

HOT SCOOP



A publication dedicated to Pacific Southwest Railway Museum Association members
January-February 2013



Steam Foreman Jim Baker took this photograph out the window of his RV at about 7:00 AM, January 12, 2013.

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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 are held on the 4th Friday
of the month at 7 PM, Trinity Church,
3902 Kenwood Drive, Spring Valley,
CA, 91977

MUSEUM OFFICERS

President: Diana Hyatt
Vice-President: John Shannon
Treasurer: Shelia Edwards
Secretary: Rob Stebbins
Equipment Director: Ron Hyatt
Facilities Director: Larry Rose
Museum Services Director:
Jim Lundquist
Operations Director:
Greg Luiz

MUSEUM STAFF

Historian: Bruce Semelsberger
Special Events Coordinator:
Diana Hyatt
Membership: Larry Rose (Acting)
Steam Foreman: Jim Baker
Master Mechanic: Bill Palmer
Webmaster: Lew Wolfgang
Hot Scoop Editor: John Wright
Media Coordinator:
Dick Pennick
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John Wright

From the Back Platform

By Diana Hyatt, President

Our museum continues to grow in its vibrancy both in the quality of its volunteers and its visitors. It is a pleasure to share our collection of rolling stock, railroad artifacts and knowledge with our visitors, most of whom, are thrilled to have found us. Many of our visitors within the past eighteen months have found us because of our collaboration with Groupon. Because of the many positive aspects, particularly the increased public exposure for the museum, we are determined to continue that relationship. As you may know, we do not pay Groupon to feature us but instead share in the proceeds from every Groupon offer sold. We consider it a win-win relationship that advertises the museum, exposes its existence to a wider range of potential visitors and brings visitors to our museum where they not only spend money but act as ambassadors for us when they tell their friends about their great experience.

I was hoping that the first two months of this year would prove to be a time of peace and restoration after three months of going that the fourth quarter always brings; but the wheels never stop turning, literally and figuratively, when keeping an organization such as ours moving. The first week of January saw the 16th Annual Christmas Train event take place in Tecate, B.C., Mexico. **Margaret Coval**, widow of Charles Coval and co-founder of the Christmas Train continues Charlie's work by providing the less fortunate children of Tecate with gifts on the Sunday in January closest to the Epiphany (January 6th-12 days after Christmas). When speaking with Margaret recently she recalled for me the very first Christmas Train to Tecate on January 10, 1998:

We had 36 volunteers aboard and 2,800 gift bags with an orange for each child. It was a mess with orange peel all over the place, as the children ate them right away. The following years, we gave each child an apple! The gifts were distributed from the back platform of the train where we had the 3 Kings. The children were helped up onto the train and received a gift, then got off the train on the other side....a big thrill for them but the only time we did it that way.

With tunnel 3 (in Mexico) collapsed since December 25, 2009, the museum has been unable to provide the **Train** portion of the Christmas Train for four years. Nevertheless, it is an incredibly charitable undertaking that soldiers on and its importance to the City of Tecate remains in high esteem to the community. The **Hyatts** along with **Mr. & Mrs. Tom Walker** participated in "packing day" where dozens of volunteers showed up to assemble the gift bags. I also assisted at the Christmas Train event itself on Sunday, January 6th. I am hopeful that we will make significant inroads towards opening the railroad between Campo and Tecate so that the museum can renew its active participation in this event. Since the demise of the Border Rail Institute, the Christmas Train now falls under the umbrella of the National Latino Peace Officers Association, San Diego Metro chapter. Incidentally, the California state president of the NLPOA is former board member **Alan Alvarez**. The Christmas Train and NLPOA organizations are doing an exemplary job administering this event. I look forward to our continued collaboration with these organizations.

On January 11th, **Greg Luiz, Mike Edwards** and I met with the president and COO of Pacific Imperial Rail to discuss their new freight contract with the San Diego & Arizona Eastern Railway approved at the Metropolitan Transit Systems Board meeting on December 21, 2012 and later ratified at the San Diego & Arizona Eastern Board meeting on Tuesday, January 15, 2013. PIR is enthusiastic about working with the museum and we are pleased to be included in the future plans for the Desert Line. Our five year contract with SDAE was also up for renewal recently and both PSRM and PIR took this opportunity to suggest positive

changes in said contract that would ensure the museum's continued operations along the current fourteen miles of ROW. We are encouraged by the positive reception we have received from the new freight operator and look forward to continuing the discourse on matters involving train operations over the Desert Line. On January 15th, I attended the quarterly SD&AE Board meeting as the museum's representative and presented our usual report along with the results from our meeting with PIR the previous week. The Board was pleased that PSRM and PIR are actively pursuing and maintaining an open dialogue.

