

HOT SCOOP



A publication dedicated to Pacific Southwest Railway Museum Association members
July-August 2013



A 20th Century-Fox publicity still from the movie *Love Me Tender*, starring Elvis Presley. The car immediately behind the locomotive is PSRM's own RS&S #3, the "Jim Crow" car. Story on Page 11.

Courtesy Bill Schneider

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

Train Operations

PSRM Campo Depot
State Hwy. 94 at Forrest Gate Rd.
Campo, California
619-478-9937
Lat: 32°36.8'N Lon: 116°28.2'W
Open weekends 9 AM to 5 PM
Trains depart at 11:00 AM and
2:30 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:	Greg Luiz
Treasurer:	Vacant
Secretary:	Rob Stebbins
Equipment:	Ron Hyatt
Facilities:	Frank Denison
Museum Services:	Jim Lundquist
Operations:	Mike Edwards

Museum Staff

Historian:	Bruce Semelsberger
Special Events:	Diana Hyatt
Membership:	Heather Wright
Steam Foreman:	Jim Baker
Gift Shop Mgr:	Dave DiGiorgio
Media Liaison:	Dick Pennick
Hot Scoop Editor:	John Wright
Photographers:	Frank Denison, John Wright
Certification & Training:	Mike Edwards

From the Back Platform

By Diana Hyatt, President

In the last installment of the Hot Scoop my regular article diverged from my customary format. This time I would like to return to my habit of taking the opportunity of recognizing a particular individual who deserves praise. Naturally, all of our volunteers deserve recognition and praise and I hope all of you realize that you are a valuable addition to this organization; the task we have before us is no small thing. Yet, it would be insurmountable without the positive contributions of everyone who considers themselves a friend of this organization.

This particular individual has been volunteering for the museum since childhood when his parents were heavily involved with PSRM activities. His father was Master Mechanic for the museum before we arrived at Campo. His mother was docent and caretaker of the PSRM display on Harbor Drive that consisted of the Coos Bay #11, Café Observation Lounge ATSF 1509 and the Robert Peary. Later she established a gift shop called Everything Trains inside the Amtrak coach #5601 (former Atlantic Coast Line) at the La Mesa Depot on Nebo Drive in La Mesa. (Does anyone remember when it was Railroad Avenue for awhile?) By now you may have realized that I am speaking of Dave DiGiorgio. Dave has been volunteering with PSRM for years and continuously at Campo for the past ten years. Dave started by helping out in the Operations and Equipment departments and has been the Gift Shop manager since late 2009/early 2010. Dave also manages online reservations through Dynamic Ticketing Solutions. His ticket agent position requires additional work during the last four months of the year as that is the period of time when we experience a high volume of online ticket sales. Dave and other dedicated PSRM volunteers, usually Dave Tomeraasen,

Heather Wright, Alex Fiori and Ken Brown print the reserved tickets and place them in envelopes; making it convenient for our passengers to retrieve their tickets before boarding the train. During Pumpkin Trains this is about 150-350 reservations per weekend and during North Pole trains, this is an average of 750 tickets per weekend. Dave also wears several other hats: He is one of our DSLEs, Designated Supervisor of Locomotive Engineers and is an Operations testing officer. Dave also works as a volunteer for PIR/CZRY as their dispatcher providing PSRM with track warrants. The next time you see Dave, please thank him for his hard work and give him a pat on the back!

During the months of July and August it was generally hot! July was akin to a ghost town as far as volunteers were concerned although there were very few days that we needed to scrape for train crew which was great, since I consider myself the self-designated Extra Board. We've even acquired a few more young volunteers. Yes, you read that right, YOUNG volunteers! Nothing makes the heart skip a beat than by knowing there is a future generation willing to (hopefully) carry the yoke someday! Jenna Jackson-Gross is on her way to qualifying as a speeder operator and brakewoman, Martin Caestecker has already performed mow work along the ROW under the direction of Glen Rogers and with his twin brother James Caestecker and is qualifying as a speeder operator. Jimmy Thompson has begun his observation runs and will be attending Jim Baker's upcoming hands-on brakeman class. There are also two other young men who have been to Campo twice but I did not make a mental note of their names. Last but not least, there is new volunteer Ron Amberger who has been doing his observation runs and will also be in Jim Baker's upcoming hands-on brakeman class. If you are interested in joining our train crew, Mike Edwards will be posting the dates of the

next set of classes necessary to fully become qualified or certified, depending upon the position. These classes have been scheduled for March, April and May, 2014.

