



Hot Scoop Masthead by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum Association members

September 2007

MUSEUM NEWS

VOL XX NO IX

President's Report *Jim Lundquist*

The Big Picture



Photo by Robert Rael

This month, I have continued tackling big picture items with the parties involved. We have a pressing need for three big projects: expansion of our facility to offer more display and covered storage space; the continuation of public improvements at the depot such as shade trees and paved parking; and reworking the yard tracks to reduce the curves. Each of these is a big ticket item which will require a capital funding effort which we haven't done as a Museum in some time.

(Continued, page 2)

President's Report *(Continued from page 1)*

The expansion of our facility to increase our equipment display space and more covered storage can realistically only occur on neighboring property, which is privately owned. There are two properties which we have discussed over the years acquiring and placing the turn table and display only round house. Over the years, I have had casual discussions with each property owner. I am now meeting with each to see what realistic opportunities exist for our plans.

The ongoing work at the depot with upgrades to the depot itself, new electrical service and new toilets needs to continue with improvements to the parking situation. Currently, we share the lot with the remains of a sand plant. The goal is to return the lot back to a car parking lot, regrade it, plant shade trees and pave it. This property is owned by the SD&AE Railway, and managed by MTS and SD&IV Railroad. Discussions with them continue.

The yard track layout for tracks 9-15 feature sharp curves. For the past several years, we have been looking into alternatives for relaying the tracks, including discussions with neighboring properties to use a small portion of their lot. The next step involves engineering and surveying, which is scheduled for the immediate future. If the new layout proves to be viable, there are acquisition of property, grading and fundraising for rail and ties to be completed.

All three of these projects are processing on their own time table. Some take years, some take months, others will happen when the timing is just right. Please keep these high end project needs in mind as you plan out for financial giving over the next couple of years. These are all high capital projects which will require substantial fund raising efforts.

ATSF 2381 Update

Our ALCo S-2 remains on it's flatcar in San Ysidro, I am sad to report. Efforts this month have continued with Mexican customs as well as looking into craning the locomotive onto the tracks, which eliminates several problems. The US Navy was explored for crane options which did not work out. Also, a new request to Union Pacific for transportation to Plaster City and transport to Campo was requested but turned down. As of press time, there was nothing new to report on.

Campo Depot Upgrades

Brian Elmore has remained busy at the depot. This month, the new underground electrical service was made active, and the two old meters on the depot were removed, along with the electrical wires which used to be strung across the picnic area.

What a great improvement in appearance! Also, the old wires inside the depot are being replaced, which is a safety bonus as well. The telephone service to the depot is now also underground. However, the existing overhead wires can not be removed until CZRy has completed their new service from AT&T. Hopefully, CZRy can place a call at AT&T for a new service location and those wires can be removed as well. Brian and family have also continued working on the foundation for the new restroom. While digging the footing, he discovered hard rock, which required the use of a backhoe and breaker to remove. With the rock, electrical and phone done, bending of steel and pouring the slab is next. From now on, the progress will be more visible as the underground work is complete.

Shop Pit

All the rotten timbers and clean up of the site is complete. The donated blocks and the rebar are now waiting for labor, to be led by Brian Elmore. See the above paragraph for what's been keeping him busy!

(Continued, next page)

(continued from previous page)

Robert Peary

Congratulations to **David Roesch** for his months of hard work on the Robert Peary's air conditioning system. The system is now working after years of non-operation. We hope to put this car back into charter service, and upgrade the exterior and interior as time allows.

Work-campers

We welcome back **Red Schmidt**, who has been away on holiday for a few months. Surprisingly, the projects he was working on are still there, right where he left them! Also, we say goodbye to **Lloyd "Pick" Dibbern**, who moves on to his next site this month. Pick helped us with the car jacks, 1509 toilet, plates on the 2104 and loading the 2381 in Sacramento. We wish Pick the best of luck in his next adventure.



Photo by Robert Rael

David Roesch working on the "eginator" for the Robert Peary passenger car which is required to run the air conditioning.

Operations on the SD&A

This summer, we have continued to run our Tecate trains and the Golden State trains on Saturdays. We tried to offer the Railbus on Sundays as we could. It appears that comparing the ridership of this summer to last summer reveals that we carry the same number of visitors on the Saturday alone and that those who might have rode on Sunday simply visited on Saturday instead. All the Tecate trains have been sold out, and we have just one trip left this year with space available, a rare Sunday trip on September 23rd. The Sunday Golden State trains start again on September 30th. As always, we can use crew for all of our trains. Coming soon, our Pumpkins trains and North Pole Limited trains.

