

HOT SCOOP



A publication dedicated to Pacific Southwest Railway Museum Association members
November-December 2012



Walt Disney Studios technicians install cameras on PSRM caboose 13936, the "Mo Pac" caboose, in preparation for filming for the movie "Saving Mr. Banks." The movie, starring Tom Hanks as Walt Disney, will be released in late 2013. More pictures on Page 10.

Photo by Dave Tomeraasen

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**Pacific Southwest Railway
Museum Association, Inc.**
www.psrsm.org

Train Operations

Pacific Southwest Railway Museum
Campo Depot
State Highway 94 at
Forrest Gate Road
Campo, California
(619) 478-9937
Lat: 32°36.8'N Lon: 116°28.2'W
Open weekends 9 AM to 5 PM

La Mesa Depot Museum & Business Office

4695 Nebo Drive
La Mesa, California 91941
(619) 465-PSRM (465-7776)
Open Saturdays 1 PM to 4 PM
Other times by appointment

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

January 25, 2013
February 22, 2013
March 22, 2013
Future Dates TBA

These dates are subject to change
without notice.

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:
Jim Lundquist
Operations Director:
Greg Luiz

From the Head End

Article and Photos By Diana Hyatt

I came across this quote a while back and absolutely love it:

Volunteers don't get paid,
not because they're worthless,
but because they're priceless.

Many of the tasks our volunteers do are not glamorous or fun or even "seen" but they get done because of each individual's personal integrity and commitment to our museum. We are fortunate to work with some of the best people around, those without a personal agenda whose primary focus is getting the job done right. In that vein, two volunteers have stood out in their ongoing dedication during the latter half of 2012 and I'd like to personally thank them here. The **Smith brothers, Robert & Charles** have gone far above and beyond the call of duty. Mid-summer, Ron Hyatt approached Robbie about using his welding skills on the Union Pacific coach car 576 <http://www.psrsm.org/roster/passenger/co-576/index.html> with the idea of placing it back into service for our North Pole trains. We have been in dire need of professional welders for many years to tackle our aging collection and its accompanying rust issues. Robbie stepped up to the plate and took on the project with gusto, quickly recruiting his brother Charles, a professional metal finisher and painter to assist. Together with help from **Rusty Hoar, Stephen Hager, new volunteer Earl Soladay** and work camper **Mike Addington**, a restoration that normally takes us multiple years was accomplished in a little over five months. The goal was to sell this car on our North Pole trains and as that deadline approached, Charles ended up staying at Campo from mid November through late December and Robbie drove up to Campo every weekday afternoon from his job in San Diego to continue working on the car. When you see Charles or Robbie, please express your gratitude for their dedication towards completing this project! The car is beautiful and hopefully there will be a detailed article about the restoration project in a future issue of the Hot Scoop.

Pumpkin Trains, October, 2012



Recanting back to the beginning of the fourth quarter of 2012, we offered fifteen Pumpkin Trains over three weekends in October and carried 2,212 passengers, up 219 passengers from 2011 earning gross income of \$22,000, up \$6,000 from 2011. My usual help of **Kelly Weiss, Mercedes Weiss, Alanna Hyatt, Aaron Hyatt and Ian Hyatt** was the primary crew in setting up (and tearing down) the

Display Building and readying it for all the ghoulish fun. For the second year in a row, **Cheryl Hoar** agreed to take on decorating the train and the Campo Depot as well as assembling over 1,500 goodie bags for the kids with help from the Hyatts and her crafting friends. **Scott Thompson** located a new supplier for pumpkins and ordered nine pallets of pumpkins for the event so we could not run out. Scott also took on the task of promoting the Pumpkin Train event and the North Pole trains at the La Mesa Oktoberfest and several Chargers home games.

