

HOT SCOOP



A publication dedicated to Pacific Southwest Railway Museum Association members
September-October 2012



Two heavy lift cranes from Bob's Crane Service of Lakeside are positioned on either side of Southern Pacific 3709 in preparation for lifting the locomotive onto a low-boy trailer for transportation from Marine Base Camp Pendleton to Campo. The museum purchased 3709 from government surplus and moved it to Campo on September 5th and 6th, 2012. Full story on Page 2.

John Wright Photo

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**Pacific Southwest Railway
Museum Association, Inc.**
www.psrmm.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

The Great Locomotive Caper SP 3709 Makes it to Campo!

By Larry Rose

Many months ago PSRM purchased a locomotive for \$4,150. An ex-SP low nose GP-9 was available close to our museum at the Camp Pendleton Marine base. The locomotive was found on a military surplus list and was in good shape. It was also a rare type, being the low nose version of a GP-9, that only SP had purchased. We knew it was going to be tough to move to Campo as we are now without rail connection to our museum thanks to the 2009 tunnel collapse in Mexico. The rarity of the loco and its close proximity made it impossible to resist going for. The word went out to our members with an estimate of \$26,000 for the move and they backed us for the whole amount while we planned the project.

Board member **Ken Helm** was appointed as the move project director and he assembled a team of regular PSRM grunts to handle the many details. The first obstacle was the fact that the loading area on Camp Pendleton is also the unloading area for flatcar loads of big military tanks. We had to move the locomotive out of the way twice for tank train moves. **Diana Hyatt** made arrangements with local switching railroad Pacific Sun RR to move our locomotive each time it was found to be in the way. Next was draining the crank case, fuel tanks and cooling system. **Dave DiGiorgio** was involved in lining up Asbury Environmental to collect the fluids. Months passed as we juggled the logistics.

We had to take the locomotive apart to get it to fit the heavy duty trailer Bill Sign's Trucking had provided to handle the load. The wheel sets, at 20 tons each,



Rusty Hoar torches the steps off the rear of 3709 to provide clearance for the trailer.
John Wright

were trucked on smaller flat bed trailers. **Rusty Hoar** had to cut off the steps on one end of the loco to fit the trailer. One of the two big air tanks also had to be taken off along with the pilots on each end. This was about 2000 pounds of steel. **Rusty Hoar, John Shannon** and **Bill Palmer** did the disassembly and **Ken Helm** rented a fork lift and a compressor to assist in the heavy lifting. **Larry Rose**

brought down the cutting torch from Campo once the trucking company verified what to cut. The many parts removed were loaded on **Mike Edwards'** flat bed trailer and moved to Campo with his pick up truck.

Finally the day came and on Sept. 5th the two 80 ton hydro boom cranes showed up and were placed for the lift. Stephen and Alex, our two youngest and smallest volunteers, were able to crawl under the loco and take off and tie up the traction motor cables. After taking the brake gear off, the trucks were ready to load on separate trailers. The cranes then lifted the 80 ton locomotive body off its trucks and set it on the trailer where it was held up with heavy oak blocks. The trailers carrying the truck sets left first as they needed to be at Campo first to receive the locomotive body. Lots of heavy chain dogs were required to tie down the locomotive and it, too, pulled out on the freeway at about noon on the move day. So far, so good.

Scott Thompson was able to tie banners on the hand rails of the loco on each side to advertise our Halloween Pumpkin and North Pole Express trains later in the year. Lots of motorists were surprised to see this move going down the freeways and our name was front and center on the banners. This might have been the heaviest load to ever be seen on local freeways. The entire lash up went to the truckers yard in Lakeside for the night. They left the next morning Sept. 6th, at 5:00 AM to go to Campo and set up for the reassembly. The truck sets were quickly off loaded and were ready when the loco trailer arrived. **Mike Edwards** directed the truck placement and the lowering of the locomotive body. 3709 was back on it's wheels by ten AM! The truckers and crane company did a very professional job and did not exceed their estimate.



Larry Rose (on the ground) and Scott Thompson tie banners advertising PSRM Special Events on the side of 3709 prior to moving it from Camp Pendleton.

John Wright

Standing by for safety, just to the west of the loading area, was our high nose SP GP-9 that came up to push the loco to the passing track a short distance away. Just before shoving the loco into the museum yard, the remaining crew still there assembled for the traditional "victory photo," taken by **Brian Elmore**, who stopped by to see the action. The run around put the high nose Geep on the front of our new locomotive and from there our crew, with **Mike Edwards** on the throttle, moved the 3709 up to the museum and parked it in front of the shop on track 12. Yes, there was a lot of high fives going on and a cheer or two was heard!



After the move was completed, the high-hood GP-9 3873 was used to move 3709 to the yard.

