



Hot Scoop Masthead by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum Association members

November 2007

MUSEUM NEWS

VOL XX NO XI

Update on Café Observation ATSF 1509 *Dave DiGiorgio & Ron Hyatt*



Photo by Rich Paulus

Work crew ready to replace the wheels.

In March of this year the ATSF 1509 was removed from service for worn wheels. Since then, plans were set into motion to find, purchase and deliver to Campo the needed wheel sets. Naturally, various delays were experienced along the way. Finally, arrangements were made for a qualified railroad mechanic to visit the Museum and teach the volunteers how to do this work properly and safely. Prior to the arrival of the railroad mechanic, some preliminary work needed to be completed to make this job go smoothly.

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That work included rebuilding our 100 ton jacks, digging in a pad to set the jacks, removing brake shoes and rods, removing pedestal plates, cut levers, brake hoses, and locating replacement wheels. This work was accomplished by **Bill Armfield, Lloyd "Pick" Dibbers, Dave DiGiorgio, Alex Fiori, Ken Hansen, Ron Hyatt, Jim Lundquist, Dave Roesch** and the always hard-working **Robert "Red" Schmitz**.



Photo by Robert Rael

The work-week began on Wednesday, October 17th. All the air hoses were laid out and final placement of the jacks and the 1509 were made; once that was completed, the jacking process could begin. It was soon discovered that one of the jacks operated more slowly than the other, but it was still safe to use; this made the jacking process more difficult. As the car is elevated every few inches, blocking is placed between the car and the truck in case the car should slip off the jack, it won't fall far. With the slow jack it took about 2 hours to get the east end of the car high enough to roll the truck out. The side-bearing

bridges were removed to reduce the jacking height needed by several inches. With the truck out, one cracked pedestal liner was discovered, and to Dave's surprise he found a brand new one within minutes in the mechanical reefer. After installing the new pedestal liner, it was time to start replacing the wheels. This is when it was discovered that the axles on the wheel sets we purchased were 1 inch too short. It is now known that when the Santa Fe replaced the plain-bearing axles with roller-bearing axles, they used a 77" axle versus the traditional 76" axle. There was no conclusive way to measure the axles until they were removed from the trucks. This was very disappointing, but fortunately, the work needed to be done. It was decided that work should continue with the removal of the other truck. Two of the short axles were temporarily placed under the truck so it could be moved in the yard. The east end of the car was placed on a shop truck.

On Thursday the car was moved about 60' east so the west end of the car could line up with the jack pads. Again, the side-bearing bridges were removed to shorten the lift considerably. With the experience gained from the previous day, this end probably took about an hour to get the truck out, remove all three axles and temporarily replace them with two of the shorter wheel sets. **Alex Fiori** began pressure washing the east truck to prepare it for needle-gunning which was later accomplished with the help of **Jim Baker, Marcus Ferrel** and of course, **Alex Fiori**.

Options were then discussed on how this project should progress; some wheel shops, and long-time member/volunteer **Fred Carnathan** were contacted. Fred indicated that he and **Tom Walker** had taken several practice cuts on wheels with our wheel lathe and had all the tooling needed to do the work. It is expected at this time, that within the next week or two, Fred and Tom will cut the wheels for us, so we can get them back under the car. It is hoped that we can still get these replaced in time for the North Pole trains starting Thanksgiving weekend.

Other work planned for the 1509 is a full COTS (Clean, Oil, Test and Stencil). The brake valves were sent to PABCO, a certified air brake shop that comes highly recommended by professionals in the industry for this type of brake system, and are on their way back to us.

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In addition to those who helped with the preliminary work, mentioned in the first paragraph, the following people were on site to help on Wednesday and Thursday getting dirty and learning: **Bill Armfield, Dave DiGiorgio, Alex Fiori, Ron Hyatt, Rich Paulus** and **Red Schmitz**. **Diana Hyatt** was ready with breakfast, lunch and dinner on both days, leaving time for us to concentrate on the task at hand. We also received support via telephone from long time PSRM friend **Steve Zuiderveen** and PSRM CMO **Bill Palmer**. It is a rewarding feeling to be actively involved in caring for one of PSRM's most important and popular artifacts. In the next issue of the Hot Scoop, we hope to be reporting on the completion of this project!