Helpers in the Display Building included **Kelly Weiss, Cheryl Hoar, Alanna Hyatt, Mercedes Weiss, Aaron Hyatt, Ian Hyatt, Nick Weiss, the Horde, Mike Edwards, Dylan Hager and Katrina.**

North Pole Trains, November 23 - December 22, 2012



This year, because there were five weekends between Thanksgiving and Christmas we offered three more North Pole trains than normal, for a total of fifteen. For the 2012 holiday season we carried 3,329 passengers, up 719 from 2011, on our North Pole trains and earned gross income from online ticket sales of \$135,000. As if that was not enough, I believe we had the happiest passengers that I've ever seen in the

past eight years of running these trains. Things went so smoothly this year, the only event that stood out was the night I was conductor and the train arrived at the North Pole with no Santa and Mrs. Claus on the scene. The MEHS elves did a great job explaining that Santa was running late during his busiest time of the year and the show went on from there.

There are so many people to thank for helping with the North Pole trains I'd like to thank as many as my memory can recall. All the **Hyatts** were there of course, **Ron Hyatt** transported the Clauses and North Pole elves to the North Pole, made dinner Friday and Saturday nights and lunch on Saturdays and Sundays while also supervising the work going on in the Equipment Department, **Cary Hyatt** tended bar in the First Class car, ATSF 1509 <http://www.psmr.org/roster/passenger/din-1509/index.html> and washed dishes every Friday, Saturday and Sunday; frequently washing the Cambro containers used for the hot cocoa as well. **Alanna, Aaron and Ian Hyatt** served as accessory kitchen help, train cleaners and North Pole elves for every train. **John Shannon** and **Bruce Deck** were at Campo every night of NPL, John as onboard mechanical rider and Bruce as Production Manager of Hot Cocoa, Ticket Agent and Parking Attendant Manager on Saturdays with some help from **the Horde, Dylan Hager** and **Justin Hyland**. **Larry Rose** and **Rusty Hoar** with help from **John Wright** took control of the set up and breakdown of the North Pole every night.

Gift Shop staffers were:

Ken Brown, Dave DiGiorgio, Carolyn Scofield, Dave Tomeraasen and Heather Wright

Train crew personnel:

Jim Baker, James Caestecker, Lonnie Corley, Mike Edwards, Tom Gray, Stephen Hager, Randy Houk, Diana Hyatt, Kyle Jensen, Seth Miller, Bob Nickels, Rich Paulus, Dick Pennick, John Wright and Rob Stebbins

Onboard Experience

Santa:

Boyd Applegate, Mike Gerzen, John Hart, Ed Nabors, Chyette Patterson,



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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 Tourist Railroads and Railway Museums (ATRRM) and is a non-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@psmr.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@psmr.org

The Hot Scoop® is available in color via e-mail. To receive the electronic version in PDF format, reply to hotscoop@psmr.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.

Jerry Read, Ken Schuttenhelm, Richard Schwarz, and Robbie Smith (a last minute substitution)



Pictured: Valerie Kloss, Robbie Smith and Cheryl Hoar.
Photo by Diana Hyatt

Mrs. Claus:

Maren Hart, Valerie Kloss, Julie Nabors, Cheryl Patterson, Frankie Read and Kelly Weiss

Elves:

Bonita Vista High School Music Machine (11/23-24) and **Mountain Empire High School clubs** (11/30-12/22), **Tyrel Hart and Alex Kennedy**

North Pole Elves:

Emily Edwards, Dylan Hager, Aaron Hyatt, Alanna Hyatt, Ian Hyatt and Mercedes Weiss

Santa Handlers:

Sheila Edwards, Cheryl Hoar, Diana Hyatt, Cheryl Patterson, Janet Paulus, Katie Reid

Head Elf:

Chyette Patterson and Michelle Lavin

Looking Forward: 2013

This year promises to be rich in challenges and opportunities but I won't bore you with the details right now! For now, please make note of the upcoming events below; we are especially in need of assistance acquiring door prizes for the Annual Dinner as well as help with the Bunny Trains and Mother's and Father's Day events. If you'd like to help out, please e-mail me at ronhyatt@aol.com.

