



Hot Scoop Masthead by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum Association members

May 2008

MUSEUM NEWS

VOL XXI NO V

Santa Maria Valley Railbus No. 9 Returns Home *Jim Lundquist*



Photo by Dave Tomeraasen

Brian Elmore and Red Schmitz in Campo, ready to take the Railbus to Santa Maria Valley

Approximately six months ago, our Museum was invited to participate in a planned railroad event on the Santa Maria Valley Railroad by bringing back the Railbus, No. 9. We thought this was a terrific idea, so, we went to work. Previous articles in the *Hotscoop* have reported on the mechanical work and the preparation for a new paint job for the Railbus. With two weeks remaining before the event, **Ken Hansen** was busy with last minutes repairs while **Red Schmitz** and **Brian Elmore** painted the Railbus and also completed repairs. **Larry Rose** did the honors of lettering the railbus using as built photos hunted up by Jim Lundquist.

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On Friday, April 4th, the Railbus was loaded onto the PSRM trailer purchased to haul the railbus and started the journey to Santa Maria, CA behind **Brian Elmore's** truck with **Red Schmitz** as copilot. After a stop in Santee to pick up Jim Lundquist and two new tires at Discount Tires, the trip up I-5 and 101 past LAUPT went rather well. We were greeted that afternoon by **Rob Himoto**, the new President and owner of the Santa Maria Valley Railroad, who was very happy to see the Railbus for the first time. The local Santa Maria press was also there to photograph No. 9's return! After offloading, Red treated Jim and Brian to a wonderful steak dinner to celebrate Jim's birthday. The 1917 Historic Santa Maria Inn provided comfort for the weekend for all three volunteers.

Early Saturday morning, PSRM was recognized as the caretakers of the Railbus with a special welcome by the Mayor of Santa Maria, **Larry Lavagnino**. Then, it was down the middle of Jones St, as the railroad tracks travel down the city street at this location. It looked like we were part of the Rose Parade, with the locals coming out to see us and 30 other motorcars behind us. We traveled 11 miles to Guadalupe and the interchange with ex-Southern Pacific, now Union Pacific with Mayor Pro Tem **Bob Orach** onboard. Using the rebuilt turntable (thanks Brian and Red), we spun the railbus around for the return trip. After a BBQ lunch at the SMVRR depot, we made another round trip that afternoon.

After a wonderful day, we loaded up the railbus back onto the trailer, and left for home Sunday morning. There were certainly lots of lookers as we traveled back down 101 and I-5, with questions at the gas stations of what it was. All in all, a great weekend for us as we shared railroad history with other communities within California. We hope we can do further adventures down the road as well. Thanks to all the volunteers involved in making this a successful trip.

April Operations Volunteers

Jim Baker	Randy Houk	Don Pope
Robin Becker	Kyle Jensen	Don Robertson
Darrel Bivans	Seth Miller	Ann Ruppert
Rich Borstadt	Bob Nickles	Bob Schussler
Ken Brown	Jack O'Lexey	Sandy Schussler
Roger Challberg	Rich Paulus	Rob Stebbins
Bruce Deck	Wayne Penn	Frank Stites
Don Getz	Dick Pennick	

Special thanks go to **Darrel Bivans**. On two separate occasions, when we were short a crew member, I called him less than 24 hours ahead of time to see if he could help out. Both times he came out to Campo to keep our trains rolling. Thanks Darrel!

The Operations Department has three newly qualified crew members! **Don Robertson** is our newest Motorcar Operator, **Mike Chisholm** recently qualified as Brakeman and **Ken Brown** is our newest Conductor. Please congratulate them all the next time you see them.

Note from the City of Santa Maria *Bob Orach, Mayor Pro Tem*

Thank you Jim and the PSRM.

Our community really appreciates you and PSRM for bringing #9 to the speeders event. I enjoyed the ride to Guadalupe and would have spent the day, but other obligations, you know. Thank you for your preservation efforts, especially Railbus #9.

You are always welcome in Santa Maria. Next year we will have a greater celebration.

All the best!

Steam Whistling *Jim Baker, Steam Foreman*

It was another great work weekend in April!

On Friday, the 11th, our crew consisted of **Rich Paulus, Larry Owen, Bob Nickles** and the foreman. The foreman was the only person of the four of us who could squeeze into the boiler around the throttle, so he had the honors of going inside. With the others assisting as needed from the outside, the last two tubes were cut out. We had originally started cutting them with the torch from outside, and had given up. Much easier from the inside with all the other tubes gone.



