



Hot Scoop Masthead by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum Association members

December 2007

MUSEUM NEWS

VOL XX NO XII

Steam Whistling *Jim Baker, Steam Foreman*



Photo by Jim Baker

Fred Carnathan re-profiling a #1509 wheel.

We had another successful weekend in November.

Friday, the 9th, was quite different from our usual work. The Museum had a special School Train scheduled, with 300 kids and 100 adults reserved. So, some of the Steamers assisted with that train instead of doing steam work. **Rich Paulus** was the brakeman, while **Bob Nickles** and the foreman "docented" the 2353. After the kids were all gone and the train put away, the three of us got things set up to work on the Coos Bay the following day.

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Meanwhile, **Fred Carnathan** and **Tom Walker** got one wheel set from the 1509 in position on the wheel lathe, and started turning it. This job will save the Museum lots of money over having this job outsourced. Thanks Tom and Fred!

On Saturday, the 10th, we really made progress on the Coos Bay. Like we did in October, we removed more superheater flues. The eight we removed this month, along with the nine others removed earlier finished that job. The nine remaining flues will stay in place to stabilize the sheets. We loaded all the cut out flues onto a couple of pallets, and strapped them in place for movement to the "North 40." Anyone who needs these 5" steel tubes for any project around the Museum is free to do so. Now we are all ready to start removing all of the 160 or so small tubes. Saturday's crew was **Bob Nickles, Rich Paulus, Mike Lucek**, and the Foreman.

Next month, Dec. 14 & 15, our normally scheduled work days are both days that the "North Pole Ltd." operates. I'd like to suggest that we take a month off from steam work, and help out on the North Pole Ltd. These trains are all sold out, and lots of work during the day is needed to get them ready. The ride is really lots of fun. Please contact Diana Hyatt for job assignments. Our new tube cutter should be on hand by then, so, time permitting, we may try a few cuts to see how it works. Then we'll really get cutting in January.

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@psrm.org or 619-670-7441. All are welcome to come out and get dirty with us. Hope to see you there!

Donations

Al Brown	ATSF #2381 Fund	\$100.00
Robert R. Darron	General Fund	30.00
Charles D. Finney LCDR	#1509 Fund	200.00
Ron Kinum	General Fund	100.00
Owen & Marie Peck	Carriso Gorge Fund	1,000.00
Owen & Marie Peck	General Fund	1,000.00
Harry B. & Jo Ann Roesener	#1509 Fund	10.00

November Operations Volunteers

Robin Becker	Billie Hatch	Dick Pennick
Darrel Bivans	Hugh Hatch	Don Pope
Ken Brown	Randy Houk	Bob Schussler
Bruce Deck	Kyle Jensen	Sandy Schussler
Dave DiGiorgio	Seth Miller	Rob Stebbins
Duane Dubke	Bob Nickles	Laura Thompson
Don Getz	Jack O'Lexey	Paul Thompson
Tom Gray	Rich Paulus	Dave Tomeraasen



Photo by Larry Rose

Bob Nickles, Jim Baker, Mike Lucek, and Rich Paulus at the end of a satisfying day on the Coos Bay #11.

2007 Board of Directors Election *Sandy Schussler*

The Board of Directors (BOD) certified the 2007 election at the BOD Meeting on Thursday, November 15, 2007. Please congratulate the hard working Board Members that will be working for the Museum and you for the next 2 years. There were 231 ballots received by the deadline. Five of those ballots were not signed on the outer envelope and were not opened or counted. Some voters chose to withhold their votes on their ballots. The vote count for the winners was:

Vice-President:	Diana Hyatt - 220 votes
Treasurer:	David Roesch - 211 votes
Facilities Dir.:	Larry Rose - 220 votes
Operations Dir.:	Ken Brown - 193 votes

North Pole Express Travels Thousands of Miles in Record Time *Diana Hyatt*

This is the time of year when the Museum leaves its normal operating limits to run non-stop trains to the North Pole in under one hour. Along for the ride is Robert Peary, not the American Arctic explorer known for his claim of reaching the geographic North Pole first, but the 1927 Pullman-built private car that was one of six Pullman cars built for the Explorer series. Absent from the consist this year is the Museum's beloved flagship, ATSF 1509 Café Observation Lounge. Nevertheless, the North Pole Express is still an impressive six car train, all painted Pullman green and pulled by GP-9 SP 3873.



Elf Megan Cali and happy passengers

Photo by Kelli Cali

We happily welcome back all of last year's sponsors. Golden Acorn is baking the 7" diameter chocolate chip cookies every weekend, Farmer Brown's Christmas Tree Farm in Potrero donated the trees we cut into pine boughs for decoration and Qualcomm and Pitney Bowes printed more songbooks. Likewise,

we welcome a new source of elves, Boy Scout Troop 3 from Lakeside and welcome back the students of Campo's Mountain Empire High School.