As you can imagine, this project is quite expensive, but certainly well worth the time and funds to return one of our most popular and precious pieces of equipment back to service. If you would like to help fund this project, you can do so at <http://PSRM.kintera.org/ATSF1509> or by mailing a check(s) to: ATSF 1509 Repairs 4695 Nebo Drive, La Mesa, Ca 91941-5259 Thank you to everyone who has helped and will be helping complete this project!

Donations

Gordon & Louise Buck	General Fund	\$10.00
Bruce Deck	Professional wheelwork on 1509 trucks	500.00
Hugh & Billie Hatch	General Fund	10.00
Herbert G. Kehr	Newsletter	100.00
Mr. & Mrs. Michael J. Palmer	General Fund	10.00
Frank Stebelski	General Fund	50.00

October Operations Volunteers

Jim Baker	Dave DiGiorgio	Kyle Jensen	Bob Schussler
Robin Becker	Bruce Deck	Jim Lundquist	Sandy Schussler
Darrel Bivans	Duane Dubke	Lynn Montague	Rob Stebbins
Rich Borstadt	Alex Fiori	Bob Nickles	Frank Stites
Ken Brown	Don Getz	Dick Pennick	Dave Tomeraasen
Roger Challberg	Randy Houk	Ann Ruppert	Robin Wonders

September Operations Volunteers *(Volunteers added to the schedule after the October Hot Scoop deadline)*

Duane Dubke
Bruce Deck
Bruce Semelsberger
Roger Challberg

Veterans Train Ride *Bob Schussler*

What a ride! October 16 was the day of the veteran's train ride. Fifteen residents of the Chula Vista Veterans Home and over twenty members of the Military Officers Association of America (MOAA) arrived at Campo early in the morning for their long awaited ride through history. This is the third year that MOAA has sponsored this ride, and it has become an event much anticipated by the veterans. The majority of these men and women served in WW II, and they had some very interesting stories to relate.

The passengers greatly enjoyed the ride and the exhibits, and they freely shared their recollections. They asked me to express their thanks to our museum for providing the equipment and personnel to operate this unscheduled event. Kind of makes you feel good, doesn't it?

President's Report *Jim Lundquist*

I hope that all our members were able to weather the fire storms safely. Our Museum is well situated for protection against wildfires. We keep the weeds away from our buildings and the Campo depot. Also, the depot has a fireproof roof and the Display Building has a metal roof.

Train Ride/Holdup/Dinner/Play

The evening of October 13th was a special night for our Museum and the community. The night began with a train ride and hold up, and finished with a special meal and play inside the Display Building at our Museum. It represented hundreds of hours of volunteer work between many organizations, including the Campo/Lake Morena Business Association as well as the Campo Fire Department, Julian Historical Society, Motor Transport Museum, local talent, and a host of other volunteers.

This is the type of event I have been hoping to see at some time at our Museum. By bringing together the community, we had many locals from Campo saying "Wow – I didn't know the railway museum had all this to offer," and "I never knew this was here." It's hard for me to understand how our Museum could be here since 1980 and still have people who have not stopped by. Hopefully, more people now know who we are and what we are doing.



A scene from the Great Train Robbery on October 13th

Photo by Dave Tomeraasen

ATSF #1509 Wheel and Truck Work

I was very proud to hear of all the volunteers who were able to free themselves during the week and work with a hired expert on new wheels for #1509. It's good to see our volunteers making time to work with us. Thanks to everyone involved.

Shop Pit

Brian Elmore, Red Schmitz, Larry Rose, yours truly and friends did indeed complete the pit. Relaying track onto the pit was completed October 13th. Still remaining is laying rail from the west end of the pit to the wall.

Operations on the SD&A

Coming soon, our sold-out North Pole Limited trains. We hope to add capacity to the North Pole Limited trains soon – watch our web site at www.psrn.org for tickets if additional space can be made available. Also, we are adding the Garcia Rare Mileage Special train – tickets online.

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.

The Power of One *Larry Rose*

Now and then a person that used to be a member years ago comes back to see how we are doing. The latest is **Frank Denison** who works for the Sheriff's Department in Orange County and has a two and a half hour commute each way to get to Campo. In October, before the fires started, Frank came down to Campo two weekends in a row. He jumped right in and wired the five fourplex electric outlets in our new inspection pit on track 12 in the car shop. He heated up the circuit and tested everything with power tools. No problem. We are in business!