On January 25th your board held its first meeting of the year. At this meeting we bid farewell to **Ken Helm** as a board member and welcomed **Jim Lundquist** back, after a four year hiatus, to the board as the Director of Museum Services. Incumbents **Diana Hyatt**, **Rob Stebbins** and **Ron Hyatt** remain on the board for another two year term. We also accepted the resignation of **Scott Thompson** as acting Treasurer and installed **Sheila Edwards** as our new Treasurer. I would like to take this opportunity to extend the board's sincerest thanks to Ken and Scott for all their hard work and dedication; the ongoing success of our organization is always a team effort. I'd also like to welcome Jim and Sheila onto our 2013 board! I know it will prove to be another exciting year for PSRM.

On January 31st **Ron Hyatt** and I attended the 18th annual Alpine Mountain Empire Leadership & Public Service Awards banquet sponsored by the Alpine Mountain Empire Chamber of Commerce. PSRM was recognized and honored as the Mountain Empire Organization of the Year at a celebration at the Sycuan Resort. The award was accompanied by commendations from the offices of Congressman Duncan Hunter, State Senator Joel Anderson, State Assemblyman Brian Jones and County Supervisor Dianne Jacob. Even though I knew we were in the running for this award, receiving it was unexpected. We are grateful to be recognized by fellow community leaders for our contributions and participation in San Diego's Mountain Empire community.

Planning meetings for the upcoming 3rd Annual Chefs Fire Up the Iron Horse wine and food pairing event to be held on Saturday, April 20th have been held regularly since last October. As an introduction to the event, the committee once again agreed to hold a Chefs Fire Up the Iron Horse Media and Trade Event two months prior to the actual event. This mini event was held on Wednesday, February 20th at Orfila Vinyards & Winery and attended by **Ron Hyatt**, **Seth Miller**, **Katie Reed** and myself as representatives of the railroad. Justin Mund, winemaker at Orfila was gracious enough to host the event at their facility for this preview event. Many of the local wineries were on hand to pour their wines and answer questions. During the past two years we have exclusively featured San Diego County wines but this year we welcome the participation of two premier wineries from Riverside (Temecula): South Coast and Hart Wineries. The participating wineries, known as the Southern California Vintners Alliance have begun to refine the qualifications for participation in this event and are moving towards establishing standards that will continue to elevate the quality of the wine presented which in turn should elevate the prestige of the event itself. One of the first standards is that the featured wines are crafted and bottled by the labeler. Hard as it is to believe, some wineries do not produce their wine but buy it as mass produced batches and place their label on the bottle. Another standard is encouraging winemakers to use locally grown grapes as much as possible; however, when regional harvests fail, winemakers are forced to import grapes from other areas, most notably Mexico and Chile. Ticket prices remain the same and tickets are now on-sale on our website: <http://psrm.org/events/ironhorse/>. Groups of 12 or more save \$5 per ticket. An event such as this normally sells for \$45 and up (Vin Diego is \$69). Further, if you contact Dave DiGiorgio via e-mail at: run8@cox.net or reservations@psrm.org he can save your group the ticketing fees by entering your reservation "offline." Please DO NOT e-mail your credit card information, Dave will call you back within a day or two.



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 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@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.

Our MOW crew has been busy these past two months with track maintenance along the SD&AE mainline under the direction of **Wally Barber** and **Don Getz**. **Glen Rogers** is typically the heavy equipment and speeder operator, and **Seth Miller** fills in as speeder operator and track laborer along with **Americo Yescas** and the **Rangels**. Our focus still remains on the sweeping curves as well as tie renewal along the entire six mile portion between the border and Campo. During February, the crew focused on the curves at MP 61.5, 63.9 and the rough transition at 63.5 replacing ties and rails. The track crew also found the time to replace the decking on the bridge at Dogpatch. Within our almost thirty year old yard, two switches received new ties and head blocks and the unique three-way switch is next for tie replacement and realignment. Our train crews, myself included (and our backs), are grateful that these switches now operate smoothly and without the need for the use of excessive force.

The Equipment Department has been diligently working on two main projects: Union Pacific Coach Car #576 and ex-DOD SD&A Coach #350 our "open-air" coach. **Robbie** and **Charles Smith** thought they were done with the exterior metal work on the UP car when their attentions were turned towards the roof. After all, there's no sense in putting the car outside if the roof leaks and the water runs down inside the walls to destroy all the hard work that has been accomplished! So, they have been sealing cracks, replacing steel, sanding and painting the roof of this 82.5' coach which is yet again, no small task. Ron Hyatt is working on an article that will summarize the enormous amount of man-power that has been put into this beautiful Union Pacific Chair Car for an upcoming issue of the Hot Scoop.

John Shannon has been spearheading the demolition of the floor on our 84.5' coach, SD&A 350. This car was removed from service in order to replace the wooden floor with a concrete floor that would last longer and

provide weight to help the car ride more smoothly. It was found however, that the steel pans of the sub-floor will need replacing as well. **Robbie Smith** and **Rusty Hoar** try to help John with the demolition efforts whenever they can. Once John is done, Robbie will have a very large, new welding project to keep him busy.