From the weekend after Father's Day to the Labor Day weekend the museum chose, due to lack of crew, to close on Sundays and operate Saturday evening trains at 5:00 PM and 7:00 PM. The 5:00 pm train was predominantly the preferred train for most of our visitors. As of September 7th, we have returned to our usual Golden State schedule with trains departing the Campo Depot at 11:00 AM and 2:30 PM. Typically the weather continues to be very hot through mid-October, so we may need to consider this when setting the schedule for 2014.

The next train schedule change will take place the three weekends prior to Halloween: October 12, 13, 19, 20, 26 and 27. We will continue last year's schedule of three train departures at 10:00 am, 12:15 PM and 2:30 PM.

July and August also saw a few changes on the museum's board of directors, with John Shannon resigning as Vice President. Former Operations Division Director, Greg Luiz was nominated as Vice President and member Mike Edwards was nominated to the position of Operations Division Director. Both nominations were approved by the board. At the August board meeting, our interim treasurer Sheila Edwards resigned her position. The board has directed the Audit Committee to create policies and procedures for the treasurer's position that will serve to streamline the expectations of the position, institute checks and balances and limit the demands on the treasurer with the objective of transferring the majority of the work to the hired accountant. It is my long term intention to incorporate these policies and procedures within our vague bylaws and further expand the description of all board members'

responsibilities within that document.

Recently, the board chose to hire a firm to rejuvenate the museum's website and that work is now in motion. I am hopeful that by the printing of the next Hot Scoop, it will be ready to be unveiled.

Planning is underway for this year's Pumpkin Trains event. The amount of preparation is huge and I am always looking for better ideas to improve what we offer, particularly in terms of the Haunted Train. As always, I need volunteers to help with set up, assemble goodie bags, move pumpkins around and staff the events themselves. If this holds any interest for you please feel free to send me an e-mail at ronhyatt@aol.com.

We are also looking towards our four week North Pole season. With this event, I always need volunteer help with preparation and cleanup, as well as help setting up and tearing down the North Pole. I may also need some help with acquiring enough Santas. We could use some fresh faces! So, please consider getting involved!•

Dates to Remember

Pumpkin Express:

October 12, 13, 19, 20, 26 and 27
10:00 AM, 12:15 and 2:30 PM

North Pole Limited:

November 29, 2013	7:00 PM
November 30, 2013	5:00 & 7:00 PM
December 6, 2013	7:00 PM
December 7, 2013	5:00 & 7:00 PM
December 13, 2013	7:00 PM
December 14, 2013	5:00 & 7:00 PM
December 20, 2013	7:00 PM
December 21, 2013	5:00 & 7:00

Also see dates for Rules and Review on Page 6 of this issue.•



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

The opinions expressed in the Hot Scoop are those of the individual writer and do not necessarily reflect the opinion of the of the Pacific Southwest Railway Museum Association, Inc., or its officers and staff.

Pacific Southwest Railway Museum Association 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 systems with which they connected in the United States and Mexico.

The Museum is a member of the Association of Tourist Railroads and Railroad Museums (ATRRM) and is a non-profit educational corporation. Donations are tax deductible under Sec. 501c(3) of the Internal Revenue Code.

Submission guidelines: All articles should be limited to no more than three single spaced pages and submitted in Microsoft Word format. Photographs should be in jpg format no larger than 8 x 10 inches at 150 to 240 PPI resolution. Send all submissions to 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 name, membership number and e-mail address. Note that if you opt for the e-mail version, you will no longer receive the printed copy.

Comments are always welcome. Send your feedback to the Editor at hotscoop@psrm.org.

Board Briefs July 2013

Submitted By Rob Stebbins, Secretary

Board members attending the July meeting included President Diana Hyatt, Vice President John Shannon, Treasurer Sheila Edwards, Secretary Rob Stebbins, Operations Division Director Greg Luiz, Museum Services Division Director Jim Lundquist, and Facilities Division Director Frank Denison. There were guests in the audience: Mike Edwards, Dave Tomeraasen, and Cary Hyatt

By the time this article gets distributed through the *HOT SCOOP* most of our active members will be aware of the changes to Board membership that occurred at the July meeting. For those members who depend on the *HOT SCOOP* for news of Museum happenings, I am reporting the following reconfiguration of Board membership that took place near the close of the meeting. First, Vice President John Shannon resigned his position. Second, Greg Luiz resigned his position as Operations Division Director. Third, in accordance with provisions in the By Laws of our Corporation, the Board appointed Greg Luiz as Vice President, and Fourth, the Board similarly appointed Mike Edwards as Operations Division Director. Both of these new appointments will be valid until the respective positions come up again in the normal election cycle—the Vice President's position will be up for a vote of the membership this fall for a two-year term commencing January 1, 2014, and the Operations Division Director's position is valid for the remainder of the current cycle, ending December 31, 2013. We look forward to the contributions of Greg and Mike in their new positions, and thank John for his devoted and important work as Vice President during his tenure on the Board.