The efforts of many of our volunteers are required to make these trains a success.

North Pole Express Testimonials

Jim,

My kids can't stop talking about the train ride and meeting Santa. That is great that you volunteer like that-you make a lot of kids happy. We'll certainly see you next year.

John A. B., P.E.

Hello!

I just wanted to say thank you to all your members for our train ride this evening (Friday, December 1st). We were a few minutes late and the train had departed, much to the dismay of my daughter and her friend. You guys contacted the train and had us meet them at a railroad crossing and the kids got on to meet Santa and enjoy the train ride. I put my daughter to bed a little while ago and she had the *biggest* smile on her face. Thank you!!!!

Sincerely,
Ted W.

President's Report *Jim Lundquist, President*

North Pole Limited trains

This month is our busiest as we make preparations for our evening trains to the North Pole. This effort involves many museum volunteers, lead by **Diana Hyatt**, **Dave DiGiorgio** and **Ron Hyatt**. The first weekend went very well, with both trains sold out in advance. The Boy Scouts did a fine job of handing out cookies donated by the Golden Acorn Casino, passing out hot cocoa, leading the singing and story reading. **Brian Elmore** and friends had to rebuild the North Pole from last year as the wind storm did extensive damage to the village. They rebuilt the village on two trailers this year. There truly are too many volunteers for me to list, but I would expect a full report from Diana in future *Hot Scoops* with all the details. Just know for now that this was a terrific effort. Hundreds of children and family members enjoyed their visit with us, and, I was able to be Santa Claus for one train already – my favorite volunteer job of the year.

Behind the scenes work

There are a GREAT many members volunteering in a variety of tasks which go unreported each month in the *Hot Scoop*. These efforts are not unnoticed. Tasks like editing the *Hot Scoop*, ticketing and reservations, new Web pages, updates to Web pages, picking up and mailing the *Hot Scoop* and ballots, trips to suppliers and stores, answering mail and emails, roster updates, financial reports and check writing, and all kinds of assorted items. Many of these tasks are even unknown by me. However, please recognize that these are all important tasks, and our organization exists because all of the important items are completed by volunteers instead of paid office help. By working as a team, we can accomplish so much more. My thanks go out to each and every member who volunteers their time for the cause each month. Thank you.

Campo Depot

Thanks go out to **Bill Armfield** for installing the donated TREX product for handrails on the Campo Depot on the ramp and platform. By the end of next month, I am sure this job will be completed.

Campo Restroom

Now that the pit has been almost completed and is in service, and, the North Pole village has been repaired and set up, **Brian Elmore** reports that he'll soon be back on the restroom project. The goal is to get this project wrapped up, along with the finishing the needed work upstairs at the depot, by this spring. Go Brian go.

Big Picture

Work is still going on behind the scenes towards expanding our site at Campo. There are many details to work out still, and, I hope to report the plans to you when I can. In the meantime, please keep us in mind for your giving and your estate planning.

See you at Campo soon.

Jim Lundquist, President



Cary Hyatt, Jim Lundquist and Don Robertson

Photo by Kelli Cali

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

In the previous installment, our narrow-gauge steam-hauled train reached the lunch stop at Osier station, about 2 miles north of the New Mexico State line at MP 318.4 (track mileage from Denver), and prepared to continue east through the spectacular flora and geology of the Rio Grande National Forest to Antonito, Colorado.

After a great lunch, those passengers who were riding the "short turn" (Chama-Osier and return) climbed aboard our original train and departed through the switch westbound. Our Conductor had hung his well-worn sign on the railing of the last car of our eastbound train that said simply "ANTONITO", and once he had all of his well-fed passengers back on board (and, by sheer luck, me!), he gave a "highball" to the hogger and we were off.

Three miles east, we passed the stone monument to U.S. President James A. Garfield just before entering Rock Tunnel, formerly called "Toltec Tunnel No. 2". Garfield was mortally wounded by an assassin's bullet in the railroad station at Washington, D.C. on July 2, 1881 and died 79 days later. The monument was financed and constructed by the American Association of General Passenger and Ticket Agents about 1882. This monument also marks the first glimpse of the wildly scenic Toltec Gorge, which falls away abruptly at the track's edge to its bottom 600 feet below.



Engine #488 in Antonito, Colorado

Photo by Robert Rael

We passed through a colorful area of welded volcanic ash-flow called "Masonic Park Tuff" and the Conejos Formation, as well as aspens, cottonwoods and birch as we worked our way down the 1.42% grade to the broad San Luis Valley. Four miles later – after crossing back into New Mexico – we passed through timbered 349-ft. long "Toltec Tunnel No. 1" (now called "Mud Tunnel") and followed the valley of the Rio de los Piños, a well-respected trout stream, as we again played tag with the State Line. The old wood locomotive water tank at LAVA, MP 291.5, was moved there from Antonito by the D&RGW after the original tank burned in 1971.

