

Hot



Scoop

HotScoop Shovel Logo by Larry Rose

A publication dedicated to San Diego Railroad Museum volunteers

August 2001

MUSEUM NEWS

VOL XIII NO VIII

***** RPO Progress and SDRM heroes ***** *Ted Kornweibel, Superintendent of Restoration*

The Restoration part of the Museum is making spectacular progress, and it's due to the splendid teamwork of many individuals in and out of my Department. I'd like to take this opportunity to not only thank a number of individuals, but to demonstrate to the membership how the Museum is really functioning.

It had become time to move the RPO car under cover, so that the exterior could be cleaned and stay clean in preparation for lettering ("Santa Fe/United States Mail/Railway Post Office"), especially to get it out of the sun, as it can't be lettered when the surface temperature is way over 100 degrees. So the logical choice was to place it on track six of the display building.

When I asked Jim Polloreno a week ago if he could arrange the move, his response was, "my job is to make things happen." He was a man of his word, and the car was moved into the building during the past week. I didn't learn who the engineer was, but thanks to both Jim and the man at the throttle.

We needed to get electrical power to the display building, so the weekend before the move, the following took place. Dick Cupp advised us on the proper circuit and gauge of extension cords from the car barn. Joe Shelly, one of the hardest working persons at the Museum, who has been doing Restoration to take a break from track work, helped me string the power cord and also worked with Rich Warner, who dug a trench with his loader so we could bury a cord between SD&A 104 and the display building.

Thus, last Saturday, we arrived to find the RPO car in the display building, and quickly hooked up to power. Joe Shelly, Frank Stites, and I set to work cleaning oxidation from the car's exterior with automobile polish compound. Even without a bit of wax, the shine on the sides is terrific, and vindicates our decision to go for the best, DuPont Imron paint, the industry standard. The car is now ready for exterior lettering. (Incidentally, we obtained full-size exact-duplicate lettering patterns from CSRM, so there will be no guesswork in the lettering.) Joe also finished painting the last truck, so the entire exterior of the RPO car is now painted! In fact, Joe prepped all four trucks--needle-gun, wire brush, etc--and painted them with Hammerite. He wanted to get them all done before he is deployed next month, for duty on a fleet oiler based in Japan. He'll be gone for a year, and we sure will miss him!

But the RPO story has another chapter. The car is coupled to the Guard Car on track six in the barn, but it was a very tight squeeze. So Allan Dillane offered to extend the track another six feet to give us some more clearance. Allan is another "can do" guy. He honcho-ed the job, and recruited two of our finest young volunteers, Randy Kostelak and Joe's son, Troy Shelly. The three of them dug dirt, laid new ties, and spiked rail by mid-afternoon. (Incidentally, Randy does auto-body work, but don't ask him about it.) All we needed, at 3 o'clock on Saturday afternoon, was to shove the RPO/Guard Car consist back six feet. Dick Pennick kindly stopped what he was doing on 2353 to run the loco, Jim Pollerino served as brakeman, and by 4 pm the job was done.

We also needed to get steps up to the RPO car for visitor access. Steve Kostelak, another "do-anything" guy, left track work to operate the fork lift for us. Along with muscle power supplied by Joe, Frank, Randy, Troy, Allan, and I, the steps were put into place, so next week visitors can again tour the inside of the car.

Summary: In two weekends, a car got moved, the car was prepped for lettering, track was laid, the car was repositioned, and steps were added. Three departments cooperated magnificently: Operations: Jim Polloreno, Dick Pennick, and unknown engineer in mid-week. Track Department: Rich Warner, Allan Dillane, Troy Shelly, and Randy Kostelak. Restoration Department: Joe Shelly, Frank Stites, Dick Cupp, and Ted Kornweibel.

But wait: there's more great news. Dick Pennick's Spring Festival really paid off for Restoration. We gained two new volunteers who have helped strip old shellac off the RPO's overhead sorting bins. But best of all, we made contact with two superb craftsmen. Marvin Wait toured the RPO car and decided not only to join SDRM, but to offer the services of his woodworking business (custom doors and mouldings) in San Marcos. He has now built the 12 sets of safety bars for the RPO's main windows, and donated all the materials, including 80 three-foot lengths of 5/8" dowels. We would have had to pay a bundle for the cost of materials alone, and divert our energies, had he not stepped forward.