And again, by the time you read this article, the 2014 election cycle will be underway. If you are interested in running for a Board position, please download the petition from the May-June *HOT SCOOP* and then obtain supporting signatures for your nomination from at least 10 members in good standing. These petitions must be returned to me (the corporate secretary) by the end of September.

Other topics of particular interest that were discussed at the July Board meeting included a review of several proposals brought forward by Jim Lundquist and Museum Services. Jim and his crew have done a worthy job recently of enhancing the signage at Campo and fixing up several “behind the scenes” things in conjunction with Frank Denison's Facilities crew, such as new doors

in the bathroom area of the Display Building.

Also, Diana reported the approval of a grant made through County Supervisor Diane Jacob's office of \$13,700. This grant will be used to repair the roof of one of our passenger coaches. •

Board Briefs August 2013

Submitted By Rob Stebbins, Secretary

The Board held its August meeting on the evening of the 23rd. Diana Hyatt, President; Greg Luiz, Vice President; Rob Stebbins, Secretary; Frank Denison, Facilities; Mike Edwards, Operations; and Ron Hyatt, Equipment; were present at the meeting. Jim Lundquist, Museum Services; was out of town, and Sheila Edwards, Treasurer; had tendered her resignation from the Board just prior to the meeting.

With Sheila's short tenure and now departure from the Board, we are actively seeking a new Treasurer. The full Board expresses their thanks to Sheila for her contribution to the Association. All of us appreciate her involvement and contributions to the Treasurer position.

It is not too late to express your interest in becoming involved in Museum activities by running for the Treasurer's position during the upcoming Board election cycle. We encourage members that have had some background in accounting and/or the use of Quick Books and who also live in the San Diego area to download a petition from the last Hot Scoop and gather 10 signatures from other members supporting your nomination. Being Treasurer is a key, vital, position in the management of the affairs of the Association, and you will make a direct and immediate positive impact on the Museum's activities.

During the meeting, the Board reviewed the results of the workshop it held on August 3rd at Campo. The purpose of the workshop was to review old plans for additional facilities at Campo, and to start the process of drawing up new plans that take into account the space provided by the recent property acquisitions. The Board intends to keep the momentum built up during this workshop, as many new, worthwhile ideas were put forward, with members coalescing around some solid suggestions for new, improved display buildings within our Campo property. Of course, new physical facilities will entail raising significant new funds dedicated to that project, so another part of the workshop discussion concerned designing and launching a major fund raising drive. We look forward to sharing our

discussions more widely with the membership in the near future, and getting all of you involved in this major expansion and improvement of the Campo facility.

Other items of business discussed at the meeting included the approval of two motions to spend funds currently available in the Steam Restricted Account to purchase a new cargo container to hold steam locomotive parts and to hire an experienced consultant who will review the progress of the restoration of our Coos Bay #11 that the Steam Team has been diligently working on for several years.

The Board's next meeting will be September 27 at Trinity Church, Spring Valley, CA. Start time is 6 PM. •

Operations Report

By Michael Edwards – Operations Division Director

Since my appointment as Operations Division Director, the past two months have been filled with anticipation and excitement as we continue to move our museum forward. The primary focus has been to examine, establish, and prioritize what needs to be done in order to improve our administrative infrastructure and set goals toward our overall operations performance.

As you know, it takes many hands to run a railroad. With that in mind, our first priority was to establish a solid Operations Division staff consisting of individuals who can take the lead and/or assist me with each component. Mr. Rich Paulus will continue to serve in his role as Chief Operations Officer. Rich has been holding this position for quite some time. Mr. Glen Rogers will be assuming the role of Roadmaster. Glen will manage all aspects of our Maintenance-of-Way including equipment, MOW crews, and maintenance schedules & planning. Mr. Dave DiGiorgio will continue to assist us as a Designated Supervisor of Locomotive Engineers and Designated Testing Officer. As you know, this is only a small part of what all Dave does for our museum. Mr. Jim Baker will continue to assist us as a Designated Testing Officer and field training instructor for our new operations volunteers. Don't forget that Jim also manages our entire Steam department in his spare time. Mr. Kyle Jensen will continue with his role as Crew-Caller. Over the past few years, Kyle has made major advancements in streamlining our crew call system through the use of modern technology.

