

HOT SCOOP



A publication dedicated to Pacific Southwest Railway Museum Association members
March-April 2013

Larry Rose Receives Lifetime Achievement Award



Pictured in the presentation of a new place sign on our SD&A Railway are, from left: Larry Rose, Facilities Director and Membership Chairman, Rosalba Duran, Charles Smith, the 2012 Equipment Department standout, Robbie Smith, this year's Railfan of the Year, Betty Smith and Ron Hyatt, Board member, local Amtrak Road Foreman and PSRM's Equipment Department Officer. Full story on Page 7.

Frank Denison photo

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**Pacific Southwest Railway
Museum Association, Inc.**
www.psrn.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 6 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
Photographers: Frank Denison,
John Wright

From the Back Platform

By Diana Hyatt, PSRM President

You may have noticed that in my past several reports I have been acknowledging some extraordinary volunteers. Clearly, this can be a difficult task as we have many wonderful volunteers consistently doing what needs to be done to keep this organization vital. Typically, the individuals I choose are ones that do not grandstand and often go unnoticed. I would like to take this opportunity to express my deep gratitude to another amazing person in our organization: **Mike Edwards**. Mike has been going strong for well over one and a half years and remains actively committed to PSRM. He has an incredible amount of energy and passion that continues to surprise me. Mike has single-handedly resuscitated the train operating arm of our Operations Department by rewriting our training program including the Rules & Safety component, writing our 242 submission for the FRA (Qualification and Certification of Conductors), establishing new and higher standards for our already incredible train crew personnel and keeping us compliant with all operating aspects under Federal Regulations. Mike has even accompanied me to meetings with SD&AE and Pacific Imperial Rail (the new freight operator for the Desert Line). His assistance went still further when he assisted me in re-writing our proposed operating agreement with SDAE. The real clincher is where Mike lives... any guesses? Mike lives in Sacramento, a mere 1,200 mile round trip! Yet he takes the time to spend a MINIMUM of one weekend per month at Campo. In May Mike will travel to San Diego every weekend through the first weekend of June - five weekends in a row, to teach three sets of all the classes that our train crew personnel need: Rules & Safety, General Code of Operating Rules, Air Brakes (for Conductors) and Air Brake & Train Handling (for Engineers). But wait, there's still more! His wife **Sheila** and their two young children typically travel to Campo with him. Sheila brings her railroad experience, engineer certification and her radiant personality to enhance our volunteer experience. One more thing that comes to mind before closing this paragraph is that Mike has done something that is very difficult to do, he has made himself indispensable. **THANK YOU MIKE** for your selfless efforts, you are appreciated more than you realize!

Bunny Trains

There were quite a few things going on during the months of March and April this year. In March we offered our popular Bunny Trains on March 23rd, 24th and 30th.



The Easter Bunny received carrots from train passengers.

Diana Hyatt Photo

A big thank you to **Cheryl Hoar** for festively decorating the passenger coaches! Cheryl is very talented when it comes to paper crafting and finding bargains on seasonal decorations! Setup in the Display Building was accomplished with the help of the Hyatt kids, especially **Alanna Hyatt** and **Kelly & Mercedes Weiss**. Mercedes also served as the Easter Bunny for the

first two days and Alanna donned the bunny suit on the third day. Some children

even brought the Easter Bunny fresh carrots with the tops still on since any true rabbit aficionado knows the green part is icing on the cake for a rabbit. Even though this is one of our shortest special event trains, being offered for only three days, our ridership increased by 32% from 556 passengers in 2012 to 738 passengers in 2013.

Camp Lockett

On April 11th, I was invited to participate in a committee meeting chaired by San Diego County Supervisor Dianne Jacob. About a decade ago there was an elevated interest within the Campo community to apply to the state for historic park designation of certain identified areas of Campo that previously served as part of the former Camp Lockett Army base. As you may or may not know, Campo was an established community *before* the railroad came to town. I may have mentioned aspects of this when I reported on the historic route designation of Highway 94, which closely follows the stage coach road from San Diego to Campo. Typically, we leave the local historic interpretation that is not railroad related to the Mountain Empire Historical Society which leases and operates the Gaskill Brothers Stone Store at Hwy 94 and the west railroad grade crossing, though we do carry several books in our gift shop. All currently owned or soon-to-be-owned PSRM property in Campo served Campo Lockett in some form, so naturally, we have a vested interest in the outcome. Incidentally, the state of California denied the state park designation several years ago. Dianne Jacob is interested in reviving the idea and re-applying at the federal level. This committee will be tasked with determining the scope and breadth of the proposed area and the disposition of buildings over the short and long term. The next meeting is scheduled for July with updates to follow.

