

# Hot



# Scoop

*HotScoop Shovel Logo by Larry Rose*

A publication dedicated to San Diego Railroad Museum volunteers

**June 2003**

**MUSEUM NEWS**

**VOL XVI NO II**

**\*\*\* May 30<sup>th</sup> Membership Meeting \*\*\***

The next quarterly membership meeting will feature an update on the progress of our Museum as well as a slide show from Brenda Bailey, "Looking Back, Looking Forward".

Friday, May 30<sup>th</sup>      7:00 PM  
Trinity Church      3902 Kenwood Drive      Spring Valley

Directions: take Spring Street south to the end at Campo Road (under SR94/SR125 interchange), left turn on Campo Road (Wendy's), make your first right turn on Kenwood - go up the hill about 3/4 mile, on the right. I hope to see everyone there.

**\*\*\* President's Report \*\*\*      *Jim Lundquist***

It has been a really busy period for our Museum, with many volunteers working hard for us. The biggest effort at Campo since the beginning of the year has been to inventory, organize and clean up the shop, display building and working area. This has been a huge undertaking by many of our volunteers. I am really happy to report that the entire site, while still having a long way to go - is truly looking much better now. While working hard to bring up another locomotive into service, Ron Hyatt and Dave DiGiorgio have been spearheading the cleanup. Many others have been involved too. Many thanks to everyone! In just a few months, you can see the difference.

Each and every weekend, we have continued to operate our excursion passenger trains to Miller Creek. The hard working members who volunteer as Trainmen, Brakemen, Conductors, Engineers and Speeder Operators desire a big THANK YOU. Our train operations bring the visitors up to Campo - our Trainmen and the guided tours educate our visitors. We have an immediate need for additional crew members - YES, it's a prime time to get onboard the San Diego & Arizona Railway as operating crew. Please call Randy Houk at 858-672-0111 or Ron Hyatt at 619-390-9045 to volunteer for train crew. WE NEED YOU. The goal is to reduce the load on the few members running our trains to allow them to run once or twice a month instead of every weekend. Let's keep our hobby fun by spreading out the load.

I am working on many different projects for our Museum - extending our operations, adding a picnic stop, upgrading the restrooms onboard, securing funding to begin restoration of the Campo Depot, a new lease for the depot, a new location for the library, joint promotion opportunities, advertising, on the air radio spots, long range planning and assisting every department in reaching our goals.

We have several ways for you, the members, to get involved in your Museum. The best, fastest and easiest way is to show up at Campo, pick a project being worked on, and jumping in - feet first! We will also be having a "Townhall" meeting very soon with all members and a "Vision for our Museum" meeting for the members as well. In addition, there are department meetings held monthly, and Board meetings held monthly. Each and every member is encouraged to participate in these opportunities.

I also encourage each member to address their concerns directly to me. I am thankful to our members when they can give me a heads up as to their concerns and suggestions which we can work on together. You may reach me at [Jim@sdrm.org](mailto:Jim@sdrm.org) or 619-470-7553

evenings. Of course, you can also work along side me at Campo while we discuss our Museum together, too.

A lot of work has been done so far - but - much more work remains. I hope you stay active or join us real soon. See you at Campo.

**\*\*\* Campo Creek Bridge inspection \*\*\*** *Jim Lundquist*

Mark Creveling of Simon Wong Engineering has agreed to donate the fees to inspect the large steel bridge over Hwy. 94 at Stoney Canyon. He will be providing a letter to MTDB describing the condition of the bridge.

This work is being done to assess the possibility of extending the Museum's passenger excursion trains across the bridge. The Museum is appreciative of this donation by Simon Wong Engineering.

**\*\*\* Volunteer BBQ A Big Hit \*\*\*** *Randy Houk*

We had a fun BBQ on the evening of Saturday April 26<sup>th</sup> for our volunteers, with all in attendance having the opportunity to run #7285 up and down the Museum main. We sure have some budding engineers! Thanks to those who brought (and cooked) the food and drink; it was delicious. Also, thanks to Dave DiGiorgio for his hard work in getting the MO-PAC caboose wired up for lights. Watch for a notice for the next BBQ!

**\*\*\* NUTS & BOLTS \*\*\*** *Jim Lundquist*

Thank you to members Owen and Marie Peck of Palm Springs for a beautiful card and note. We appreciate the good words "Keep up the good work and the unrestrictive donation of \$1000. We do indeed have many bills and financial needs to address. Your donation is most timely and appreciated.

