakeman, will be held this Fall. The class is open to anyone, age 16 and above. (Don't let the brakeman

title scare away any ladies). Class size is limited to eight people; the first eight to sign up are in.

There will be two sessions of the class; attendance at both sessions is necessary to complete the class. The two sessions will be held on Sept. 8, and Oct. 6, all day, at Campo.

Prior to taking the class, it is suggested, but not required, that you take some "observation runs" with one of our presently qualified brakemen to see what all the job entails. To sign up for these, and the hands-on class, you need to be a member of the museum, and contact **Mike Edwards**, our Certification & Training Officer at traindancer169@hotmail.com.

After taking this class, you will need to make three observations runs, including any taken prior to the class, followed by a series of at least six training runs with qualified brakemen. Trainees are evaluated by the brakeman, and at least three "qualified to operate without supervision" recommendations from three different brakemen are required to become qualified. Classroom instruction and written examinations covering Safety & Security, the General Code of Operating Rules, and Air Brakes are also required. The dates for these classes will be announced at a later date. Minimum age for qualification is 18.

If you have any questions, feel free to contact Mike Edwards, or the Hands-On Trainer, **Jim Baker**, baker@sdrm.org

Tickets Now on Sale

By Scott Thompson

Advance ticket sales only for Museum Members are now available for both Pumpkin Express and Santa Train North Pole Limited's. Members have the special opportunity to purchase their tickets before August 15, 2012 when the sales are opened to the general public. So if you want your best chance to get the quantity and class of seats your family and friends need, now is the time to make your purchase. Just go to <http://www.psrm.org> with your Member number in hand and let's get that Holiday Spirit started.

We Need Your Help Now!

By Scott Thompson

Each year the Museum derives a major portion of its yearly operating income from the revenues earned from our special trains the **Pumpkin Express** and **North Pole Limited**. As in past years these trains are planned, prepared and operated almost entirely by volunteers. This year is especially important as we are running many more Pumpkin and Santa trains in order to raise the additional funds needed to repair our operating passenger car fleet and track which is growing tired. But with running these extra trains

comes the need for even more volunteers than ever before, and that need starts **NOW!**

While you might read this and say, “What can I do I don’t know how to fix a train or lay track?” or “I don’t have a lot of time to spare” there are many areas where we can use your help and you don’t need special knowledge or experience. You also don’t have to commit to days and days of work. Whether it is just one weekend or one day per month or just one day period we can use you.

We need volunteers in many areas and not only on those days we operate these special trains but also during the week and starting now before the holiday season even starts. We need help with; train decorating, train cleaning, costume sewing, gift shop sales, ticket preparation, flyer handouts, picking up supplies, setting up the pumpkin patch, preparing Santa’s village, train docents, pumpkin patch docents, site cleanup, passenger car repairs and maintenance and many, many more.

Those volunteers who have work tirelessly every weekend year after year keeping your Museum going can really use your assistance this year. So if you can lend a helping hand it would be greatly appreciated, plus it can be fun and satisfying to do something that makes others happy. So if you can help, please contact us by either calling (619) 465-7776 and leave a message or send an email to wolfgang@sdrm.org.

Certification and Training Report

By Mike Edwards, Certification and Training Officer

Thanks to all our Qualified and Certified operations members who attended the 2012 Rules and Review training. These classes are required by Federal Law and your participation enables our museum to continue operating in compliance with these regulations.

Congratulations to the following members who scored 100% on their 2012 written examinations:

- **Jim Baker**—Safety & Security, GCOR, Airbrake & Train Handling
- **Robin Becker**—Safety & Security
- **Tom Bispo**—Safety & Security
- **Darrell Bivans**—Safety & Security
- **Ken Brown**—Safety & Security, Airbrake & Train Handling
- **Dave DiGiorgio**—Safety & Security, GCOR
- **Stephen Hager**—Safety & Security, GCOR, Airbrake
- **Rusty Hoar**—Safety & Security
- **Randy Houk**—Safety & Security
- **Diana Hyatt**—Safety & Security, GCOR
- **Kyle Jensen**—Safety & Security
- **Jim Lundquist**—GCOR
- **Seth Miller**—Safety & Security, Airbrake & Train Handling

- **Bob Nickles**—Safety & Security, GCOR
- **Rich Paulus**—GCOR, Airbrake & Train Handling
- **Dick Pennick**—Safety & Security
- **John Shannon**—Safety & Security
- **Rob Stebbins**—GCOR, Airbrake & Train Handling
- **John Wright**—GCOR

The 2013 class dates have been set. In order to accommodate our members’ schedules, we have added a third string of classes covering all subjects.