Photo by Daisy Welch

Mike Lucek, Kyle Jensen and Rich Paulus lowering the steam dome pressure cover from SP #2353

Then the job was scooping up all the loose scale that had accumulated and shoving it out through one of the two wash-out plugs on the bottom of the boiler. Then, with the other guys attending the pressure washer, the entire inside of the boiler drum was washed out. Hot water spraying around on a warm day made it like a steam bath in there! Then, because my overalls were so wet, I almost couldn't get out. The inside of the fire box was done too. Rich and Bob then washed out the smoke box and the entire outside of the locomotive.

On Saturday, the 12th, we again had **Larry, Bob and Rich**, and were joined by **Mike Lucek** and new steam guy **Kyle Jensen**. Bob worked on cleaning out one of the sand "domes" from the Coos Bay #11, while the rest of us worked on removing the outer cover and the pressure cover from the steam dome on SP 2353. We did

some interesting rigging with a chain hoist, chains and ropes, and got both of the covers down to the ground. We were assisted in this operation by **Don** and **Daisy**.

We're now ready for our boiler inspector to come out and take a look at the two engines.

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 an extension until the end of May to raise a significant amount of money. If they fail to do so, the city wants to get rid of the engine. 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 May's work days the 9th and 10th. We'll be starting on a cosmetic restoration of SD&A 104, starting with removing loose parts and pressure-washing it. A decent paint job will really improve the looks of our 104 year-old engine.

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

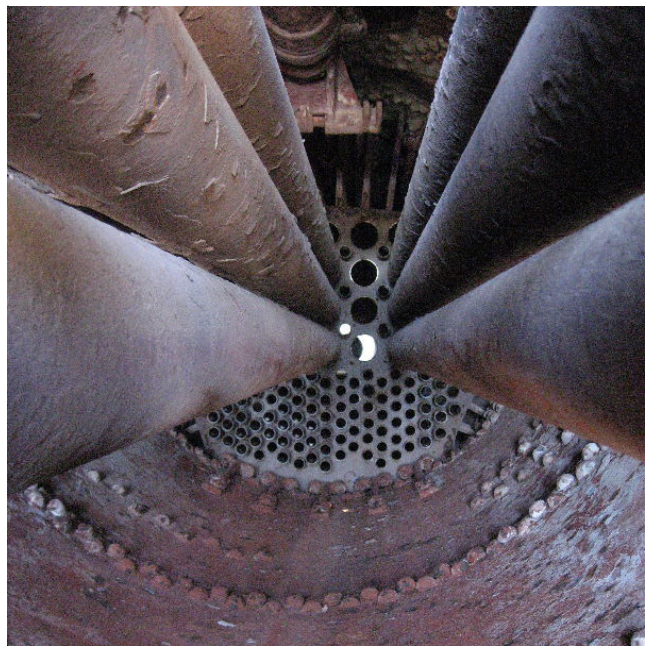


Photo by Mike Lucek

Inside Coos Bay #11's cleaned out boiler

Jim,

On our way to San Diego from Tucson on Thursday, April 17, my wife Pat and I stopped by Campo for our once in a decade museum visit. I wanted to let you know how much we appreciated the hospitality of three of your volunteers. The first one we encountered was **Bill Armfield** who was hard at work on the brick sidewalks. After driving from Yuma on that leg of the trip we were in need of your restrooms which Bill was more than helpful in opening. He told us about his winter stays at Campo and the work that he was involved in. We next talked to **Don Robertson** who was working along with **Daisy Welch** painting the picnic tables. We then took a whirlwind tour of the shop exterior and were back on our way to San Diego.

At Old Pueblo Trolley we too are fortunate to have a number of winter visitors who participate on all levels of our operation, maintenance and restoration activities.

We just wanted to give these three volunteers an 'at-a-boy' in representing your museum to complete strangers.