Campo Community

Another project to keep our eyes on is the Star Ranch development which proposes to build upwards of 400 single family dwellings on some of the 800 acre ranch with an accompanying sewer treatment facility located due east of the Campo Depot at the western edge of the Campo Valley along Highway 94. Several community leaders have already expressed their dissatisfaction with the proposed location of the sewer treatment facility as well as the impact this development will have on the local water table and are petitioning the Campo Planning Group to take a closer look at this project before arbitrarily approving it. Unfortunately, to serve as a member of the Campo Planning Group, one must live in the community. These types of housing projects, similar but much larger than the Campo Hills housing tract to our north highlight the increased urgency for land acquisition by our organization as the population begins to encroach on our rural venue.

Property Purchase

At the April board meeting the board finalized arrangements with **Mr. & Mrs. Robert Stebbins** to purchase the 6.25 acres at 1118 Sheridan Road. The Stebbinses will act as lien holders and carry the paper for no more than five years. Thanks to the generosity of attorney **Barry Hager**, the only costs incurred will be for filing fees and title insurance. A down payment will be required of the museum and a general fund donation of \$25,000 from **Ken Helm's** parents made this possible. Thank you **John & Dorothy Helm** for your generous donation! We will need to initiate a fund raising campaign focused towards paying off the notes on both parcels; please consider making an ongoing monthly donation in any denomination towards this fund.

Website overhaul

Also at the April board meeting it was agreed that the museum would hire a web designer to renovate our website. The primary objective is to keep 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 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

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

information and amenities we already enjoy while logically consolidating information and producing an interface that is easily navigable and visually appealing to our visitors. We truly appreciate all the work **Lew Wolfgang** has done for the museum in the past and he will continue to provide his expertise to PSRM where needed. But, we all agree it is time to refresh and update our organization's website since it is our primary communication tool with the general public.

Annual Dinner

Since 2011 I have made an effort to schedule our annual dinner so that it coincides with the organization's anniversary of April 16th. This year's annual dinner was held on April 11th at a new location since our usual



Guests attending the PSRM Annual Dinner at Cielo Village gathered for a group photograph. *John Wright Photo*

venue was under long-term renovation. Cielo Village in Rancho Santa Fe is a wedding and event venue with beautiful water features and Italian architecture. Highlights of the evening included guest speaker Harry Mathis, MTS Chairman, presentation of awards, the **Janet Paulus** quilt raffle and one very special award for this year. At our annual dinner there are always department awards and the coveted Railfan of the Year award, recipients were as follows:

Administration: **Cheryl Hoar**
Facilities: **Frank Stites**
Mechanical: **Charles Smith**
Museum Services: **Bruce Deck**
Operations: **Dick Pennick**

The 2013 Railfan of the Year award was presented to **Robert Smith** for his tireless efforts on the restoration of the museum's Union Pacific Chair Car 576. Robbie's welding skills and energy level are a potent combination. He assumed this project and then brought his brother Charles to Campo to assist with the metal finish work and multiple layers of painting. Robbie usually starts work on Friday afternoon, is still working when we arrive at 11:00 p.m. that night and is up again at 7:00 a.m. on Saturdays working until midnight repeating it all over again on Sunday. Of course, the project has

received help from others including **Stephen Hager, Rusty Hoar, Ron Hyatt, Cary Hyatt, John Shannon, Earl Soladay** and others. Robbie also works on other projects such as our rubber-tired support equipment. Thank you Robbie!

Another memorable highlight to the Annual Dinner, (aside from winning Janet Paulus' quilt, thank you Janet! And congratulations **Gordon Kelsch**!) was the presentation of a very special and unusual acknowledgement. Without **Larry Rose's** knowledge, the rest of the board discussed how Larry's contributions to PSRM since the 1970's and his significant monetary donations over the past ten years could be memorialized. It was concluded that he would appreciate something with resilience and **Ron Hyatt** suggested changing the name of Campo Junction to Rose Junction. In this way, all train crews would see it and the designation would be used in our timetable as well as in our daily radio communications. **Jim Lundquist** worked with **Gordon Kelsch** to make a brand new sign to replace the Campo Junction sign at the east end of our yard lead where it connects to the mainline. Gordon brought the concealed sign to the annual dinner and it was presented to a very delighted Larry Rose. Thank you Larry!