As you can see, it continues to be a busy time for our railroad museum. I always welcome your calls, emails or visits. See you at Campo.

Operations Volunteers

Jim Baker	Alex Fiori	Kyle Jensen	Dick Pennick
Robin Becker	Don Getz	Jim Lundquist	Don Pope
Darrel Bivans	Elaine Getz	Bob Nickles	Jose Ramirez
Ken Brown	Hector Gonzalez	Eilene Noquez	Bob Schussler
Bruce Deck	Tom Gray	Tori Noquez	Rob Stebbins
Dave DiGiorgio	Randy Houk	Rich Paulus	Dave Tomeraasen

Donations

Arthur, William M. Jr.	General Fund	\$20.00
Kehr, Herbert G.	Side Bearings for RPO Car	2,000.00
Kehr, Herbert G.	Hot Scoop	100.00
Palewicz, John W.	General Fund	50.00

Narrow-Gauge Steam in the High Country – volunteering with the *Friends of the Cumbres & Toltec Scenic Railroad* at Chama, New Mexico (13th in a series) *Dick Pennick*

In last month's installment, I and some of the other Friends volunteers prepared to reward ourselves for 5 days of volunteer toil at 8,000 ft. above sea level with a ride on the C & TS narrow-gauge train on Saturday, June 17th, 2006 from Chama, New Mexico east 64 winding and scenic miles to Antonito, Colorado. The 36"-gauge track crosses the boundary between the two states no less than eight times enroute.

About 20 minutes before departure, I noted a visiting father and his 4-year old son, Dimitri Rudakewitz, who was taking in all of this steam thing with wide-eyed wonder and amazement. I asked the father if he thought Dimitri – who was wearing a miniature Oxford-striped engineer's hat — would like to climb up into the cab, if the engineer gave his o.k. With his affirmative answer, I escorted them around to the engineer's side of the engine and asked the "hoghead" if he would like a visitor. The engineer said "Sure" and dad hoisted little Dimitri up into the narrow gangway and followed him into the hot cab. It was a moment right out of Saturday Evening Post! After they exited the cab, I grabbed a shot of "Engineer-in-Training" Dimitri standing on the cinder-covered ground below the cab, looking up at the engineer far above him, and – in his barely-audible 4-year old voice — thanking the grimy throttle-jockey for his kindness.

The company shuttle bus arrived from Antonito (for those who left their car at that end), signaling it was time for me to board my car and find my seat, which I planned to use only to stash my jacket and camera bag. I anticipated most of the next 8 hours would be spent enjoying the 360° view from the open-air gondola car just behind my coach. There are no seats on this car, so it's literally "standing room only". There is also no roof, so your view parameters also include 180° in the vertical plane. Sunscreen and/or a wide-brimmed hat is a must for those in the know. Space in this car is not sold separately and is for the use of any passenger.

The weather in the New Mexico high country on this bright Saturday morning was perfect. I found my coach seat and awaited our departure. Shortly, two quick steam whistle blasts penetrated the mountain air and, almost imperceptibly, we began to move. Immediately, I heard the helper's first locomotive exhaust, followed by the road engine, as the drive wheels searched for a purchase on the 70-lb. rail. In less than a minute, we were clear of the Chama yard and rolling through a thick grove of willows before crossing the Chama River on a two-span through-truss iron bridge dating from 1888. Officially Bridge 343.61, it replaced an earlier wooden trestle in 1924, but had seen service elsewhere on the D & RG system prior to coming to Chama. Our helper engine whistled the long-long-short-long signal for the crossing of State Highway 17, where the usual contingent of railfans was staked out to record our passing.

The train began to pick up speed in anticipation of the start of the hard climb up the 4% grade (211 ft. of elev. change per mile) to the top at Cumbres Pass. Up to this point, I had waited patiently for the Conductor to come through the car to collect my ticket. But as I noticed other passengers quickly moving into the adjacent open gon, I decided the Conductor could find me if he really wanted to, and joined the procession to the gon to stake out my space before it disappeared.

Next time, the fireman earns his pay on the one hour, 13.5-mile climb to 10,000-ft. Cumbres Pass as we continue on the journey of a lifetime through the aspen and spruce forests of the San Juan Range.