John Wright

provided by Bob's Crane Service of Lakeside. The Trucking cost \$9,050 provided by Bill Signs Trucking also based in Lakeside. Fork lift rental and miscellaneous move materials cost \$464.03. With the purchase price of \$4,150 the total cost of the entire adventure was \$30,384.03. A total of 21 members donated \$28,976.01 to cover these costs. A full honor roll of donors will appear in a future *Hot Scoop* when a final wrap up can be determined. Asbury Environmental donated the cost of the fluid removal.

Next is putting many of the parts back on the locomotive. **Rusty Hoar** welded the steps back on the loco right away. **Stephen Hager** reattached many smaller parts the next day. The 1,000 pound air tank will get cleaned and painted before it goes back on. Stephen used the needle gun to clean the pilot beams while the



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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

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

The Hot Scoop® is available in color via e-mail. To receive the electronic version in PDF format, reply to hotscoop@psrm.org and include your e-mail address and membership number.

Note: If you opt for the e-mail version, you will no longer receive the printed copy.

rust behind them was easy to see. The pilots and brake rigging will go back on when the traction motor cables are reattached. Plans are to paint the locomotive back in its' SP bloody nose scheme as we have lots of color pictures in our files. The next Hot Scoop article about this acquisition will probably be when we fire this puppy up!

Helpers involved in the move included **Stephen Hager, Alex Fiori, Dave DiGiorgio, Ron & Diana Hyatt, Rusty Hoar, Larry Rose, Bill Palmer, John Shannon, Ken Helm, John Wright, Frank Stites, Mike Edwards and Scott Thompson.** Many thanks to **Ken Helm** and the move team and the many donors that made this project happen.



The "team" at Campo ready to move 3709 to the yard. Left to right: Ken Helm, Larry Rose, Mike Edwards, Frank Stites and John Wright.

Brian Elmore

BOARD BRIEFS AUGUST, 2012

Submitted By Rob Stebbins

Your Board of Directors met for the usual monthly meeting on Friday evening, August 24. All Board members except **Ron Hyatt** were present, along with PSRM member/guests **Wally Barber, Dave DiGiorgio, Mike Edwards, Don Getz and Dick Pennick.**

Diana Hyatt reported on the status of the bridge program that requires annual inspections on all bridges operated over per recently enacted FRA regulations. PSRM currently operates over three bridges in its current route from Campo to the international border. Our Operations Director, **Greg Luiz** was able to find us a qualified civil engineer with bridge experience who was willing to work with us pro-bono. Since the inspection of each bridge, depending upon its size and scope could range from \$3,000 to \$10,000 each, we are very fortunate to have Anthony Anderson's assistance. Records from our Southwest Library collection were also consulted and reviewed by Mr. Anderson. In

August, Diana accompanied Mr. Anderson and his assistant on a speeder trip along the ROW for the purposes of a full visual inspection. The three bridges were deemed structurally sound, but there is a need to address some deferred maintenance items such as drilling weep holes, cleaning debris, etc.

Diana also met with an FRA inspector who was tasked with reviewing our Drug & Alcohol testing program. He performed a two day audit that included a surprise visit to the drug testing firm the museum contracts with.

Wally Barber then presented cost estimates for a list of track work projects. The Board prioritized that list, and approved expenditures for several projects, the most important being rebuilding the east yard lead near the Campo Junction switch and repairs to yard tracks 8 and 9.

Dick Pennick spoke to the Board about his role as Media Coordinator. Dick is in contact with a variety of media outlets. Dick and the Board are constantly trying to extend PSRM's outreach in the community, to ultimately gain more awareness and support of the Museum's mission, and to attract more train riding passengers to support the Museum's activities. There was a lengthy discussion about where, how and how often to advertise, and some of the constraints to effective advertising, such as long lead times on submissions. The conclusion was to establish a Media Coordination Committee, the members of whom will be Diana Hyatt, Scott Thompson, Dick Pennick, Dave DiGiorgio and hopefully Lew Wolfgang, our webmaster. This committee will work together to coordinate advertising efforts in all forms.

There was a separate report that our second Groupon 2 for 1 ticket promotion is now underway, and that slightly less than 300 tickets had already been sold.

Additionally, there was lengthy discussion about where, how, and how often to advertise, and some of the constraints to effective advertising, such as long lead times on submissions. Dick encourages all of us to be "ambassadors" for the museum, always encouraging new contacts and friends to visit Campo and ride our trains.

The Board approved a couple of spending requests which will benefit the Museum. First was the purchase of a specialized tool kit for maintenance of EMD engines, and, secondly, the purchase of new diaphragms for the UP 576 coach and ATSF 1509. These two cars are getting upgrades in preparation for use in the upcoming North Pole Limited trains, our biggest fundraising activity of the year. Also noteworthy was Larry Rose's progress report on the repainting of the 1509, which is coming right along.