SD&AE Board Meeting

The board convened on April 16th with all interested parties in attendance. SDIV and PSRM were able to report to the board an increase in traffic/ridership for the first quarter of 2013 as compared to the same quarter in 2012. At the previous meeting, discussion arose surrounding the Motor Transport Museum's intention to build a spur into the Mill. There was originally a siding that came off the mainline on the north side of the tracks and served the loading dock at the old Feldspar Mill which is now home to MTM. All the track materials for this project have been on hand at MTM for several years and it is their intention to begin construction this year.

Chefs Fire Up the Iron Horse

This year marked the third annual Chefs Fire Up the Iron Horse event at our Display Building in Campo. The committee of three organizations (PSRM, Chefs de Cuisine and SCVA) had been meeting consistently since October, 2012 and delegation of duties and expectations went more smoothly than ever. The hiccup came when two and a half weeks before the event we were informed by the County Department of Environmental Health that our previous contact had erred two years ago in informing us that our event did not need a TCEP, community event permit. These permits should be applied for between thirty days and one year prior to an event due to their complexity. This event has nothing to do with the state required ABC license we have applied for in the past. Needless to say,

it was quite a feat scrambling to get everything ready for the five divisions I had to deal with plus a visit from the local health inspector which was further hampered by the Chefs de Cuisine selling their food trailer prior to this year's event. The museum's Army Guard Car would serve as the home base and warming facilities for the chefs' prepared food; it had to be thoroughly cleaned and the water holding tanks sanitized prior to the inspection instead of prior to the event. Thanks to **Ron Hyatt** and his knowledge of FDA guidelines we were able to receive a one-time approval from the health inspector to use the Guard Car as a finishing kitchen. There were many people outside of our own organization that work hard to make this event a success. There were nine local wineries in attendance showcasing three to four wines apiece:

Carruth Cellars	www.carruthcellars.com
Gloriosa	www.gloriosavineyards.com
Hart Winery	www.vinhart.com
La Serenissima	www.vinotiso.com
Milagro Farm	www.milagrofarmwinery.com



Guests at the Chefs Fire Up The Iron Horse event enjoyed good food, wine, beer and music. *John Wright Photo*

Orfila Vinyards	www.orfila.com
Rock Canyon	www.rockcayonvineyards.com
Vesper Vineyards	www.vespervineyards.com
Wyatt Oaks	www.wyattoakswinery.com

The chefs obtained donations for most of the food from various local businesses including General Mills, Jones Dairy, Specialty Produce, Sushi on a Roll and Tarantinos. The SCVA worked on obtaining sponsors and auction donations and **John Wright** was a big help putting the event program together. Ballast Point and Caffe Calabria returned this year and provided beer and coffee respectively. Museum members **Walt Richards** and **Paula Strong** returned as *Trails & Rails* to provide their brand of folk music and railroad songs that is so appropriate for this event. Thanks also go to the Carrizo Gorge Railway Police Department's **Marc Langlais** and **Todd Lejeck** for providing gratis event security. Thanks are also extended to the Motor Transport Museum who provided their Mack bus and

driver **Andy Andrews** to shuttle guests to and from the main parking lot.

A thank you to my event help that day as well: **Sheila Edwards, Kelly Weiss, Marie Denison, Katie Reed, Ron Hyatt, Dave DiGiorgio, Bruce Deck, Nick Weiss** and **Sheila Lemire**. The cleanup and breakdown crew consisted of **Rusty Hoar, John Shannon, Andy Andrews, Cary Hyatt, Katie Reed, Larry Rose, Ron Hyatt** and myself. Thanks to Rusty bringing down the propane forklift, the picnic tables borrowed from the Campo Kiwanis were folded, stacked and loaded for delivery to the Freedom Ranch for use the following day. **Ron** and **Mike Edwards** moved the Jim Crow car and the RPO car individually back to track 5 in the Display Building and the building was ready for Sunday's regular visitors. This year's event grossed \$9,981 for the three organizations; for next year's event we will be working on acquiring more sponsors and silent auction items. If you or anyone you know would be interested in contributing, please e-mail the committee at ironhorse@psrm.org.