As a cohesive unit, our staff has begun weekly conference calls which will improve our communication among each other and enable us to serve and lead our

museum much more effectively as a team working together. We still have many projects in the works. Our Operations Division's future is bright and exciting as we move forward. The remainder of 2013 will be focused building and establishing a solid administration. As we move into 2014, we'll use that solid administration to begin moving our museum upward and onward in our continuing mission for education, interpretation, & preservation excellence.

Thank you all for the opportunity to serve our museum. It's a pleasure to serve and lead so many outstanding people of various talents. •

Rare SD&AE Artifact Acquired

By Dave DiGiorgio

Recently PSRM acquired an old 1000 lb capacity freight scale built by Fairbanks and used on the SD&AE. I discovered the scale on eBay, and it was decided to bid on it. We were able to purchase the scale for \$200 and since it was being sold by a local collector there were no shipping charges. Rich Paulus quickly made arrangements with the seller to get this picked up, and transported to Campo. An email out to the museum mailing lists quickly brought in donations to more than cover the cost of this scale. Thank you to Robin Becker, Bruce Deck, James Caestecker, Dick Pennick & Ken Brown!

The scale is marked as NO. 10, and we have no idea where it was used. If anyone knows, please contact me at run8@cox.net or call and leave a message at 619-465-7776. •



The freight scale in the shop at Campo.

John Wright

Rules And Review

By Michael Edwards, Operations Division Director

It's time again for annual Rules & Review. 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 Spring Valley on various dates and times. You may choose which dates and that you attend your assigned classes to accommodate your personal schedules.

Your individual class requirements are included herein. 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. You may attend your required classes on any of the dates offered.

Test failures will be handled in accordance with **San Diego & Arizona Railways Program of Operational Tests and Inspections**, dated **August 25, 2012, Section 3, Paragraph 6, Subparts A & B**, which reads in part:

Written Examination Failures

(a) If a Speeder Operator Trainee, Brakeman Trainee, Student Conductor, Student Hostler, or Student Engineer receives a failing score on any required written examination, they will be allowed to continue training in that capacity. However, they will not be cleared to qualify and/or certify until they have successfully re-taken and passed the required written examinations. Students will be allowed only two test re-takes. If both re-takes receive failing scores, then those persons will be removed from the training program.

(b) If a Qualified Speeder Operator, Qualified Brakeman, Certified Conductor, Certified Hostler, or Certified Locomotive Engineer receives a failing score on any required written examination, they will be removed from service. They must re-take and pass their examination no less than thirty (30) days from notification of their test failure. They will be allowed only two test re-takes. If both re-takes receive failing scores, then those persons will remain held out of service. Any certification revocation and/or disqualifications will be administered by the Director of Operations.

All 2014 Rules & Review classes will be held at:

Trinity Church Ward Center
3902 Kenwood Dr
Spring Valley, CA 91777

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 at traindancer169@hotmail.com, or by phone at 916-201-4867

Safety & Security – 4 Hour Class

Three sessions available Dates & Times offered	
Friday; March 14, 2014	18:00 to 22:00
Friday; April 4, 2014	18:00 to 22:00
Friday; May 2, 2014	18:00 to 22:00

General Code of Operating Rules – 8 Hour Class

Three sessions available Dates & Times offered	
Saturday; March 15, 2014	09:00 to 18:00
Saturday; April 5, 2014	09:00 to 18:00
Saturday; May 3, 2014	09:00 to 18:00

Airbrake & Train Handling – 8 Hour Class

Two sessions available Dates & Times offered	
Saturday; March 22, 2014	09:00 to 18:00
Saturday; April 19, 2014	09:00 to 18:00

Airbrake – 4 Hour Class

Two sessions available Dates & Times offered	
Friday; March 21, 2014	18:00 to 22:00
Friday; April 18, 2014	18:00 to 22:00

All classes will begin promptly at the advertised start time. Students will need to bring their rule books, timetables, special instructions, and all other pertinent information. Students attending any eight hour classes will be accommodated with a one hour lunch period between 13:00 and 14:00.