Later Frank helped **Larry Rose** make some hand rail repairs down at the Campo depot. He drilled and mounted several long lag screws to anchor guard rail posts and cut some railing parts on the



New road crossing by Red Schmitz

chop saw in the baggage room. This is how things get done at our museum. One person can make a great contribution in a short time. What they do frees up somebody else who would have had to do those chores and by their actions doubles the effort for that day. The all time champ at this action is work camper **Red Schmitz**, a retired Canadian Pacific engineer, who also volunteers time with the American Red Cross. Red is painting the two SD&A wooden coaches #239 and #240 down by the depot and has applied new roofing emulsion on these cars after doing sheet metal repairs. Sometimes he works with **Ken Hansen** but he usually works alone. Red is always there to assist **Brian Elmore** on pit work and recently single-handedly built a new vehicle crossing across our new track 12 rails in front of the car shop. A super job!

Photo by Randy Houk

Red also painted the car shop wash room doors and trim without being asked. This led to Museum

Secretary **Sandy Schussler** to refinish the car shop stairs and paint the walls in the stairwell and the walls in the washroom as well. Sandy did all of this, again without being asked. She did it because she saw that it really needed to be done. When **Bob Schussler** is out serving as a trainman on our Golden State trains Sandy is usually doing something that involves getting filthy dirty. Last year she cleaned and degreased many of our big machine tools. Hardly the kind of nasty job you see a lady doing. Cleaning the shop is a constant chore and **Geoff Shepherd** has been doing that job that also involves vacuuming the sawdust in the wood shop. These "gangs of one" usually work alone and people say "gee I wonder who did that?" because it is noticeable, it needed to be done and it's not on the work schedule. I thought it was about time we gave these members a mention and thanked them formally in the news letter. Good show people!!

Campo Diner Offers Discount to PSRMA Members *Dick Pennick*

Debra Benjamin, the new manager of the **Campo Diner** on Highway 94 at Cameron Corners, has graciously offered a **10% discount** to all PSRMA members. In addition, she has offered the same discount to any of our museum visitors who can produce a ticket stub for a tour or train ride (flyers are available in the Campo Depot).

The café – once the Old Oak Inn and a hangout for Museum volunteers during the 1980s and '90s — recently changed ownership again. The new owner is **Christina Rietz**. Members just need to show their current Museum membership cards when ordering to get the discount.

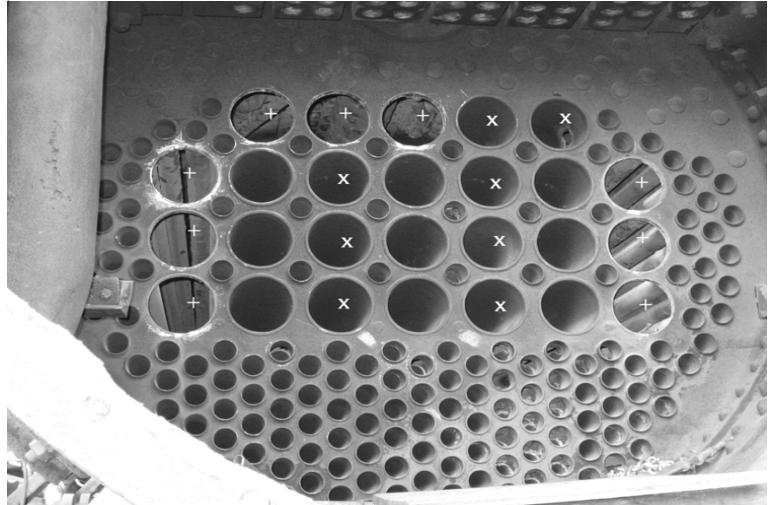
Benjamin has also expressed an interest in catering Museum special events. PSRMA thanks the Campo Diner for their generosity.

Steam Whistling *Jim Baker, Steam Foreman*

We really had a great weekend in October.

First, last month, **Larry Rose** gave us access to one of the tarps he used to cover the Jacumba cars. When we spread it out on our flat car with all our steam engine parts, we found that it had a few holes in it. We decided that these holes would let a little water in, but the rest of the tarp would trap the water vapor inside, and cause more rust than just leaving the parts exposed. Therefore, we decided not to use the tarp. Thanks for the offer, Larry.

Our real progress was made on the Coos Bay. Using the method described last month, we now have a total of nine superheater flues removed from the Coos Bay! We also have the firebox ends cut off of two more flues. We only need to finish those two, plus six more, and we will be done. Then we'll have nine flues remaining in place to stabilize the flue sheets. The pattern of flue removal will allow us to cut out all of the 160 or so small tubes.