Thanks,

Richard G. Guthrie
President and Chief Operating Officer
Old Pueblo Trolley
Tucson, Arizona
PSRM Member No. 3183

President's Report *Jim Lundquist*

Wow, are we busy now. For the past month alone, we ran six passenger trains to Tecate, with two going all the way to Garcia. These trips represent a terrific revenue stream for us, but also take their toll on our resources of equipment and manpower. Our volunteers have really come through for us again. Thank you to all the crew members, ticket agents, docents, food servers, mechanical forces, gift shop workers, parking attendants and everyone who labors for the cause to make these trips a reality. On top of these, we also ran a full school train, as well as five weekend *Golden State* trains. Many of our visitors for these trains come from out of town and out of state, with some from out of the country. We really shine with these efforts, as comments from our visitors of "Thank you" and comments from visiting museum members of "Wow – you have quite an operation here" heard frequently. Springtime weather at Campo is terrific, and the number of our visitors greatly increases. Great job by all involved.

We have a good partnership going on with Iron Horse Preservation Society, Inc. I made contact with them regarding number 1 relay 110 pound rail. They came up to Campo, looked around, and offered to bring up the rail, plates and joint bars, organize the back 8 and scrap the old rails and materials we didn't need! After checking with other organizations they were associated with and receiving good reviews, we went ahead. Over the past three weeks, Iron Horse has had a team of men and equipment, picking up, stacking, sorting and removing scrap from the back area. This is like a dream come true for us, as I have been laboring in the back for three years on and off, struggling to make headway back there. Suddenly, it's all organized and standing tall. There will be other work to do, like shelving, but, this is a tremendous effort on Iron Horse's part. They are also going to cut up the flatcar laying along the track four miles west of Campo, and, looking into scrapping other stuff along the line, like the wrecked passenger cars near Jacumba.

Bill Armfield has been busy this month at the Campo Depot. He completed the concrete forms for a brick walkway along the length of the depot away from the tracks, starting laying the brick pavers, installed a new skirt under the porch, as well as digging the ground around the shade

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trees to encourage their growth. **Don Robertson** and **Daisy Welch** have finished up sanding and painting all the picnic tables at the depot as well.

Our thanks go to **David Roesch** for his thankless chore as Treasurer for the past many months. Our thanks also go out to **Dave Tomeraasen** to volunteering as Treasurer when David stepped down. By now, you all have received nomination papers for the Treasurer's position.

I have been helping the Campo/Lake Morena Business Association to install new map and welcome signs in the Campo area. It started as a "I know a sign maker" to meetings with Caltrans, the County, the Campo Planning Group and others. It seems like it doesn't need to be this hard for something so simple. Look for the signs coming soon to a community near you.

Our thanks go to **Dick Pennick** and **Seth Miller** for crewing our train from Campo to Garcia and return during the midweek. This was our opportunity to educate the school children in Mexico on the history of the SD&A and its importance to the local economy, as we transported 4th grade children from Garcia to Tecate. Next year, we want to "go big" with this event, with handouts and press coverage. Can you think of any other railway museum in the world reaching out across their borders to share history with them?

Be proud, PSRM. You earned it. See you at Campo.

Board Briefs April 10th, 2008 *Submitted by Sandy Schussler*

The Pacific Southwest Railway Museum Association, Inc. Board of Directors Meeting was held on April 10, 2008. At that meeting, our Treasurer Dave Roesch submitted his resignation for personal reasons. The Board voted to accept his resignation. The Board appointed David Tomeraasen as Acting Treasurer, who will take the office immediately. The President was directed to open nominations and start the election procedures for the Treasurer's position, as required by our Bylaws.

In April the long awaited new roof was completed on the La Mesa Depot thanks to donated labor by Commercial & Industrial Roofing of Spring Valley and a new sign will soon be installed. The Museum has acquired a Trackmobile, some Waukesha ice engines and generators, and 2 Bridgeport Vertical Milling Machines. Our Santa Maria Valley Railbus #9 had some necessary repairs completed, mostly to correct some electrical problems discovered on its homecoming visit to Santa Maria Valley in March. Our Museum set a record with 5 trips into Mexico scheduled in April.

There was some discussion about making plans for a special celebration of the 50th anniversary of the Museum in 2011. The Board would love to hear input from all members on how the celebration can be memorable.

The next Board of Directors Meeting is scheduled for May 15, 2008.

The Last Disney Legend Passes *Larry Rose*

The last of Walt Disney's nine original animators passed away of natural causes at age 95 at a rest home in Sequim, Washington, on April 14th. Many PSRM old timers will remember Ollie Johnston's Deer Lake Park and Julian Railroad that some of us had the opportunity to work on and operate in the days before Campo. Dick Pennick and Larry Rose fired and ran Ollies three foot gauge 0-4-4 steam engine in exchange for some track maintenance in the spring back in the 70's.

