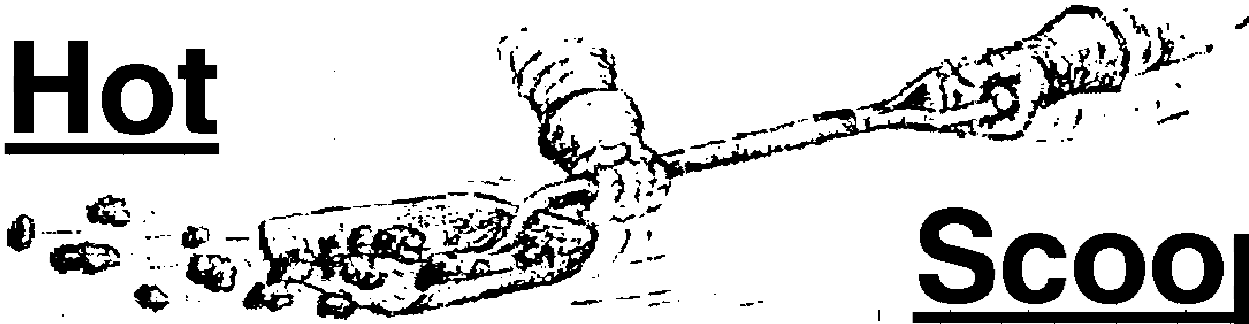


Hot



Scoop

HotScoop Shovel Logo by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum members

August 2005

MUSEUM NEWS

VOL XVIII NO VIII

***** ALCo RS-32 Arrives in Campo ***** *Larry Rose*

PSRM has a new addition to the collection! ALCo RS-32 #4004, nee #7304, arrived at Campo on July 20. This rare locomotive was made available by the Feather River Rail Society of Portola, CA. This group has decided to concentrate on the Western Pacific and its history exclusively. The ex-Southern Pacific 4004 was conspicuous as a "foreign road" item and went on the block. This unit operated on the SD&AE in 1980 when leased from Chrome Crankshaft who bought the engine from SP in June of 1979.



SD&A #7285 pushes our ALCo RS-32 into our upper yard on July 20th.

Engineer Dick Pennick, brakemen Dave DiGiorgio and Bill Palmer. *Larry Rose photo*

This locomotive is one of only 35 built by the American Locomotive Company between June 1961 and June 1962. The SP bought ten units and the NYC got the rest. The RS-32's were essentially a 2000 HP version of the RS-11's which were rated at 1800 HP. Most of the difference between them lies under the hood. (431 of the RS-11's were built between February 1956 and June 1961.) Our engine was one of the ten RS-32's built for SP in March and April 1962. The engine weighs 254,500 lbs and has a 12 cylinder type 251C power plant. The locomotives were all delivered in SP gray with "bloody nose" red trim on the snout and end. Originally delivered as No's 7300 -7309 they were renumbered by SP from 4000 to 4009 in 1965.

The SP RS-32's saw extensive service between San Francisco and Los Angeles hauling Coast Merchandise trains. They were eventually demoted to switcher service and scattered all over the system. SP sold all ten of its RS-32's in 1978 and 1979. Chrome Crankshaft bought most of them, including ours, and sent them off in lease service in solid red paint retaining the SP numbers. 4004 went to San Diego's SD&AE to work the freight over the SD Trolley line and was photographed many times by local railfans on its way to El Cajon.

This local connection and the rarity of this type of engine is what attracted us to it. After its service in San Diego, CC sold it to the J.R. Simplot Company of Pocatello, Idaho, in November of 1981. Somewhere on the way 4004's dynamic brake grid was removed. Simplot retired the unit in 1989 and donated it to the Feather River Rail Society in early 1990. The FRRS went to a great deal of trouble to get the unit delivered the 700 miles from Pocatello to Portola on its own wheels via UP in march of 1990.

FRRS president Norm Holmes and one other member had 4 wheel sets delivered to Pocatello as the 4004 had sharp flanges and could not move on them. Norm and helper changed out the axles in two days of dirty, back breaking work that involved a rented 100 ton crane. The traction motors were removed and sent to Portola separately. They were never mounted on the 4004 during its 15 year stay in Portola but will be sent to Campo as part of the deal. We expect them to arrive in a gondola soon.