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 Report

By Jim Lundquist, Museum Services Division Director

Our thanks to all who volunteered these past two months.

In the library, Bruce Semelsberger reports that all the exterior painting is done, and it looks great. Nice job to all involved. The computers and the Past Perfect system are fully networked, so we can update all computers from one entry. Next up is working on the office steps and doing a little inside trim painting, along with labeling all of the file drawers.

Thanks to Bruce Deck and Glen Rogers, among others, who were docents for us this past month at Campo.

The La Mesa Depot was staffed on Saturday days by Sid Salstein and Duane Dubke and Thursday nights by Dick Pennick and Duane Dubke, among others. Thanks to Duane for cleaning up each week also. Oktoberfest needs additional staffing on the first Friday, Saturday and Sunday in October. Please contact Jim Lundquist and we'll get you involved.

Frank Denison and Jim Lundquist have been working together to install new doors on the Display Building rest rooms, which allowed the removal of the partitions in the walkway. The video on our steam locomotives



Jim Lundquist, left, and Frank Denison working on the doors to the Display Building rest rooms.

Frank Denison

is up and running again in a nice cabinet. Frank Stites, with assistance from Jack O'Lexey and Ken Helm, has completed the construction of six new crates, with labels, donated by Ted Kornweibel. These will be used as seats for a video to be placed inside the baggage portion of RS&S #3 to tell the car's Hollywood history. Also coming soon will be a video in the AT&SF #74 to



Frank Stites, left, and Ken Helm assembling the crates for the RS&S 3 display.

Frank Denison

tell the RPO story.

Installing additional signs has slowed down. A new sign company has been brought on board and we hope to see additional signage around the museum as time and funds allow. The main sign over our entrance took a direct hit by the Campo winds, and I'm sorry to report that it will have to be replaced. Thanks to Rusty Hoar, and Glen Rodgers for trying to save what was left of the sign. The replacement will feature a secure frame to withstand the winds which always seem to be blowing through Campo. It is disheartening to have to go back and replace something which you thought would do the job, a step back if you will. But, that's the nature



The museum entrance sign that succumbed to the Campo winds.

Frank Denison

of things. We will press forward.

If you are interested in assisting our department as a docent, in the library or around the plant, please contact me by email at Jim@psrm.org or by phone at 619-417-7059. •

Steam Whistling March-August 2013 Work

By Jim Baker, Steam Foreman

For the last six months, work has continued, although from the outside, it doesn't look like much has happened. There are two very lengthy projects underway: 1) Removal, cleaning, and greasing of all the flexible staybolt caps, and 2) Grinding off the seal welds on the tube ends in the fire box.

The FRA requires that all the flexible staybolt caps be removed to help determine if the bolts are intact. Since it has probably been 40 or 50 years since this has been done, removal of each cap can be difficult. We remove the cap, clean out the crud that has built up, clean and grease the threads, and replace the caps. This will make it much easier to remove the caps when we actually test the staybolt integrity. There are literally hundreds of staybolt caps on the firebox. So far we have removed and cleaned just about all that are above the cab floor, but there are lots more below the floor.

The firebox ends of the tubes are seal welded. While the tubes themselves have been cut out; short, welded-in stubs remain, and the welds must be ground off. There are about 160 two inch tubes and 26 five inch flues. So far, about 80 tube welds have been ground off, so we are almost half way done with this job. All this work has been done by Dick Pennick and Rich Paulus, with some help from Mike Lucek.

Other work done included removal of the left cylinder head to inspect the inside of the cylinder. It looked ok, so along with the right cylinder inspected earlier, I think we can say that the cylinders will not require major work.

The axle diameters have been measured, and it looks like the front axle may be worn beyond limits and may need to be replaced. We will not know for sure until the axle is removed for a closer look.

All parts for the Coos have been removed from the steam boxcar, and stored in our storage trailer, in order to give us more room for tools and supplies in the boxcar.

We have started removing the "plumbing" that runs below the cab and running boards so that we can get at the lower staybolt caps.

Volunteers who have helped with all this work include Dwight Koller, Ron Amsberger, Walt Novinger, Bob Nickles, Jim Baker, new young volunteer Drew

Carrington, and his grandmother, Linda Bryan (both very hard workers removing staybolt caps).

Now I can report on a couple of things that will be happening in the near future. The museum's Board has approved our request to purchase a 40 ft cargo container to use as more storage space for our steam engine parts. That should be on-site in the next month or two.