Safety & Security—4 Hour Class

Friday, May 3 at Spring Valley - 18:00 to 22:00
Friday, May 17 at Spring Valley - 18:00 to 22:00
Saturday, June 1 at Campo - 08:00 to 12:00

General Code of Operating Rules—8 Hour Class

Saturday, May 4 at Campo - 08:00 to 17:00
Saturday, May 18 at Campo - 08:00 to 17:00
Friday, May 31 at Spring Valley - 08:00 to 17:00

Airbrake & Train Handling—8 Hour Class (for Engineers)

Saturday, May 11 at Campo - 08:00 to 17:00
Saturday, May 25 at Campo - 08:00 to 17:00
Friday, June 7 at Spring Valley - 08:00 to 17:00

Airbrake—4 Hour Class (for Conductors & Brakemen)

Friday, May 10 at Spring Valley - 18:00 to 22:00
Friday, May 24 at Spring Valley - 18:00 to 22:00
Saturday, June 1 at Campo - 13:00 to 17:00

All crew members will receive their individual class assignments by February 28, 2013.

Lastly, all members who attended 2012 Rules and Review will be receiving notification with all of their 2012 test scores along with a preliminary 2013 class schedule.

Steam Whistling, June 2012

By Jim Baker, Steam Foreman

A week or so prior to our June 8th & 9th session, while doing some switching on Track 9, where our #11 is kept, a rail rolled, causing the GP-9 to derail. After re-railing the GP it was determined that a number of ties needed replacing. I volunteered our Steam guys to help with the work. At some time prior to the 8th, someone (I don’t know who, so can’t give credit) marked the ties that needed replacement, and pulled out the spikes. Then on Friday, we had a nice big crew of **Bob Nickles, Larry Owen, Rich Paulus, Walt Novinger, Jack O’Lexey, Rusty Hoar, and Jim Baker**. We dug out the “D.G.” ballast around the ties, jacked up the rails, and pulled out the ties. We then put new ties in position under the rails. A total of 19 ties were replaced. None of us could move much by the end of the day.

On Saturday, **Glen Rogers** took the place of Jack and Larry. First, Rusty ran the loader, and pulled the Coos Bay further west along the track to enable us to remove one more tie, and have a little more working room. Two other ties were identified as needing replacement, so they were done too. We then spiked down one rail for the length of the work area: A tie plate was put in position on each tie, a pilot hole was drilled, and a spike driven in with a spike maul for a half dozen strokes to hold it in position. Then a lever (there is probably a MOW gang name for it) was used to raise the tie up tight to the rail, while Glen used the jack hammer to drive the spike home.

So, all together 22 old ties were removed, 22 new ties put in place, and one rail spiked down to the ties. What remains is to move the second rail into gauge, spike it down, then tamp and level all the ties, and make the curve even.



Bob Nickels, Walt Novinger and Larry Owen dig out the ballast around the ties.
Photo by Jim Baker



Rusty Hoar pulls out a tie while Rob Stebbins and Rich Paulus "supervise."
Photo by Jim Baker

Operations Volunteers

Submitted by Rich Paulus

Thanks to the following members who volunteered during the month of June:

Rich Paulus, Alex Fiori, Jim Baker, Ken Brown, Bruce Deck, Diana Hyatt, Geoff Shepard, Dave Tomeraasen, Dick Pennick, John Wright, Cary Hyatt, Rob Stebbins, Jim Lundquist, Jack O'Lexey, Randy Houk, Bob Nickels, Seth Miller, Glen Rogers, Scott Thompson, Stephen Hager, Justin Hyland, Tom Gray, James Caestecker, and Dave DiGiorgio,

The following volunteers manned the trains during July:

Seth Miller, Jim Baker, Darrel Bivans, Bob Nickels, Lonnie Corley, Jack O'Lexey, James Caestecker, Dave DiGiorgio, Rich Paulus, Heather Wright, Glen Rogers, Larry Rose, Alex Fiori, Diana Hyatt, Rob Stebbins, Steve Clark, Dick Pennick, Bruce Deck, Katie Reed, Dave Tomeraasen, John Wright, Stephen Hager, Tom Gray, Mark Opasinski, Tom Bispo, and Mike Edwards.

Thanks to everyone for volunteering.

New Hot Scoop Submission Guidelines

By John Wright, Editor

New submission guidelines for the *Hot Scoop* will be implemented with the September-October issue. All article submissions will be limited to two pages, single spaced and should be composed in Microsoft Word format. Other word processing formats compatible with MS Word, such as Word Perfect or Open Office are acceptable. Submissions should be submitted via e-mail *attachment* to hotscoop@psrm.org.

Photographs are always welcome and should be submitted in JPG format with a resolution of 150 to 240 PPI and no larger than 8 X 10 inches in size. Photos should also be submitted as e-mail attachments. Images pasted into e-mail messages will not be accepted.

Due to printing costs, the *Hot Scoop* is being published bi-monthly and will continue to be for the foreseeable future. Submission deadlines will be promulgated for each issue via the Trains and Crew e-mail lists at least two weeks in advance of the deadline. Non-time sensitive submissions that are received after the deadline will be held for possible future publication.

The editor will no longer be gathering material for the *Hot Scoop* from the Crew or Trains e-mail lists. All material must be submitted to the editor directly.