Looking Forward:

Bunny Trains:	Saturday, March 23rd Sunday, March 24th Saturday, March 30th
Annual Dinner:	Thursday, April 11th Cielo Village, Rancho Santa Fe
Chefs Fire Up the Iron Horse:	Saturday, April 20th
Mother's Day Tea:	Sunday, May 12th
Father's Day BBQ:	Sunday, June 16th
Summer Schedule:	Saturday, June 22nd Saturday Golden State trains at 5:00 PM & 7:00 PM Sundays – no trains through Labor Day

Board Briefs, January 2013

Submitted by Rob Stebbins, Secretary

We had a full house of Board members and guests at the first meeting of the year. All Board members were present, including both the new Museum Services Director **Jim Lundquist** and the outgoing Museum Services director **Ken Helm**. And, early in the meeting, the Board appointed a new Treasurer for the Association, **Sheila Edwards**. Welcome, Sheila!

The Board noted that **Scott Thompson** has resigned from his position as Acting Treasurer. The Board appreciates the hard work Scott has accomplished in the past twenty or so months in reconciling restricted funds, preparing and submitting tax returns on behalf of the Association, and producing timely, informative, current financial reports.

The Association will hire a bookkeeper that will process the prodigious number of daily entries while being supervised at a strategic level by new Treasurer Sheila Edwards. We are running an increasingly complex small business on a not-for-profit basis that includes dealing with retailing issues, large expense allocations for maintenance and restoration projects, library expansion, regulatory compliance, and just paying the bills at Campo and La Mesa.

Guests at the meeting included **Mike Edwards**, **Timothy Miller**, **Glen Rogers**, and **Roger Garret**. Roger led a discussion among Board members about his "Vision 2020" paper that he had submitted last



Rusty Hoar discovers the floor of the 350 is in worse condition than originally thought. *Ron Hyatt Photo*

November. This "Vision" paper addresses issues surrounding the upcoming 100th anniversary of the completion of the San Diego and Arizona Railroad and the manner in which the Museum should prepare to celebrate that Centennial. It includes key topics such as expanding the facilities at Campo, fund-raising ideas that need to be agreed upon in order to accomplish the build-out of Campo, and expanding our membership. These topics are a major focus of the Board, and we want to encourage all Association members to share their thoughts on how to accomplish these worthwhile goals by presenting their ideas into the Board.

A decision was taken on the train operating schedule for the rest of the year. We will run the normal Golden State schedule through Father's Day weekend in June, then transition to a Saturday-only schedule of two trains in the late afternoon/evening until after the Labor Day weekend. North Pole Limited trains will be run on the four Fridays and Saturdays between Thanksgiving and Christmas. This scheduling was reached by the Board after much input from the Operations area, looking at such issues as crew needs and past year's ridership during the summer months.

The Board received recommendations from **Wally Barber** concerning track work needs during 2013. No final decisions were taken, as Board members want to prioritize the projects in light of budget/monetary considerations.

Diana Hyatt gave an important update on the status of our Operating Agreement (which was up for renewal in December) with the San Diego and Arizona Eastern Railroad (MTS) as well as the potential use of the railroad by a new freight contractor, Pacific Imperial Railroad. Please see the President's Report for additional information on this topic.

Vice President **John Shannon** updated the board on the new workampers that have arrived at Campo, as well as the need to upgrade the electrical grid supporting the workampers' trailer site.

Equipment Director **Ron Hyatt** reported on the near-completion of the restoration of the Union Pacific 576 coach. This project turned out to require much more work than originally anticipated, and volunteers **Robbie Smith** and others are commended for their huge time commitment, and their welding and painting skills, in bringing this project forward.

Newly installed Museum Services Director Jim Lundquist shared his report on a recent Museum Services committee meeting, outlining priorities for the upcoming year along with several specific requests for new equipment and upgraded enhancements to make our "visitor experience" more meaningful. The Board approved his requests for new signage, and new TV monitors.

We are pleased to see so many members express their interest in Association affairs, and look forward to more "full houses" at upcoming Board meetings.

Board Briefs, February 2013

Submitted by Rob Stebbins, Secretary

Board members present at our February 22, 2013 meeting were: **Diana Hyatt**, President; **Rob Stebbins**, Secretary; **Ron Hyatt**, Equipment Director; **Jim Lundquist**, Museum Services Director; and **Larry Rose**, Facilities Director. Newly appointed Treasurer **Sheila Edwards** attended by telephone. Not attending this meeting were: **John Shannon**, Vice President and **Greg Luiz**, Operations Director. We had two guests at the meeting, **Dave Tomeraasen** and (by phone) **Mike Edwards**.