Long time members Ken Faller of Morris, IL wrote us words of encouragement along with a donation of \$100.00 towards restoration. Thank you Ken.

Some of you know that the insurance industry has been hit hard recently, and, many railroads and operations have been unable to afford railroad insurance. We thought that might also be the case with us - our insurance is up for renewal later this month. Our new insurance agent called with the railroad liability insurance quote and it represents only a small increase from last year. THIS IS GREAT NEWS and our volunteer operations can continue!

Now that CZRy has relocated the majority of their activities away from Campo, we will need to return to locking the front gate at Campo Monday thru Friday - both coming in and going out. Please lock the gate behind you as you enter unless you are going to be where you can see the front gate at all times. For now, the old Superintendent key will open one of the locks on the front gate, and we will install a combo lock for the others that do not have that key.

We have rejoined TRAIN (Tourist Railway Assoc) and ARM (Assoc. of Railway Museums).

The bagged asbestos has been removed from Campo by a licenced and insured company.

Thanks to Wally Barber and Don Getz for repairing the forklift, and to Rich Warner and Ken Hansen for beginning the clean-up of the old "stuff" in the back 40.

We are advertising for a volunteer to live onsite to take over the weekend store/ticket office duties. If you know of someone with a travel trailer who wants to trade off 20 hours a week for a place to stay including electricity, water and sewer, please ask them to call Jim at 619/470-7553.

We had surplus narrow-gauge mine equipment and rails. These were sold by the Board and have been paid for and removed. What is left we can continue to sell.

Our toilet facilities on our trains are two portable toilets on our train. These are the type found at construction sites - not good for the passengers, looks terrible on the train, and, a waste of money (\$137 a month). After searching around for the best answer to address this need, the #1 choice is Microflour - used on commuter trains - easy and safe. However - a new system costs \$7500+. Now - that's out of the question. Our long time friend Steve the Zuiderveen donated a complete system to us! Just one problem - it was in Baltimore and it had to be removed within two weeks. Just the kind of challenge we like! A quick call to Dave DiGiorgio - long time member currently between jobs. Yes, he can go to Baltimore but money was tight. We needed to raise the money to sponsor him and the transportation costs of the system to San Diego. The costs are: air roundtrip - \$354.50, one night hotel - \$50 (donated by Dave), one day car rental - \$50 (donated by Steve by allowing Dave to use his car), shipping \$641 to San Diego. Total - approximately \$1000 - or about 1/7th of the cost for one whole system and one extra tank which can be used with other parts. So - can we make our dollars stretch 7 times by sending Dave to Baltimore? On the email, we quickly raised \$700 - many thanks to Larry Rose (\$100), Jim Lundquist (\$100), Scott Thompson (\$100), Lew Wolfgang (\$100), Ken Helm (\$150), Randy Houk (\$50) and Brian Sampson (\$50). There is still more fundraising to do for this project. Anyone interested - please send a check to PSRM, 4695 Nebo Dr, La Mesa, CA 91941-5259.

Using all volunteer crews, we continue to operate our 11 AM and 2:30 PM trains to Miller Creek every Saturday and Sunday. We are in our 18th year of this operation. From January thru March we ran 53 Miller Creek trains with 2,726 passengers.

We pumped 1200+ gallons of used oil from our property. The majority of this oil is from CZRy operations. We also have crushed two 55 gallon barrels of filters, some of which were also from CZRy. We will also be having the "dirty dirt" removed from our property soon. Again, the majority of which is the responsibility of CZRy when they were operating out of our site. We have started discussions with CZRy on financial responsibility for these items as well. We are expecting a HAZMAT visit from the County this month.

We continue our operations with just one locomotive - #7285, our 80 tonner. Work continues on the deferred maintenance issues with #3873, our GP-9. We hope to have this locomotive back in service soon.

We have discovered that the outside rail of the original rail at Brown Dog curve (MP 69.2) is showing signs of wear. Our suggestion is to replace the outside rail with an upgrade from 75# to 90# rail, while replacing 250+ ties. Mr. Wally Barber has taken the lead as a volunteer and we hope the SD&AE can support the upgrade of rail at this location.

The Campo Depot is in need of a major rebuilding. The Museum is proposing a \$10,000 grant this year from the SD&AE matched many times over with volunteer labor to install a top roof shingle (professional installation), repainting of the exterior, the beginning of an electrical upgrade and installation of new toilets. The interior will be modified to return the baggage room to its original historic condition, and the ticket office/waiting room will also be revised. Ultimately, the depot will require a total electrical rewiring job, all new doors and windows and replacement of some of the boards and bats on the outside. Watch for future updates on this project and a call for your volunteer help from the project manager.