Chefs Fire Up the Iron Horse Media Event Orfila Vineyards: Wednesday, February 20, 2013

Annual Dinner: TBA

Bunny Trains: Saturday, March 23, 2013
Sunday, March 24, 2013
Saturday, March 30, 2013

Chefs Fire Up the Iron Horse: Saturday, April 20, 2013

Mother's Day Tea: Sunday, May 12, 2013

Father's Day BBQ: Sunday, June 16, 2013

Board Briefs—November 2012

By Rob Stebbins, Secretary

The Board held a short meeting the evening of November 16, 2012. **Diana Hyatt, John Shannon, Rob Stebbins, Ron Hyatt, and Ken Helm** attended this meeting. **Greg Luiz, Larry Rose** and Acting Treasurer **Scott Thompson** did not attend. There were no guests.

The meeting was short because several members of the Board wanted to get to Campo that evening in anticipation of a full weekend of preparations for the North Pole Limited season. However, there were short discussions on several topics. Diana reported that a contract had been signed with a house moving company to move the two SD&AE box cars from the yard in San Diego to Campo.

Member **Lew Wolfgang** had arranged a movie shoot for the Disney Studios using some of the equipment and right-of-way at Campo as background material for a new movie. This movie shoot was scheduled for the end of November. The production company will be making a donation to the Museum.

Member **Roger Garret** had submitted a paper to the Board outlining his vision of the medium-term future for the facilities at Campo. The Board briefly discussed some of his points. Diana and Ron Hyatt plan to meet with Roger to further discuss and focus some of his ideas. The Board expresses their thanks to Roger for taking his time to prepare this thoughtful submission.

Lastly, there was a quick review of preparations for the NPL season regarding equipment availability, crewing the trains, and logistics at Campo. We all know now that the amazing team effort led by the Hyatt's has paid off in the most successful NPL season yet. All of the Board thanks the many, many volunteers who contributed to this success, and to the many members of the Association that supported this crucial fund-raising activity by purchasing tickets and riding the trains.

2012 Election Results

Submitted By Rob Stebbins, Secretary

The 2012 election process for PSRMA's Board of Directors was held in November and December. The Association holds an election every year so that there is a rotation of director terms. This year, three incumbents and one candidate ran unopposed for their respective positions. Eighty two members of the Association

cast ballots, confirming the selection of the following Directors for the two-year term that officially began on January 1, 2013.

President: **Diana Hyatt**
Secretary: **Rob Stebbins**
Director of Equipment: **Ron Hyatt**
Director of Museum Services: **Jim Lundquist**

Thank you to all the members that took the time to vote and send in their ballots.

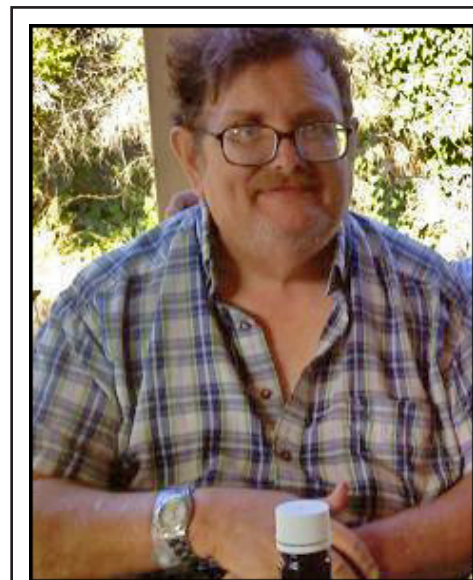
Editor's Note: These results are not official until certified by the PSRM Board of Directors at the January 2013 meeting.

Ed Smith Passes

By Larry Rose

The news that **Ed Smith** passed away Dec. 18th, 2012, has saddened his many friends in the local railroad preservation community. Ed and **Tanya Rose** started the "Railfan Patrol" back in the 70's. The purpose was to see, photograph and report vandals and thieves along

the railroad ROW to the railroad special police while out railfanning and taking pictures of trains. Ed was the first to affect the arrest of five vandals and tie thieves in the Cajon Pass area with photos and car license plate numbers. This made him the first "ace" in the Railfan Patrol. This so impressed the Santa Fe



A recent photo of Ed Smith.