By the time you read this, the SP 3709 locomotive

will be in Campo. The Board thanks **Ken Helm** for his many phone calls and e-mails in firming up the arrangements to move the 3709 with the numerous parties involved—from the Marine Corps at Camp Pendleton to the providers of the heavy-duty cranes—many more.

Scott Thompson presented the August financial report and a budget projection for the rest of 2012. The Association's cash position is nearly \$15,000 better than a month earlier, standing as of August 24 at \$228,286. Part of this is from the early proceeds of North Pole Limited ticket sales, which are off to a better start than last year. Also, the value of the Investment Account is now over \$218,000, reflecting the continued upward climb in recent stock market performance. He has continued to work on reconciling the various Restricted Accounts and has made significant progress on this daunting accounting task. Scott also reported on the first meeting of a three-person committee formed to come up with a plan of action for permanent financing of the recent acquisition of two contiguous land parcels totaling almost 20 acres at Campo.

BOARD BRIEFS

September 2012

Submitted By Rob Stebbins

The Board held its monthly meeting on the evening of September 28. All Board members attended except **Scott Thompson**, acting treasurer, was not able to attend because of illness. Member **Dave DiGiorgio** attended as a guest.

The Board reviewed a range of topics pertaining to the many on-going projects at the Museum. A major accomplishment during the past month was the arrival of low-nosed former SP GP-9 3709 at Campo. Many museum members worked on the planning and preparations for the move, with final arrangements being solidified by Museum Services Director **Ken Helm**. The GP-9 is now in the Campo yard waiting for needed maintenance before being put into service. The Board expresses their gratitude to all the volunteers who put in many hours of work on this important addition to our Museum.

Yet another important accomplishment at Campo was the installation and now successful operation of the Depot air conditioning system. With this new system working, both staff and Gift Shop clients will have a much more enjoyable experience inside the building, particularly on our very hot Campo summer weekends.

The Board approved several key expenditures for the Campo library. An additional container was located and obtained for library purposes. Also, a whole contingent of volunteers went to downtown Los Angeles to obtain very high quality library shelving which will be used to organize and expand the display of our library

collection. Many thanks to **Bruce Semelsberger**, **Roy Pickering** and their team of regular Library volunteers for the diligent work in housing, protecting, and now displaying so many important books and documents regarding the SD&A (E) in particular, but also more generally about railroading throughout the southwestern United States.

Diana reported on her trip to Sacramento to attend a Federal Railway Administration conference. There were many classes and seminars over a three-day period. Her focus was on bridge inspections, and FRA submission procedures. She also made new contacts with several key people in the short-line and tourist railroad business and took a tour of the California State Railway Museum's back shop.

There was no financial report this month.

The entire Board is gearing up for our upcoming big events, the Pumpkin Express trains in late October and the North Pole Limited trains between the Thanksgiving and Christmas holidays. These events are our biggest revenue generators of the year; however, to make them run smoothly we need the active support of many more volunteers at Campo. For those of you who are not "regulars" at Campo, these events are something you can become involved in to make them even more successful. We look forward to seeing some new, smiling, helpful faces at Campo in the coming weeks.

The Fifty-Year Fix

By Frank Stites

Two years ago **Ted Kornweibel** and **Frank Stites** loaded a badly deteriorated baggage cart at the La Mesa Depot onto a twelve-foot U-Haul trailer and took it to Campo for restoration. Once we had it there and unloaded, we began disassembling it. About two years earlier Frank had made new uprights for the rear end, and they and the front uprights along with the wheels, handle, and tongue were still in good shape. The remainder—two ten-foot side stringers and three interior stringers, the two end pieces, and all nineteen deck boards were either rotted or termite damaged. While Ted and Frank were taking it apart, Larry Rose made a detailed drawing showing the various parts and how they were joined. Then, for various Campo-style reasons and Ted's illness the Baggage Cart Restoration Project went into limbo.

Six months ago a new Restoration team of **Ken Helm**, **Larry Rose**, and Frank Stites got back to work on the languishing baggage cart, resolving to start nothing else until that was finished. That was when we decided to use what Ken has called the "Fifty-Year Fix." That meant taking no short cuts and using traditional methods like mortise and tenon joinery. For the two end pieces we used poplar that Ken donated. The two outside stringers were cut from mahogany donated by

Lane, Stanton & Vance. Frank donated the poplar for the three inside stringers. To put them together we cut nine mortises in each of the end pieces (three different types of mortises in each) using a new mortising tool that Larry donated five years ago and had never been taken out of the box. Cutting the tenons in the stringers demanded precision so the parts would fit. Lots of measuring before cutting!