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Running Ollie's little steamer was Larry's first locomotive operation experience of any kind. He was a wonderful friend and will be sorely missed.

Ollie lived in the little mountain town of Julian, east of San Diego, for many years and built a mile of narrow gauge track on his 40 acre estate including a nice two stall shop and engine house and a wye to turn the engine at each end of the line. His wood fired steam locomotive was an old mining engine, found derelict in Washington, built by the H.K Porter Locomotive Works of Pittsburg in 1901. Ollie restored the engine to mint condition and called the little seven ton steamer the "Marie E" after his wife of 63 years who passed away in 2005. He also had a little four wheel bobber caboose based on a D&RGW design of a hundred years ago. The caboose was built in the Disneyland shops to exacting standards typical of Disney's "Nine Old Men" who were all hard core rail fans just like Walt himself.

Ollie sold his locomotive, caboose and a flat car to John Lassiter, head of Disney's Pixar Studios, and head honcho at Disney Imagineering, when he figured he was getting too old to take care of them. Lassiter is often referred to as the "New Walt Disney" and is just as much a rail fan as were Walt and his original group of artists. The spotless little loco is still fully operational and ran last year at a meet of large scale steam railroad enthusiast in central California. John is still a young man born in 1957 so the engine will live on for many years in his care before being passed on to the next generation. Ollie got to take his last ride on his locomotive on the Disneyland railroad in Anaheim as part a special event honoring him arranged by Lassiter in 2005.

Ollie worked on every Disney animated blockbuster feature starting with "Snow White and the Seven Dwarfs" in 1937. Oille graduated from Stanford where his father was a professor. He met Frank Thomas there in an art department that had only six students and they became life long friends who shared a common passion for cartoon animation. Ollie and Frank went to work for Disney at \$17 bucks a week as kids just out of college. Walt Disney died in 1966. Frank died in 2002 at the age of 92. That left Ward Kimball and Ollie as the last of the "Nine Old Men" a nickname that Walt hung on his animators when they were still in their 20's that stayed with them all their lives. Ward also passed away in 2002 and left his own collection of authentic narrow gauge steam locomotives and cars to the Orange Empire RR Museum along with enough cash to build a display barn and turntable to show them off.

Ollie received many awards in his long life and was honored at the White House in 2005. While best known for his legendary art and cartooning career, rail fans will always remember how he and his pals at Disney loved old trains and went out of their way to preserve and operate the real thing. May the lights always be green on that great railroad in the sky.

Richard F. Engle *Diana Hyatt*

I don't know how many of you knew or remember Dick Engle but his last railroad job was working for Rail America as the General Manager of the San Diego & Imperial Valley Railroad from 1984 until his retirement in 1990. He was a true friend of PSRM, bartering favors back and forth and he is the one to thank for the donation of our NWP tank car.

If it wasn't for Dick, the \$8 million dollar insurance policy on tunnel 8 would have expired unused. But Dick persisted, filing a claim with the insurance company on the last day of the 10 year limitation. With the insurance money, Morrison Knudsen was hired and agreed they could complete the job for \$8 million dollars. Unfortunately, Dick retired from his position in 1990 thanks to considerable pressure by officials with Rail America who were livid that Dick had involved "them" in the rebuilding of the Carrizo Gorge by applying for the insurance money.

Dick joined the Merchant Marines at the age of 15 and as soon as he graduated from high school

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in 1947 he enlisted with the U.S. Army for a five year enlistment. Dick started his career in railroading as a clerk for the CB&Q and later found his way into the employment of Kyle Railways and the SD&AE.

Six years ago Dick began dialysis treatment and it was taking its toll on his health. Dick attended church the day he died and even went back for a special event at the church that same afternoon. He died peacefully at his home in Sun City with Ginny his wife of 58 years by his side on Sunday, April 20th at 10:30 PM. Dick would have been 80 in May.

Dick was the type of person that people either hated or loved (at least in the railroad industry). He was the best boss I have ever worked for, he had a big heart and his employees were his family (he did have favorites). There were many occasions where Dick stood up for his employees against SDTI, Rail America and Mexican officials. I have never seen such devotion from a boss before or since working with Dick Engle. Every day Dick would entertain us with a new and amusing story in his past and he would be excited every time he learned something new; he believed that you were never too old to stop learning.