And, the Board has also approved our request to hire Mr. Efsthios "Stathi" Pappas as a consultant. Stathi is the Chief Mechanical Officer of Mt. Rainier Scenic Railroad, and is just in the final stages of a complete overhaul of their Hammond Lumber Co. #17, a near twin to Coos Bay #11. His experience in working on #17, should give him a very good idea of what to look for on the Coos Bay. He will be coming to Campo in mid-October to look at the Coos, and will then give us a report, with cost estimates, covering what will need to be done to get her into running condition.

Please consider joining us some time. We'll be working on the Coos Bay on Sept. 13 & 14; and Oct. 11 & 12. We will probably be involved with our important North Pole trains in November and December. So if you can't make it in Sept. or Oct., join us on Jan. 10 and 11. Let me know if you want more information: baker@sdrm.org. •

Facilities Report

Submitted by Frank Denison, Facilities Division Director

PSRM's La Mesa Depot and freight train exhibit have been begging for maintenance for years. A short list of problems included: Necessary repairs to the roof and cab of Locomotive MN3; graffiti removal from the trackside of the freshly painted caboose; and repairing and painting portions of the depot's exterior damaged by termites, dry rot, and moisture; repairing all depot doors. Every Wednesday since May 2013, Larry Rose and Frank Stites have been tackling these problems, and, as Campo veterans know, the tackles led to the discovery of more problems either of kind or extant. What follows is a report of good progress on maintaining the depot.

Initially, Paul Lundquist and Ed Osborne helped us empty the depot's back room. Some of the stuff in there we discarded; the rest we stored in the reefer. Larry also straightened the sign atop the depot roof.

Locomotive MN3 was a high priority. Larry addressed this by working on the major problem of the roof. He patched and sanded nail & screw holes for a smooth

finish. Frank and Ken Helm had fabricated armrests for the engineer's and fireman's sides of the cab at the Campo wood shop, but they are still awaiting installation. Many other challenges remain with the locomotive, but it has been stabilized.

While Larry was working on MN3 Frank began work on the depot exterior. Problems there kept multiplying. One large one was the track side ticket bay which termites had gnawed with relish. Also two of the bay windows and one Nebo Street window had begun succumbing to termites and wood rot. RotFix and SculpWood fixed that. Such epoxy solutions involved at least two Wednesdays to allow for curing. Peeling paint was another problem. Part of that was simply aging, but the depot's Nebo Street side had been repeatedly soaked by a malfunctioning sprinkler system. Larry got the city of La Mesa to fix the sprinkler system, and Frank scraped off the bubbled and peeling paint, applied SculpWood, and sanded. Before proceeding the Wednesday duo scrubbed the entire exterior with a TSP solution. Then Frank applied 2-3 coats of a new Zinsser primer called Peel Stop. Finally, Frank applied fresh paint to the depot boards and trim.

In between these various jobs we fixed all depot doors—in one case installing a new lock and in another Larry did some serious planing. He also replaced the weather stripping at the bottom of the doors. Larry undertook another tedious and time-consuming job: Polishing the dirty brass historical marker and then spending a day repainting the black background for the raised brass letters.

Two additional things deserve mention about our Wednesdays. First is the large number of parents and kids who came by to climb on the freight train, and second is that passersby frequently told us of their appreciation of the volunteer labor that keeps the depot maintained. Stop by and take a look. The work continues. •

Frank Stites also contributed to this report.

A Learning Experience

By Mark Opasinski

Just like in railroading, we learned in the Navy that safety rules are written in blood. One thing we did in the Navy to try and get ahead of that curve was to evaluate near mishaps in the same manner as real ones, so that they could be prevented in the future and save some of that blood ink as it can get pretty expensive! We would

do this not to place blame, but to provide important information and critical analysis to a near mishap in a first hand method that would likely hit home better than a dry safety-gram message would. Our aviation community in particular was very good about this, they would publish a monthly safety magazine with stories submitted by the unit that had the issue in order to alert the other ships and squadrons. Since I was an engineer, I always enjoyed reading stories about “wingnuts” being stupid...but could usually apply the lesson to my situation and the guys under my charge. Generally the stories were written with a little tongue in cheek tone to make reading more enjoyable, and usually included color glossy photos when appropriate. This method would hopefully get the word out before somebody else made the same mistake. Often, they were written by the guilty party with names changed or removed to protect the innocent. In that vein, I'd like to submit my little story from a recent run...while I may miss some minor details due to my recollection, the major point is the important thing here.