Looking Forward

In light of our newly discovered County permitting requirements, it was decided to cancel this year's Father's Day BBQ. This was not an easy decision to make as I realize it has become an annual tradition for many families including my own. However, even if we hired a caterer, because all of our events are public, the event permit procedures need to be followed which starts the ball rolling on a number of issues. It is very clear now that if we intend to continue with multiple food events at Campo, we are going to have to take a more serious look and make considerable progress towards building our own health approved kitchen. The Engineer for an Hour program will still be available for the Father's Day weekend on both Saturday and Sunday. Tickets can be purchased through our website.

Be advised, the museum will be closed on Sundays throughout the summer from June 23rd to September 1st. We will operate the Golden State on Saturdays at 5:00 p.m. and 7:00 p.m.



Board Briefs, March 2013

Submitted By Rob Stebbins

The board held its March meeting on the evening of the 22nd at Trinity Church in Spring Valley. Board members in attendance included **Diana and Ron Hyatt, John Shannon, Sheila Edwards, Larry Rose, and Rob Stebbins**. Guests at the meeting were **Wally Barber, Mike Edwards, Dave DiGiorgio and Don Getz**. The meeting was relatively short, lasting a little over one hour. The highlights of the meeting are in the following paragraphs.

Concerning our financial records, Diana interviewed several potential bookkeepers and recommended one of them to the Board. Pat is very familiar with the Quick Books program, and will be able to handle our workload. There is still some work that needs to be finished up in reconciling 2012 bank statements, which also will be dealt with.

We are still waiting to get authorization for our contracted movers to access the trolley yard in San Diego to retrieve the two SD&AE box cars that have been sitting there for years. Diana has been in contact with the appropriate people, who then must provide some training to the movers before they can be allowed to enter the yard. We are hopeful we'll be seeing these historic cars in Campo very soon.

We will be purchasing the excess inventory of the "White Gold" book about the Plaster City narrow-gauge railroad from the widow of the author at an attractive price to us. We will have them on sale in the gift shop as well as on-line at eBay thanks to **Dave DiGiorgio**.

Wally Barber brought the Board up-to-date on the track work projects. His crew has smoothed out the "bump" at MP63.5, which will need a little more attention, and then the focus will shift to a recently discovered wide gauge situation at about MP 63.9. The Board approved funds for this work, as well as needed work on the 3-way switch in the Campo yard.

Diana reported on the preparations for the Bunny Trains and the **Chefs Fire up the Iron Horse** wine-tasting event to be held April 20 in the Campo Display Building. Pre-sales for this event are doing well as of this report. The other important event that Diana mentioned is the up-coming PSRM annual dinner, this year being held at a new restaurant in Rancho Santa Fe.

Ron Hyatt provided a written report about equipment currently being worked on. Detail work on the UP 576 continues, thanks to **Robbie and Charles Smith**, along with other volunteers such as **Cary Hyatt**. The SD&A 350 car needs lots of work. **John Shannon, Rusty Hoar and Andy Andrews** have made good progress removing the old flooring as well as some of the wall panels.

Larry Rose commented on the great work done at the Campo depot in pouring cement for a walkway to the rest rooms. Two of the workampers, **Roger and Mike**, have started to lay bricks inside the concrete runners.

The meeting adjourned at 7:20 PM.

Board Briefs, April 2013

Submitted By Rob Stebbins

Board members present at the April meeting included **Diana and Ron Hyatt, Sheila Edwards, Rob Stebbins, Jim Lundquist, Larry Rose, and Greg Luiz**. Guests included **Mike Edwards, Hector Gonzalez, and Glen Rogers**.

President **Diana Hyatt** reported on three successful events that have occurred in recent weeks. First, the Bunny Trains that ran just before Easter were a successful special event, carrying more kids and parents to the Easter Egg hunt than in previous years. Second, a hungry and thirsty crowd of volunteers and their guests showed up for the Annual Dinner; this year for the first time in many years not held at Tom's Lighthouse, but instead at a beautiful new location, the Cielo Village in Rancho Santa Fe. And third, the annual **Chefs Fire up the Iron Horse** wine tasting and food sampling event was held on April 20th in the Campo Display Building. The crowd approached 350 happy, well-fed revelers, larger than the two prior years. While the final numbers are not in yet, it appears the Chefs event generated a nice pay day for the three sponsoring organizations, including PSRMA. These special events take a huge amount of work to pull off. We all owe a special thanks to Diana for organizing them, and along with Ron and the kids, spending many hours of personal time on making them so successful.