The Museum has voted to accept a donation of the two flatcars from the SD&AE. A letter of donation should be prepared and coordination for transport with CZRY/SDIY along with a FRA waiver is required.

**\*\*\* Restoration News \*\*\*** *Ted Kornweibel*

Great progress continues to be made in Restoration. On Saturday May 3, Frank Stites filled cracks and dings in the San Ysidro station bench, while Joe Shelly and his friend Eric sanded the bench. Frank also brought his air nailer and helped me install new plywood panels in the end doors, as well as plexiglas in the east end door. We also installed the last bracket for the steps, all of which are now mounted as they were originally. On Sunday, Sandy Schussler swept and dusted the 050 and Santa Fe caboose; thanks, Sandy, for doing an important but frequently-neglected job. Sandy models the best kind of volunteerism: She simply asks what needs to be done, and then is willing to pitch in.

On Saturday May 10, Frank Stites filled new cracks in the San Ysidro bench while I got started sanding the south side of the Rockdale, Sandow & Southern Jim Crow car. Frank took over when I got tired, and we also alternated taking off the half-round mouldings that hide the seams between each side panel. We are still trying to determine the proper color. In sanding, we discovered, underneath the present (faded) light green paint, a bright orange paint, then a brown coat, and finally, next to the wood, a definite Pullman green. This past week I called the Rockdale (Texas) public library and the staff there is looking for photos of the car, which may or may not help us with colors, but, we hope, will at least show us lettering. And the library staff gave me a contact with a local group that is restoring the old RS&S depot in town. Hopefully someone there will either know car colors, or can quiz old timers. This detective work is actually one of the fun parts of Restoration, tracking down leads until we strike pay-dirt.

Col. Bill Niedrich and Ann Dickinson came out to see our progress, and, as always, were a great encouragement. We discussed the missing knuckle from the Janney coupler, and Bill gave me some excellent suggestions for identifying the exact type and a possible source of casting.

It was also good to see Don Getz and Wally Barber, who came to the display building to plan the concrete slab for the center of the building. There's lots of encouraging progress taking place. Before too long, the building and its displays on tracks 3 and 5 will be in beautiful shape.

We can always use new help, for example painting the San Ysidro bench. I can use help in sanding the car sides. It isn't difficult, and many hands make light work!

Saturday May 17th was another great day for Restoration. Bob Schussler joined me for the entire day, and we made tremendous progress. He and I finished sanding the San Ysidro station bench, and put a coat of primer on it. It looks great already! I took a break from sanding the bench to spackle cracks in the boards (panels) on the side of the Jim Crow car where we had sanded the week before. After lunch we together sanded the spackle, and primed the panels at the same time as we worked on the bench. We were very gratified to see how well the sanding and spackling had done; nothing like a coat of white primer to reveal imperfections in the surface. What this all means is that we can sand and spackle the Jim Crow car sides fairly efficiently (using random orbit sanders), and the result will be quite satisfactory.

We had a real treat today: Corrine Gallagher fed the troops in the car barn lunch room. She furnished a great tossed salad, absolutely delicious home-made lasagna, garlic bread, sodas, and carrot and chocolate cakes. We haven't eaten this well at Campo since, well, probably the last time Corrine did this. She even had red plastic table cloths on the tables. We all figured, eating such a 5 star meal, that we'd at least better wash our hands! In fact, all the guys (including me) were on their good behavior: no indelicate sounds, coarse jokes, or petty gossip. THANKS A LOT, CORRINE!

A great bunch of folks toured the Display Building after the first Miller Creek train, and so enjoyed my talk on the RPO that they purchased 25 cachets. The sale of

cachets is one of the ways we are maintaining funding for the various restoration projects.

I will be on vacation the next three Saturdays, but anyone is welcome to continue the work we have begun. If someone would like to finish paint the station bench, the supplies are in the FGEX reefer. There is a gallon of Glidden oil-base paint, as well as paint tray and liners, thinner, roller cover frames, latex gloves. The only thing needed is a 7" roller, 1/2 inch nap.

If anyone would like to continue sanding the Jim Crow car side, there are two random orbit sanders, including disks, in a blue detergent bucket in the FGEX reefer, as well as dust masks, goggles, respirators, and work gloves. One of the sanders takes 5-hole sanding disks, the other takes 8-hole disks; just make certain you are using the correct disks on the correct machine. There is also a container of exterior spackle and putty knives for that task.