His body was interred today at the Riverside National Cemetery near March AFB with a very nice service at the church he and his wife Ginny have attended for the past five years. Ready For Everything, R.F. Engle is survived by his wife, a daughter, a son and four grandchildren.

Santa Maria Valley Railbus gets rewired *Don Robertson*

George Toussaint a friend of Member Dave Tomeraasen has been rewiring the SMVRR Railbus for us during April. Virtually all of the wiring and a new dashboard are the results on his efforts. The dashboard now has all the switches and buttons and new brass labels for each item. All the wiring is bundled and enters the engine compartment through one entry point. Also all the wiring going to the rear has been replaced. Since George uses multiple colors of wire we will end up with a coded schematic of every wire and color for future reference.

George is a retired Fireman who has a home business of wiring race cars, offroad race trucks and the trailers that haul them. He lives in El Cajon.



The Railbus' Dashboard

Photo by Dave Tomeraasen



George Toussaint rewiring the SMV Railbus

Photo by Daisy Welch

A PSRM Success Story *Dave DiGiorgio, Chief Operating Officer*

I have a little success story to share with each of you. On Saturday 4/26/08 one of our Tecate train passengers had a medical emergency in Tecate, this emergency did not involve the museum directly, as it didn't happen on or around the train. This lady in her 80's received immediate medical attention at the scene by Mexican Bombero medic, who were contacted by our friends at the Tecate Brewery. Before knowing if she would make it to the train in time for the departure, since this happened approximately 30 min prior to the scheduled departure from Tecate, **Conductor Jim Baker** contacted me for instructions. **Don Robertson** and **Daisy Welch** offered to drive to Tecate to pick her and her husband up, when released if unable to make the train. Knowing that we could pick her up an hour or so after departure and still get her back to Campo in time to take her bus back to Long Beach. This medical staff was able to get her bandaged up, and safely on the train, just moments before its departure for Campo. They told Conductor Baker that she really needed to be seen by US medical people upon arrival at Campo. **Jim Baker** communicated this to me with his cell phone, just before departure. With the help of **Red Schmitz**, I was able to notify US Customs of the situation, and they agreed to arrive at Campo early, so the train could proceed at maximum authorized track speed back to Campo. **Ann Ruppert** was the docent in the car with the injured passenger, and she aided this passenger with ice packs etc. I also notified the travel agency she had booked with, so they would be aware. Upon the train's arrival at Campo, the train was met by US Customs and Campo Fire Paramedics. US Customs did a modified clearing process to still get people cleared through Customs and not interrupt the medical aid being administered. It was a good thing we made these extra arrangements, as it was deemed necessary by the Campo Fire staff to transport this lady to the hospital.

I am very proud of how our crews and volunteers, as well as the *Mexican Bombero Medic*, the *Tecate Brewery* staff, and the *Campo Fire*, *Viejas Fire* (the transporting agency) and *US Customs* handled this situation.

A Message from Santa Maria Valley Railroad Company *Rob Himoto, President*

All,

Last weekend's Speeder Excursion and Bitter Creek Event was a success! It was a real treat to see SMV Railbus No. 9 to ply the rails of the Santa Maria Valley Railroad for the first time since 1962. The Santa Maria style tri-tip BBQ lunch was a hit once again.

Thank you to all of our volunteers who tirelessly worked to make both events a success and for all of you who attended the events. A big thank you to Karl Hovanitz for hosting the Bitter Creek and Western Railroad once again. Everyone had a great time once again. We would like to thank the **Pacific Southwest Railroad Museum** for bringing the SMV Railbus No. 9 back to its home rails for this special excursion.

A total of 32 speeders participated in Saturday's excursion. On Sunday about 160 speeder participants, principals of the Santa Maria Valley Railroad, and Friends of the Santa Maria Valley Railroad enjoyed many train rides and a BBQ hot dog lunch hosted by the Friends of the Santa Maria Valley Railroad.

A benefit silent auction for the Friends of the Santa Maria Valley Railroad was a big success! Friends would like to thank the donors Mallori McRoberts of Coastal Custom Baskets, Cambria Winery, Robert Wayne Designs, Artist Rhonda Norton, and the Santa Maria Valley Railroad for all of their generous donations.

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

	May	June	July
School Train	20	17	15
Tecate Train	17, 31	14, 21	12
Board meetings	15	19	17
Museum Services meeting	20	17	15
Hot Scoop Article Submission	28	27	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.

Website: <http://www.psrn.org>