Diana handled the financial report as Sheila is just now getting up to speed with her new Treasurer's role. Diana has interviewed a potential professional bookkeeper, who quoted a reasonable rate for on-going bookkeeping services. Diana intends to interview at least one more bookkeeper candidate before making a recommendation to the Board. It is anticipated that the bookkeeper will handle day-to-day processing of invoices, cutting checks, and recording deposits on the Association's books and the Sheila will oversee the bookkeeping function and work on the strategic financing requirements of the Association.

Concerning work on our Right-of-Way, **Wally Barber** and his crew will soon start repairing the loose decking on the Highway 94 bridge. After that, the Board anticipates Wally's next project will be finishing the big curve at approximately Mile Post 64.5. Even though a lot of work was done on this curve last year, there is still a final section to finish. The Board wants to get a better idea of the condition of the portion of the right-of-way over which we have operating rights, and to that effect, approved a Motion to hire Mike DiHoogh to perform an independent survey of track and structure conditions. Mike is a professional in this field, and is doing similar work for the Sierra Northern Railroad.

Jim Lundquist outlined several projects underway in the Museum Services area. First, he introduced a Motion to spend \$12,000 currently available in the Library Restricted Account for various finishing touches to the new Library complex at Campo. We are certainly going to have a Library of which to be proud! Museum Services is installing three new descriptive signs around the Campo property as information for visitors.

Another important topic discussed by the Board was the Operations Plan for the remainder of 2013. Last month, the Board decided to not operate trains on Sundays during the hottest part of the summer;

however, the grounds and gift shop were going to remain open. At this meeting, the Board reconsidered, and decided that from a personnel perspective it would be better not to have the grounds or gift shop open on those hot summer Sundays. Thus, the Campo facility will be closed on Sundays starting the Sunday after the Fathers' Day weekend through the Sunday of Labor Day weekend.

Diana reported on the negotiations to renew our Operating Agreement with the SD&AE (MTS) covering our current 14 miles of track from Tunnel 4 to MP74. Diana, Greg, and Mike Edwards have worked hard on reviewing and improving this document, particularly in light of the arrival of a new freight contractor on the railroad. We can expect more formal news next month.

Diana also informed the Board about final plans for the Annual Dinner, to be held on April 11 at Cielo Village in Rancho Santa Fe.

Ron Hyatt noted that the condition of the 350 car is worse than anticipated, and will be out of service for repairs and upgrades for an extended period. In the meantime we are using the Baggage Car (6700) as our "open air" car on our regular Golden State trains.

Larry commented about the big tree on the east side of the Campo Shop building and what a major task it will be to cut it down so that it no longer will cause problems with the building and nearby concrete. He also noted that the Clark fork lift now has 2 new tires.

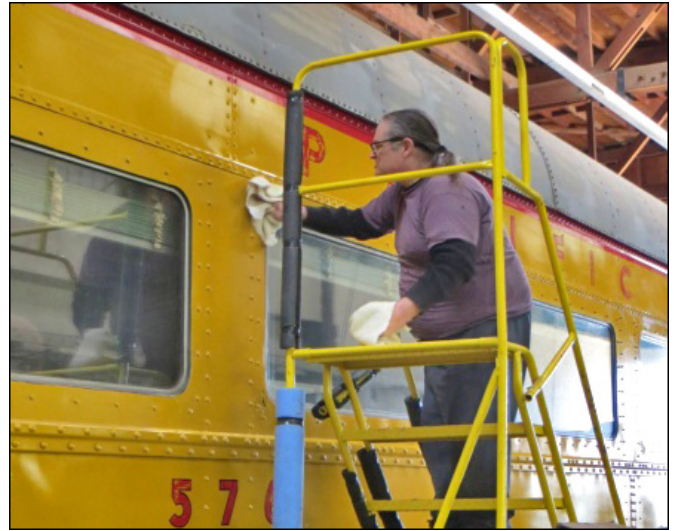
In Greg's absence, Mike Edwards presented a quick operations report. During January the Efficiency Testers conducted 26 tests on the operating crews without a failure. Way to go Crews!

From the Back Shop, February 2013

By Ron Hyatt, Mechanical Director

UP 576

Work continues with **Rusty Hoar** removing the old roof sealant from the center of the car roof and resealing it with Kool-Seal. **Robbie Smith** has stripped and wire wheeled the south side arch of the roof and has started on the north side. We found a crack in one of the aluminum roof panels starting at a roof vent and working its way towards the top seam; this crack will be patched and caulked with silicon, but the panel will need to be replaced at a later date. Robbie will then seal the seams in the roof panels and all of the rivets, then paint the roof with Pro-Line Harbormist Gray. The rusted out holes along the top of the end sheets have been ground out and will be plugged with Bondo and painted when we paint the roof. These upper end sheets will need to be replaced at some point in the future. **Charles Smith** continues to polish out the old Armor Yellow paint on the car sides to match, as



Charles Smith polishing the UP 576.