Because the cart sits outside, we slathered a termite repellent preservative on all the wooden parts to minimize termite and rust damage. We then decided to use only stainless steel bolts, nuts, and screws (an expensive choice paid for by Restoration funds). We discovered in doing this that we could obtain square nuts and did so; it's hard to get more traditional than that. Finally, came the assembly, priming, and painting. The deck boards we cut from hard rock maple; also a Lane, Stanton & Vance donation. They and the wheels were the last parts to go on and during that process we had the willing assistance of other Campo volunteers. On 22 July 2012, we loaded the finished baggage cart onto a trailer once again and returned it to the La Mesa Depot, where it sits track side for hundreds of trolley riders and others to see each day.



The baggage cart nearing completion in the wood shop at Campo.
Frank Stites



Frank Stites, left, and Larry Rose installing the wheels on the baggage cart.
Frank Stites



The restoration team had lots of help from other Campo regulars. Left to right: Rusty Hoar, Ken Helm, Larry Rose, Jim Baker (back to camera) and Mike Lucek.
Frank Stites Photo



The restored baggage cart in place at the La mesa Depot. Left to right: Frank Stites, Ken Helm, Larry Rose and Ted Kornweibel.
Frank Stites

STEAM WHISTLING July - August, 2012 Work

By Jim Baker, Steam Foreman

The cover story in the last issue of the *HOT SCOOP* pretty much covered the history and an update on the status of our 100 year-old 10-wheeler, SP 2353. And we did, in fact, celebrate her birthday on Aug. 11, with burgers, dogs, and cake. I was too busy "docenting" on board 2353 to see much of what all else went on, so I'll leave that to someone else to report.

The engine was moved outside the Display Building, all shined up, and with the nearby tracks cleared to give our visitors a good view and some good photos could be taken. We had a steady stream of visitors to the cab, even though it was quite hot, and we even had a thunderstorm for about a half-hour mid-afternoon that got everything quite wet.

However, this wasn't a simple matter of just moving the engine outside. Here's what was involved.

A month ahead of time, July 13, we started the preparations. **Dick Pennick** and **Glen Rogers**, assisted by **Larry Owen** in the morning, spent the day cleaning up around Tracks 2, 3, & 4, and deciding where the best place to spot the engine would be. They also figured out what cars needed to be moved to provide the good viewing I mentioned above. They also brought a couple of portable stairways down from the shop to be used to give our visitors safer access to the cab.

While they were doing that work, I started doing some of the required lubrication.

The next day, I was joined by **Mike Lucek**, and we finished the lubrication, except for the cylinders, cross heads, and piston rods. These were needed to be done immediately prior to the move. We spent the rest of the day working on Track 9 repairs.

About a week ahead of the event, **Bob Nickles**, **Rich Paulus**, and I spent two hours the evening of August 5, switching. Since 2353 was on Track 3 in the Display Building, we had to totally clear everything off that track, so we could couple an engine directly to 2353. Everything on Track 3 was moved over to Track 1. Then, we needed to move the equipment on Track 4 several cars east, to provide a viewing area. But to keep Track 3 clear, we had to move several pieces over to Track 1. Same thing for Track 2.

The day before the event, Friday, Aug. 10, our crew consisted of **Bob Nickles**, **Dick Pennick**, **Walt Novinger**, **Larry Owen**, and myself. First, we hand-moved two MOW trailers and our old hand car out of the way onto Track 4. Then the “goat” (SD&A 7285) was brought down onto Track 3. The stairway to the cab was disconnected, and displays were moved out of the way. The cylinders, cross heads, and piston rods on 2353 were lubricated, and the goat coupled on. Then, we slowly moved 2353 outside. Since it was quite warm (actually HOT!), we pulled 2353's nose just outside. That kept the remainder of the engine in the shade, and relatively cool. Now the real work started.

Using a strong solution of *Simple Green*®, with rags, and long-handled brushes we proceeded to wash 2353. After each section was washed, we then rinsed it with fresh water from a hose. The engine was then pulled another few feet east, and the process repeated. When the job was done, we moved her back inside for the night. This whole process took us all day.

Finally, the day of the event, Saturday, Aug. 11. **Rich Paulus**, **Dick Pennick**, and **I**, assisted by **Walt Novinger**, moved 2353 into position outside the Display Building. Dick set up some displays about 2353 inside the building, and Walt and I acted as docents in the cab. After all our visitors had gone, around 4:30 PM, we were joined by **John Wright** and **Jack O'Lexey** to do the switching needed to close

things up. Our star of the day, 2353, and the MOW trailers were moved back inside. And everything that had been moved the previous week from Tracks 2, 3, & 4 were put back where they belonged. We wrapped things up around 7:00 PM, a pretty long day.

On Sunday, Aug. 12, I was assisted for an hour or so by **Walt Novinger**, in re-attaching the stairway to the cab, and putting the displays back in position.