Only two other ex-SP RS-32's were known to exist in mid 1990. 4002 was working the East Tennessee Railway as their No. 211. 4009 went to Fillmore and Western Ry in Newhall, CA. Two of NYC's 25 RS-32's were left in 1990. One on the East Tennessee and one on the Arkansas & Missouri Railroad.

The Union Pacific picked up the 4004 in Portola and passed it off to the Carriso Gorge Railway who delivered it to Campo. The trip took ten weeks as a coupler was broken in a switching accident in UP's City of Industry yard. PSRM's Bill Palmer was dispatched to the Apache Railroad in Snowflake, AZ, when Paul Kennedy located a spare on the all-ALCo short line. While in Snowflake a dynamic brake grid was acquired along with a battery box door also missing on the 4004. This means that we can return the unit to its original SP appearance. Bill hauled all of this gear to Campo after dropping off the coupler at the City of Industry yard to be changed out by UP workers.

The engine was spotted on the Campo Depot siding by the CZRy and picked up Wednesday July 20th by a crew of Dick Pennick, Dave DiGiorgio and Bill Palmer. Dick piloted our 80 ton "banana" as the 4004 was spotted on track 11 beneath the gantry crane. Larry Rose was on vacation at the time working on our ATSF Cafe Observation car 1509 and grabbed the first pictures of 4004 rolling on Museum property. Thanks to Ron Hyatt, Jim Lundquist and the aforementioned crew and the FRRS people, led by Rod McClure, who all had a hand in getting 4004 to its new home.

Many thanks to Norm Holmes of the FRRS, who sent us his entire file on the RS-32 that allowed this history to be pieced together. Our own P. Allen Copeland furnished the rest of the data.

*** Operations Volunteers *** *Randy Houk*

We have a group of extremely dedicated, hard working people who continue to make the trip to Campo each Saturday, Sunday and School Train Tuesday to keep our demonstration trains running. We ran 23 trains in July, carrying 904 passengers.

Jim Baker	Tommy Batts	Robin Becker	Darrel Bivans	Rich Childs
Duane Dubke	Dave DiGiorgio	Don Getz	Larry Hieshetter	Randy Houk
Ted Kornweibel	Greg Luiz	Jim Lundquist	Seth Miller	Bob Nickles
Jack Ohmstede	Linda Ovadia	Mark Ovadia	Jack O'Lexey	Dick Pennick
Don Pope	Jerry Reed	Ann Ruppert	Dick Ruppert	Bob Schussler
Sandy Schussler	Fred Smith	Rob Stebbins	Jason Stern	Robin Wonders

Congratulations to newly qualified conductor **Tommy Batts**. Tommy has been a brakeman with us since he was 18, and makes a long drive from Orange County to volunteer.

*** Donations ***

\$ 80	Glenda Jo Cox	Library fund
\$ 50	Michael C. Thometz	General fund
\$ 50	Dr. Sidney L. Saltzstein	Library fund

*** More Military Surplus Items Arrive At Campo ***

On May 4th, members **Lee Fowler** and **Dick Pennick** took **Lee's** stakebed truck to the Imperial Beach Defense Reutilization and Marketing Office to pick up a variety of surplus items that were set aside from a recent auction.

Included were several pallets of hard-rubber wheel chocks, heavy-duty polypropylene barrels, portable power washers, a large bead-blaster unit, and a semi-trailer. It is hoped the barrels, with screw-on lids, can be used to replace some of our steel storage barrels, which rust and deteriorate over time. The smaller items were delivered to Campo in **Dick's** pickup truck over the next several weeks. The bead blaster and trailer followed during the same period.



Locomotive SD&A #7285 on the House track next to the depot. CZRy freight on siding.