Our greatest debt, however, goes to Harold Whelen, who also visited the RPO car during the Spring Festival, and let it be known that he could forge metal parts. It just so happens that we were scratching our heads, wondering how we were going to get/afford the 400 or so mailbag hooks needed for the RPO sorting racks. I took Harold a sample, and he forged a beautiful duplicate out of aluminum. He has now manufactured over a hundred hooks, and is willing to do the entire lot. But that's not all. We had despaired of disassembling the racks so the hooks could be slid onto the bars; in fact, we were ready to cut the bars to install the hooks, and then weld them up again. But Harold said, "there's got to be a way." In fact, the bars were flanged and riveted into the ends by boilermakers, but Harold artfully wielded grinder, drill, punch, torch, and jack to expertly disassemble a rack, install hooks, and re-assemble the entire thing, even painting it. And he's going to do all eight racks. Harold is truly another "metal magician."

One final story: The RPO car is missing the steam-heated, wall-mounted cooking device with which clerks heated coffee and cans of pork and beans, etc. We knew we couldn't get one, and were prepared to simply demonstrate it with a picture. But Harold took a trip to Orange Empire Railroad Museum, made detailed drawings from the device in its Santa Fe RPO car, and is going to cast an exact duplicate for us! (Incidentally, we could use some more scrap aluminum. Does anyone have any old auto pistons they could contribute to the cause?)

Don't tell me the Museum can't operate harmoniously, efficiently, and professionally. And we're having fun doing it! Would you like to share the fun? Call me: **(619) 461-0098**

***** Final Accounting for Spring Festival shows profit ***** *Dick Pennick*

It has taken awhile for our new office staff, now in the capable hands of the Museum's new bookkeeper Denise Winslett, to sort out the final accounting for this year's Spring Festival & Old-Time Days. But the numbers are finally in, and although there are a couple of lingering questions about some of the bills, the latest financial report indicates the Museum made a profit over expenses of \$73.90!

In terms of dollars, this appears to be a small return for almost a year's worth of effort. But put into proper context, it is clear that the Museum reaped far more from this exercise than mere financial gain. Let's look at some of the other "positive returns":

1. The prestigious SUNSET Magazine, one of the West's most widely-read and respected travel, garden, home-improvement and cooking magazines, gave the Museum a very complimentary full-page story about our Campo Demonstration Train and a plug about the upcoming Spring Festival. Every weekend, people come up to me to say they read about us in SUNSET (don't forget SUNSET Magazine was originally published by the Southern Pacific Railroad as a promotional tool, tying into its Sunset Limited overland passenger train).

2. WESTWAYS, the American Automobile Association's member magazine, plugged us three times over two issues, including a short write-up listing us as one of the "eight great railroad museums in California" (will we ever live up to this honor?). Both Westways and Sunset articles were free!

3. A paid ad in TRAINS Magazine, plus numerous local newspaper stories, helped to remind our region and the entire country that the SAN DIEGO RAILROAD MUSEUM was still alive and kicking!

4. We introduced the Museum to a new batch of local politicians, and one in particular has already responded to our invitation to ride our steam engine this Fall. Say what you want about politicians. But the reality is that politics is the game and there is the potential to reap great rewards by being a player in that game (our new Visitor's Center building in the Upper Yard is the result of a \$100,000 legislative appropriation by the State of California, through the effort of Museum member and former State Assemblyman Larry Sterling).

5. Spring Festival provided the incentive for Jim Polloreno to convert our old crew trailer into a visitor display building complete with wall-to-wall carpeting and built-in video display, a truly amazing effort.

6. The Festival provided the opportunity to showcase some of our historic rolling stock, one example of which has never been on public display (our 1899 Jackson & Sharp wood open-platform coach #14, now safely tucked away in the Visitor's Center building), and another that was once a regular part of our tour itinerary but for the past five years relegated to the deep shadows of the Car Shop (John Spreckels' SD & A Business Car #050, "Carrizo Gorge").

7. The Festival provided the incentive to initiate a new fund-raising opportunity for us: a chance to actually run a big diesel-electric locomotive for a fee. We had no trouble selling the slots (other railroad museums have had such programs for years).

8. It provided the incentive to reacquaint ourselves with the Campo and the greater Mountain Empire communities. If you haven't noticed, there are really terrific folks out there in the hills!

9. It showed us that we, as a group, are capable of some amazing things if we can all work together toward a common, defined goal. But it also revealed that we aren't perfect and have a long way to go in certain areas of leadership, administration and promotion. The Festival got us to take a closer look at ourselves as a group and resolve to make changes where they are most needed.