Ron Hyatt Photo

best as possible, the new paint on the door posts at the vestibules.

SD&A 350

Rich Paulus and **Seth Miller** removed the toilet enclosure. All the seats were then moved into storage with the help of **Stephen Hager** and **James Caestecker**. **John Shannon**, **Rusty Hoar** and **Andy Andrews** have made good progress removing the old



Rich Paulus, Seth Miller, James Caestecker and Stephen Hager remove seats from SD&A open air coach 350.

Ron Hyatt Photo

flooring and some of the wall panels giving us a better look at the damage age has done to this car. As we progress with the floor removal, we will get a better picture of how much of the existing floor pan, if any, can be saved. We will have to remove the exterior side sheets below the window line to repair the side sills and wall joists along the entire north side of the car and most of the south side of the car.

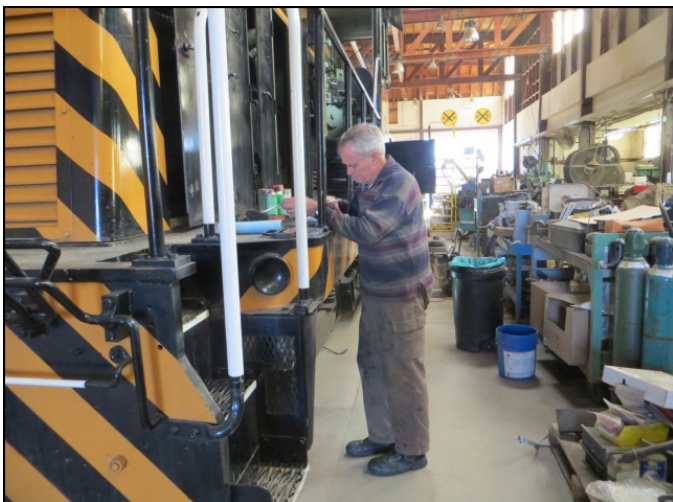
SD&A 7285

A 92-day inspection was performed with the help of **Stephen Hager, Rusty Hoar, Ian Hyatt, Ron Hyatt, John Shannon, Geoffrey Shephard, Charles Smith,**



Ian Hyatt cleans out the air rack on the 7285.

Ron Hyatt Photo



John Shannon working on the 92 day inspection.

Ron Hyatt Photo

and **Robbie Smith**. This has been the largest group to assist on a 92-day inspection in a very long time. As a result of all the help, we were able to finish the inspection in one day and 7285 was back in service the next day pulling the Golden State. Future items we will be addressing are the replacement of the windshield wiper control valves and, as a result of a bad batch of fuel last year, the fuel tank will need to be cleaned. I plan on having this done the same time we clean the fuel tanks on the M&ET 613 and SP 3709.

MET 613 (SP 5119)

Robbie Smith, Rusty Hoar and **Earl Soladay** wrestled the water pump off the locomotive. Robbie and Rusty tore it down, replaced the porcelain shaft seal, then cleaned and lubed the bearings. Robbie cut



Robbie Smith and Rusty Hoar tear down the water pump from the 70 tonner.

Ron Hyatt Photo



Robbie Smith inspecting traction motors on the 70 tonner.

Ron Hyatt Photo

new gaskets and they put it back together, installed it back on the locomotive and tested it. All is working as intended.

With all of the extra help on the 92-day inspection on 7285, we were able to begin the inspection on the 613. The under carriage and running gear were inspected and serviced as needed by Rusty, Robbie, John, Charles and Ron.

UP 2466 (MT-14)

Rusty Hoar and **Stephen Hager** tore down the clutch assembly as the car broke down at Division and had to be towed back to Campo. The clutch disc pad had sheared the rivets from the backing plate. Rusty remounted the pads and with Stephen assisting, they re-assembled it and the speeder is back in service.

James Caestecker made and mounted tool holders for the fire fighting tools on the outside rear of the car,

removing them from the inside floor. Then, James and Stephen installed the new narrow band radio with the assistance of **John Shannon** and **Dave Digorgio**.

SMV Doodle Bug

Ken Helm has been making progress on the Doodlebug. He has been researching how to remove the rotten side roof panels without having to tear down the entire roof. The rear panel has been made and will be installed with the new side panels.

Case Back Hoe

Rusty Hoar and **Earl Soladay** repaired the bad front wheel hub. At some point in the future the hub will need to be replaced.

Clark Fork Lift

Earl Soladay and **Rusty Hoar** have been making good progress on repairs. Earl has replaced the water pump and thermostat and Rusty repaired the thermostat housing by Tig welding it at a training center downtown. The center provides training courses on various types of shop tools and welding. This saved us the \$400.00 cost of a replacement housing. Earl just completed replacing seals in one of the steering rams and is currently rebuilding the brakes. **Larry Rose** has taken the worn out small rear tires to an equipment tire store downtown for replacement.

