



Hot Scoop Masthead by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum Association members

June 2008

MUSEUM NEWS

VOL XXI NO VI

Ex Santa Fe # 3751 Steam Engine Returns to San Diego



Photo by Steve Bovee

(Read the story on page 2)

Donations

Buchanan, Jr. Robert D.	SD&A #104 2-8-0 Restoration Fund	\$25.00
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Deck, Bruce L.	Printing Costs	500.00
Geisert, Richard	General Fund	25.00
Geving, David & Michele	General Fund	10.00
Kehr, Herbert G.	Hot Scoop	200.00

May Operations Volunteers

Jim Baker	Duane Dubke	Seth Miller	Sandy Schussler
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Ken Brown	Randy Houk	Rich Paulus	
Roger Challberg	Kyle Jensen	Dick Pennick	
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ELECTION NEWS

Congratulations and a huge Thank You to **Ken Brown** for being the sole nominee for the position of Treasurer. In accordance with our bylaws, he became our new Treasurer last month as the sole nominee. The Board also expressed our appreciation to Acting Treasurer **Dave Tomeraasen**, who stepped in to fill the position when the old Treasurer resigned. We are blessed to have dedicated volunteers like these fine gentlemen to step forward at our time of need. Our volunteers are the backbone of what makes PSRM so great.

We now will be filling Ken Brown's old position as Operations Director as he needed to resign that position when he was nominated to serve as the Treasurer for a term ending in 2009. Look for a nomination petition in this issue of the *Hot Scoop*. Our largest department needs to find a new leader to sit at the table with the Board of Directors.

Big Santa Fe Steam Locomotive Visits San Diego After 55 year Absence!

Larry Rose

Locomotive 3751 steamed into San Diego on Sunday, June 1st, it's first visit since it hauled the last steam powered passenger train out of San Diego in 1953. Since then the old 1915 vintage San Diego station had not seen a steam powered train of any kind. The long dry spell ended with the triumphant return of the first 4-8-4 built for the Santa Fe in 1926 as the first "Northern" class engine on the railroad. This was big news and made prime time on all local TV networks. The 300 ton super machine was splendid and made thousands of new fans who were exposed to the magic of big time steam for the first time.

Many PSRM members were involved in restoring this historically important locomotive since it was pulled out of a park next to the San Bernardino depot in 1985 by the newly formed San Bernardino Railroad Historical Society. The current president of the Society is **Bob Kittel** who grew up a few doors down from **Larry Rose** in El Cajon. Both were train freaks from the start but the long time friends lost track of each other after graduating from high school. 15 years later Larry was chasing the Freedom Train with 4-8-4 No. 4449 on the point. He was astounded to discover Bob in the cab! Soon Bob was an expert on big steam and got involved in restoring 3751. Bob recruited Larry to help work on the engine and soon PSRM regulars **Ken Helm** and **Dale Prescott** were making the weekly trip to Fontana where the big engine was being restored in the old re-bar shop at the steel mill there.

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At least a hundred people had a hand in restoring this locomotive. Hundreds more helped fund the work. Larry and Bob worked together doing the cab woodwork. Ken Helm and Larry worked the sand blasting pit for several years getting familiar with every part of this wonderfully complicated machine. PSRM's chief mechanic and ace machinist **Bill Palmer** also got involved in this engine as did member **Tony Neece** who remains a 3751 activist to this day. Bob's steam knowledge soon landed him in the presidents seat of SBRHS where he still is. Bob became expert at running 3751 as well as being second to none as a steam loco mechanic. Larry did the lettering near the end of the project and the engine was steamed up in 1991 after spending more than 35 years cold as a stuffed and mounted exhibit. The resurrected engine made it's first excursion run from Los Angeles to Bakersfield in December of 1991 then went to Chicago in 1992 as an honored guest of the Santa Fe. The next big ride for the engine was to participate in Railfair at the California State RR Museum in 1999. The world's first 4-8-4 Northern is now the best known big road engine in California.



Photo by Larry Rose

ATSF #3751 Southbound near the Miramar Wye

As the iron monster roared into town, in the cab window was Amtrak honcho **Ron Hyatt**. Yes, THAT Ron Hyatt, PSRM's mechanical department chief! Next to him was **Bob Kittel** as 3751 doesn't go anywhere without him! On the ground chasing was nearly every serious rail fan in Southern California and just about every PSRMA member who had kept their ears to the rail listening for this special run. Many more PSRM types bought a ticket to ride the sold out special excursion.

In the early 1980's a handful of rail fans stood at the fence around the aging engine and had a vision of seeing it run again. The vision was realized after an amazing amount of blood sweat and tears. The run back to San Diego, after being gone 55 years, was the zenith of the most spectacular steam come back ever done in Southern California. Nothing left to conquer now but the moon and stars!

For a time line and historic details see: <http://www.sbrhs.org> and <http://atsf.railfan.net/atsfpres/atsf3751.html>

President's Report *Jim Lundquist*

More good news – help is on the way for **Brian Elmore** and his efforts to construct our new restroom at the Campo Depot. Many local Campo folks have agreed to step forward and assist Brian in his efforts to get this restroom done. MANY thanks to all you have volunteered, and, I am sure, Brian could use all the help he can get. Contact him if you are available to wrap this project up.