The front flue sheet. + marks flues that have been cut out; X marks the flues to be cut out.

Photo by Jim Baker

The crew on Friday was **Bob Nickles, Rich Paulus**, and the Foreman. On Saturday, the crew was **Rich Paulus, Mike Lucek, Linda Corvan**, and the Foreman.

Next month, Nov. 9 & 10, we should be able to get all the remaining superheater flues out. And, I've ordered a tube cutting tool, that we can test on the small 2" tubes.

Remember, our regular work "weekend" is the second Friday of the month and the following Saturday. More help would really be appreciated.

For further information or questions, please contact the Steam Foreman at baker@sdrm.org or 619-670-7441. All are welcome to come out and get dirty with us. Hope to see you there!



Photo by Jim Baker

Linda Corvan and Mike Lucek cutting flues in the firebox



Photo by Jim Baker

Rich Paulus cutting extraction holes in the front end of the flues

Narrow-Gauge Steam in the High Country – volunteering with the *Friends of the Cumbres & Toltec Scenic Railroad* at Chama, New Mexico (15th in a series) *Dick Pennick*

In last month's installment, my Antonito-bound train completed the arduous climb up the 4% grade from Chama, New Mexico into the rarified air of Cumbres Pass at 10,015 feet above sea level. Before we continue the journey, I should correct a comment I made in installment #13 that the track crossed the Colorado -New Mexico border "no less than 8 times". Thanks to **Jim Baker**, a former Friends docent, and a closer look at new research data, the correct number of crossings is 11.



Cumbres & Toltec Sign in Chama, NM

Photo by Josh Breslow

Leaving CUMBRES, we immediately crossed New Mexico State Highway 17 on a sweeping curve to the right (the original Cumbres depot was located where the highway now crosses) and the beautiful panoramic mountain view we enjoyed on the uphill leg is now replaced by a more easterly view of wildflower-and-grass-covered rolling hills accented by spruce, fir, limber pine, willows, alders and aspens. To drop down quickly into the broad valley of Cumbres Creek, the D&RG's surveyors had laid out a tight balloon curve now aptly-named "Tanglefoot." Approximately a half-mile of track is used to drop 39 feet in elevation in a horizontal distance of 50 feet! (the San Diego & Arizona Railway utilized the "Redondo Loop," a similar design, to climb out of the Redondo Valley west of Tecate, Mexico onto the Tecate plateau in the early 20th century)!

Our much-anticipated one hour lunch stop at Osier station is still 11 track miles ahead of us, and we arrived there around 1 PM, ahead of the westbound train from Antonito. So we had first dibs on the lunch line, and somehow (had to be "divine providence") I found myself at the front of the line! The big 2-story lunch room, at 9,637 feet above sea level, has panoramic views of the Bear Creek Valley and the canyon of the Rio de los Piños. The normal protocol here is that the eastbound train from Chama takes the siding and the westbound holds the main. Once all the passengers disembark, the westbound engine cuts off, backs into the siding, and couples up to our cars. Our engine then cuts off, runs through the east switch and backs onto the east end of the cars from Antonito. Now, if I haven't lost you on this, you realize that the cars you rode on from Chama this morning are not the same cars you will continue your trip on this afternoon!



The Cumbres & Toltec Train departing the station in Antonito, CO

Photo by Josh Breslow

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It is important for “through” passengers to remember this, since any belongings you brought with you on the uphill leg must be transferred to the correct car at Osier for the second leg (I learned this the hard way in 2004 when I finally remembered my belongings that I had left on the “up” train, but managed to retrieve them just before the steps came up on the eastbound train).

Since I had finished lunch before most of the other passengers, I took the extra time to wander around outside, talk to the engine crew, enjoy the clean mountain air, and take some photos. I knew departure time was approaching, but as I walked back to my train, the engineer gave two pulls on the whistle cord signaling he had been given the “highball” from the Conductor and was ready to boogie! At that moment, I was still almost four cars from my coach and I noticed all the step boxes were up and the platform gates were closed! Luckily, I caught the Conductor still on one of the platforms, who graciously opened the gate for me as the train began to move eastward. Had I missed the train, two options available to me would have been (1) to immediately request that the Conductor on the westbound train – which hadn’t yet left – notify the eastbound Conductor by radio and, hopefully, convince him to stop his train and back to Osier to pick me up; or (2) ride the westbound back to Chama and get a refund for the unused portion of my ticket. However, the second option would have separated me from the rest of my belongings – a jacket, daypack and extra film which I had already transferred to the eastbound train — by 64 miles of mountain railroad.

