



**A publication dedicated to Pacific Southwest Railway Museum Association members
July-August 2015**



A railroad bridge in Pueblo, Colorado ca 1901. This bridge was built by the Colorado Fuel and Iron Company and W. H. Glascock, a long time railroad worker was part of the construction crew. An article on the W. H. Glascock donation to the museum library begins on Page 2.

W. H Glascock Collection

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**Pacific Southwest Railway
Museum Association, Inc.**
www.psrmm.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
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Trinity Church, 3902 Kenwood
Drive, Spring Valley, CA 91977

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W. H. GLASCOCK

By Bruce Semelsberger, Librarian

In the 1990s, about the time our library was being placed in storage for the next decade, Carl Calvert at the San Diego Motor Transport Museum received a donation from then 93-year old Bert Glascock. Included in the donation was a box of materials from Bert's father, William Glascock, who had been a conductor on the Southern Pacific Railroad. In April of 2015, we were finally in the process of entering donations into our database and I encountered the Glascock donation. Eventually, it would prove to contain roughly eighty items documenting a long and interesting railroad career plus a bonus- a second box containing 1,560 annual passes from mostly railroads issued during the 1880s and 1890s. Almost the entirety of the passes was issued to one man- Charles Risley, who worked as a general agent for several small railroads in Ohio. It is unclear exactly what connection existed between the two families beyond the fact that both lived in San Diego in 1918-1920 and again briefly in 1940.

In the process of accessioning this bonanza, we learned something about the life of William and his wife Sue. As we are an educational institution, it is mete of me to pass it on, so...

William Henry Glascock, Jr. was born September 3, 1873 in Sedalia, Missouri. Both of his parents were Missouri natives. He would live to be 105 years old. His application for an identity card in 1918 lists his vital statistics; he was not a large man- at 5'6 1/2" he was slightly below average height for the time. He weighed 145 pounds, had brown hair and blue eyes. Forty-five years of his life were spent mostly working on the railroads. In an interview he gave on the occasion of his 100th birthday he stated that his railroad career began in 1895, but no record of this employment prior to 1900 has been left to us. He is shown in the 1890 census as already living in

a boarding house in Ash Fork, Arizona, so he likely held some sort of labor job with the Santa Fe Railroad for those five years

His first documented job was working for a brief period on the Santa Fe as a brakeman from October 1900 until March of 1901. The Santa Fe job lasted until a collision between two freight trains at Pinta Siding in Arizona, for which he was deemed at least partially responsible, resulted in his firing- the only negative in an otherwise exemplary career. He then hired on with the Colorado Fuel & Iron Company in Pueblo, Colorado beginning in October 1901. This company, founded by William J. Palmer, President of the Denver & Rio Grande Railroad in 1880, operated the only iron and steel foundry west of Saint Louis at the time. The foundry manufactured mostly rails and other track ironmongery for the D&RG and other Colorado roads. By 1901, the company was in the hands of Henry S. Grove and would sell again in 1903 to Gould and Rockefeller. Mr. Glascock worked on the Bridge Gang building connecting tracks from the company's mines to the D&RG. He resigned the job in May of 1902 and went looking for another position as brakeman, which he found on the Colorado & Southern Railroad in October that same year.

The life of a brakeman on a Rocky Mountain railroad was not an easy one and the C&S did not pay well, so in December, after a taste of winter braking, he moved on to what is now Oklahoma but was then still known as the Indian Territory. In January of 1903 he began a two-year stint on the Frisco line, aka the Saint Louis & San Francisco. Apparently, he felt comfortable enough in this position to marry the gal who would become his life-long companion in 1903. Sue (Susie) M. Glascock was 5'2" tall with brown hair and gray eyes. She was also

born in Missouri, in 1878, and they may have known each other for some time, perhaps even during childhood. Long courtships were not uncommon in that place and time. In 1904 he began another lifetime connection, joining the union—the Brotherhood of Railroad Trainmen.

He remained with the Frisco until October of 1905. At this point we encounter another gap in information; his employment record states that he left the Frisco, but his union membership remained in force and he remained in Sapulpa until February of 1911, accepting a two-year position as City Councilman in 1909. We might guess he worked for the Santa Fe or the Katy, who both ran through nearby Tulsa, but there are no records to go by. During this period, his son Marion Albert was born (Have you noticed that guys named Marion frequently prefer some other moniker— in this case Bert).