La Mesa Depot Museum *Dick Pennick, Coordinator*

The every-Thursday night “Back-to-the-‘50s” car show promotion by the La Mesa Village Merchants Assoc. will have run its course for this year by the time you read this, and we will be back to just our every-Saturday-afternoon schedule until Oktoberfest on Oct. 5-7th.

On November 3rd, the **La Mesa Historical Society** will again list our depot museum as one of the heritage stops on its annual historic home tour. As with last year, we will again be provided space for a PSRMA “get-acquainted” table at their public booth space on Date Street. Could use some help here if you’re interested.



Photos this page by Josh Breslow



Recently, an owner of a hair salon on Nebo Drive – across the street from our train display – approached me about his interest in trying to find a company to repaint our former S.P. caboose No. 1058. The caboose is in need of a paint job, and graffiti removal in recent years has left some unsightly markings on the trolley track side. I suggested he first become a PSRMA member and then see what he could scare up in the way of a commercial painter willing to either donate the cost or give us a good deal.

Two new signs have been placed recently in prominent locations at the depot, advising the Postal Service and other delivery personnel that packages too large for the mail slot can now be left with two of our nearby La Mesa merchant friends. Thanks to **Jason Graney** at **La Mesa Village Chiropractic Center** and **Steve Blake** at **Sign Design** for extending this valuable courtesy to us.

A big “Thank You” to our volunteer hosts **Sid Saltstein, Ed Smith, Sherwin Dorris, Gerry Fackler, Mike Retz, Duane Dubke** and **Dick Pennick** for their important services at our historic in-town museum venue.

Restoration of Jim Crow car proceeds rapidly

Ted Kornweibel, Supt. of Restoration

Despite various vacations, the Jim Crow car restoration saw rapid progress during July and August. The troops consisted of **Harold Whalen, Frank Stites, Bob Gerdes, and Ted Kornweibel**, assisted one day by **Joe Ambrose** and daughter **Crystal**.

Two main priorities were addressed: removing and replacing the old siding on the south side of the car; and stripping old paint from the ends of the car. The south side is now completely restored, from the fascia on down. The old siding was removed, new siding was cut and installed, new half round trim pieces were milled and nailed in place, and cracks were filled with wood filler and sculpt-wood. Several other trim pieces were custom milled and installed. The chief woodsmiths in this project were Harold and Frank.

The east end of the car is almost completely stripped and rough sanded. By the time you read this, this end will be completely stripped and finish sanded, and stripping will have begun on the west end. The sparkplugs on this project have been Bob Gerdes and Ted Kornweibel.

Although both these tasks set us back a few weeks, we are once again getting close to being able to paint the Jim Crow car. Once the west end is stripped and sanded, we will prime all the bare wood (both new and stripped), fine sand where we primed, look for any final dings that need filling and priming, and then call in the painter.

If you have wanted to invest some sweat equity in this project, now is the time to do so. We will be working on the Jim Crow car most every Saturday. Call or email Ted if you'd like to lend a hand. The pay isn't great, but the sense of satisfaction can't be beat. And your co-workers are the best in the Museum!

Board Briefs – PSRM Board of Directors Special Meeting held August 2, 2007 at the Home of Bob and Sandy Schussler, 9469 Tropico Drive, La Mesa, CA.

The regularly scheduled PSRM BOD meeting for July 28, 2007, was cancelled for the lack of a quorum. The Board decided to hold a Special Board Meeting to review financials because of recent major project needs.

David Roesch presented finalized formatting for the financial reports seeking Board feedback on financial reports, and their content. After months of work it is now possible to fulfill financial reporting needs that provide organized detailed and summary reporting. There were a few line items that needed adjustments or edits. The Board agreed by consensus to adopt the finalized formats presented.

The Board also reviewed priority projects. At the top of the list is the project to rebuild the pit in the Car Barn, which is essential for servicing equipment necessary to keep the museum operational. D. Hyatt made a Motion, 2nd by T. Kornweibel, to fund the pit project by borrowing up to \$10,000 from non-restricted funds from the Museum's Endowment Fund, with the loan to be repaid at \$1,000 per month. The Motion passed 6/0/0.

The Next regular BOD Meeting is scheduled for Saturday, September 2, 2007 at Campo. This schedule may change because of summer vacation conflicts.