Next time: More beautiful alpine scenery, two tunnels, Toltec Gorge, and a 125-year old monument to a national tragedy.

Member Discount Now Available for Reserved Trains *Dave DiGiorgio*

The next wave of improvements to our reservation system is the ability for members to purchase online reservations for our reserved trains (Tecate, Garcia, Cab Rides and North Pole Limited). The reserved trains start in January 2008, when making a reservation now for a 2008 event, you will receive the 10% member discount. The 10% discount applies to any tickets purchased by the named member.

To use this, you need to have your membership number handy, and choose the option for members to purchase tickets, on the particular event. Choose how many tickets to buy, you can reserve both member priced and regular priced tickets at the same time. Then you will be prompted for the last name, and member number (found below the mailing label on the Hot Scoop). The discount will be reflected on the payment screen.

As always, members are welcome to ride on any non-reserved Golden State trains free of charge.

Important Anniversary for our Home Rail Line *Dick Pennick*

One-hundred years ago – on **September 7th, 1907** – ground was broken in San Diego signaling the start of construction of John D. Spreckels’ **San Diego & Arizona Railway**. The final spike (currently in the Museum’s archives) wasn’t driven until 12 years later – on November 15th, 1919. The track finally reached Tecate, Mex. in 1914. Initial regular passenger train service to the border town – 3 times a week – began in September.

La Mesa Depot Museum Report *Dick Pennick, Coordinator*

La Mesa's annual **Oktoberfest** over the weekend of October 5 – 7th is again history for another year. The press had fun with the good-natured rivalry between La Mesa's event – "Our bratwurst is better than theirs" – and the annual activity staged by the German-American Societies of San Diego in El Cajon.

Although the traditional beer garden was absent from its usual site next to the depot, there was still a large bank of porta-potties nearby, which required many of the attendees to walk past our historic exhibit enroute. We had a table and donation jar set up outside under the depot overhang, and our docents spent three fun days talking to visitors about the museum, local rail history, and the exhibit. We made many new friends, thanks to docents **Sid Saltzstein, Ed Smith, Duane Dubke, Mike Retz, Ray Lethbridge, Bruce Semelsberger, and Dick Pennick.**

Parents, leaders and Scouts from **Cub Scout Pack 399** arrived by trolley from Lemon Grove on September 29th and enjoyed our train and depot, and a presentation by Coordinator **Dick Pennick.** The Pack also was briefed on Scouting opportunities at our **Campo Railroad Museum** venue, including the opportunity for a free train ride.

On Friday, October 5th, two sturdy 8½" x 11" signs were installed in conspicuous locations on Davenport 0-6-0ST steam locomotive #3, asking that visitors not climb on the exhibit. Additional signs will be installed as time permits.

Images from the Pumpkin Express Train, Saturday October 20th



All three photos by Robert Rael

In Memoriam: Chard Walker 1922 – Sept. 28, 2007 *Dick Pennick*

PSRMA Contributing member **Chard Walker**, telegrapher/agent for the AT & SF Railway for 36 years, passed away at his home in Hesperia, Calif. on the morning of Sept. 28th. He was 85.

Chard — a lifelong railfan and member of several rail-museum organizations including PSRMA, Orange Empire Railway Museum, Pacific Railroad Society, and Railroad Boosters — began his apprenticeship as a telegrapher in 1947 and eventually spent many years as agent at Summit, California northwest of San Bernardino on Santa Fe's transcontinental main line. He once lived at Summit in a retired street railway funeral car for four years. After marrying and raising his family at the remote mountain outpost, he moved to Hesperia in 1967 and retired from the Santa Fe in 1983 at Barstow, California.

He leaves behind his daughters, Judy Hover and Joy Jacobson. His wife, Margaret Sheely, predeceased him.