It is hoped these new guidelines will streamline the process of publishing our newsletter and help to avoid late issues.

PACIFIC SOUTHWEST RAILWAY MUSEUM PETITION FOR BOARD POSITION

I, _____, being a member in good standing of the Pacific Southwest Railway Museum, do hereby submit this petition signed by at least ten members in good standing, in order to stand for election to the position of _____. I agree to serve the Museum in this capacity until the next election for this position. You may also submit a Statement of Candidacy of 250 words or less that will be included with the ballot materials.

Signed this _____ Day of _____, 2012

Signature: _____.

The following members in good standing support this candidate for the above position. At least 10 signatures are required below.

Print name:

Signature:

ALL NOMINATION FORMS MUST BE SUBMITTED NO LATER THAN 5:00 PM, FRIDAY, SEPTEMBER 28, 2012 TO:

**PSRM
Attn: Rob Stebbins
4695 Nebo Drive
La Mesa, CA 91941**

NOMINATIONS OPEN FOR 2013 BOARD POSITIONS

“Year A” directors (namely the President, the Secretary, the Equipment Division Director and the Museum Services Division Director), shall be elected to a full two-year term.

Any ten (10) Regular Members in good standing may nominate any other Regular Member in good standing for the position of an executive officer of the corporation or the position of Division Director, provided the person so nominated evidences in writing a willingness to serve if elected and the person so nominated is associated with the corresponding division of the corporation, as described in §4.12 of the Bylaws.

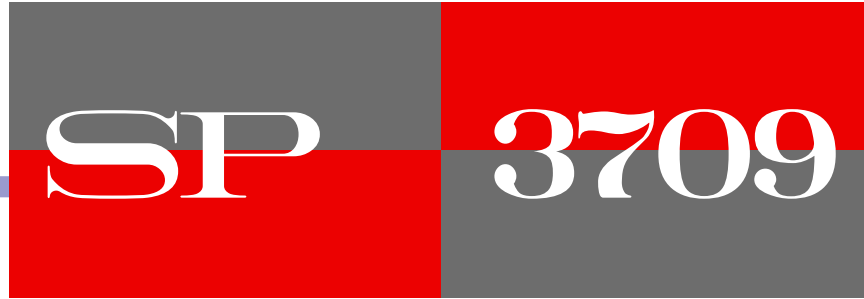
In accordance with the Bylaws, for all members in good standing, we will be electing one Board member per position to complete the 2013-2014 term ending December 31, 2014. The positions and their primary (but not sole) responsibilities include:

1. **President:** shall, subject to the control of the Board, be the general manager and chief executive officer of the corporation and shall supervise, direct, and control the business, affairs and officers of the corporation. The President shall preside at all Board meetings. The President has the general powers and duties of management usually vested in the office of President, general manager and chief executive officer of a corporation and such other powers and duties as the Board or the Bylaws may prescribe.
2. **Secretary:** shall keep or cause to be kept, at the corporation’s principal office or such other place as the Board may direct, a Book of Minutes of all meetings, proceedings, and actions of the Board and of committees of the Board. The secretary shall keep or have kept at the principal office in California, a copy of the Articles of Incorporation and Bylaws, as amended to date. The Secretary shall give, or cause to be given, notice of all meetings of the Board, and of committees of the Board required by the Bylaws to be given. The Secretary shall keep the corporate seal in safe custody, and shall have such other powers and perform such other duties as the Board may prescribe.

Each Division, in cooperation with the Board, shall be managed by a director specifically elected to the position who shall establish procedures, policies, rules and regulations necessary for the safe and efficient operation of the division, and all property and equipment under its jurisdiction.

1. **Equipment Division Director** is currently deemed responsible for the maintenance and repair of all rail mounted and rubber tired vehicles belonging to the museum and works directly with the Operations Division Director.
2. **Museum Services Division Director** is currently deemed responsible for public outreach, museum promotion and interpretation. Our Southwest Library and museum membership are two primary areas within this department under its jurisdiction.

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!



BRICK ORDER FORM

Each brick is 4" x 8". Minimum Donation \$100 each — 1-3 lines of inscription, 20 characters per line



Engraving Information

Each line has a maximum of 20 characters, including spaces and punctuation.
Please print clearly; use capital or lower case letters and make sure the information
is spelled correctly. All inscriptions will be centered.

1																			
2																			
3																			

Payment Options

Visa/MasterCard

Card Number _____

Expiration Date _____ CVC _____

Recurring charge for _____ months

Signature _____

Or

Mail this form along with your check or money order to:

PSRM Brick Fundraiser

4695 Nebo Dr, La mesa, CA 91941-5259

PSRM is a 501(C)3 California Non-Profit Corporation

PRINT YOUR NAME: _____

ADDRESS: _____

CITY: _____

STATE: _____

ZIP _____

PHONE (Please include area code): _____

E-MAIL: _____