For unknown reasons, he then relocated to the Spokane, Portland & Seattle Railroad for only four months, then transferred to the Southern Pacific at its Shasta Division in Oregon, also as a brakeman. In November 1911 he moved for the last time in his railroad career, remaining with the SP but transferring to the Tucson Division. In 1914, he was promoted to a full-time position of Conductor and he resigned his membership in the BRT union to sign on with the Order of Railway Conductors of America*.

1918 found him in San Diego working on SD&A construction trains for several months. The Glascocks apparently enjoyed their brief stay in San Diego, as they would move there permanently after William's retirement. It is interesting to speculate as what strings were pulled to arrange for his temporary transfer to the SD&A even though still working for the SP, who had no "official" ownership of the SD&A. There always were rumors that many workmen on the

SD&A in the later years received SP paychecks, and William's temporary work ID and border-crossing card are proof in this instance. His pass on the SD&A was only valid during 1918, but the 1920 Federal census lists his residence as San Diego while the 1920 Arizona census lists him as residing in Yuma.

The rest of his career was spent with the SP where he worked as both Freight and Passenger Conductor. Some specifics of his duties are found in a book he kept with the several letters of commendation he received. In one incident, he replaced a lost bolt from the main rod assembly with a less-important bolt from elsewhere to get the train into Tucson. We also have some photographs of his train and crew in 1925 during construction of the Picacho-Phoenix line and another set of wreck photos from the SP at Tortuga Siding, once located along the SP mainline southeast of Niland around milepost 678. William seems to have always had an interest in train wrecks, as the earliest photo we have of he and Sue is of them as spectators at a wreck site in the early 1900s.

In 1940 he retired and began receiving the generous pension that went with membership in the railroad unions. Part of the pension process required the signing of a promise not to seek any further employment on a railroad, but there was no prohibition from taking any non-related work. If any such employment occurred we are left no record of it. While in southern California, Henry and Sue attended picnics in Balboa Park for the local chapter of the association of retired railroad veterans. Included in his documents are two business cards from men with the last name of Resley with an "e" instead of an "i" in southern California. One of them, Lynn Resley, was the regional director for the U.S. Railroad Retirement Board, so the connection to William is obvious. Was there a connection to Charles Risley? If so, we haven't found it.



**The Hot Scoop® is a
publication of the Pacific
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Museum, 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 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 Railway Museums (ATRRM) and is a non-profit educational corporation. Donations are tax deductible under Sec. 501(c)(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 × 10 inches at 150 to 240 PPI resolution, but please no cell phone pictures. Send all submissions to hotscoop@psrm.org.

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

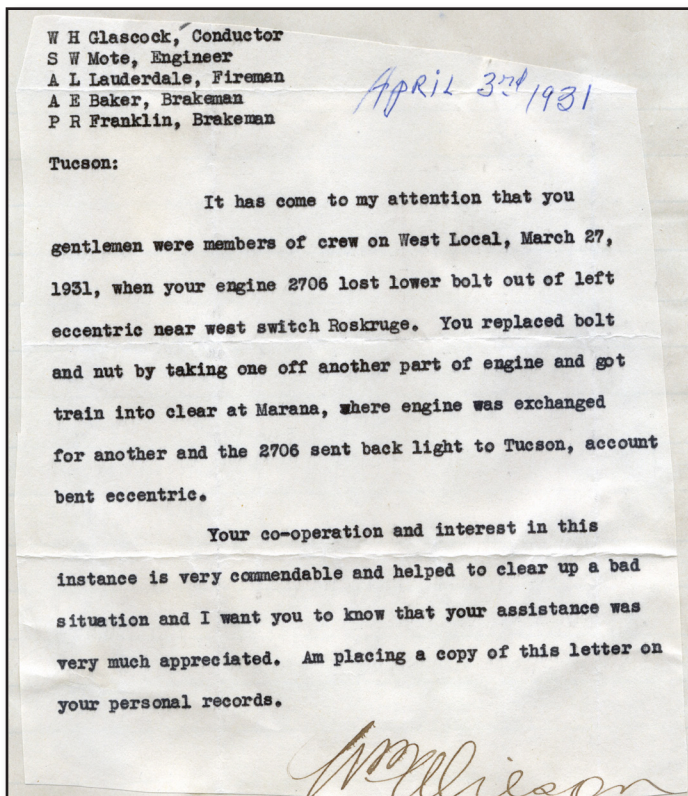
Sue passed away after a long life in December of 1971, but William soldiered on. On the occasion of 65 years of continuous union membership William was honored with a commemorative pin hand-delivered by the United Transportation Union Vice President. He was celebrated again on his 100th birthday. He also received a telegram from then U.S. President Richard Nixon. The newspaper interviewed him as to the reasons for his longevity (he credited exercise). His 105th birthday was almost anti-climactic. He passed away in 1979 and was buried alongside Sue in Mount Hope Cemetery, a stones-throw from the former SD&A tracks.