Help Wanted *Diana Hyatt*

If you have been waiting for some good CLEAN fun volunteering your time at YOUR railroad museum, NOW is your opportunity! We currently have a need for volunteers for the following special events:

NORTH POLE TRAINS:

Fridays, November 23rd and 30th, December 7th and 14th

Saturdays, November 24th, December 1st, 8th and 15th

If you love play-acting, singing or serving people, this job is for you! Including dressing up as elves, Santa, Mrs. Claus or even a lovable hobo! If you don't there are behind-the-scene positions available also: cleaning and decorating the passenger cars and decorating the Campo Depot - this will be done on the November weekends leading up to our first North Pole train on November 23rd: 11/3-11/4, 11/10-11/11 and 11/17-11/18). There are also jobs to be done daily pertaining to the operating of the trains themselves: cleaning the train before/after each event, onboard set-up, cooking breakfast, lunch and dinner as well as cleaning up afterwards (this is very important), bagging and separating cookies, boiling water and mixing 20 gallons of hot cocoa, loading the train before a trip and unloading the train after the trip. There is also a need for parking attendants, in order for us to maximize the available parking around the Depot as well as passenger loading assistance where we board people and find seats according to the number of people in their group, thereby maximizing seating capacity and guaranteeing that all groups are allowed to sit together.

WE NEED AS MANY PEOPLE AS WE CAN GET FOR THIS ONE!

We are currently discussing the possibility of operating one extra train for children who were victims of the recent wildfires and lost their homes. We have not determined a date as yet, but please let Dave DiGiorgio or myself know if you are interested in helping with this charitable event.

PSRM ANNUAL DINNER:

Thursday, March 6th, 2008

All this event requires is a willingness to attend! If you are able to donate railroad-related paraphernalia or gift certificates to local establishments or events for our raffle, these would be gratefully accepted as well!

BUNNY TRAINS:

Saturdays, March 15th and 22nd

Sundays, March 16th and 23rd

Opportunities here include helping the Easter Bunny (or being the Easter Bunny) visit children on the train and hide eggs in the Display Building for an Easter egg hunt after the 11AM and 2:30PM train rides. Participants will help kids select an Easter basket they make themselves and coordinate the Easter egg hunt so that everyone finds eggs. Minimal cleanup may be necessary at the end of the day.

PSRM'S 3rd ANNUAL GARCIA RARE MILEAGE TRIP:

Saturday, March 29th, 2008

Volunteers for the 2007 Garcia trip had a fantastic time and enjoyed an organized experience feeding 250 people with food prepared onboard the train. There are many positions available! For any of the above positions, please apply in person, on the phone or by e-mail to Diana Hyatt (619)390-9045, ronhyatt@aol.com. I can be found at Campo every Saturday and most Sundays.

"Great Train Robbery" Great Success *Dick Pennick*



On the evening of October 13th, PSRMA hosted a charitable fund-raiser for the **Campo-Lake Morena Business Association**, of which PSRMA is a charter member.

The festivities included an Old West "train robbery" at MP 64.9 – one mile west of Campo – and a shootout in front of the Campo Section House, followed in the evening by dinner and a theater melodrama in our Display Building. The approx. 250 tickets for the \$50 event were sold within 48 hours of the notice, according to the association.

Photo by Dave Tomeraasen

A shot from the Great Train Robbery on October 13th

robbery and shootout sequences were staged by the regular Golden State trains on Sunday, September 30th, and – thanks to that extra effort – the real thing went off very well, with the October 13th train full of women in 1890s attire and scruffy, gun-slinging "outlaws". The capable, hard-working crew on the special train – which left Campo at 4 p.m. after the two Golden State trains tied up – were Conductor **Dick Pennick**, engineer **Bob Nickles**, new Brakeman **Kyle Jensen**, and Trainmen **Roger Challberg** and **Rich Borstadt**. Participants were eventually unloaded at the RAILROAD MUSEUM station stop for the dinner and theater. The train – Campo to Tunnel 4 and return – consisted of 1959 EMD diesel-electric locomotive #3873, 3 coaches, the baggage car, and open car #350.

Based on the success of this adults-only event, there is already much talk of making it at least an annual affair.

Several "dry runs" of the train



Photo by Dave Tomeraasen

A shot from the Great Train Robbery on October 13th

Contact Information

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Your Board usually meets the third Thursday each month, 7:00PM at Trinity Church in Spring Valley. Museum Services meets the third Tuesday each month, 7:00PM at the Kornweibel residence.

Dates of Note

	November	December	January '08
School Train	9	None	15
Tecate Train	10	None	26
Board meetings	15	20	17
Museum Services meeting	13	11	15
Hot Scoop Article Submission	24	21	25

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. Articles received after the submission deadline may not be included.

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