Another event in the history of PSRMA is about to occur, and that is the acquisition of additional property at Campo. The Board has agreed to purchase the property currently owned by **Rob and Kit Stebbins** and leased to the Museum. The Board was presented with the opportunity to purchase this property and get it re-zoned for public use as part of the San Diego County government's re-working of its General Plan for selected east county areas. The Stebbinses have agreed to finance the purchase of the property by PSRMA on equitable terms. We expect to have this transaction finalized by June 1st. However, that's not the end of this story. The next, vital step is to raise funds through donations that can be used by the Association to pay off the loan. Don't wait for the slick flyer asking for donations. Now is a good time to contribute. So please take a look at your tax refunds, wallets and check books and see if you have some extra funds that you can specifically donate to fund the acquisition of property and eventual expansion of Museum facilities at Campo.

There were several other topics of high interest at this Board meeting. Among them was an update on needed Maintenance-of-Way work being performed by member **Wally Barber** and his track crew. They are making progress on the big curve west of Campo, and have completed several smaller projects. Regarding our rail infrastructure, member **Mike Edwards** had made arrangements for a qualified track inspector from the Sierra Northern Railway based in northern California to visit Campo and have a fresh first-time review of the portion of the main line under PSRM control (Division to MP 74). This inspection took place on April 22. The inspector's report will form the basis of setting new priorities in track work. Mike presented a slide-show review of examples of the track situations the inspector found at the Board meeting.

Electrical connections at the Campo workamper area have been upgraded to handle the increase in larger R.V.'s we are hosting there. Several of the Board members were directly involved in facilitating this project.

You are invited to attend the next meeting, which will be held May 24 at Trinity Church, Spring Valley, beginning at 6 pm. Yes, 6 pm.

Larry Rose Receives Lifetime Achievement Award

This special award was dreamed up by Museum Services Officer, Jim Lundquist, who suggested the Board recognize Larry's lifetime contributions to PSRM by placing the Rose name on a building. Several board members suggested variations on this initial suggestion but Ron Hyatt's suggestion of renaming Campo Junction in honor of Larry and his late wife Tanya received a consensus of agreement. The Rose Junction recommendation seemed to hold more value for someone who actively designed and assisted in laying the yard tracks back in the eighties and who has been an avid train lover since he was a young boy. Rose Junction is located at the east end of the PSRM yard where it connects to the SD&AE mainline. The honor was kept secret by the Board and came as a total surprise to Larry. PSRM president Diana Hyatt asked Jim Lundquist to present the award to Larry during which he recanted some of the valuable contributions Larry and his late wife Tanya have made to the museum in time, talent and finances. Larry has been an active volunteer since 1974 and has served every board position except president and mechanical department chief.

As an architect, the Facilities Department Officer seems like the right place for him; he has held that post for the last 11 years. Larry has purchased the greater part of two locomotives in the last few years and is the Museum's most valuable donor. Larry is also the

membership chairman, having taken over the job from his late wife Tanya in 2010. Larry was the newsletter editor from 1975 to 1989 and covered printing and postage himself. Larry estimates that he has donated in excess of \$150,000 to various museum projects over the years. Larry did the engineering drawings for the museum track layout, shop remodel and drainage plans and often spent the night alone in the early days at Campo working on turning the old Camp Locket Gymnasium into a locomotive and car shop. Larry was a licensed military locomotive engineer when PSRM operated at NAS Miramar, "Top Gun" fighter school for the Navy in those days before PSRM purchased land in Campo in 1981. Since then, Larry has not been involved in operations except to throttle up the 70 ton former SD&AE locomotive 5119 on the day it arrived in 2011 to run it in the yard and spot it in front of the shop.

