



Hot Scoop Masthead by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum Association members

April 2008

MUSEUM NEWS

VOL XXI NO IV

Historic Jim Crow car nearly ready for final painting *Ted Kornweibel*



Cecil McLinn preparing the Jim Crow Car for painting

Rockdale, Sandow & Southern combine no. 3, the Museum's 122-year-old Jim Crow car, is almost ready to receive its Pullman green final coat of paint. It's been a long time in coming!

The mainstays of the effort to prepare the car for painting have been **Frank Stites, Harold Whalen, Bob Gerdes,** and **Ted Kornweibel.** New members **Cecil McLinn** and **Nancy Rene,** from Los Angeles, added their efforts one Saturday and promise to be back soon. Since the last *Hot Scoop* article, there has been much sanding with fine-grit sandpaper, mostly by hand, to ensure that the primed surface is very smooth. It seemed that every time we ran our hands over the car, we discovered a rough spot. Hopefully we've gotten them all buffed out, but there's still time, a few weeks before the painting will commence, to find the last blemishes.

In addition to sanding, we have re-installed both of the baggage doors and the end-platform doors, after priming and sanding them once more. The baggage doors required some rotten-wood stabilizing and patching with Rot-Fix and Sculpt-Wood. The end-platform doors have one concession to modernity—tempered glass—furnished at a deep discount and installed gratis by King's Glass in Allied Gardens. Putting the doors back was a heavy job, and we were blessed to have the assistance of **Red Schmitz.**

We have also made significant progress on the trucks. If you were not aware, look closely at the photo and see the Jim Crow car's ancient wood-beam trucks. We are cleaning, wire brushing, and

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painting (flat black) each truck, and will then do the same for the brake rigging. The wheels will also be thoroughly cleaned.

We are not attempting to make the brake system fully functional—we will not pressure-test the tanks and hoses, but we do intend to reattach all of the brake rigging so that the hand brakes are functional. Several of the brake rods are unattached and missing their clevis pins. (A clevis is a U-shaped metal piece with holes through which a pin is run, used for attaching a drawbar.) On a whim, I went to our usual fastener supplier, asking for clevis pins, and they drew blanks. Not to worry. We have a blacksmith on our crew, Harold Whalen. He took some 1" rod and fashioned 1 ¾" heads on the three pins shown in the photograph, then drilled holes for cotter pins. Yes, we could have used bolts, but that would not have been authentic.



Photo by Francis Stites

Clevis Pins

Speaking of authenticity, one Saturday I persuaded **Mike Reneau** to work with us and assigned him to replace all hex nuts with square nuts. When the car was built, and for a number of years thereafter, square nuts were all there were. But over the years, persons unconcerned with authenticity made repairs with hex nuts. Certainly Twentieth-Century Fox did so and, I'll confess, so did we, in our haste. Now, to my knowledge, there are no hex nuts, at least visible.

I mentioned earlier that the Jim Crow car will be painted Pullman green. How do we know this was the car's color during its RS&S service? That's an intriguing story, which I'll save for the next report.

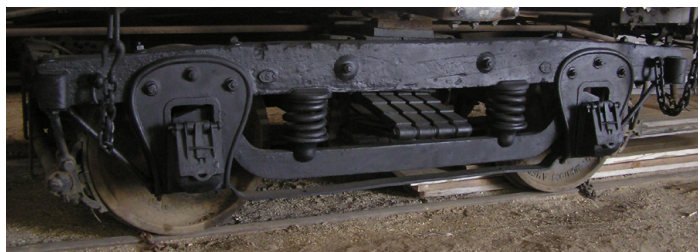


Photo by Francis Stites

West-end trucks of Jim Crow Car

Donations

Herbert G. Kehr	Hot Scoop	\$100.00
Herbert G. Kehr	RPO Car	100.00
Melissa J. Moss	In Memory of Ron Ziess	50.00
Qualcomm, Inc.	General Fund	2,000.00

March Operations Volunteers

Jim Baker	Duane Dubke	Seth Miller	Don Pope
Robin Becker	Don Getz	Bob Nickles	Ann Ruppert
Darrel Bivans	Tom Gray	Jack O'Lexey	Dick Ruppert
Ken Brown	Randy Houk	Rich Paulus	Rob Stebbins
Bruce Deck	Kyle Jensen	Dick Pennick	Frank Stites

Down at the depot *Jim Lundquist*

Now that the weather is turning towards spring time, our visitors start returning in big numbers. It is always nice to see large numbers of people coming out to experience our museum, train rides and to learn about the local railway history of campo and greater San Diego.