10. We discovered that people would be interested in riding full-moon hayride trains, and Jack O'Lexey and I had hoped to offer a proposal for the Museum to do just that this summer. But the time got away, and we will look forward to next summer when we can have flatcars with railings to provide a real "under the stars" experience similar to the popular Cumbres & Toltec Scenic Railroad annual event in Colorado.

So, although "making a profit" is not a bad thing, I've given you ten good reasons why the Museum has profited much more than the dollar figures suggest.

Let's do it again next Spring! What new and exciting things can we cook up for next year? The time to begin planning is now!

Call me if you're interested in coordinating next year's event: **(619) 463-2276**.

***** Steam Team Report ***** *Dick Pennick & Dwight Koller*

By the time you read this, steam locomotive 2353 should be well on its way to completion of the current inspection and repair work, preparatory to operation this Fall. An operating schedule is being worked out now and should be available for publication shortly.

Work completed since the last report includes the following:

- Exercised the repaired right upper crosshead shoe by moving engine back and forth with a switch engine. Shoe appeared to function normally after the rebabbiting.
- Reinstalled all washout plugs in the boiler preparatory to hydrostatic pressure test.
- Completed painting of entire outer surface of boiler shell and firebox wrapper sheet (except for portion in cab).
- Cylinders and cylinder steam pipes re-lagged with new glass batting and jacketing reinstalled.
- Installed new steam/air valves on shop manifold connections, fireman's side.
- Reinstalled and torqued steam dome lid.
- Assembled and tested new boiler washout pump. This pump should provide more than enough water pressure to wash out the boiler at the required intervals.
- Turning of several wooden plugs, to be used to plug the open boiler check holes on SD & AE 2-8-0 #104. Plans are underway to have the asbestos lagging removed from this locomotive so that restoration, either to operation or as a static display, can proceed.

Helping recently were: **Dwight Koller, Paul Lannen, Bob Nickles, Jim Lundquist, Dick Pennick and Geoff Shepherd**. There was a slight distraction on Saturday, July 21st due to the two F7-A diesel cab units, recently acquired by our alliance partner Carrizo Gorge Railway, being readied for a test run out on the mainline. All but one of us managed to resist the temptation to go along for the ride! For those who complain that, historically, a "covered wagon" never operated over the SD & AE, there is in fact photographic evidence that at least one trip was made with an F-unit and freight train over the line, in the 1950's as I recall.

***** 1880 "Gallows" Turntable Dedicated!***** *Dick Pennick*

It's a project without precedent among railroad museums, particularly out west. But it is a good illustration of the kinds of projects that can be accomplished with adequate funding and a dedicated volunteer crew.

Although too late for advance notification in the HOT SCOOP, on Saturday, July 28th, Orange Empire Railway Museum -- our sister museum in Riverside County -- celebrated the completion of an exact working replica of an 1882 wood "armstrong" turntable as a part of its Ward & Betty Kimball narrow-gauge display complex.

The turntable, financed by former Disney animator Ward Kimball and his wife, is a duplicate of the turntable still standing at Laws, Calif. near Bishop, where it is preserved as part of the historic rail yard of Southern Pacific's last surviving narrow-gauge subsidiary in California's Owens Valley.

All hand-powered turntables were dubbed "armstrong" for obvious reasons, and for the dedication, Nevada Central 1881 3' gauge 2-6-0 second #2, "SIDNEY DILLON" was placed on the table. The engine was part of the narrow-gauge rolling stock collection given to the Riverside museum by the Kimballs. When you get a chance some weekend, go up and see it. You'll be impressed.

***** Rules of the Month - Train speed and mainline switches ***** *Randy Houk*

Train speed in the depot area

The following rule is very important considering we have visitors in the depot area, and some movements have been noticed recently in violation. This is from "Special Instructions for Entire Division" from General Order #1, Feb 1, 2000.

"Maximum authorized speed for all SD&A trains shall be 15 mph. **Speed limit for the main track and passing track between the west derail and the section house at Campo shall be 10 mph.** This restriction does not apply to the main track during a run-by with the people watching being supervised by crew on the ground. Unless otherwise specified, the speed limit for other than main track is 5 mph. Switch to/from the main track, 5 mph."