Larry was a little humbled by all the fanfare. He noted that many others deserved similar recognition for

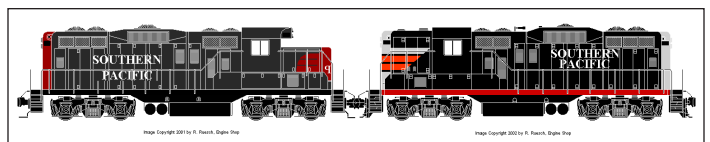


Larry Rose at the throttle of the former SD&AE 70-ton locomotive 5119 on the day it arrived at PSRM.

John Wright Photo

hanging in there for the long haul such as former Board member and locomotive engineer Dick Pennick, who recruited Larry in 1974, Ron and Diana Hyatt who have provided top spot leadership in the last several years and many others like Jim Lundquist who have gone to the wall for PSRM over the years. This year's "Railfan of the Year", Robbie Smith, has only been active for a year but what a year it was! (See special article elsewhere.) It should be noted that Larry got that award in 2005 and it took him 32 years to get it. As is typical for PSRM, Larry had to install the new Rose Jct. sign himself with the help of restoration regular and Wednesday partner Frank Stites. Some things never change!

Diana Hyatt also contributed to this article.



Museum Services Report

Submitted By Jim Lundquist

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.

Outreach

For three weeks in a row, the volunteers were busy with the museum's "Road Show". April 27th was the Poway Train Song Festival; May 4 - 5th featured the two-day Fullerton Railroad Days; and winding up the trio was Amtrak's National Train Day at Los Angeles Union Passenger Terminal on May 11th with 10,500 visitors at that event! **Jim Lundquist** and **Dick Pennick** attended to the details of staffing and coordinating the delivery, set up, taking down and transporting the display materials at each venue. Attending events and passing out the good word on our Museum were **Stephen Hager, Bruce Semelsberger, Patricia Cates, Dave Tomeraasen, Glen Rogers, John Shannon** and **Dick Pennick**.

Library

We're trying hard to get everything ready for a dedication/ opening soon. **Bob Underhill** has been coming out on his own many Saturdays to work on the magazines and newsletters, so if you want to come out and help sort and put away stuff on a non-scheduled work day, drop him a line at runderhill@mail.sdsu.edu and see if he will be there. Bee removal, new skirting all around the trailer and painting the exterior of everything not foamed has been completed! Thanks go to **Bruce Semelsberger** for taking the lead, assisted by **Roy Pickering** and **Bob Underhill**. **Larry Rose** kept the paint cans coming. **Rusty Hoar** moved the large rubber pads by the trailer tongue out of the way so the skirting could be installed. Roy has also been busy on the computer front. The first of our new computers has arrived, and Roy is installing the software upgrades for Past Perfect. As soon as more of the surplus magazines have been removed from the storage container, we will be ordering the archival supplies and we can get down to some serious work this summer!

Signage

Jim Lundquist has been heading up the effort to add signage around our Museum, starting up our entrance off of Forrest Gate Road. Assisting Jim with this effort was **Frank Denison, Dawn Richardson, Paul Lundquist, Seth Miller** and **Glen Rogers**. Completion out front is expected very soon. Additional signs are already in the works. **Larry Rose** and **Frank Stites** have put together eight heavy duty sign posts for additional signs along the walking path between the Campo Depot and the Display Building.

Artifacts

Dick Ruppert, Ed Osborne and **Paul Lundquist** have

been spending time organizing and cataloging the Museum's many artifacts. This same group plus **Larry Rose** and **Frank Stites** have been cleaning up around the property and organizing the "stuff." A clean up of the section house was completed by **Paul Lundquist, Larry Rose** and **Frank Stites**. A lot of junk went into the dumpster with much more clean up to be done. **Frank Stites** single-handedly restored a really nice oak bench found in one of the section house rooms that will be placed in the Campo Depot waiting room. **Frank** and **Larry** also found two really good folding tables, cleaned them up and hauled them out to the library.



PSRM Librarian applies paint to the outside of the Library trailer.
Frank Denison Photo



Painting finished on the south side of the library trailer.
Bruce Semelsberger Photo

Docents

Bruce Deck has been out many times to staff the train and Display Building, bringing along donuts and homemade brownies for all the volunteers to enjoy. Bruce also maintains the Lionel toy train layout by repairing the locomotives and cars. The visiting kids love this train layout but are really hard on it. **Ian Hyatt** is placed on the layout to take care of the "earthquake" which happens when the layout is moved. **Ann Ruppert** and others have also been volunteering their

time to show our visitors around the museum. Frank Stites and Larry Rose designed and built a roll around wide screen video kiosk to be used for steam engine information in the display building.