8/25/2007 7:28 AM

Railbus Makes Final Trip For the Season

On the afternoon of Saturday, August 18th, Motorman/Conductor **Dick Pennick** turned off the ignition on our 75-year old ex-**Santa Maria Valley Railroad** 12-passenger railbus #9, signaling the end of regular service for the 40-h.p. bus, at least for this season.

The bus has been used this summer to protect passenger movements at Campo on days when a regular train was not operating, i.e.: Tecate train Saturdays, and Sundays. But the old girl could be temperamental at times, deciding not to run at inconvenient moments or losing its horn to a wiring problem. Once an operator learned its quirks, it was a fun vehicle to run. But these uncertainties – and the difficulty finding enough operators to run it on a regular basis (only certified locomotive engineers are permitted to operate it) – finally led to its temporary retirement, until it can be rendered more dependable. It now reposes in the Display Building at Campo, in front of the big steam engine: SP #2353.

Life Member Jim Mills Celebrates the “Big 8-0”

PSRMA Life member and former California State Senator **James R. “Jim” Mills** celebrated his 80th birthday on June 6th. Mills was also the person who played a major role in creating the former **Metropolitan Transit Development Board**, the vehicle that permitted the development of mass rapid transit in San Diego.

Happy birthday, Jim!



The Southern Pacific Locomotive #3873 passing over highway 94

Photo by Josh Breslow

Contact Information

MUSEUM BOARD OF DIRECTORS

President, Jim Lundquist	(619) 417-7059	jim@psrm.org
Vice President, Diana Hyatt	(619) 390-9045	ronhyatt@aol.com
Secretary, Sandy Schussler	(619) 698-1458	rrlady@cox.net
Treasurer, Dave Roesch	(619) 417-0694	digdave7@yahoo.com
Facilities, Larry Rose	(619) 469-3064	larry-rose@psrm.org
Museum Services, Ted Kornweibel	(619) 461-0098	kornweibel@psrm.org
Equipment, Ron Hyatt	(619) 390-9045	ronhyatt@aol.com
Operations, Greg Luiz	(619) 282-6174	geluiz@att.net
Crew Caller, Ken Brown	(619) 697-6254	callboard@psrm.org
General Counsel		
Garrison & McInnis, Larry Stirling	(619) 405-4510	stirlingsandiego@aol.com

PSRM ADMINISTRATION

Business Office	(619) 465-PSRM	
Hot Scoop Editor, Robert Rael	(619) 227-4016	hotscoop@psrm.org
Media Coordinator, Dick Pennick	(619) 463-2276	
La Mesa Depot Coordinator, Dick Pennick	(619) 463-2276	
Chief Trainman, Bob Schussler	(619) 698-1458	schus1@cox.net
Speakers Bureau Coordinator, Bob Schussler	(619) 698-1458	schus1@cox.net
Membership Coordinator, Tanya Rose	(619) 469-3064	kitanya1@aol.com
Campo Depot	(619) 478-9937	
Campo Car Shop	(619) 478-9451	

SECTION LEADERS

Restoration Supt. Ted Kornweibel	(619) 461-0098	kornweibel@psrm.org
Research, Bruce Semelsberger	(619) 264-7282	bsemelsberger03@nethere.com
Webmaster, Lew Wolfgang	(619) 663-1962	wolfgang@psrm.org
Chief Operations Officer, Dave DiGiorgio	(619) 334-5188	run8@cox.net
Chief Mechanical Officer, Bill Palmer	(760) 749-1082	bllpalmer@yahoo.com
Steam Foreman, Jim Baker	(619) 670-7441	baker@psrm.org

The next board meeting will be Saturday, September 29th, 2007 at 9:00 AM at PSRM - Campo

Your Board usually meets the last Saturday each month, 9 AM at PSRM - Campo.

Museum Services meets the 3rd Tuesday, 7 PM at Ted Kornweibel's house, 6334 Lake Decatur Ave., San Diego.

Dates of Note

	September	October	November
School Train	18	16	20
Tecate Train	8, 23	6	10
Board meetings	29	27	24
Museum Services meeting	18	16	20
Hot Scoop Article Submission	24	25	24

Article Submissions

Please submit articles in plain text (.txt) or MS Word (.doc) compatible formats. E-mail to hotscoop@psrm.org is preferred. When sending images, please feel free to send them full size if they will be used for printing. Attachments up to 20 megabytes are allowed.

Web page info *Randy Houk*

Don't forget that our Web page has a link for our volunteers: <http://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**". There you can see our updated archive of *Hot Scoops*.

Web: www.psrn.org