Recently, we have continued the work of several projects underway around the railway museum. The installation of brick sidewalks at the Campo Depot is coming along nicely, with **Bill Armfield** digging the decomposed granite and pouring new concrete edges which will hold in the blocks during the weekdays. A new electrical service in the back eight is almost completed as well as **Brian Elmore** has been working with SDG&E and the County of San Diego during the weekdays. He has found the electrical wires now required for the service from his stash of stuff. **Bob Nickles** has been slaving away for months on #2104, removing rust and walk ways to find the electrical short, mostly working weekdays. **Don Getz** has also been working with an assistant on our support equipment – backhoe and forklift, replacing batteries, fuel filters, alternators and the like, again, during the weekdays. **Daisy** and **Don** have been painting the picnic benches at the depot, during the weekdays. **Robin Wonders** has been doing the restocking of the gift shop during the week. Notice all the work going on at Campo during the week? Many of these projects can't go forward while we are open to the public, so, the need to work during the week is met with our volunteers. Thank you to everyone, named and unnamed, for all your time, talent and treasure.

Diana Hyatt has just completed two projects as project manager. The annual dinner was a huge success as were the Bunny trains and egg hunt inside the Display Building. Many thanks to Diana and all who assisted her.

There are several projects which we are looking for volunteers to assist us with. Each have been chosen with a need in mind and represents a variety of skills, equipment, length and number of volunteers required. Please stop by the museum and let me know what you might be interested in.

1. Completing the restroom at the Campo Depot. This is a multiple-day commitment involves lots of skills: carpentry, plumbing, electrical, etc. The idea is to schedule work days with Brian Elmore and come in that day to bang that portion out.
2. Roof repairs on the Shop Building. We are developing several leaks – one which requires several men and equipment on the eave which would take a full day to remove and replace, and, the sky lights need to be resealed – removing the old goop and placing new goop.
3. Structural repairs for the Shop Building. Some of the main trusses in the old gym need to be jacked up and supported with either steel bars or new 2" x 12" beams. This is a multiple man job for maybe a day if the materials were on hand.
4. On-site grading. This is a two man job for a few days and requires heavy-equipment. We need to cut back the bank on-site and transport the excess material around the property. A small blade with a sideboard and a dump truck is required, we can use our loader. This could occur over a period of several days or, working part time, over a few weeks.
5. Installation of automatic gate closer. We have acquired two gate closing machines. This is a skilled job to make changes as required to the machines and gates, installing concrete for the return loops, installing electrical, etc.

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6. Installing new posts near the Campo Depot. This is a two man job for about ½ day. We need to “plant” post about every 5 feet between the parking lot and the Campo Depot and remove the old grey fence. Also requires a new gate, to discourage visitors from driving up to the depot door instead of parking in the parking lot.

I hope you stop by some Saturday soon to look around. Ask for me and I can give you more details of these jobs and our progress. See you soon.

Nut and Bolt Room Makes Progress *Larry Rose*

Some time ago the Museum acquired several military surplus trailer mounted shipping containers thanks to the hard work of President **Jim Lundquist**. One of them has been placed on blocks and is now our grounds keepers storage shed. A second trailer has been parked at the West end of the car shop and will soon be placed against the building with it's center door opening into the car shop. The idea is to move our nut and bolt bins into this container in complete organization.

Right now, if we want a certain screw or bolt we have to traipse through our kitchen, lounge and locker area to hunt through a disorganized mess that has built up over the years in what used to be the old boiler room back in the days when our shop was a W.W.II gymnasium. This is so inefficient that it takes hours to find anything. We need a dedicated storage area. Taking the lead on this long overdue project is our Pearl Harbor veteran, 87 year old **Bob Haney**.