La Mesa Depot

Larry Rose, Frank Denison, Paul Lundquist and Ed Osborne cleaned out the baggage room of storage items to allow us to reopen the room to our visitors with displays of La Mesa railroad history. This has been a goal of the department to return this asset to the public. Thanks to all of these guys for taking that project on. Thanks also to the volunteers staffing the depot each Saturday. Hopefully, we can get a few more volunteers to expand the regular schedule to Sunday again. Please contact Jim Lundquist or Dick Pennick if you are interested.

Meetings and Plans

The Museum Services Department has regular meetings which are scheduled around people's availability. In these meetings, we discuss both the short range and long range efforts the department has for welcoming and educating our visitors. You are welcome to participate in these efforts. To become involved, simply send an e-mail to Jim@psrm.org and you will be added to the mailing list for meeting notices.

Facilities Report

Submitted by Jim Lundquist

The multiple year project of completing the brick pathway around the Campo Depot and to the restrooms is finished! The concrete "shiners" were dug out, framed in and poured by **Frank Denison, Jim Lundquist, Glen Rogers, Seth Miller** and our two workampers, **Roger Stout** and **Mike McNabb**. The same people, along with a hard charging **Diego Lundquist**, completed the laying of the last bricks early this year. The path looks terrific.



The completed brick pathway from the depot to the restrooms.
Frank Denison Photo

A major effort to upgrade our workamper site has just been completed. With the goal of attracting more workampers to assist us as year-round volunteers, we found that many of the newer RV's require 50 amp

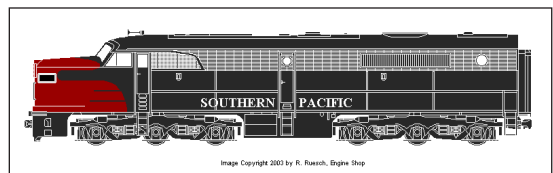
220/240 volt electrical services. An electrical upgrade was approved and the planning and permitting process began. Jim Lundquist took the lead on this project, discussing requirements with **John Shannon** as well as electrical contractors and engineers. Jim met with SDG&E planners, and the site was approved by them for an upgrade. Jim went to the county and spent part of a day in acquiring an electrical permit.

Jim and **Paul Lundquist** dug around the site to identify any underground pipes. Then **Frank Chaco**, Frank Denison, Seth Miller and Jim Lundquist installed the plywood wall for the new electrical panel to be hung from – as always, it seems, that was an adventure. Next, **Dawn Richardson**, Frank Denison and Jim Lundquist installed the new 200 amp panel with a new feed up the power pole. Getting the 000 wire down the pole and into the panel was another adventurous day. **Rick Northcoat** brought over a trencher and he and Andy spent half a day digging a new trench and Frank Denison, Andy and Jim, assisted by Glen Rogers, buried the new conduit underground. This day went well. One final day of work involved the Lundquist brothers with John Shannon and Andy pulling the new wires to the camper sites and connecting the wires to the panel and service boxes. We notified the county that we were ready for inspection and hoped for the best. Paul met the inspector and he asked one question: "Did we hire an electrical contractor to complete this work?" He must have been impressed! He signed off the permit, said "we were good to go" and left. SDG&E made the connection to their wires and we went live in early May. What seems like a simple project is always an adventure when dealing with volunteers and the "Campo Way", which means its always going to be an adventure!

Frank Denison and Jim Lundquist have recently installed a new plastic edge alongside the brick walkway which runs around the rest room at the Campo Depot to hold in the bricks. That effort was half completed when this article was written.

Glen Rogers is always working around the property during the weeks he is in Campo. Glen has been dragging the parking lots and roads, along with a little backhoe work to make site improvements. Glen has also been cleaning up the site, with the dumpster showing signs of those efforts.

Thanks go out to the crew who readied the Display Building for the Chef's Fire Up the Iron Horse event. They left the Display Building in better shape than they found it!



Track Work Continues to Remove Speed Restrictions

By Dick Pennick

On Tuesday, March 12th, a museum track gang began work in the vicinity of MP 63.3 (2.6 miles west of Campo) to correct long-standing problems with several “compromise” joints. These are specialized rail joint fasteners designed to connect rails of two different sizes, in this case 110 lb./per yard rail with 113 lb. “HF” (Head Free) rail.