Randy Houk photo, 30 July, 2005

***** Museum Services needs your help! ***** *Dick Ruppert*

The Museum Services Division offers a wide variety of opportunities for you to help Your Museum! Get involved! You'll get more enjoyment from your Museum membership if you help it a little bit. We have a bunch of tasks that can be handled in an hour or so every month or two. (We also have some tasks that you could make 24/7.) For any of these opportunities that you want to explore contact me, Dick Ruppert, 858-459-2573 or d_ruppert@yahoo.com

Interpretive Literature Coordinator. We have a lot of informational handouts. We need someone to keep a file of the masters, to make copies of them, and to arrange to get them to Campo, La Mesa, or wherever. If you want, this assignment could include editing and creating handouts.

Outdoor Exhibit Superintendent. We've got a yard of rolling stock exhibits; we've got potential for a self-guided walking tour from the depot to the exhibit building; we've got a three-way switch, and track maintenance equipment to exhibit; and, we've got kiosks to use for interpretation.

Exhibit Coordinators. Each of the items in the last paragraph could be a good project for you. So could the projects in the next paragraph.

Indoor Exhibit Superintendent. Our exhibit building can use a lot of exhibits ranging from display cases of small artifacts (rule books, switch locks, tableware, etc.) to wall displays of railway history, a timeline of museum history, electronic interactive exhibits, and so on.

RPO Car restoration exhibit. Ted Kornweibel and the restoration crew won an award for their work on our RPO car. Someone is needed to get pictures and restoration notes from Ted to use to create an exhibit about the restoration process.

Building a museum exhibit. We will have been at Campo for twenty five years in December. Someone is needed to collect pictures from our members and show the progress we have made in creating a museum at Campo.

Small artifact curator. Someone is needed to help develop an inventory. We've got software to help with this.

Trainmen, docents, La Mesa Depot staffers, speaker bureau presenters, restoration specialists and scrapers, and expo exhibit workers are also needed.

I hope you got to go to the Trolley Party: I hope you can find a way to give some time to Museum Services.

In closing, I am pleased to announce that **Ann Ruppert** has agreed to be Special Events Coordinator. She's looking for people to be the Easter Bunny, Santa Claus, and decorators for our special event trains.

***** 2006 Congress Of History Symposium Seeks A Site ***** *Dick Pennick*

PSRMA will be the sponsor of the Congress' 2006 history symposium, to be held in March, 2006, at a location "to be determined".

PSRMA is an Organization member of the Congress. A suitable venue for the 2006 event is sought, capable of seating around 200 people and accessible by public transportation, with the necessary amenities to support microphones, slide shows, PowerPoint presentations, organization tables, etc. Free or reasonable cost is also desirable. If you have ideas or connections, call our representative to the Congress: **Bruce Semelsberger** (619) 264-7282.

*** Interesting Data On SD & AE Railway Track ***

(Compiled from official records by Dick Pennick)

In going through some personal research materials the other day, I came across some interesting information about the railroad we operate over every weekend at Campo. The following information was listed in a document entitled "Track & Curve Characteristics" dated May 1, 1960:

- ❑ The long, sweeping curve on the mainline at Campo Depot ("#126") is listed as a 0° 30' (read: "zero degree, thirty minute") curve (11,459' radius), no super-elevation of the outside rail (to help balance the centrifugal forces of a train rounding the curve), and no spiraled approaches (non-circular curvature that eases the transition from straight ("tangent") track to curved track). Total length: 2456.7 feet; rail weight (in 1960), 90 lbs. per yard, laid in 1916. Maximum authorized speed for freight and passenger trains: 30 m.p.h.
- ❑ Curve #135, which we now refer to as "Sport Curve", is a 7° 30' curve (764 ft. radius) with a 2½ " super-elevation on the outside rail. Each end of the curve has spiral transitions. Rail weight was 110 lbs. per yard, laid in 1956. Max. authorized speed was 20 m.p.h. for all trains.
- ❑ Curve #141—the long, sweeping curve on a high fill just west of MP 73 (approx. ½ mile west of Miller Creek station) – is a 6° curve (955 foot radius) with 4" of super-elevation and 90-lb. rail, laid in 1946. Each end has spiral transitions. Max. speed was 30 m.p.h.

In 1960, the tightest curves (shortest radius) were located on the Carrizo Gorge segment, where there are a number of 20° (288 ft. radius) curves. That same year – when I wasn't hitching rides on SD & AE freights -- I watched a narrow-gauge Shay-powered log train in the Sierras wrap itself around a 30° (193 ft. radius) curve!