There is plenty of material here for an exhibit when someone gets around to curating it. Look for an article on Charles W. Risley in a future Hot Scoop.

*Note: the conductor's union was later superseded by the Order of Railway Conductors and Trainmen, absorbing the old Brotherhood of Railroad Trainmen, and both were eventually replaced by the United Transportation Union. ►



W. H. Glascock Collection



Commendation letter received by W. H. Glascock and other crew members for actions performed in March, 1931.
W. H. Glascock Collection

US Border Crossing Identification Card issued to W. H. Glascock for use during his tenure with the San Diego and Arizona Railroad.
W. H. Glascock Collection

MUSEUM SERVICES DEPARTMENT

By Jim Lundquist, Museum Services Director

LIBRARY:

Bruce Semelsberger, our Librarian, reports that many people have been working hard in our library in Campo. Joining Bruce have been stalwarts Bob Underhill and Dale Wagner who have been there through the majority of the new twice-weekly schedule, assisted occasionally by Richard Finch. Thanks largely to them, our books are being accessioned and the shelves are taking on an orderly look. This has been a difficult process and will take some time to complete. We lost one workday with a software glitch, but thanks to Lew Wolfgang making a special trip out to lend his expertise, the problem was resolved. Richard Finch is

now working on our photo collection, rough sorting the hundreds of photos that have arrived in the past several years. Sylvia Montero has begun sorting and filing the several cases of news clippings, working at home on her own. These will then be scanned and printed on acid-free paper with digital back-ups. The originals can then be recycled. Special thanks to Dick Pennick (long overdue!) for having arranged many, many donations of papers and artifacts to our collections. He not only does the sweet-talking, he writes the thank-you letters and either delivers the donations to Campo or leaves them for me at La Mesa!

Bruce has been learning the Past Perfect software pertaining to photos, archives and artifacts while working on the William Glascock donation. Previously unsorted boxes of SD&A/SD&AE materials have been filed. Pioneer member Larry Rose has cleaned out his old garage as part of a moving process and Frank Stites has been hauling truckloads of boxes from Larry out to us. Thank you, Larry and Frank! This is my next big accession project because we need the room! Dale, Bob and Bruce have brought out a truckload of books from the La Mesa reefer to be processed. It has become very apparent that our wonderful new facility just isn't big enough for even the present collection. We managed to get everything inside, but workspace is almost non-existent. A new plan for expansion has been drawn up and was approved by the PSRM Board. The proposal is to fund it entirely through grants and donations, beginning with six new hi-cube storage containers, then concrete floor, walls, people-sized doors, overall foam, electricity and A/C in phases. Items like shelving can be obtained through government surplus. How quickly we can get this all done will depend on how successful we are in finding the money, but it is important that we start now.

In addition to all of this, we are handling a growing number of research requests and expect the number to grow as Martin Caestecker brings the new library section of our website on line. AT&T is discontinuing the DSL service to the Campo area, so PSRM will be forced to look for a new ISP, probably via satellite. This may facilitate Internet access at the library and make it possible for us to handle outside requests more quickly as well as do on-site research. Steven Clark has completed digitizing all of our 16mm films under a grant to the San Diego Air & Space Museum, so we now have all of our films back as well as a USB drive with the entire collection on it. We are now able to provide DVDs of probably all of these films as the copyrights would

have long since expired. A list will be eventually available on the website. Prices for copying have yet to be determined.

The defunct air conditioner has been fixed, just in time for summer. Our thanks go to Robbie Smith, Charles Smith and John Shannon for installing a new fan and bringing the system back on line.