In Sept., before you get this issue of the ‘*Scoop*, we plan to re-varnish the cross heads and piston rods to prevent rust. We'll also exercise the air pump, power reverse, and the brakes.

When that is completed, we'll go back to working on Track 9 repairs, so we'll be able to move the Coos Bay 11 into the shop for more work.

Please consider joining us after the New Year. (Prior to that, everyone's help will be needed for the North Pole trains). We'll be working on the Coos Bay on Jan. 11 & 12; Feb. 8 & 9; and Mar. 8 & 9. Lots more to do before we can start getting estimates on the costs for the restoration. Let me know if you want more information: baker@sdrm.org.

Building a Wheelset Bench

Story and Photos By Rusty Hoar

About a year ago, **Cheryl** and **I** looked on the internet for benches that other train museums were using at their facilities. The interesting ones were called “wheel set benches”, and looked like they could be built out of materials that were basically scrap around PSRM. I had **Ron Hyatt** identify a set of wheels and an axle that were beyond repair and was available to be used. We scrounged a couple of used ties that were in good shape, and some rail that was pretty corroded, along with some tie plates and spikes. We sandblasted the tie plates, and the spikes, and cut the rails down to a usable length. Everything got painted black (the spikes silver!) and the rails were spiked to the ties at the correct gauge with **Glen Rogers**, **Cheryl** and **I** taking turns at the spike maul.



The wheel set had been sitting in the weather for who-knows-how-many years, so there was some significant corrosion and grease accumulation on it. It was pressure washed, and scraped, then washed again. The bearing journal boxes came off in anticipation of saving the bearings, but that idea was abandoned when I learned that I'd need a 60-ton press to remove the bearings. I welded a couple of pieces of steel to the bottom of the journal boxes so they wouldn't rotate if a person sat or climbed on them. The whole thing got painted black with the exception of the surface of the wheels that rode on the rails, and that got clear coated. The idea being that part of the wheel would be shiny from traveling on the rails. Some steel bar was welded to the rail head to keep the wheels from rolling, and to act as chocks.



Now the "stand" and the bottom of the bench were pretty much done, but the seat part needed to be fabricated. We took some 1/2" x 3" steel bars and welded them to the axle, then heated and bent them to fit the curve of the axle. A couple of pieces of 1" x 3" square tube bent to the appropriate angle of a seat were made, then all THAT was painted black. Some 2" x 4" TREX composite lumber was used for the bench slats, and stainless carriage bolts and nuts were used to join the slats to the square tubing. The square holes in the end of the square tubing looked like it'd be a perfect home for the hornets, so they got plugged with some left over TREX.



The night of August 25th, 2012 saw the hole excavated for the tie/rail "stand", and **Cheryl** and **I** leveled and

squared everything up with the assistance of **John Shannon** and **Ron Hyatt**. Sunday morning, we brought the bench down using the backhoe to lift it, and set it in place. Within 5 minutes, a family was sitting on the bench, taking pictures of the kids of the group.

Hopefully, it'll be in many more pictures!



Odds And Ends

Submitted By Dick Pennick

Railway Museum Quarterly Highlights Jim Crow Project

The Summer 2012 issue of the combined ARM/ TRAIN magazine has spotlighted PSRMA's recent restoration of former Rockdale, Sandow & Southern R.R. segregated combination car #3 with many photographs.

Titled "Jim Crow Cars & Railroad Museums" and authored by our own **Dr. Ted Kornweibel**, the piece recounts the process to restore the 1886 artifact and uses it to highlight the scarcity of railroad museum exhibits that deal with the Jim Crow era. He makes the point that PSRMA is truly at the forefront of this effort

with the completion of this project.

A copy of this issue is available for inspection in the museum's Southwest Railway Library.

Centennial Exhibit Planned For El Cajon

Media Coordinator **Dick Pennick** has made arrangements for PSRMA to participate in the city of El Cajon's 100th birthday on Monday, November 12th.

Planned is a booth, story board and artifacts detailing the history and importance of the railroad to El Cajon's growth and prosperity, as well as information on the museum's efforts to preserve and promote the history of the railroads in the Pacific Southwest region.

Pennick will be tasked with preparing the storyboards and coordinating the assembling of the other display materials. If you would be interested in staffing, contact Dick at pennick@psrm.org.

5119 Donor Plaque Mounted

All of the \$500+ donors to last year's fundraising campaign to acquire and transport former SP/SD & AE G.E. 70-ton diesel-electric locomotive #5119 to Campo have been formally recognized on a permanent walnut plaque. The plaque was installed prominently in the locomotive's cab on July 28th by 5119 Project Manager **Dick Pennick** and new member **Mark Opasinski**.