Other interesting data: the freight car capacity of the Campo House Track (the track closest to the depot) was 30 (1960-era) cars; the capacity of the Passing Track (on the opposite side of the Main track) was 31 cars, measured between the "fouling points" of the switches at each end.

The bridge at "Division" (just north of the International Border) was identified as the "Second Crossing Campo Creek" and described as a 351 ft. long open-deck, steel plate girder bridge.

*** Tourist Trains 2005 ***

Empire State Railway Museum's annual bible of tourist railroads and museums, **Tourist Trains 2005**, is on the newsstands now. The 1" thick paperback guide sells for \$17.95 but the listings are all free!

This year, Museum Media Coordinator **Dick Pennick** updated our museum's listings with new photos and updated information. Except for a few unexplained discrepancies – such as an incomplete business address, the listings give us much fresh exposure. Our **Campo Railroad Museum** listing faces the listing for the California State Railroad Museum – which shouldn't do us any harm – and features **Dick's** photo of our demonstration train on the Lower Campo Creek bridge at Division, with Tunnel 4 in the background.

For the first time, our **La Mesa Depot Museum** is listed, featuring a photo of the depot taken shortly after its complete restoration in the early 1980s.

Input for the 2006 edition, with corrections and updates, has already been prepared and sent to the publisher to meet their publishing deadline. (D. Pennick)

***** July 14 Board of Trustees Draft Meeting Minutes ***** *Sandy Schussler*

Held at Trinity Church, 3902 Kenwood Drive, Spring Valley, CA

OPENING

1. Call to Order - Lundquist Meeting called to order at 7:34 pm.

Board members present were D. Hyatt, R. Hyatt, J. Lundquist, R. Pennick, L. Rose, R. Ruppert, S. Schussler. G. Luiz had an excused absence and R. Ruppert was not present.

2. Introduction of Guest and Guest Speakers - J. Lundquist

Guests present were Paul Straley and Ted Kornweibel.

3. Additions, Corrections and Adoption of Agenda - J. Lundquist

There were no additions/corrections to the Agenda.

4. Adoption of Minutes for meeting June 16, 2005 - S. Schussler

On a motion by J. Lundquist, 2nd by L. Rose, the Minutes were adopted as amended and corrected.

OLD BUSINESS

(Item 14 was taken here, out of sequence.)

10. Investment advice - R. Pennick / L. Rose

After reviewing the draft Investment Policy, R. Hyatt made a motion, 2nd by J. Lundquist, to approve the policy and authorize the hiring of David A. Jacobs from Westhem Grant Group to oversee museum investments. The motion passed 6/0/0. The Board authorized R. Pennick to interface with S. Jacobs.

11. Organization Chart - R. Ruppert

There are still two outstanding inputs.

12. La Mesa Depot property lease - J. Lundquist

Awaiting final draft from the City of La Mesa. The old lease was rather onesided favoring the city. Some minor changes are being incorporated.

13. Display Building toilet costs, electrical service & concrete - L. Rose

J. Lundquist made a motion, 2nd by R. Pennick, to hire Larry Levi of Larry's Electrical Service, Inc. to begin electrical installation required. Permits and paper processing will be taken care of by L. Rose.

14. Fund Raising Efforts - J. Lundquist & D. Pennick

(This item was taken out of sequence, just after the Opening.) Paul Straley and J. Lundquist have received no response to their inquiries in the sponsorship of the Art Train by local tribes. L. Rose made a motion, 2nd by Pennick, to no longer pursue tribal sponsorship for the Art Train. Motion passed 5/1/0, J. Lundquist objecting.

There was a discussion of planning required to establish a focus for fundraising activities. Each Board member and committee chair will be asked to bring their top 10 priorities for their functions to the next BOD meeting. From these lists, the Board will select the top 10 priorities for the Museum to target available financial resources. This may include the Trains Magazine Annual Award.

15. Leasing #6088 - a 15" gauge steam locomotive. - J. Lundquist

The Board is pursuing the possibility of obtaining this locomotive for display, and possible future operation.