Shop Steam Cleaner

Robbie Smith has completed rebuilding the shop steam cleaner. It stopped working a few months ago. He found that there was a bad pressure switch that ended up damaging the motor. A new motor was purchased and Robbie installed it. The steam cleaner is now working as intended.



Robbie Smith installing the new motor on the shop steam cleaner.
Ron Hyatt Photo

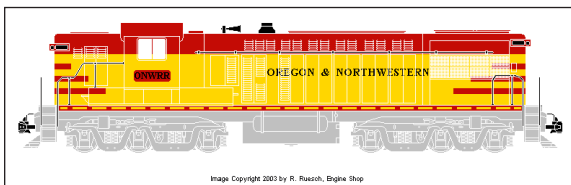


Image Copyright 2003 by R. Rusoth, Engine Shop

Steam Whistling January-February 2013

By Jim Baker, Steam Foreman

The year has started out with cold and rainy weather on both of our work weekends so far. In January, we managed to work around the showers, and build some shelves in our storage trailer. Our old Steam boxcar is overflowing with parts from our five locomotives, tools, and supplies. To sort this out a bit, we will be moving all the parts from the Coos Bay that will fit into the trailer. This will help somewhat, but to get really organized we need something like another boxcar or large container. Our January crew consisted of **Dick Pennick**, **Rich Paulus**, new member **Ron Amsberger**, and me. The shelves are ready to go. Now we'll need to start arranging our "stuff" onto them.

In February, the forecast called for very cold rain, and possibly even snow. Fortunately, there was room in the shop for the Coos Bay, and we managed to get it moved inside before much rain started.

On Friday, Feb 8, **Rich Paulus**, **Dwight Koller**, **Walt Novinger**, and I wrapped most of the flexible staybolt caps with strips of cloth, which were then saturated with a 50:50 mix of acetone and automatic transmission fluid. This solution has proved to be a very effective penetrating oil for loosening rusted threads. All these caps, hundreds of them, will need to be removed as part of the boiler inspection process. Since they have been in place for probably something on the order of 40 or 50 years, they might be easier to remove after a few months of soaking with this penetrant.

On Saturday, Feb. 9, Walt, Rich and I were joined by **Rusty Hoar**, in removing the right, front, cylinder head. We needed to do this to determine the condition of the cylinder: is it full of rust, gouged, greatly out of round, etc.? The piston was roughly at mid stroke, so we got a pretty good look at the front half of the cylinder. Other than a few spots of light rust, it looked fine. We coated it with Kroil® and replaced the head. This job was quite a learning experience, and took most of the day. Next month we'll look at the other cylinder, but the job should be easier.

Please consider joining us some time. We'll be working on the Coos Bay on Mar. 8 & 9; April 12 & 13, and May 10 & 11. There is lots more to do before we can start getting estimates on the costs of the restoration. Let me know if you want more information: baker@sdrm.org.

Rules and Review Classes Scheduled

By Mike Edwards, Certification and Training Officer

All PSRMA Volunteers: Rules & Review will be held in May and June. All qualified and certified volunteer crew members must attend their required classes and pass all written exams.

For your convenience, classes will be offered in Campo and Spring Valley on various dates and times. You may choose which dates and locations that you attend your assigned classes to accommodate your personal schedules.

Your individual class requirements will be sent to you separately. They are based on information gathered with regard to your most recent training and testing cycles.

Below is a list of dates, times and locations where classes will be held. All Train Service volunteers must take their required classes and pass the associated exams. Classes will be held at various locations. You may attend your required classes at any location, on any of the dates offered.

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

Class locations:

Spring Valley location:

Trinity Church
3902 Kenwood Dr.
Spring Valley, CA 91977

Campo location:

Pacific Southwest Railway Museum
Campo, CA

In order to maximize efficiency for our teaching staff, please RSVP which class dates and locations that you are planning to attend. This will help us to better prepare the classrooms. You may RSVP via e-mail or phone listed below. In an effort to reduce everyone's time constraints, we've added a third string of classes for your convenience.

All classes will begin promptly at the advertised start time. All students need to bring their rulebooks, timetables, SSI's, and all other pertinent information.

If you have any questions, please feel free to contact me at 916-201-4867 or e-mail me at traindancer169@hotmail.com.

Museum Services News

By Jim Lundquist, Museum Services Director

It is the goal of the Museum Services Department to present railroad history in a meaningful way to allow our visitors to gain an appreciation of the importance that railroads have played in shaping our region.