Now broad, expansive vistas across brush-covered volcanic mesas and valleys greet us as we descend into the fertile San Luis Valley. The snow-capped peaks of the Sangre de Cristo range provided a perfect backdrop on the eastern horizon as we steamed into the "new" station at Antonito and rolled to a stop. Interestingly, Antonito is 25 feet higher than Chama, although the scenery and geography are vastly different. At one time, the narrow-gauge track here turned north and shared a rail with D&RGW's standard-gauge Alamosa Division track to the yard and shops at Alamosa. To the south, the Rio Grande's narrow-gauge-only "Chili Line" ran all the way to Santa Fe, New Mexico until pulled up in 1941.

Today, the rails no longer physically connect to the Alamosa track, and the rails to Santa Fe have been gone for nearly 70 years. Our shuttle buses are already waiting for us as we detrain, and many of our group soon are dozing in their seats on the comfortable one-hour drive back to Chama. Some of us were already making plans for our return to the C&TS next year, and new friends and adventures with narrow-gauge steam in the high country.

November Board Briefs

PSRM's Board of Directors met on November 15, 2007. The agenda centered mostly on policies, planning and clarification of the way we do things. The BOD accepted D. Hyatt's offer to work with our legal team and individuals to bring action, if necessary, to resolve an ongoing problem of privately owned equipment on Museum property. The policy concerning no privately owned equipment on Museum grounds will also be modified to include the potential transient display for single events.

BOD is assessing plans for future train trips including a volunteer train. The Garcia "Rare Miles" trip is scheduled for March 29th, and will require a lot of volunteers to feed all of the passengers. The consensus of the Board is that all plans for future train trips must be coordinated with, and be approved by, Operations. That being done, the plan will be submitted to the Board. The Board is also evaluating the Museum's capacity to handle larger groups, and to define a maximum number of visitors we can accommodate. Efforts are currently concentrated on the Christmas Trains where all are encouraged to volunteer.

The Board agreed that a notice should be added to the Web site that stresses our events are "Family Friendly" activities. Such a disclaimer could also be printed on the tickets when new tickets are printed. It is hoped that that notice may discourage those who want to party too much.

D. Hyatt will pursue the publication of some sort of orientation document or volunteer guidelines that would be useful for all volunteers.

Cleaning deposits are currently required for charter of cars and trains. This policy will be expanded to include security deposits for facilities use.

Because of recent devastating fires, the Museum deemed it reasonable to review our emergency plans, including exiting, assembly and evacuation. Weed abatement activities were enacted 3 years ago. More useless debris will be removed from Museum property in the coming months.

A motion was passed to authorize the acquisition and installation of an electrical panel for the temporary library site. Work continues on the #1509. The #1500 got cleaned this week and started up.

September financial reports were provided by D. Roesch. A couple of items were identified which should be relocated to other departments, but the reports were well received. Remember that all reimbursements for Museum expenditures by individuals, projects, departments must be documented by receipts.

The next BOD Meeting is scheduled for December 13, 2007 at 7:00PM at Trinity Church

La Mesa Depot Museum Report *Dick Pennick, Coordinator*

On the afternoon of October 29th, member **Duane Dubke** of La Mesa called me to report that someone had thrown a rock through the southwest window of our ex-Southern Pacific caboose at the depot. What was interesting is that the window was polycarbonate, not glass, but the rock managed to break a 6" x 6" piece out of the ¼"-thick material anyway.

Since the damage was a potential security problem for the exhibit, I was forced to drop what I was doing, drive to La Mesa and seal the opening temporarily with a sturdy piece of plywood,

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fitted into the space where the original frame had sat. This is the second window opening on the car with a plywood plug (the other one is at the south end). The time has come to think about some major work to our train exhibit here to renew its appearance and arrest normal wear-and-tear. **Frank Stites** also spent time restoring our baggage cart here, with the help of **Bruce Semelsberger**.

On Saturday, November 3rd, the **La Mesa Historical Society** and the city's **Historic Preservation Commission** held its popular annual "Historic Homes Tour", and although the Depot was not on the itinerary this year (we were included last year), we were offered a table spot at the shuttle bus loading terminal at Lemon and Palm Avenues. **Mike Retz, Duane Dubke** and **Dick Pennick** staffed the table all day and made a number of great new friends for the Museum while **Sid Saltzstein** and his gang of docents held down the Fort at the Depot a block away.