Golden State Meets Sulcata

Sept. 2nd: The morning was warm and clear as the museum's westbound Train 1, the "Golden State", approached the crossing of the Pacific Crest Hiking Trail, MP 64.5. About 100 ft. east of the trail, conductor **Rob Stebbins** came on the radio to locomotive engineer **Dick Pennick**, asking that Pennick slow and prepare to stop short of a large object in the middle of the track.

What first appeared to be a large rock, on closer inspection turned out to be a very large land tortoise, slowly making its way, eastbound, between the rails (moving at restricted speed but evidently without Track Warrant Authority) to the delight of our passengers. When the train came to a stop, it took the combined efforts of Stebbins and Brakeman **Rich Paulus** to heft the 24"-long reptile over the rail and out of harm's way. Our speeder crew had passed the spot a short time earlier without seeing it, and no further sightings were made the rest of the day.

The following week, Pennick contacted the local Turtle & Tortoise Society to report the sighting. A volunteer there revealed the tortoise was not a native "Desert Tortoise", which may grow to 14", but rather an imported African Sulcata, probably 100-years old or more. She offered that it had probably been some

local's pet that had "flown the coop" or a "drop-off", but recovery of the animal would be difficult without knowing its location. Never a dull moment at PSRM!



Conductor Rob Stebbins radios for assistance with an "object" on the tracks just East of the Pacific Crest Trail crossing.
Andy Wakefield



Brakeman Rich Paulus checks on the welfare of the tortoise after helping remove it from the tracks.

Andy Wakefield

Video Sought **1990 Taco Bell Commercial** By Dave Digiorgio

During our 1990 year we did a day or two of filming for a Taco Bell commercial. It was a "Make a Run for the Border" type, with a guy playing a piano on one of our flat cars as the train sped eastbound to the border... This featured our ALCo S-2 ATSF 2098 and a few cars.

I have been trying to find a copy of this video for some time, as mine disappeared. This would be good to have on our website.

Anyone have a copy either digitized or on VHS or Beta?

If you have a copy please email me at run8@cox.net or leave a message for me at 619-465-7776

Thank you.

Operations Volunteers

August 2012

Submitted By Rich Paulus

The following PSRM members volunteered in Operations during the month of August:

Rob Stebbins, Bob Nickels, Mike Edwards, Steve Clark, James Caestecker, Dave DiGiorgio, Diana Hyatt, Dick Pennick, Alex Fiori, Stephen Hager, Mark Opasinski, J. Cenker, Kyle Jensen, Jim Baker, Bruce Deck, Randy Houk, Rich Paulus, Heather Wright, Katie Reed, Jim Lundquist, Claudia Millerbragg, Lew Wolfgang, Darrel Bivans, Glenn Rogers and Dave Tomeraasen.

Thanks to everyone for volunteering!

Operations Volunteers

September 2012

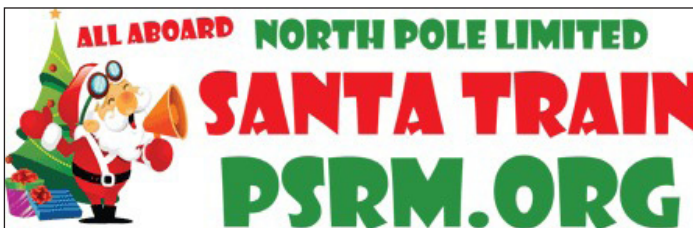
Submitted By Rich Paulus

The following members helped crew our trains and man the gift shop during the month of September:

Dick Pennick, Rob Stebbins, Mark Opasinski, Alex Fiori, Jim Baker, Mike Edwards, Glenn Rogers, Rich Paulus, Dave DiGiorgio, Darrel Bivans, Seth Miller, Jim Lundquist, Stephen Hager, Katie Reed, Alanna Hyatt, Bruce Deck, John Wright, Chris Paetow, Heather Wright, Claudia Millerbragg, and Ron Stahl and Diana Hyatt.

Thanks to everyone for volunteering!

We are approaching our busy season with the Pumpkin Express and North Pole Limited trains coming up. Let's keep up the good work and make these trains a success!



QUESTION: Why are railroaders so smart?

ANSWER: Because when God handed out brains, we thought he said *trains* and asked for a full set.

SD&AE Jacumba Rail Fire Engine

By Dave Tomeraasen

In August I visited the California State Railway Museum in Old Sacramento, California.

After several years in storage, I am pleased to report that the San Diego & Arizona Eastern Railway fire engine MW No. 1003 is now on public display. It is located in the open air rail car barn next to the Sacramento River. This rail fire engine originally was based in Jacumba, California.



The SD&AE rail fire engine on display in the open-air barn at the California State Railway Museum.

Dave Tomeraasen



A close-up view of the SD&AE rail fire engine on display at the California State railway Museum.