Photo by Steve Mateer

railroad police that the head special agent and Police Chief out of Chicago, Carl Ball, visited San Diego and took Ed, Tanya, the local agents, and me, out to dinner to discuss what the railroad special agents could do to encourage the Patrol and establish guidelines for reporting incidents. The patrol, under Ed's leadership, caused hundreds of arrests to be made by railroad police. In the process they earned railfans a lot of respect by railroad management and shined a very favorable light on PSRM as a sponsor of the activity. For a while, nearly a dozen local railfans were involved in witnessing and reporting crimes on railroad property.

One of Ed's more notable deeds was to photograph a teenager riding his bike down the middle of the tracks near downtown Los Angeles. Ed hollered for the kid to get off the tracks as a train was coming. The kid ignored Ed and minutes later he was struck and killed. The teenager's parents sued the railroad. Ed gave his photos and eye witness story to the railroad police and the law suit was dismissed. This saved Santa Fe millions of dollars. Because of Ed, the Santa Fe became our friend at a time when we were in need of help in moving antique railroad acquisitions. Back in those days the railroad moved many PSRM cars and locomotives over their lines at reduced rates and even for free.

Ed and Tanya retired from train chasing some years ago but remained active in PSRM, Ed as a docent at the La Mesa Depot Museum and Tanya as Membership Director from 1975 to 2010. Sadly both long-time PSRM members and activists are now gone. Ed was the last of the original Railfan Patrol members and will be missed along with Tanya as the good and caring people they were, as well as loyal PSRM members.

Facilities News

By Jim Lundquist

Campo Depot Repainted

About 7 years ago, the volunteers started a complete rebuild of the Campo Depot, which has now been completed. That effort was well documented in the *Hot Scoop* over the years. The first step was a complete rebuilding of the railroad west end of the depot, because it is the first view of the depot for our visitors. We installed new windows, a new door and all new 1x12 siding. Because that side of the depot actually faces south, with no shade trees blocking out the sun, it takes a direct hit from all that nature has to offer at Campo, and that's a lot! Hot sun, cold rain and



Preparation. Left to right: Seth Miller, Bob Underhill and Jim Lundquist.

Photo by Frank Denison

lots of wind. It was time to repaint (and has been for some time).

In late October, the volunteers took on the repainting effort. **Jim Lundquist** organized the effort which started by walking down the manlift, which made painting the 24 foot high ends of the depot much easier.



Bob Underhill (L) and Jim Lundquist up on the manlift.
Photo by Frank Denison

Jim was joined by **Bob Underhill**, **Seth Miller** and **Frank Denison** on that Friday. The usual problems had to be overcome (why does it always have to be so hard at Campo?) – sanders broken, could not be found, being used by others at the same time. Frank Denison stopped by Home Depot on the way up to acquire additional sanders. After he arrived, we discover they take a different type of sandpaper! Who knew? Friday night, Jim and Frank went back to El Cajon for the proper sandpaper, along with new brushes. Early Saturday, Jim and Frank were on duty with power sanders that worked as they should have! A complete sanding and putty filling effort was soon completed. Then, the painting effort started. By sunset, the entire upper two thirds was all painted, leaving the bottom third for later. Later was simply the following Wednesday, when **Larry Rose** and **Frank Stites** took up the effort. They were able to not only complete the painting, but also renewed the small fence on that end of the depot with new wood, hangers and paint. All that is left is the brown trim around the doors and windows, scheduled for completion before October ends.

Our thanks go out to these fine volunteers. Maintenance work is never as much fun as construction, but it still has to be done. There are plans to keep going, with the other end and some eaves needing painting and a chase constructed around the new air conditioning piping.

Dear Museum Members:

I will be assuming the position of Museum Services Director in January for the next two years. Our thanks to **Ken Helm** for serving us in this capacity.

This position comes with two main duties – leading and guiding the department and as a member on the Museum's Board of Directors. I intend to do both jobs to the best of my ability.