If you want to coordinate work with Frank Stites, email him at [fstites@mail.sdsu.edu](mailto:fstites@mail.sdsu.edu). Frank now divides his time between restoration and being a trainman.

Metal magician #2 Harold Whalen has fabricated some of the missing parts for the Janney coupler cut levers. If need be, he can make a wood pattern for the missing knuckle so that we can have one cast.

How about some of you old timers coming back to Campo. In the Restoration Department, we've never stopped having fun. And doing a good job at the same time.

**\*\*\* Mechanical Update \*\*\*** *Dave DiGiorgio*

April 26/27

Ron Hyatt was able to figure out what was causing the 1820 to not load up, and was able to get it fixed. We still cannot use this loco on the main, but we do use it often to do some switching in the yard. Ron and I also spent a lot of time getting ready for the BBQ we had Saturday night; it was a good time for all who attended.

May 3 and 4

Ron and I went up to Campo Saturday afternoon, to find there was an air compressor issue with the 7285, we got on it right away and seem to have cleared up the problem. We did some various other inspections on the locomotive, and found some welding we need to have done on it, which should get fixed next weekend.

Sunday Ron and I (with help from Sandy Shussler and Jim Lundquist, when their other duties/projects permitted them) cleaned up the recycle oil area in preparation to have all the recycle oil picked up this Friday. I spent a good part of the day rigging up a system for crushing the oil and fuel filters to save us money on the recycling of them (we pay by the drum to have them removed, the more that goes in the drum, the less we have to pay to have removed). I was able to get all the spin-on filters crushed (amazing what 20 tons will do to a filter). Sandy and Jim both did a lot of other general clean-up on the property.

May 10

Ron and I went up to Campo Thursday morning to finish the preparation to get all the waste oil pumped out by Asbury Environmental Services, we were presently surprised to see a large group of people up there to work. Dick McIntyre, Dick Cupp, Bob Haney, Fred Carnathan, and Tom Walker were up there to work on the fire motor car (the one that is being built from spare parts to be a new motorcar with tanks built in). Ron and I gave Fred and Tom a wish list of a few things we really needed to make our job easier, and they got RIGHT on it. With the help of others that were up there they are building us a strainer to fit in the top of the water/oil separator so to catch items that are in buckets, and to also give us an easy way to let buckets drip dry. Dick McIntyre had to take the item home to weld there, but we should soon have this to help keep the waste oil situation under control. Dick McIntyre did some much needed

welding on the 7285. Ron and Bill Palmer (on Friday) did some work on a handbrake for an SDA car that was bad-ordered due to a bad hand brake. It has been temporarily repaired until a permanent fix can be done.

Approximately 1200 gallons of waste oil were picked up Friday by Asbury, so now we can clean up the empty barrels, label them as empty and neatly store them in the north 40 to clean up the car shop area. We don't anticipate needing these barrels soon, since our price break oil pickup is far less than 1200 gallons and we will call Asbury out a lot earlier next time. This 1200 gallons included the 250 gallons of contaminated oil in the 3873, so it is now ready for fresh oil, one more big step towards getting our GP-9 back online.

#### May 16 - 18

Friday night Jim Baker, Ron and I worked on the 7285, we changed the fuel filters, drained some fuel off the bottom to see what we got, and we put some fuel additive in to help prevent any fungus contamination in the future. Prior to this, I made trips around town to pick up the stuff we needed. When we were done we did some load testing on the locomotive and spotted the Miller Creek Train on the house track for the Saturday crew.

Saturday we got a lot of work done. Larry Rose and I straightened out the PFE Reefer (diesel locomotive parts reefer) and got the car to where we can put a lot of the locomotive parts that are scattered in the car barn into the reefer for safe keeping. We can also begin inventorying the parts we have in stock. Ron and Bill Palmer also helped move the belt generator for the 1509 out of that car and into a different car. Ron, Bill and I filled the 3873 up with 250 gallons of fresh motor oil, and started it up to check things out and charge the batteries. Ken Hansen, Rich Warner, Cary Hyatt and myself did a quick clean job of an extra coach for the Saturday trains, as we were expecting a large group. 1820 was started to charge the batteries. Ken Kahan has been doing a wonderful job working on the air brakes and such (not this weekend, but last weekend and during the week). He fixed the brakes on the Mo Pac caboose so they should work "as new" Saturday for the barbecue. Ken also is doing a fabulous job working on the 7285 to track down some minor issues. Ken needs to do a full rebuild of the brake system as I understand it as soon as we get the 3873 up and running. He is also working on a part for the 1820 that needs to be replaced. It is a wonderful thing to have such a high quality air brake guy in the museum to keep things working in tip top shape.