It was one of those days.

The weather was nice, not too hot for July, and sunset and a nearly full moonrise would coincide nicely with the second run...In other words, a great day to be on the rails and probably one of the big reasons we all do this.

From departing home and driving out, prepping the train, job briefing, and me being still a little slow as I'm new and usually cautious, there was always some minor issue that had us slightly delayed. Not enough to set off the alarm bells that we were perhaps rushing too much, we weren't at that point, but just enough where we felt a little sense of urgency to stay near or on schedule. No shortcuts were taken to make up time as we all understand the reality that a couple minutes would not affect the outcome. Our crew consisted of a full motorcar, an engineer, a brakemaster, and me...Your brakeman trainee. In other words, the usual slightly short-handed summer evening run.

Between the quality training I've received and my Naval background, I am usually reasonably comfortable in determining where I should be confident, and where I should seek additional assistance when faced with a situation that I have a question about. I'm not the type to let ego prevent me from asking questions, as I have a pretty good grasp of the safety issues and the penalty for failure to heed the safety rules. If I can't stop and think of the proper way ahead with a high level of confidence, then I'll ask for clarification prior to making a

move. I've still got all the parts I came into the world with, but I've also got a plate in my arm and a wire holding my cheek together that remind me that sometimes there was a better choice I could have made. I normally subscribe to the "slow is fast" school of thought, and usually get things done correctly the first time by stopping to think first.

Our first run was pretty full, and between getting all aboard, waiting for a duster, and getting everybody off at the museum after the uneventful run we were unable to make up the few minutes we were behind. In addition to being slightly behind, we had to get the highly visible marker installed prior to the second run, which we had previously briefed to do while at the museum. Being the most expendable crew member, and usually having the ability to use a hammer without hurting myself, I volunteered to get the light installed while folks were unloaded and maintenance worked the generator issues.

Unfortunately, we did not have the proper tools on the train to install the light, necessitating that I haul my carcass up the hill to get what I needed from the shop. While we did not conduct a formal sit down briefing, it was understood by the other crew members and maintenance that I would take care of the light. Unfortunately, that's where things started to break down... all totally my fault.

Once I learned that we didn't have the proper tools, I took off to get them. At least I was able to correctly identify the bolt size and get the proper wrenches on the first trip! I ran back down and ran right behind the train to start bolting it up...we're running late after all! Mistake #1! (And that's really all it took!)

On a side note, I have received excellent training through a variety of methods and instructors. Between classroom, hands on, written tests, and e-mailed rule of the day, I understand blue flag/blue light requirements, and I understand that as a crew member blue flag protection rules do not apply to me when I'm working on my train. (One thing that just occurs to me as I'm writing and thinking about this, and that I will read up on and talk to those with more experience about, is because I volunteered to assist in a specific maintenance task, did I briefly switch trades and actually fall under blue flag requirements? I suspect I did. Inquiring minds want to know!!!) I will pass along my findings to that question if it's not clearly answered by others via reply to all.

Upon return to the work site with the tools, I failed

to inform anybody that I had returned and that I had commenced work at the rear of the train. This, in my opinion, was my dumbest move to date at PSRM...my previous #1 was simply forgetting to turn off the speeder battery switch at the end of the day once. I did not let the conductor know that I had returned, and I did not let the engineer know that I was going in, and I walked right past maintenance without saying a word. My sense of urgency had elevated to agitation, which had clouded my judgement, and I violated basic safety rules in my rush to complete my task. With the last passenger off, the clock ticking, and the coupler inches from my chest, I hear the command come over the radio to release and return to the depot under direction of the brakeman, as the generator work had been completed.

Ahhh, but the train gods were smiling upon me that day, and before I could extract my meat hooks out from under the heavy and awkward plate the light bolts upon and get the hell out of the way, the engineer comes back quickly stating he's still under blue flag as maintenance had not quite completed the walk to the cab to remove it. This gave me the opportunity to get one paw free, grab the radio, and inform the crew that I was just finishing up the task at hand and to please not run over me!

This evolution shows how easy it is to get yourself in trouble. I instantly realized (Only a moment too late!) how I had screwed up and put the rest of the crew in a position to fail as they would be the ones left to answer questions and lose sleep after I became a greasy smear between the rails. Luckily, it turned out well, the second run went great with the anticipated sunset and moon rise, and we put the train to bed without any additional drama. At my debrief, I made sure my mistake was brought up so we could evaluate the situation fully.