Dave Tomeraasen

Correction

In the photograph on Page 10 of the July-August issue, **Bob Nickels** was mistakenly identified as **Rob Stebbins**. The *Hot Scoop* regrets the error and apologizes to Bob for the case of mistaken identity.

President's Report (Recapping August & September, 2012)

By Diana Hyatt

BRIAN ELMORE

I'd like to take this opportunity to recognize one of our many hard-working volunteers, **Brian Elmore**, one of our unsung heroes at Campo. Several months back, a leak in the sprinkler system inside the Display Building had occurred and from there our attentions turned towards examining our fire suppression systems and protocol within the museum facility. Even though it wasn't required, upon Brian's investigation and suggestion, we decided to have him install a Fire Department Connection (FDC) to the south end (rr west) of the Display Building where a pumper truck can be hooked up to increase the water pressure within the building's suppression system in the event of a fire. Additionally, larger and louder alarm bells were installed, ordered by **Larry Rose**. **Jim Lundquist** ordered signage and installed them at both buildings to clearly mark valves and connections at both buildings that would assist fire department personnel in their response time.

Brian's expertise in general contracting was again called upon to hook up the heating and air conditioning system that the board approved purchasing in August, 2011 utilizing some of the County Grant funds. That task is now complete and separate heat pump units serve the upstairs gift shop and the downstairs waiting room. Brian worked in the attic of the Campo Depot for multiple days during Campo's scorching summer heat where the temperature in the attic, even at night was typically at or over 90 degrees to get the system operational by the end of August. Thank you for all that you do Brian Elmore! Your dedication is noticed and appreciated!

FEDERAL RAILROAD ADMINISTRATION

These last two months have been pretty busy, particularly in working towards consistent compliance with all aspects of our operations and the applicability of the Code of Federal Regulations. I accompanied an FRA inspector for a two day audit of our part 217 drug and alcohol program which pertains to record keeping, training and how and when we drug test our "employees." Thanks to **Mike Edwards**, our part 242 Conductor Certification program and submission are in full swing and were in place months before the deadline. Another FRA deadline to meet was the part 237 Bridge Safety Standards. The most expensive requirements of these requirements is the annual bridge inspections by a certified bridge civil engineer. Thanks to our Operations Director **Greg Luiz**, he was able to retain Anthony Anderson to perform the requisite inspections for 2012 which included visual inspections as well as review of as built diagrams and bridge inspection books that were kept by the SD&A and SD&AE and reside in

our Southwest Library collection. Mr. Anderson did all of this for the museum on a pro bono basis and saved us \$15-\$20K. The outcome is new load ratings for the three bridges we operate over and I continue to work with Mr. Anderson regarding how and whether the wooden trestle in the Campo Valley at MP 66.77 can be sanctioned for light MOW equipment.

From all of these recent events, I was invited by the FRA and encouraged by the Board to attend the FRA conference in Sacramento from September 25th-27th. A similar conference was held in San Diego in 2009 which I also attended. Unfortunately, these conferences are usually 2-3 years apart so it was almost imperative that I attend for the museum's sake. At said conference I was able to meet and network with a number of FRA inspectors and rail colleagues. There were many classes offered in Operations, Mechanical, Signals, Drug & Alcohol, Bridge and MOW. I chose to concentrate on the Bridge and MOW classes as this continues to be my weakness, next to steam engine rebuilds. Needless to say, I brought home some valuable nuggets of information from the classes. Of course, one of the best parts about it was hanging out with **Sheila Edwards** who opened up her home to me and chauffeured me everywhere-thanks Sheila!

2013 BOARD OF DIRECTORS

At the September board meeting Secretary Stebbins presented the nomination forms that had been submitted for the 2013-2014 board term. There are four positions available for re-election this year. The Year A positions and their one nominee for each position are: myself for President, **Rob Stebbins** for Secretary, **Ron Hyatt** for Equipment Division Director and **Jim Lundquist** for Museum Services Division Director.

EQUIPMENT DEPARTMENT

Work in the Equipment Department has been in full throttle since the beginning of summer. Under Ron Hyatt's direction Equipment Department volunteers have been hard at work renovating the Union Pacific Chair Car #576 in order to utilize it on our North Pole Trains. **Robbie Smith**, his brother **Charles Smith** and **Rusty Hoar** have been cutting out rust spots all over the carbody and especially around the steps and corner sills of all four sides and welding new sheet steel in place for over two months now. As with most projects, this one turned out to be a can of worms. However, the Smith brothers and Rusty are soldiering on in hopes of having the car ready within the next four to six weeks. There is still much interior work and cleaning to do as well. So, if you've ever thought about coming out to help in this very critical department of our museum, now would be a great time!

RAILROADING MERIT BADGE

On September 29th **Bruce Deck** and I participated in a Boy Scouts of America Merit Badge Workshop.