The two different sized rails are slightly different heights, and if the rail design for each was “normal”, a standard compromise joint would suffice. But in the 1973 - 75 time period, former SD & AE Railway owner Southern Pacific replaced all of the existing 90 lb. rail in the curves with the 113 lb. HF rail, which had a non-standard tapered contour under the railhead. This contour did not allow the standard compromise joint bar to fit tightly under the railhead.

Additional work was required on a curve at MP 63.9 due to wide track gauge (distance between the inside edges of the two rails.) The standard track gauge in North America, Great Britain and many other countries is 56 1/2". Work involved placing a number of tie bars under the track to help hold the rails in proper alignment.



Track crew at work on the SD&AE right-of-way.

Rich Paulus Photo

The Tuesday crew consisted of museum members **Wally Barber**, Roadmaster/Foreman; **Americo Yescas**, laborer; **Roberto & Jose Rangel**, twin brothers from Jacumba, laborers; **Don Getz**, helper; **Glen Rogers**, gang-car operator; and **Dick Pennick**, gang-car operator. Dick brought down the crew and the hand-tools in the a.m. and Glen & Don arrived later with a 39' length of rail.

About 78 feet of rail and about 10 worn-out wood crossies were removed, replaced with new ties, and the rail spiked temporarily in place to allow the downhill

motorcar to return over the break to Campo at the end of the day. During the next three days, 17 more new ties were cut in and three 39' long 110 lb. rails installed.

The Wednesday crew consisted of all of the above



Wally Barber, in brown hat, supervises the crew working on the SD&AE right-of way.

Rich Paulus Photo

except Getz and Pennick; Thursday's gang had all but Pennick; Friday's crew was made up of Jose, Roberto and Glen.

On Tuesday, March 26th, a short gang consisting of Roadmaster Wally Barber, helper Don Getz, speeder driver Dick Pennick and welder **Jeff Britt**, returned to MP 63.3 to weld the upper edge of the compromise rail joints to the underside of the rail. More work, including additional tie replacement, is planned in the near future as funds are available.

A big thanks to all of these folks for helping to keep our weekend trains rolling!



Wally Barber and his crew at work. Note the gauge bar on the track.

Rich Paulus Photo

Operations Volunteers

The following people volunteered in the Operations Department during March and April:

Rich Paulus, Jim Baker, Ken Brown, Lonnie Corley, Bruce Deck, Seth Miller, Mark Opasinski, Randy Houk, Darrel Bivans, Bob Nickles, Dave DiGiorgio, Alex Fiori, Stephen Hager, Glen Rogers, James Caestecker, David Harvilla, Dick Pennick, Mike Edwards, Rob Stebbins, Hector Gonzales, Michael Fiori, John Wright, Heather Wright, Jim Wilson, Jack O'Lexey, Diana Hyatt, Jenna Jackson-Gross, Kyle Jensen and Cary Hyatt.

Congratulations to Lonnie Corley and Stephen Hager for completing their Brakeman qualifications during this period.

A big thanks to everyone for volunteering!

More Pictures From Around Campo Library:



Bob Underhill concentrating on the job at hand.
Frank Denison Photo



Roy Pickering working at painting the library trailer.
Frank Denison Photo

Depot:



Pouring the concrete "shiners." *Dave Tomeraasen Photo*



The brick crew. Left to right, Seth Miller, Jim Lundquist, Mike McNabb, Roger Stout, and Diego Lundquist.
Frank Denison Photo

Wildlife:



These coyotes are seen almost every morning that I'm in Campo, 30 to 60 minutes after sunrise. This photo was taken from my RV at about 0715.

They came out of the pasture, along the tracks, then either come up the road, crossed under the fence onto the veterinary barn property, then moved east out of sight. This time they did their usual thing, then came back, and headed RR east along the tracks.

Jim Baker Photo

BRICK ORDER FORM

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



Engraving Information

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

1																			
2																			
3																			

Payment Options

Visa/MasterCard

Card Number _____

Expiration Date _____ CVC _____

Recurring charge for _____ months

Signature _____

Or

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

PSRM Brick Fundraiser

4695 Nebo Dr, La mesa, CA 91941-5259

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

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