The process of preparing the military containers is not an easy one. They came to us filled with heavy computer cabinets and other electrical cabinets and fittings. Bob cleaned out the first container, with Help from **Tom Walker** and **Fred Carnathan**, when the trailer was still in the North Forty. **Larry Rose** and **Jim Lundquist** placed it against our South fence after it was lifted off the trailer by **Don Getz**. Jim did the grading to cut back the bank to make room for two of the containers as close to the fence as practical. A ramp was built to this container by **Larry Rose** so we could get our cement mixer in the door easily, the deck being a foot off the ground.

The nut and bolt container will get similar treatment but first it had to be mucked out by the intrepid **Bob Haney** and whatever helpers he could find. **Tom Walker** again helped out with the computer cabinet dismantling and removal. These things are heavy but Bob and Tom sweated some of them out the door. **Mike Reneau** and **Larry Rose** also dismantled and shoved a few of them out the door. From there **Red Schmitz** and Jim hauled the junk to our scrap dumpster with the fork lift.

Red noticed that one of the cabinets would make a good wood rack near the wood shop entrance that was just around the corner. He placed the cabinet and sorted all the stacked boards and inserted them through the six levels in the heavy steel rack. Our messy wood stack is now cleaned up and organized as a spin off to the container project. The Nut and Bolt container is now cleaned out except for a final sweeping and vacuuming. The next step is to place four new ties under it and cut a door opening through the back of the car shop. Once placed the real fun starts. Bob will sort and organize thousands of nuts, bolts screws and fasteners of all kinds.

Bob could use some help with this tedious business. Come on out and give him a hand if you can. Bob is a fun guy and may regale you with a story of being bombed and staffed on the docks of Pearl Harbor in 1941. Bob is the real deal you are sure to have a fun time while doing a great service for the museum.

Steam Whistling *Jim Baker, Steam Foreman*

We finally did it! We have all the small tubes removed from the Coos Bay #11.

It was another great work weekend in March!

On Friday, the 14th, our crew consisted of **Dick Pennick, Rich Paulus, Larry Owen** and the foreman. We got about 25 tubes out that day.

On Saturday, the 15th, we again had **Larry, and Rich**, and were joined by **Mike Lucek**. Mike and Rich really went to it, and got the remaining 40 or so tubes removed. They really kept Larry and the foreman busy pulling the cut tubes out and hauling them off to the "north 40."

If anyone needs tubes for projects around the museum, we have 4 pallets stacked with them. They could be used for drain pipes, fence posts, whatever. Help yourself!

Our former Steam Foreman, **Dwight Koller**, stopped by for a few hours. Newly promoted to Warrant Officer 2, he's been transferred to the USS Ronald Reagan, home ported here in San Diego. They'll be deployed in another month, so we won't see too much of him for a while, but he'd like to get involved with the Museum again when the ship returns home.

Fred Carnathan and **Tom Walker** have finished turning all the wheels for ATSF 1509. They continued working on the lathe to do some updating to it.

I'm continuing to try to keep updated on SP2355, the only other survivor of the T-31 class of SP steam engines. The City of Mesa, AZ has given the group that has been organized to raise the money for the project until the end of March to raise a significant amount of money. If they fail to do so, the city wants to get rid of the engine. One possible place it could be moved is the Arizona Railroad Museum in Chandler. Other places that are said to have expressed interest are Nile Canyon and a group in San Luis Obispo. It would be a great addition to our collection, but we could probably spend the \$30 to 40,000 required for the move in a better way. But, should none of those places work out, and she is to be scrapped, I sure would like to get ahold of some of the parts. Where else could we get replacement parts for #2353? I'll continue keeping an eye on what's happening in Mesa.

Remember, our regular work "weekend" is the second Friday of the month and the next day, making April's work days the 11th and 12th. We'll be cleaning all the loose scale out of the Coos Bay, then pressure-washing it to prepare for a boiler inspection. We'll also try to remove the steam dome cover from #2353, so the inspector can look in there too.

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

Birds kicked out of PSRM's passenger car collection *Larry Rose*

Several years ago **Jack O'Lexey** looked at several cars in our lower yard that had become pigeon roosts and had become filled with bird poop and nest material. Many had been trying to find time to do something about this for years but Jack finally waded in the last few months to make something happen.