Display Building:

We will be purchasing TV's and DVD's for the steam locomotive, Hollywood & Railroads and RPO videos. **Larry Rose** and **Frank Stites** have started to construct the box on wheels to house the video for the steam locomotive, plus the two exhibit boards and the photo. **Bob Underhill** has all the photos and text written to finish out the movie exhibit inside the RS&S #3. We are installing a video with old railroad movie scenes featuring #3. We will be working to install additional photos and logos to tell the railroad story. We would like to find a regular docent/workamper for the Display Building. Jim is working to install a grade crossing flashing light. We need to provide signing for the Fruit Growers Express car and all equipment outside on display. We need to work with facilities and equipment to construct stairs to access #050, to direct visitors to the backside hallway, complete the concrete walkway, bathrooms, and stairs into FGEX (County grant went in for concrete work and rebuilding the restrooms) and to provide more secure pathways between the stairs and #3 and between #3 and the RPO.

Library:

Bruce Semelsberger reports that as of mid February, there were NO boxes on the floor of the work area! It is now cleared to complete the final construction details- finish the back wall, add stair rail, etc. The SD&A survey field books are shelved in the proper area, the reference office is organized and the scanner is working, albeit on the old computer. The new computers have been selected, thanks to Lew and Roy's input, and the budget figures for the computers and software are complete. We should be up and running to begin cataloguing in March. We have a budget to finish up the funded projects and open the library.

La Mesa Depot:

The Board is reviewing the option of purchasing a new trailer for storage and transport our outreach team materials. We can then remove items stored in the baggage room and return it to a display room. The

Board approved getting rid of computer desk and left over computers.

Develop additional outdoor displays:

Signage for section house is completed and installed. The Board has approved \$1000 for signs for the following areas: MOW equipment; wooden passenger cars; SD&A construction history; greater Campo; locomotive engine; walking path guide signs; Campo Depot; train crew responsibilities, etc. The department approved the desire to restore two section house rooms, one "as it was" for crews, and one to display hand track tools. We have materials for the display like bed frames, wash boards, etc.

Outreach:

On February 9-10 (Sat.-Sun.) the museum sponsored a booth at the World's Greatest Hobby event at the Del Mar Fairgrounds. With an attendance of over 25,000 this was great exposure for the museum. Over the two days 1,500 single page and several hundred of our tri-fold brochures were handed out. Members **Jack O'Lexey, Larry Rose, Kris Stewart, Dave Tomeraasen, Stephen Hager, John Wright and Bruce Deck** staffed the booth and talked to many of the attendees, convincing them of the merits of 1 foot to 12 inches as a modeling scale. Upcoming events include Fullerton RR Days on May 4 and 5, and Poway Train Songs on April 27.

Please contact the Director, **Jim Lundquist**, to participate in any of these activities. The best is via email at Jim@psrm.org We have a variety of opportunities for you to join in with us.



Jim Lundquist, Roger Stout and Mike McNab install directional signs at Campo to guide our visitors on the path between the Campo Depot and the Display Building. A total of six signs will guide our guests while reminding them to stay clear of the tracks. *Frank Denison Photo*

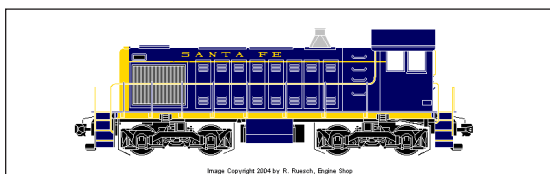


Image Copyright 2004 by R. Ruesch, Engine Shop



Jim Lundquist, Roger Stout and Mike McNab installing directional signs at Campo. Additional exhibits are underway along the path for their education and entertainment. *Frank Denison Photo*



The new interpretative sign at the Section House has been completed and installed. *Jim Lundquist Photo*

Quilt Raffle

By Rich Paulus

Janet Paulus has crafted another quilt to donate to the raffle at the 2013 Annual Dinner. The antique locomotive material incorporated into the quilt was donated by **Larry Rose** from **Tanya Rose's** collection of material.

Puffing Billy (upper right and center left), an early steam locomotive built by William Hedley, was the first to use smooth wheels on smooth rails and operated during 1813-73 at Wylam Colliery in Tyneside, Britain.

The Norris (center right and lower left) type locomotive was built in Philadelphia at the Norris Locomotive Works, the dominant American locomotive producer during most of the period 1832-1866. The 4-2-0 engine was sold to European railways. Novelty (upper left and lower right) was an early steam locomotive built by John Ericsson and John Braithwaite to take part in the Rainhill Trials in 1829. It was an 0-2-2WT locomotive

and is now regarded as the very first tank engine. It had a unique design of boiler and a number of other novel design features, perhaps explaining the choice of name. (source: Wikipedia)



This quilt, lovingly crafted by Janet Paulus, will be part of the raffle at the Annual Dinner on April 11, 2013.

Rich Paulus Photo



PSRM's SF 1509 at Arcadia, California, May 5, 1979.