La Mesa Depot Museum docents Sid Saltzstein, Duane Dubke and John Preston continue to make new museum friends at the Saturday afternoon openings at our La Mesa Depot site. If we can find others interested, we could open it additional days. Contact Jim Lundquist if you have an interest.

Heather Wright continues to process our new members as the Membership Coordinator as well as run the Giftshop and Workampers liaison. Notice how many new members we have been seeing lately? Welcome one and all.

John Wright continues to put together the Hot Scoop as Editor. John does a good job and welcomes copy and photos anytime for submittals.

Dick Ruppert and Ed Osborne have continued their effort to organize our collection of small artifacts.

Thanks to our Docent Bruce Deck for his time riding with our visitors and then showing them the Display Building exhibits.

Our thanks to Paul Lundquist who just finished up time as Campo as an on-site workamper. In addition to being the main gift shop volunteer, Paul regularly watered the trees, sprayed the weeds, walked around the property dragging a magnet picking up loose screws and nails and assisted when deliveries were made during the week.

Finally, we are looking for a volunteer with interior decorating experience to set up the two bedrooms in the 050 to look more like they did when the car was in service, with beds, clothing, fixtures, etc. If you have such experience and time to volunteer, please contact Jim Lundquist.

Thank you to everyone putting in their time to make our museum strong. See you at Campo or La Mesa soon, I hope. ►

WHY HAVE A STEAM PROGRAM?

By Jim Baker, Steam Foreman

Recently, one of our longtime members told me, “For the most part, the general public whom we depend on year in and year out to support us don’t really care if we run steam or not, as long as we continue to provide an enjoyable family experience.... Keep in mind that we are rapidly approaching the day when none of our visitors will remember firsthand seeing steam power operating in regular service in the U.S.”

My response to him was, “That is exactly why we need an operating steam locomotive. Most people don’t even know what a steam engine looks like.” I get questions all the time from our visitors, ‘Is this a steam engine?’ referring to the GP. I even had a question last month, ‘Railroads are pretty dead by now, aren’t they?’ Most people have no idea how important railroads are even in the present time, much less how important in the past.

So, I am requesting all readers of this article to respond to me as to whether they agree with me in thinking that PSRM should have an operating steam engine. Or do you agree with the long-time member quoted above?

In my opinion, an operating steam engine, along with a good interpretive program, would make us a great museum. The lack of an interpretive program was a big problem with 2353. We offered steam trains once in a while. No real interpretive effort was made. That, accompanied with very little advertising, made 2353 a very minor attraction. Certainly, we should continue with the moneymaking, non-interpretive stuff, like North Pole Ltd, Bunny, and Pumpkin trains. But that is Tourist Railroad stuff, not museum stuff. Sure, we cannot expect to run steam every weekend, but it can be a huge addition to an interpretive program, IF we actually start one. People won’t come out just to ride behind a steam engine; they don’t know what it is! The interpretive part needs to be promoted. Not just a ride, but demonstrations of how it works; why it is important, with living history people, etc.

San Diego has several transportation related museums:

The San Diego Maritime Museum displays and operates vessels covering a wide range of maritime transportation including:

- Star of India; state of the art 1863 long distance cargo and passenger transportation. (operational). And look how crowded the bay becomes on the few days a year they take it sailing!
- Berkeley; 1890’s inland water reciprocating steam

transportation (display). Originally owned and operated by Southern Pacific.

- San Salvador; replica of 1500’s exploration (to be operational when completed)
- Pilot; early 1900’s auxiliary to long distance shipping (operational – popular daily rides are offered)
- Other craft related to the military and pleasure boating, including the operational reciprocating steam-powered yacht, Medea.

The San Diego Air & Space Museum displays mostly military aircraft but there are several transportation related aircraft:

- Curtis B1 Robin; 1928 personal aircraft (display)
- Ford TriMotor, 1928 passenger plane (display)
- Ryan ST A, 1934 sport trainer (display)
- Wright EX, “Vin Fiz,” 1911 first plane to cross the US. (flyable display)

The San Diego Automotive Museum displays over 80 automobiles. I couldn’t find any specific information on what is displayed.

And, of course, our neighbor in Campo, the Motor Transport Museum, has a large number of motor vehicles, some of which are operational.

I haven’t included the hugely successful USS Midway museum in this discussion, since it is not primarily related to commercial transportation. But it does have its steam turbine propulsion system on display.