Jack had been setting up several of our boxcars for organized storage going back several years. He had been organizing and building shelves and in the process had made a lot of new storage space available for the many spare parts we need to service our collection. **Fred Carnathan** and **Tom Walker** helped him a lot during some long hours over the years moving and sorting the heavy parts. **Jim Lundquist** arranged a terrific heavy duty shelf donation from Home Depot that fit nicely floor to ceiling in our boxcars and reefers. Jack assembled these shelves and anchored

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them to the floor and walls.

It was this work that made the bird poop clean up possible this year. Over the years several of our cars had been filled with coach seats and car parts of all kinds. A clerestory window fell out of our ATSF Library buffet baggage combine car, Chief Manajaka, and went unnoticed and the birds moved in. To clean out this car and two others, Jack needed someplace for the heavy coach seats to go so he could get down to floor level to muck out the bird debris. The previously cleaned up and organized boxcars and one reefer were now available for secure and bird free storage.

Jack stated in on the Chief Manajaka, the Harriman coach, hospital car 351, the SP bay window caboose and the Arco locomotive that had one window missing. Jack cut new window plugs in the wood shop as the first thing required to keep the birds out. This took many days to do during the week with no one to help. Next was moving the heavy coach seats into the Santa Fe Chief Reefer that had been previously organized and cleaned out. This involved switching the reefer and the Chief Manajaka to adjacent tracks.

Boards were place between the baggage door of the Chief Manajaka and the open reefer door and the coach seats transferred. **Larry Rose** and **Ken Brown** helped with this heavy lifting. Ken was also the brakeman on the switching job. We don't remember who was running the loco. Once this move was done **Larry Rose** and **Steve Clark** helped Jack clean the cars by vacuuming, washing and installing windows that were found stored in them.

With six inches of snow on the ground in mid February Jack toiled on alone during the week. He cleaned, swept and shoveled, filling up the dumpster several times with junk and trash that had built up thanks to the Museum's notorious pack rat mentality. He moved from car to car bird proofing as he went. He had to wear a Hazmat "bunny suit" and a breathing mask to shovel out years of dried bird excrement. This was probably the most miserable job anyone has done at Campo in a decade.

Soon **Geoff Sheppard** showed up to help move some heavy parts including a spare Fairbanks Morse throttle, a heavy motor and a set of motorcar bearing sets into the diesel parts storage car. A lot of usable lumber was discovered stacked in the cars and was moved near the wood shop for use later in construction of the new Hazmat Shed, another long planned project Jack has been wanting to do. When Jack finally got to the SP bay window caboose **Ted Kornwiebel** and **Bob Gerdes** got involved and helped fill up another dumpster with junk. Most of the trash was salvaged third hand construction supplies that "we might need someday." Actually, we will never need it so Ted was happy to toss it out the window into the dumpster remarking "Boy, this feels good!"

More cleaning and window frame painting needs to be done but now the floors are clean in several cars for the first time in more than 20 years. Jack promises to follow through in between his crew duties. Jack is also a qualified locomotive engineer, brakeman and conductor on our SD&A trains. This is one retired guy that throws all he has into the effort at Campo and it is greatly appreciated. Jack deserves the profound thanks of everyone for taking on this massive, dirty and difficult job.

PSRM Brochures *Bruce Deck*

The Pacific Southwest RR will have brochures available at the, June, Del Mar Fair in conjunction with the San Diego Model RR Museum, courtesy of the Short Track Railroad (N scale) modular group. We also will share a table at the NMRA convention/National train show in Anaheim in July. Members are invited to stop by at the fair and even run with the N Scale group, or if in Anaheim in July assist with the info. table. Please contact Bdeck@UCSD.EDU for more information.

Board Briefs, March 20, 2008

The Pacific Southwest Railway Museum Association, Inc. Board of Directors Meeting was held on March 20, 2008. The Board voted to establish a new procedure for issuing checks in accordance with the advice we received from our attorney. The procedure calls for the Treasurer to enter and print checks, then meet with an authorized Board member who has signature authority at Union Bank, who will review the invoice/bill and the check, then sign that check. In a similar fashion, the reconciling of the bank statements now requires the review of two Board members, the reconciling to be completed one week PRIOR to the Board meeting. If required, the Board authorized the hiring of a computer expert to do whatever is required to make the computer software work for multiple computers.