Photo Courtesy Jay Roberts, Sumner, WA



Operations Volunteers

Submitted By Rich Paulus

The following members volunteered in Operations during January and February: **Seth Miller, Rich Paulus, Glen Rogers, Mark Opasinski, Dick Pennick, Jack O'Lexey, James Caestecker, Rob Stebbins, Mike Edwards, Alex Fiori, Jim Baker, Randy Houk, Roger Stout, Mike McNab, Stephen Hager, Ken Brown, Darrel Bivans, Dave Tomeraasen, Lonnie Corley, Diana Hyatt, and Dave DiGiorgio.**

Thank you, everyone. Without you our trains would not run.

Tunnel 4 Fire Revisited

By John Wright

On September 13th, 2004, a wildfire in Mexico crossed into the United States and burned portions of the SD&AE line. Tunnel 4 at Division and the bridge over lower Campo Creek were extensively damaged. The tunnel and bridge were rapidly repaired and the line is still in use today. Below are a couple of photographs taken at the tail end of the fire.



The east portal of Tunnel 4 still burning.

Photo Courtesy International Border Rail Institute



The west pier of the Lower Campo Creek Bridge all but consumed. *Photo courtesy International Border Rail Institute*



PACIFIC SOUTHWEST RAILWAY MUSEUM

Annual Dinner and Membership Meeting

Thursday, April 11th, 2013
6:00 PM to 9:30 PM

Cielo Village
18025 Calle Ambiente
Rancho Santa Fe, CA 92067

\$35 Adults/\$25 children 16 and under
Tickets may be purchased online at: www.psrsm.org

*Please purchase tickets or RSVP no later than Friday, April 5, 2013.
RSVP to Diana Hyatt, ronhyatt@aol.com or 619-390-9045,
(leave message.)*

6:00 PM: Social Hour

There will be a special volunteer group photograph taken before sunset. All active volunteers are requested to please arrive by 6:00 PM.

7:00 PM: Buffet Dinner

8:00 PM: 2012 in review, award presentations, special guest and raffle.

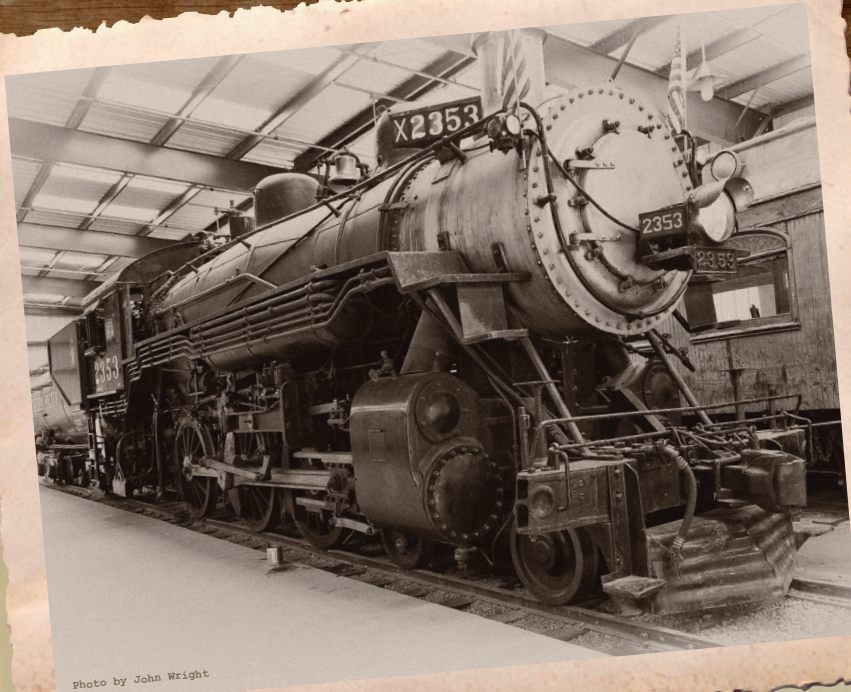


Photo by John Wright

COME AND ENJOY!

CHEFS FIRE UP THE

APRIL 20, 2013



12:00 - 5:00 PM

IRON HORSE

PRESENTED AT

THE CAMPO RAILROAD MUSEUM

The Chefs de Cuisine & The Campo RR Museum are celebrating
over fifty years of service to the San Diego community
together with The Southern California Vintners Alliance

**GOURMET FOOD SAMPLING • WINE TASTING
BEER GARDEN • SILENT AUCTION • LIVE MUSIC**

(MUST BE OVER 21)

TICKETS \$25 PER PERSON | \$30 DAY OF EVENT

\$20 PER PERSON FOR GROUPS OF 12 OR MORE

TICKETS AT WWW.PSRM.ORG | 619-465-7776



SCVA
Southern California Vintners Alliance

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.

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2																			
3																			

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

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