Both the Midway and Maritime Museums have outstanding interpretation programs. Since I haven’t visited the Air or Automotive museums, or recently at the Motor Transport Museum. I can’t comment on their interpretive programs.

So, why shouldn’t San Diego have a great railroad museum? PSRM is unique in that it operates vintage equipment on a weekly basis, although the Maritime museum does operate some of its smaller vessels even on a daily basis.

An operating steam program would allow us to do a much better job interpreting the history and impact of railroads.

History of Steam:

Displays could include information on:

- Early vacuum-producing pumps followed by steam-powered stationary pumps
- River boats

- The 1830 locomotive trials in England
- Early US railroads: B & O, Best Friend of Charleston
- The first transcontinental railroad
- Development of steam railroads through the 20th century.

How People and Goods were Moved Prior to Steam Railroads:

- Walk, or walking animal: 2 to 3 mph
- Pony Express 7 to 10 mph
- Stage coach 3 to 5 mph
- Horse & wagon (long distance) 2 to 4 mph (this was the preferred mode for the gold rush because it was so much faster than ox teams)
- Ox team & wagon 1 to 2 mph (this was the preferred mode for most western pioneers as they could walk comfortably along side the wagon and load more freight in the wagon)
- Steam river boat (downstream) 5 to 10 mph
- Steam river boat (upstream) 1 to 5 mph

Steam Railroads

- 1850's Railroad: 15-20 mph
- The Transcontinental railroad cut time crossing US from months to 7 days and cut the cost per person from maybe \$1,000 to \$100 or \$150.
- At a minimum, steam railroads cut the time to cross the US by a factor of at least 10, and the cost by a similar number. The jump from 1930's passenger trains to 1960's jet aircraft did not cut the crossing time by a factor that high.

Steam railroads played an extremely important part in US history, and should be operated to enable people to truly understand what a steam locomotive is.

Interpretation with an operating steam locomotive could include, in addition to a ride to Division (or Miller Creek) and the usual run-bys and cab rides:

- Visits to the cab before and after train rides with crew explaining how things work.
- Similar to above, but on the ground.
- Docents doing comparisons between steam and diesel, with a running diesel locomotive next to the steam one.
- Docents explaining why diesels took over: maintenance, crew, part interchangeability, fuel economy, less infrastructure (water for all steamers, coaling

towers and ash pits for coal burners), track wear from pounding, etc.

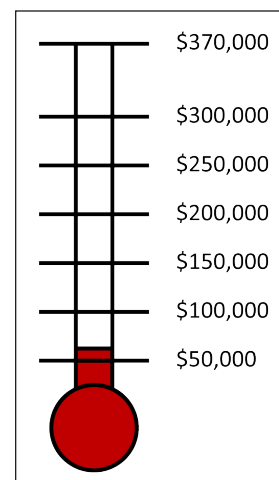
- Could even do comparisons of our various steam engines with Thomas & Friends. (Most kids and parents I've talked to have no idea why Thomas is called a "tank engine.")

Your comments are invited. jbaker@psrm.org

EXPANSION PLANS CONTINUE

By Jim Lundquist, Museum Services Director

First, a huge thank you to long-time member Larry Williams for his donation of \$6,000.00 towards the retirement of the mortgage debt for the 20+ acres we have purchased in Campo as well as another long time believer Margaret Stahl for \$100. Thank you both. As plans move forward for expanding our Museum in Campo onto the 19+ acres we have purchased adjacent to the Campo Depot, progress has been made with County staff on changing the zoning to allow for the continuing development of our museum. Our consultant Sharon Haven has directed us to work with the other Campo non-profits to create a "Camp Lockett Overlay" for large exhibit halls for railroad equipment, a turntable and roundhouse, volunteer camping spaces, public campground, library/theater/exhibit, small hotel and small gift shop type of stores on a small town main street approach. Fellow museums Campo Historical Society, Motor Transportation, Mountain Health and the Camp Lockett Event and Equestrian Facility are working together to develop the overlay. After the overlay is adopted by the County, our first goal is to retire the mortgage debt and making plans to install the turntable in its final location, to allow us to turn equipment and start raising funds for a roundhouse. We look forward to the challenges and opportunities as we move forward in these exciting times for our railway museum. ►



BRICK ORDER FORM

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



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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
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