What I've learned...

1. Always, always, always communicate with the crew and ensure they understand your situation. I failed to do this prior to running back behind the train.
2. When deviating from job as briefed, hold another briefing to ensure all on same page. I failed to do this when I had to leave the job site to get tools.
3. When assisting other trades, ensure they have a full understanding of your job status. I failed here also when I returned with the required tools but didn't talk with maintenance.
4. This one is probably the most basic, and most

important. If you're going to stand behind a train, make sure somebody knows about it! Don't let urgency replace safety.

What I feel can prevent this in the future..

1. Have proper sized tools (two 3/4" wrenches) on the train with the highly visible marker.
2. Always conduct another job brief when the situation dictates a change from original plan.

I'm sure there are other things I've missed, so feel free to pass along your knowledge and experience so we all can learn. Luckily I only violated the first three written rules in the GCOR, because if we had reached 1.1.3, that would have been a bad day!

Always take the safe course. •

RS&S #3 in the Movies

By Bob Underhill

The second display case in the baggage section of the Jim Crow car is now complete. Facing the display case on the north side, which contains a collection of Black Railroad History artifacts donated and curated by Ted Kornweibel, there is now an exhibit on the south side documenting the career of Rockdale, Sandow & Southern #3 in the movies. #3, along with its sister Dardanelle & Russellville #14 and some other pieces of vintage railroad equipment, was acquired by 20th Century-Fox in 1945 for use in Western movies. They helped to introduce a young Elvis Presley in *Love Me Tender*, and starred in a number of movies and TV shows from 1946 to 1972.

For more than two decades PSRM member Bill Schneider has been collecting photos showing #3 in the movies. Many of these photos were obtained from the 20th Century-Fox film archive at UCLA. They cover particularly *Love Me Tender*, *Centennial Summer*, *The True Story of Jesse James*, and *The Second Time Around*. Bill drafted captions for the pictures, and studied them closely, tracking the ways in which the studio changed numbers and lettering, and moved seats and fittings around to suit different films or scenes.

More recently, Bob Underhill, lurking on eBay, acquired several more photos showing #3, including more 8x10s, some colorized, and a rare interior shot of the baggage section. Here Robert Wagner, as Jesse James, holds a gun on the clerks as they open the safe, while above him the curved ceiling is clearly visible, and even a

glimpse of the clerestory windows, so carefully restored at the Museum. Bob also attempted to collect videos or DVDs of all the films in which #3 appears, as far as we know about. He found six of them, including the four mentioned above, as well as *The Raid* and *Powderkeg*. There are still some missing, and the search continues.

Bob wrote a new set of captions for the display, in some cases building on Bill Schneider's drafts, in other cases writing new captions keeping in mind the most important information that visitors, usually with little knowledge of railroading or even of movie Westerns, need to know. In some cases the original movie had to be watched to find out just what was going on in each picture.

The exhibit was laid out in June in the new lighted display cases made by Case-It, a maker of museum display cases located in Alpine, and installed by Frank Stites and Larry Rose. Ted Kornweibel took care of having the texts and captions dry-mounted, as well as the replica poster for *Love Me Tender* which is the centerpiece of the display. Unfortunately there was only space for less than half the photo collection. Hopefully the most interesting, striking, or informative photos were chosen, with emphasis on the 8x10s which communicate more clearly.

A fascinating side of working on this display for people in the age group of most of us is the appearance of actors whose names we haven't seen in a long time. The *Love Me Tender* poster takes pride of place because Elvis Presley is most likely the only actor in these films that the bulk of our visitors have heard of. Names like Debbie Reynolds, Anne Bancroft, Cornel Wilde, Walter Brennan, or even Robert Wagner, Rod Taylor or Dennis Cole, are deeper in the past than most of us realize.

A future project will involve a video display running segments of movie Westerns showing our car. There is the train robbery scene in *Love Me Tender*, and bits and pieces from *Centennial Summer*, *Jesse James* and the others. *Powderkeg* in particular has a lot of railroad action as Taylor and Cole go into Mexico to recapture a hijacked train. There are other movies in the Western genre which can give us good railroad scenes even if not containing #3. •

Editor's Note: The movie Love Me Tender can be seen on You Tube, albeit with Korean subtitles.



Brothers Martin and James Caestecker and Dave Tomeraasen (not pictured) continued with MOW projects during the months of July and August.

Dave Tomeraasen