For Museum Services, I would like to invite you to our regular meetings as well as increase the level of communication between us all. For this reason, I will be writing regular articles for the Hot Scoop, letting you know of our accomplishments and our goals. I would like to establish some goals for us to work on for the upcoming months. Let me start by outlining what I see as the greatest need for our department – we need to continue to add additional displays to educate our visitors in railway history. In recent years, we have greatly increased this effort, and, I propose we continue down that path. We now have display cases, photo boards, information signs and railroad advertising. We need more. It is my goal to turn the Display Building into a display building. This will involve a lot of work – but we **MUST** remove the items in storage in the Display Building and continue to put up quality displays. I have been working with a professional sign company who can do wonders for us in this regard. Slowly we will turn the warehouse into a museum. I would also like to continue the outside signs for the section house, history of the SD&A, wooden coaches, etc. I would also like to expand the hours we have the La Mesa Depot open to the public. Maybe we can encourage other groups, like the La Mesa Historical Society, to become involved again? We also need to reopen the baggage room for displays and use the existing space for additional displays. Dick Pennick does a good job here, but, I am certain he can also use assistance.

I will be reporting on the plans, goals and budget needs for our library – both near term and long term.

As you travel around other museums (all, not just railroad), look and see what they have done, what works and what does not. Our visitors are mainly families. We need to gear towards them.

Museum Services will no longer be responsible for restoration of equipment. That will be transferred back to the Equipment Department, headed up by Ron Hyatt. Our focus will be on presenting railway history to the public.

Again, thanks to all of volunteers for all we have done and will be doing. I would like to encourage all

our members to become involved in our museum. You may email me anytime at Jim@psrm.org See you soon at Campo or La Mesa?

Jim Lundquist,
Museum Services Director

Museum Services News

By Jim Lundquist

New Posters in Display Building

The Display Building now includes seven old railroad advertising posters on the south (railroad west) end of the building. Our thanks go out to **Gordon Kelsch of SignCrafters** and **Jim Lundquist** who not only donated the time to hang the new posters, but the cost of the posters and the hanging materials. The posters were placed on the wall just behind the ticket counter we acquired from a local railway depot. The area looks like a waiting room and serves as a resting spot for our visitors as they walk around the Display Building.

Planning is already underway for additional posters.



Gordon Kelsch (left) and Jim Lundquist hang posters in the display building.
Photo by Frank Denison

Museum Services Meeting

Submitted by Jim Lundquist
Museum Services Director

The first Museum Services meeting of the new year will be on Friday, January 24th starting at 7:00PM at **Ted Kornweibel's** house located near Grossmont College area of San Diego. All museum members who have an interest in participating in the public arena of PSRM are encouraged and invited to attend. For specific directions, please email the Director of Museum Services, **Jim Lundquist**, at Jim@psrm.org

Thank you for your interest in our Museum.

Rare Artifacts Donated to Museum On Display in Jim Crow Car

By Ted Kornweibel

A unique collection of Black Railroad History artifacts, dating from 1836 to the 1930's, is the latest permanent exhibit in the baggage room of the Jim Crow car. This exhibit, entitled "*Railroads, Racism, and Popular Culture*," was donated and curated by **Ted Kornweibel**. The artifacts were acquired while doing research for his book on the African American railroad experience. They are displayed in new, professionally-built, lighted display cases installed by **Frank Stites** and **Larry Rose**.

The oldest item in the collection is a newspaper, an 1836 issue of the Norfolk (Va.) *American Beacon*. The Alabama, Florida & Georgia Railroad advertised to "hire" (rent) 400-500 "able bodied Negro men," for 1-3 years, to build a 200-mile line from Pensacola, Florida to Columbus, Georgia. The AF&G sought Virginia slaves, 500 miles away, because the trans-Atlantic slave trade had been shut down, requiring the domestic slave trade to take up the slack. And while slavery was booming in the Deep South, it was declining in Upper South states like Virginia, which had surplus slaves to be sold or hired out. The havoc wreaked on black families by such separations is obvious. Many of these men would never see spouses, children or parents again.