Mainline switches

With the increased activity we have, special attention must be given to our mainline switches. Crew involved with movements from the main need to reset the switch back to the main and lock it. This is particularly important when we have a Miller Creek or Tecate train out on the main. Refer to rule **8.3 Main Track Switches**.

"The normal position of a main track switch is for main track movement, and it must be lined and locked in that position."

***** Museum Financial Report for JUNE 2001***** *Denise Winslett*

TOTAL INCOME JUNE 2001: **\$26,879.40**

EXPENSES:	ADMIN	\$10,898.85
	RAILROAD OPS	\$7,464.09
	MUSEUM SERVICES	\$10,801.99

TOTAL EXPENSE JUNE 2001 **\$29,164.93**

NET LOSS: **\$2285.53**

(Please note: Steam locomotive expenses of \$1401.77 and Spring Festival Expenses of \$3332.36 were paid with restricted funds collected earlier in the year.)

BALANCE SHEET JUNE 2001

CURRENT ASSETS

Total Checking:	\$17,742.03
Accounts Receivables (Carrizo Gorge)	\$34,011.73
CURRENT ASSETS:	\$51,753.76

FIXED ASSETS

Buildings, equip, furniture:	\$3,462,619.71
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OTHER ASSETS

Inventory - Library:	\$135
Notes Receivable:	\$23,540.10

TOTAL ASSETS: **\$3,538,048.57**

LIABILITIES & EQUITY

Accounts Payables:	\$54,190.10
Sales Tax:	-\$53.30
Equity	\$3,483,911.77

TOTAL LIABILITIES & EQUITY: **\$3,538,048.57**

***** Web page update ***** Randy Houk

New this month are links to Diesel engine fundamentals and one to a humorous EMD "Ten Commandments" at <http://www.sdrm.org/>.

Don't forget that our web page has a link for Volunteer Services. You can see old issues of the Hot Scoop and a link to the Code of Federal Regulations. The username is "volunteer" and the password is "2353".

If you're receiving this via U.S. Mail but have gotten **E-mail**, please send an email to hotscoop@sdrm.org so we can make you a 'member'. We save postage that way!

***** Year 2001 Dates of Note *****

	August	September	October
Staff meeting (1900 at Solar)	6	3	1
Campo to Tecate	4,11,25	8,22,29	13,20,27
Steam Train	-	TBD	
School Train	-	-	
Brunch Train	-	9	
Dinner Train	-	-	6
Wine Train	-	-	20
Board meeting (1830 at Solar)	28	25	23
Museum Services meeting (1900 at Solar)	29	26	31
Deadline for Hot Scoop articles	28	28	28

***** Article Submissions *****

Please submit articles in pure text (.txt) or MS Word (.doc) format.
E-mail to hotscoop@sdrm.org is preferred. Send address changes to the editor.

*****PHONE NUMBERS and e-mail*****

Web page: <http://www.sdrm.org>

SDRM ADMINISTRATION

		@sdrm.org
Business Office, Denise Winslett	(619) 595-3032	office
Business Office Fax	(619) 595-3034	
Museum Phone (La Mesa Depot)	(619) 697-7762	
Report Editor, Marianne Gerdes	(760) 942-1560	report
Hot Scoop Editor, Randy Houk	(858) 672-0111	hotscoop
La Mesa Depot	(619) 697-7762	
Campo Depot	(619) 478-9937	
Campo Car Shop	(619) 478-9451	

DEPARTMENT HEADS

		@sdrm.org
Executive Director, Bill Valverde	(619) 258-1966	valverde
Director of Campo Complex, Jim Polloreno	(619) 478-2140	polloreno
Research, Bruce Semelsberger	(619) 264-7282	
Library, vacant		
Operations, Jim Polloreno	(619) 478-2140	polloreno
Safety, vacant		
Environmental Affairs, Jack O'Lexey	(858) 274-4449	olexey
Restoration, Ted Kornweibel	(619) 461-0098	kornweibel
Mechanical, Darren Apedaile	(619) 478-2659	apedaile
Steam, Dwight Koller	(619) 478-9348	koller
Diesel, Darren Apedaile	(619) 478-2659	apedaile
Training, vacant		
Trainmen/Guides, Bob Schussler	(619) 698-1458	schusslerb
La Mesa Depot, Jim Polloreno	(619) 478-2140	polloreno
Facilities, vacant		
Volunteer Coordinator, Steve Kostelak	(619) 741-5217	kostelak
Museum Services, Rich Borstadt	(619) 294-9321	borstadt