Together we taught a total of 27 Boy Scouts in two separate classes about railroading. Each attendee built an HO scale freight car and was able to take it home with them. I continue to be an advocate of this program as it is an ideal introduction to railroading as a career or a hobby. Scout troops are always welcome to visit Campo and take the class there too – just not during the 4th quarter of the year please.

PUMPKIN TRAINS

Planning, purchases, and decorating have been underway preparing for the museum's three weekends of Pumpkin Trains. **Scott Thompson** and **Cheryl Hoar** are an incredible asset to Special Events this year and their efforts are appreciated beyond mere words! Scott has been particularly active in promoting our special event trains through outreach at the Chargers' home games and at La Mesa Oktoberfest. In addition to stuffing treat bags, Cheryl has assumed decorating the train cars which leaves myself, my kids and my ever loyal special event helpers **Kelly Weiss** and **Mercedes Weiss** to take care of the Display Building decorating. Take some time to come out during this event! We're getting better and better and there will be some great new additions to the experience - I think you'll be pleasantly surprised!

NORTH POLE TRAINS

Concurrently, plans and work is being done to prepare for our North Pole trains. We are almost done with the ticket design, thanks to the help of **Santa John Hart**, for our brand new North Pole tickets and if all goes well, they should be a wonderful keepsake for families. Some of the real bearded Santas have already volunteered their services for about 40% of our trains but I am always in need of more Santas and Mrs. Clauses too! These trains are very work-intensive particularly the day of and the day after the train trips. I'm still in need of day time help with car cleaning and train prep as well as parking attendants. Remember, we'll be operating over five weekends instead of the usual four so all available hands are needed. As always, if you'd like to help out in either event, the best way to contact me is via e-mail at ronhyatt@aol.com.



An example of the work being done by **Robbie Smith** on the UP 576 car.
Dave DiGiorgio

Library News

By Bruce Semelsberger

The last two weeks have been quite a trial and a triumph for the library. First the shelf acquisition; they look great! **Roy** and **Reena** moved boxes last Saturday, then put the remaining "old" double shelves in place PLUS assembled enough new shelf units to complete unit 3. The new shelves go together quite easily. The only thing remaining is to tie them together and brace everything to the side walls for safety. The rest of the shelving is now safely stored out of the weather in our new container.

The container Ted arranged for was delivered Saturday morning from Portable Storage Corp. Driver **Doug Lowes** stuck around all morning and helped get it properly in place. It would have been much more difficult without his aid. We treated him to a Campo lunch, but it was a pretty paltry price for all his assistance.

Larry and **Frank** were on hand early as was **Don Getz**, who delayed his vacation to operate the wheeled crane for us. As things usually go at Campo, there were delays. The new container was a little different from the others, slightly higher, different fittings, etc. We had to search for the proper spreader bars, shackles and chains for the lift. We finally got it resting on the prepared foundation by lunch time. We also realized that because of the door height and roof line of our building it would be impossible to open the door nearest the building more than a few inches, and that is the door that must be opened first. During the course of the day we had to unbolt and in some cases grind off rivets on three of the locking bars, remove some of the rubber seals, and torch off a lock plate (courtesy of **Rusty Hoar**) to get the other door open. This was finally achieved at mid-afternoon.

It wasn't exactly the cakewalk we were hoping for, but we now have a place to store the excess magazines, furniture, shelving and other items that have been in the way for so long. This will really speed up the other work to complete the facility. Thanks for a good days work to **Larry Rose**, **Frank Stites**, **Don Getz**, **Roy Pickering**, **Reena Deutsch**, **Bob Underhill**, **Rusty Hoar** and our new friend Doug for their efforts!

Eventually, the new container will be modified and foamed to become a permanent part of the facility. Meantime, it's in very good shape and will require no paint or maintenance. Now that that is accomplished, we can get back to putting things on the shelf and cataloging materials that have arrived in the meantime. Next scheduled workdays for all hands are October 7th (this coming Sunday) and Saturday, October 27. Bob has indicated that he plans to be out most Saturdays, so if you would like to come out and assist him in filing or sorting shoot him a message at: runderhill@mail.sdsu.edu.



Disassembling the shelves in Los Angeles. L to R: John Shannon, Rob Stebbins, and Roy Pickering. *Reena Deutsch*



The museum's wheeled crane was used to lift the container into place. *Reena Deutsch*



Loading the big truck with the not so big bookcase pieces. *Reena Deutsch*



Bruce Semelsberger grinding off one of the door latches. *Reena Deutsch*



Brian Elmore (L) and Seth Miller unloading the last bookcase piece at Campo. *Reena Deutsch*



Bruce cutting off the gutter on the library roof to provide clearance for the container. *Reena Deutsch*

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																			

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Expiration Date _____ CVC _____

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