Nearly as old as the newspaper is a one-of-a-kind artifact: an 1853 contract executed by slave-owning physician John Howlett, formalizing the "hire" (rent) of eight of his slaves to the Richmond & Petersburg Railroad. One of the bondsmen, Gilbert, was already an experienced railroader, as he was assigned to work as a fireman. The other slaves were to work on track maintenance or the "materials" (ballast) train. The contract spells out how the slaves were to be treated, including a clause permitting them to temporarily return home to help gather the harvest.

The remaining artifacts date from the first four decades of the twentieth century. They illustrate two themes: Black railroaders were subject to discriminatory treatment by white labor unions and the railroads themselves; and racist images of blacks, especially Pullman porters and Red Caps, were widespread in American popular culture. A copy of the constitution of the Brotherhood of Maintenance of Way Workers, from the 1910s, specifies that black trackmen were to be organized in subordinate auxiliary lodges so that there would be no interracial fraternization. This did not mean autonomy, however. Black workers were powerless, being "represented" by white workers who "bargained" on their behalf. As for the railroads' discriminatory policies, these were

not limited to lines in the South. The Santa Fe Railway operated a number of passenger trains between Los Angeles and Chicago that took the southern (secondary) route, crossing into Texas just east of Clovis, New Mexico, and cutting across the northern tip of Texas and the Oklahoma panhandle before entering Kansas. On display is a mimeographed AT&SF "Consist of Passenger Trains," dated May 31, 1931, which shows that Jim Crow (segregated) cars operated the entire 2,229 miles of the route, not just the 339 miles through legally-segregated Texas and Oklahoma on trains like *The Navajo* and *The Missionary*. Blacks boarding in California, Arizona, New Mexico, Kansas, Missouri, or Illinois were "urged" to sit in the Jim Crow car no matter where they got on.

Railroads across the country, no matter the region, identified workers by race until the World War II era, using the symbols "c" or "col." to designate "colored" employees. A Chesapeake & Ohio Railway 1937 employee pass, issued to the wife of a coach cleaner, illustrates this practice. Workers (and their families) who labored faithfully for several years rode coaches on passes, visiting distant family members, attending fairs and exhibitions outside the segregated South, and watching Negro League and black railroad league baseball games as well as black college football matches.

The remaining items illustrate the deep racism embedded in American popular culture. Red Caps and Pullman porters were frequent objects of ridicule. Despite the fact many were college men, advertisers of products from milk to automobiles depicted them as ignorant, speaking broken English. On display is a 1920s-era can of Boyer's Metal Polish which has a caricatured cuspidor-cleaning porter saying: "Dat polish sho am de best!" Numerous "joke" postcards poked fun at porters and Red Caps, showing figures with exaggerated big lips, outlandish clothes, and fractured English. Three postcards are on display, including one employing the additional stereotype of lazy, happy-go-lucky blacks. Further caricatures can be found in joke books sold in railroad stations and by train "butchers" (vendors). An example is *A Slow Train Through Arkansaw*, which includes "darkie" stories and cartoons. Finally, several examples of early twentieth century sheet music also show how widely popular culture relied on racist images; three examples, their cover art featuring cruelly caricatured Red Caps and porters, are on display. The lyrics to these songs are no better.

A second display case has also been installed in the Jim Crow car's baggage section. It will feature still photographs and posters from many of the movies in which the car "starred" for 20th-Century Fox studios. Watch for this display to appear soon.

Steam Whistling

By Jim Baker, Steam Foreman

I thought that the new year would be a good time to summarize our accomplishments for 2012.

- The big thing, of course, is that we got the ultrasound exam of the Coos Bay's boiler, dry pipe and firebox done! However, I am still tabulating all the numbers into a more user-friendly form, so the Form 4 calculations can be done.
- We got all the remaining flues removed from the Coos, along with removing all the tube ends from the front tube sheet.
- We moved all 3 old steamers (EJ Lavino, CW46 & the Coos) over the pit and lubed the rods and axles
- We managed to get all the nuts on the Coos' front cylinder heads loosened, so we will be able to easily remove the heads to check the cylinder interiors.
- We cleaned up and lubed 2353 to celebrate her 100th birthday. We also exercised her air pump, brakes and power reverse.