Things I noticed from outside the mechanical department... Restoration had a good crew and got a lot done, please see Ted's Excellent Report for detailed information. Ken Hansen and Rich Warner did some week mowing between the house track and the caretakers area. Ed Duling replaced the window that some idiot broke (yea... the idiot is me), I had planned on taking it to East County Lumber to have it replaced, but Ed beat me to it.. Thanks Ed. I certainly cannot forget the wonderful meal that Corrine Gallagher put out for all us around noon. It was nice seeing her up at Campo, and it was nice having that wonderful lunch provided. I would also like to thank Tom Walker, Dick McIntire, and anyone else who helped on the oil strainer for the water/oil separator, it was put in service this weekend, and was a big help!

On Sunday, Ron and I did some more cleanup of the used oil area, and put away the empty oil barrels and the one full one from the 3873 project. Larry Hieshetter did some repair work and welding on the 3-way switch. The two portable toilets that CZRY removed from the 6700 and have been sitting next to track 1 for about a month were moved down near their office trailer. Ron, Jim L and myself did some general cleanup around the property, we still have a long way to go, but it sure is looking better!

#### **\*\*\* Weed clearing \*\*\***

Please consider the donation of a gallon of Roundup. Recent rains have encouraged a very large growth of weeds along the passing track. If you can buy the Roundup AND do the spraying that would be even better!

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

New to sdrm.org are pages advertising our private car charters and our new program that allows you to rent one of our locomotives for one hour. See them at:

<http://www.sdrm.org/events/rentals/private-cars/>  
and  
<http://www.sdrm.org/events/rentals/locomotives/>

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".

**\*\*\* Year 2003 Dates of Note \*\*\***

|                                        | June      | July      | Aug       | Sept      | Oct       | Nov       | Dec       |
|----------------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| School Train                           | 17        | 15        | 19        | 16        | 21        | 18        | 16        |
| Board of Trustees meeting              | 27        | 25        | 22        | 26        | 24        | 28        | 26        |
| Museum Services meeting                | 24        | 15        | 19        | 16        | 14        | 18        | 16        |
| Operations/Mechanical meeting          | 18        | 16        | 20        | 17        | 15        | 19        | 17        |
| <b>Deadline for Hot Scoop articles</b> | <b>30</b> | <b>31</b> | <b>31</b> | <b>30</b> | <b>31</b> | <b>30</b> | <b>31</b> |

Your Board of Trustees meets the 4<sup>th</sup> Friday each month, 7 PM at Trinity Church.  
Museum Services meets the 3<sup>rd</sup> Tuesday each month, 7 PM at Ted Kornweibel's house.  
Operations/Mechanical meets the 3<sup>rd</sup> Wednesday, 7 PM. Location TBD, call Hyatt's.

**\*\*\* Article Submissions \*\*\***

Please submit articles in pure text (.txt) or MS Word (.doc) format.  
E-mail to [hotscoop@sweet-haven.com](mailto:hotscoop@sweet-haven.com) is preferred. Send address changes to the editor.

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

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

**SDRM ADMINISTRATION**

|                              |                | @sweet-haven.com |
|------------------------------|----------------|------------------|
| Business Office              | (619) 465-PSRM | office           |
| Report Editor, Larry Rose    | (619) 469-3064 | rose             |
| Hot Scoop Editor, Randy Houk | (858) 672-0111 | hotscoop         |
| Campo Depot                  | (619) 478-9937 |                  |
| Campo Car Shop               | (619) 478-9451 |                  |

**DEPARTMENT HEADS**

@sweet-haven.com

|                                          |                |              |
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| VP Administration, Lew Wolfgang          | (619) 662-1963 | wolfgang     |
| VP Facilities, Larry Rose                | (619) 469-3064 | rose         |
| VP Finance, Scott Thompson               | (619) 466-2402 | thompson     |
| VP Museum Services, Dick Ruppert         | (858) 459-2573 | ruppert      |
| Restoration Supt, Ted Kornweibel         | (619) 461-0098 | kornweibel   |
| Research, Bruce Semelsberger             | (619) 264-7282 | semelsberger |
| VP Operations, Ron Hyatt                 | (619) 390-9045 | ron-hyatt    |
| Chief Operations Officer, Dave DiGiorgio | (619) 334-7541 | digorgio     |
| Chief Mechanical Officer, Bill Palmer    | (760) 749-1082 | palmer       |

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