The next special event at this venue will be the 18th annual "**Christmas in the Village**", sponsored by the La Mesa Village Merchant's Association, on Friday, December 7th and Saturday, December 8th, and will probably be history by the time you read this. The Depot Museum will be open and staffed from 6 – 8:30 p.m. on Friday and 11 a.m. to 6 p.m. on Saturday. The event has been reduced from two weekends to one this year, and the Museum will again provide complimentary cookies, hot chocolate and hot apple cider to visitors during these two days. Holiday lights will decorate the depot and - time permitting - the train display.

"High-fives" again to our hard-working docent staff **Sid Saltzstein, Ed Smith, Duane Dubke, Gerry Fackler, Mike Retz, Frank Stites** and **Dick Pennick**.

Two-gauge Model Railroad for Sale *Dick Pennick*

This past summer, a Campo resident donated a complete HO-scale model railroad layout featuring scenery, buildings, track, train control system and wiring.

The setup is mounted on a raised framework, about 6' x 5' in overall dimension, and includes essentially two separate railroads, both built to the HO scale of 3.5 mm = 1 foot. One is a narrow-gauge mining railroad with 3'-gauge track, serving a crushing mill; the other is a standard-gauge (4'-8½" gauge) line that interchanges with the mining railroad. The exact-scale wood structures include miners' cabins, stamp mill, houses, depot, etc. No rolling stock is included, and the electrical power system – although apparently complete —has not been verified to be in operating condition. Rolling stock to fit both gauges of track is readily available at such local train hobby shops as **Reed's** in La Mesa, and other locations around the County as well as on-line (Reed's Hobby Shop is co-owned by PSRMA member **Steve Bovee** and others).

The layout has been determined to be surplus to the Museum's collection needs and is for sale. **The asking price is \$500 or best offer.** It can be viewed in the Campo Display Building on any weekend, or at other times by appointment. This layout would be a perfect Christmas gift for a beginning model railroader or young railfan, and could be enlarged to any size desired.

PSRMA Restoration Chief Gets Mention *Dick Pennick*

PSRMA's Vice-president of Museum Services and Restoration Superintendent, **Dr. Ted Kornweibel**, was given favorable mention recently in issue #196 of *Railroad History*, the journal of the national **Railway & Locomotive Historical Society**. In the editor's comments at the beginning of the journal, retiring editor/publisher Mark Ruetter – looking back on eight years as editor — commented: "I am proud of the articles that we have published, and I think some of them, such as Theodore Kornweibel's 'Railroads and Slavery' in [issue] No. 189, may have lasting influence". See some of Ted's storyboards on the African-American influence on America's railroads, currently in the Display Building at Campo.

Former AT&SF Buffet-Library **Chief Manajaka** is 80! *Dick Pennick*

PSRMA's ex-Santa Fe heavyweight steel "head-end" car **#1303** – once a proud member of the railroad's new **Chief** series of transcontinental trains – celebrates its 80th birthday this year (Note: our popular ex-Santa Fe Café Observation #1509 celebrated its 80th last year).

Built by Pullman in 1927 as #1304, the 77' 6" all-steel Buffet Library car **Chief Manajaka** (named for a chief of the Havasupai tribe of Northern Arizona) was rebuilt to Lounge Dormitory #1351 in 1939 and then to Lounge Baggage #1303 in 1948. Retired in 1967, it was purchased the following year by the late PSRMA Life Charter member **Jack Stodelle** and a partner and brought back to California for private excursion service, eventually ending up in San Diego. In 1972, Stodelle sold the car to a railroad-theme restaurant in National City, where it shared space with a leased PSRMA steam locomotive: ex-Rock Island 0-4-0 switcher #82, and a retired Santa Fe steel caboose.

The car was extensively modified to convert it into a bar. By 1982, the restaurant was out of business and the car and caboose were donated to PSRMA. The museum had already traded the ca. 1884 switcher to Short-Line Enterprises for two complete wooden 100-year old passenger cars formerly used by 20th Century Fox studios in Malibu (One of these cars – a former coach built by the Pennsylvania R.R. in 1886 and presently the oldest intact rail car in the museum's collection – is currently undergoing restoration at Campo. The old steam engine is now owned by the California State Railroad Museum and is displayed at its Railtown State Historic Park in Jamestown, Calif.). The former **Chief Manajaka** awaits its turn for restoration at Campo.



Photos by Kelli Cali

Left: Elf Helpers from Boy Scout Troop 3 of Lakeside.
Above: Santa Claus's North Pole

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

	December	January '08	February '08
School Train	None	15	19
Tecate Train	None	26	9, 16
Board meetings	13	17	21
Museum Services meeting	11	15	19
Hot Scoop Article Submission	21	25	23

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 *Robert Rael, Editor*

Visit <http://psrm.org/members/> (username: **volunteer**, password: **2353**) to download the *Hot Scoop* with full color high resolution photographs.

Web: www.psrn.org