And a lot of work not directly related to Steam: switching, track work on Track 9, and getting things ready for the North Pole Limited.

So, what will we do in 2013? Here are my thoughts, in no particular order:

- Start getting ATF/acetone mix on the staybolt caps, so we might be able to remove them.
- Move the main rods that are on the right hand running boards into the Barnhardt trailer.
- Remove the cylinder heads to inspect the cylinder interiors.
- Grind off the welded tube stubs on the rear tube sheet.
- Measure the depths of the small pits in the boiler belly.
- Re-check the axle diameters (the front axle may be worn too much).
- Move all Coos parts from the boxcar to the Barnhardt trailer.
- Obtain a trailer/boxcar/container to store other engine parts in, so we can sort all the tools in the boxcar.
- Explore the possibility of building a shelter, similar to the one for Dr. Marnell's caboose, to provide a better working area, so we don't have to shove the engine in and out of the shop every work weekend.
- Get the Form 4 calculations done.

Our regular Steam work schedule of the second Friday of the month and the next day for the next several months will be Feb. 8/9, March 8/9 and April 12/13. All are welcome to come out and get dirty with us. Let me know if you have any questions.

PSRMA Booth Tells El Cajon Railroad Story

By Dick Pennick

The city of El Cajon began with the construction of a two-story hotel by the Knox family in the 1870s. The San Diego, Cuyamaca & Eastern Railway came along in 1889, and El Cajon's place in history was assured. The community incorporated as a city on Nov. 12, 1912.

To help celebrate its 100th birthday as a city, a number of community organizations were invited to develop exhibits for a one-day community celebration on Monday, Nov. 12, 2012 that would tell the story of various key events that contributed to the city's development. The museum was invited to tell the railroad story, and a special promenade kiosk was provided by city staff depicting an historic steam locomotive and the words "The Cuyamaca Railway".

At the request of the Museum's Media Coordinator **Dick Pennick**, the city granted us 300 square feet of display space, including two pop-up tents, tables and chairs. 100 square feet of this space was set aside for the display of a 100-year old Track-worker's Velocipede from our artifact collection. The remainder of the space was filled with a variety of storyboards assembled by Dick and **Bob & Sandy Schussler** over the last few years, including a special one on the history of the pioneer SDC & E Railway prepared by Dick especially for this exhibit. Museum brochures and other handout materials were also provided and business was brisk throughout the day, with several hundred visitors stopping by.

Dick expresses his appreciation to members **Steve Clark, Bruce Semelsberger** and **Duane Dubke**, without whose help this museum showcase would not have been possible. The "Cuyamaca" storyboard has since joined others on display at our 1894 La Mesa Depot Museum. The old route of the SDC & E between San Diego and El Cajon is now the home of San Diego Trolley's Orange Line.

Library News

By Bruce Semelsberger, Librarian

We've all been very, very busy during November and it will continue until the next year with the Santa trains. A lot of people have been very busy decorating, repairing and promoting for the museum and I'd like to personally thank all of them in advance. Not only Campo is busy this time of year, but **Dick Pennick** has been getting us a lot of excellent coverage in various publications and made personal appearances as well. The La Mesa Depot has been hosting larger than usual crowds and will soon be decorated for the holidays. We also had a presence at events for the El Cajon centennial at several venues! In the midst of all this,

work on the library has continued apace.

Our new container is chock full of all of the furniture, magazines for sale, artifacts and other items that have been in the way while we were assembling shelving. The shelves in our main storage containers are now all assembled and braced. We now have room for the remaining SD&A files, the ATSF files, timetables and for adding more donated books and magazines. Most of the SD&A oversized bound volumes and reports are now shelved as well. We are at the point where we really need volunteers to organize almost everything. Roy has made a good start on the books and Bob is doing timetables. Jeff and I have been concentrating on the SD&A files. No one has appeared to tackle the paper files, the map collections, the photographs and paintings and cataloging of new materials. Feel free to jump in! Next work day is the 24th of November.