16. Approve storage and/or lease agreement, with long-time museum member Dan Robirds, for a non-operational, privately owned diesel locomotive at Campo.

- D. Hyatt A draft agreement has been presented which will receive legal review so both Dan Robirds and the Museum are protected.

17. Storage of non-Museum owned equipment for Dan Marnell - J. Lundquist
Negotiations are in process to determine D. Marnell's plans for his caboose. And our request for the removal of a lien held by D. Marnell that was paid off many years ago.

NEW BUSINESS

20. Campo Depot Tree - S. Schussler

Randy Gibson and Terri Clark have had someone look at the tree who has done some work. The Board has asked L. Rose to contact them and

21. Hosting returning warriors - Medical Hold Battalion - S. Schussler

The Board ask S. Schussler to make necessary contacts and see if there is an interest in having a "warrior" train, perhaps after a scheduled school train for returning Iraqi recuperating from their injuries.

22. Acquiring ATSF 1772 Baggage car - J. Lundquist

We have been offered this former ATSF heavyweight car from Bay Area Electric Railway Association. There was a discussion on our "Collection Mix". There was a motion by R. Pennick, 2nd by L. Rose, to acquire the ATSF 1772 Baggage car from the Bay Area Electric Railway Association if they would be willing to give us the car for nothing, and authorizing the cost of transportation not to exceed \$15,000. The motion passed 4/2/0, with J. Lundquist and D. Hyatt against.

There was a motion by to D. Hyatt, 2nd by R. Hyatt to explore the possibility of acquiring a McCloud River Boxcar. The motion was passed 4/2/0, with L. Rose and R. Pennick against

There was a motion by D. Hyatt, 2nd by L. Rose to investigate the possibility of acquiring and moving a SP sugar beet car used in the Imperial Valley. The motion passed 6/0/0.

23. Request for funds to purchase and install light panels in the roof of the Display Building to increase natural light for displays. - J. Lundquist

A motion was made by J. Lundquist, 2nd by Pennick, to authorize the expenditure to purchase and install translucent light panels not to exceed \$2,000. Motion passed 6/0/0.

REPORTS

40. Presidents' Report - J. Lundquist

41. Treasurer's Report - D. Hyatt

42. Vice President's Report - R. Pennick

R. Pennick is investigating the draft EIR report for the old Police Headquarters and Park project and the Port Master Plan. R. Pennick is also investigating the rumor that Modesto & Empire Traction Company may be giving up 70 tonners.

43. Facilities Report - Rose

44. Operations Report - Luiz

45. Equipment Report - R. Hyatt

46. Museum Services Report - D. Ruppert

47. Library Committee - R. Pennick

48. Marketing Committee - R. Ruppert

50. CLOSED SESSION

60. CARRY FORWARD

70. ADJOURN - Meeting adjourned at 11:08 pm 7/18/2005 6:53 PM

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

Don't forget that our web page has a link for our volunteers: www.psrn.org/members/
You can see old issues of the "Hot Scoop", the "Report" and crew callboards. The username is "volunteer" and the password is "2353".

We now have a page describing our newly arrived ALCo RS-32 locomotive at <http://www.sdrm.org/roster/diesel/d-4004/>. We also have photos of mechanics Steve Clark and Dave Roesch: <http://www.sdrm.org/gallery/people/mechanics/>.

***** Year 2005 Dates of Note *****

	Aug	Sept	Oct	Nov	Dec
School Train	16	20	18	15	20
Tecate Train	20	17	15	2 & 19	17
Board meetings	18	15	20	20	15
Museum Services meeting	16	20	18	15	20
Steam meeting	14				
Deadline for Hot Scoop articles	28	28	28	28	28

Your Board meets the 3rd Thursday each month, 7:00 PM at Trinity Church.
Museum Services meets the 3rd Tuesday each month, 7 PM at Ted Kornweibel's house.

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

Please submit articles in pure text (.txt) or MS Word (.doc) format. E-mail to hotscoop@sdrm.org is preferred. **The deadline for article submissions is the 28th.**

***** Phone numbers and e-mail *****

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