Our legal advisor STRONGLY recommended a three person Audit Committee to review the books quarterly and report back to the Board. The Board appointed Larry Stirling, Jim Baker and Dave Tomeraasen. Cooperation and involvement by the Treasurer is required. Our legal advisor STRONGLY recommended a three person Budget Committee review the books against the budget quarterly and report back to the Board. The Board appointed Brown, Rose, and Schussler as the Budget Committee by consensus.

There is a renewed interest in acquiring former Salt Works Narrow Gage equipment. R. Pennick offered to coordinate with interested parties on the best scenario for possible acquisition. The Board recognized the historical significance of the salt industry in San Diego. R. Pennick was authorized to discuss the future of the equipment with Friends of a Chula Vista Heritage group and Fenton (the Salt Works Company), and negotiate a favorable price for a locomotive and its transportation costs.

The Board approved the expenditure of up to \$2,800 for the acquisition and transportation of a Government Surplus Milling Machine that would be in heavy use for equipment maintenance. The Pacific Harbor Lines has surplus locomotives that will be scrapped. The Board is interested in a GP7 and a GP9 and has authorized a bid of \$5,000 for either locomotive or parts, if scrapped. The Board authorized up to \$1,500 for transportation of donated Waukesha ice engines and generators from Texas to Campo. .

The Museum Refund Policy for advanced reservations has been revised to clearly state "No Refunds." The change has been made to prevent charge cards from being reversed.

**Pacific Southwest Railway Museum
2007 Year End Financial Totals**

Income:

Investment interest income, Endowment (rolled over)	\$37, 259.91
Cash Donations	26,338.61
Membership Dues	16,325.00
Interest and lease income	134.93
Excursion income, Tecate and Golden State	324,104.43
Gift Shop Income	<u>26,043.39</u>
Total Income:	<u>430, 206.27</u>

Expenses:

Utilities, Campo and La Mesa Depot	\$28,514.67
Equipment, Rolling Stock Collection, Support vehicles	33,497.84
Facilities, Toilets project, Inspection pit, buildings and grounds	132,301.87
Administration, Insurance, Permits, Taxes, Advertising, Publications	77,231.47
Gift Shop, Cost of stock	19,039.41
Operations, Fuel, Repairs, Parts, Weed Control, Supplies	86,787.00
Museum Services, Restoration, Exhibits	<u>15,548.62</u>
Total Expenses	<u>392,920.88</u>

Net Income: **37,285.39**

Restricted Accounts:

Excursion Tickets, Advanced sales on hold	\$7,256.23
County Grant for Campo Depot loading dock railing	5,000.00
SP Wooden Caboose 644	1,200.00
Restoration, General	6,186.43
ATSF RPO Car 74	4,252.61
Emergency Funds	1,239.43
Steam Locomotive Repair fund	23,823.18
Jacumba Coaches Restoration Fund	3,940.00
La Mesa Depot Repair Fund	3,851.65
SD&A 050 "Carriso Gorge" Repair Fund	11,100.00
Southwest Research Library	4,080.18
Restrooms at Depot and Display Building	7,500.00
ALCo RS-32, SP 7304 Restoration fund	200.00
Restricted, money market, other	<u>100.00</u>
Total Restricted Funds (Money Market Savings)	<u>79,729.71</u>

General Checking, Dec. 31, 2007	\$12,502.40
County Restroom Grant (\$40,000)	-71.79
Endowment Fund, Charles Schwab	219,262.91
Petty Cash, Campo Depot	500.00

Total Checking and Savings: **\$311,923.23**

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
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Chief Mechanical Officer, Bill Palmer	(760) 749-1082	blpalmer@yahoo.com
Steam Foreman, Jim Baker	(619) 670-7441	baker@psrm.org

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

	April	May
School Train	15	20
Tecate Train	12, 26	17, 31
Board meetings	17	15
Museum Services meeting	15	20
Hot Scoop Article Submission	25	28

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