In addition to the work IN the library, we also need to work ON the library. The outside office wall needs a new coat of paint and installation of the donated security bars on the windows as soon as the bees are dealt with. Any beekeepers out there? I'd like to get the painting done before the bulk of the rains sets in-maybe January?

Roy has been looking into updating the Past Perfect software and I'm thinking that is probably the route we will take. I plan on ordering the computers and software by the end of the year as well as some archival storage boxes for the ATSF records.

That's enough for now. If you're looking for something to do, come out and do it with us!

Operations Volunteers

Thanks to the following people who volunteered in Operations during the last quarter of 2012: **Katie Reed, Randy Houk, Lonnie Corley, Claudia Millerbragg, Glen Rogers, Alanna Hyatt, Tinh Tran, Bruce Deck, Dave DiGiorgio, Bob Nickels, Jim Baker, Seth Miller, Mark Opasinski, Cary Hyatt, Dave Tomeraasen, Rich Paulus, Rob Stebbins, Stephen Hager, Brian Caprini, Mike Edwards, Dick Pennick, Jim Lundquist, Kyle Jensen, John Wright, Ken Brown, Hector Gonzalez, Alex Fiori, Larry Rose, Tom Gray, James Caestecker, Diana Hyatt, Roy Athey, Frank Denison, Marie Denison, Andy Andrews, Jack O'Lexey, Bruce Semelsberger, Tori Yancey, and Greg Luiz.**

Apologies to anyone whose name was omitted.



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“The Little Engine That Could” Quilt Raffle

By Rich Paulus

On December 22, 2012, after the final North Pole Limited of 2012, **Janet Paulus** drew the winning ticket for the PSRM quilt raffle that has been running since October. The winner was **Judy Fink** of La Mesa. **Dave DiGiorgio** called the winner to confirm the winning ticket. The next day, Sunday, Janet presented the quilt, the children’s book of the same name, and one of the raffle advertising posters to Judy Fink at the La Mesa Depot.



Judy Fink, quilt raffle winner, left, and Janet Paulus, quilter, right, in front of the Mojave Northern #3 at the La Mesa Depot.

Photo by Rich Paulus

Disney Films at PSRM

Story and photos by Dave Tomeraasen

It was a very interesting day at the Pacific Southwest Railway Museum on November 29, 2012. About 25 Disney employees spent the day filming for a movie titled “Saving Mr. Banks” to be released in the fall of 2013. They had a food truck, motor coach, film truck, camera truck, private vehicles, etc. They were a very professional and friendly crew. Our PSRM stars included Conductor/Brakeman **Diana Hyatt**, Engineer **Dave DiGiorgio**, Museum Liaison **Lew Wolfgang**, and **Dave Tomeraasen** in the gift shop.

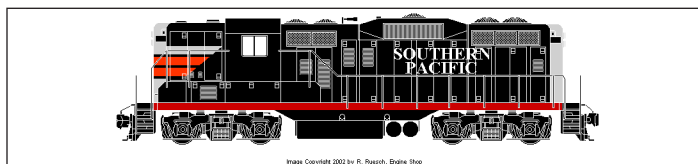


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North Pole Limited Photos

Submitted By Randy Houk



Santa Handlers Diana Hyatt, left, and Shelia Edwards.

Photo by Randy Houk



Gift shop manager Dave DiGiorgio behind the counter.

Photo by Randy Houk



Shelia Edwards (L) and Diana Hyatt looking out from the cab of SP 3873.

Photo by Randy Houk



December 1, 2012 train crew: Left to right, Lonnie Corley, Rob Stebbins, Seth Miller, Rich Paulus, Mike Edwards and Randy Houk.

Photo by Randy Houk

2013 Rules and Review

Submitted by Mike Edwards,
Training and Certification Officer

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.

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.