Thanks to **Brian Elmore**, we now have new electrical power in the back storage area. Working our way through the County and SDG&E regulations is a real eye-opener. This power is being installed for the future library project. Next up is some site preparation and the placement of containers and office space.

I have been helping the Campo/Lake Morena Business Association to install new map and welcome signs in the Campo area. The signs are now under construction. Look for the signs coming soon to a community near you.

Thanks to **Seth Miller, Dick Pennick** and **Jim Baker** for working with a film crew to reshoot the video presentation on how a steam locomotive works. The film which has been playing in the Display Building was an earlier effort in which the vocals fading in and out. The new and improved version should correct this.

We are working together with other community benefit groups for more special events at the Museum later in 2008. Watch for more exciting details as they become known.

We are still looking for a "people person" to be a full time docent in our Display Building. A campsite is available in trade for the right person. If interested, contact me (619-417-7059) and we can discuss the idea.

Thanks for everyone who is helping us build a first class museum at Campo.

NOMINATIONS OPEN FOR 2009-2010 BOARD POSITIONS

In accordance with the bylaws, for all members in good standing, we will be electing four Board members for two year terms from 2009-2010. The positions open for election will be: President, Secretary, Equipment Director, and Museum Services Director. Any ten (10) Regular Members in good standing may nominate any other Regular Member in good standing for the position of an executive officer (and concurrently director) of the corporation (namely the President and the Secretary), provided the person so nominated evidences in writing a willingness to serve if elected. Any ten (10) Regular Members in good standing may nominate any other Regular Member in good standing for the position of Division Director (namely the Equipment Director and Museum Services Director), provided the person so nominated is associated with the corresponding division of the corporation, as described in Section 4.12 of the Bylaws, and evidences in writing a willingness to serve if elected.

Each nominee may submit a maximum 200 word statement with respecting to their qualifications, vision and intentions respecting the office to which nominated. All petitions and any statements are required to be turned in the Secretary of the Museum not later than 5:00PM on Thursday, September 18, 2008. Address all petitions to: Secretary, PSRM, 4695 Nebo Dr, La Mesa, CA 91941-5259.

In addition, we need to fill the Operations Director as Ken Brown resigned that position when he was nominated to serve as the Treasurer for a term ending in 2009. Using the same bylaws as outlined above, petitions and statements for this position are due by 5:00PM on July 17, 2008

Thank you for your interest in serving our Museum.

PETITION FOR BOARD

I, _____, being a member in good standing of the Pacific Southwest Railway Museum, do hereby submit this petition signed by at least ten members in good standing, to stand for election for the position of _____. I agree to serve the Museum in this capacity until the next election for this position.

Signed this _____ day of _____, 2008. _____

The following members in good standing support this candidate for the above position (must contain at least 10 signatures, write legibly):

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Board Briefs May 15th, 2008 *Submitted by Sandy Schussler*

Pacific Southwest Railway Museum Association, Inc. Board of Directors Meeting was held on May 15, 2008. At that meeting Tomeraasen presented a written report on the transition in the Treasurer's office and the progress of reconciling prior omissions and errors.

The Board approved the expenditure of up to \$5,000 from the Steam Restricted funds to hire Dave Griner to inspect #11 and #2353 and to advise the Museum on the next steps in Steam locomotive work. Dave comes highly recommended by Bill Palmer after they worked together for UP steam in Cheyenne, Wyoming. The account to be used contains approximately \$30,000 in donations.

A window required replacing in the Campo Depot because it could no longer hold panes. The initial cost in the amount of \$1,000 was advanced by L. Rose and the Board approved reimbursement. The Board also approved the use of unrestricted Endowment Funds in the amount of \$32,336.56 as a loan to cover our operating insurance. The loan will be repaid in 10 equal payments, and an eleventh payment will be made in the amount of interest that would have been made on the money had it remained in the fund.

In other business, the Board is in the process of finalizing our schedule for the rest of the year. The Museum intends to participate once again in the Tecate Christmas train, Sunday, January 11, 2009. Our Facilities Director is now the Museum "point of contact" for visitors who wish to use museum grounds, equipment or any Museum assets. The Museum's Hazmat permit has been approved again. The Secretary received only one petition for the Office of Treasurer. That petition was submitted by Ken Brown. Under our By Laws, Ken Brown will assume the Office Treasurer after resigning from the position of Operations Director.

A Special Planning Meeting was held on May 1, 2008 to establish priorities in the months ahead. The Priority list is: 1. Wheels sets on the AT&SF 1509 (to be followed by the SD&A 252 and 253); 2. Baggage Room at Campo Depot; 3. Rest Room at Campo Depot; and 4. Library Site (Restarting the Library). The Museum is asking our volunteers to back off of their pet project to participate in priority projects work the 4th weekend of the month.

The next BOD Meeting is scheduled for June 12, 2008.

Hat Rain Covers *Robin Wonders*

Hat rain covers for crew trainman hats are now available by special order. They run \$10.00 per cover and do a great job keeping your uniform caps dry in rainy weather. Order yours now at the gift shop!

Steam Whistling *Jim Baker, Steam Foreman*

Our May work weekend was very different from what we've been doing!

Since we finished the prep work in April that was necessary for the boiler inspector's visit, and since our other projects are rather low priority, I volunteered our services to another project in the Equipment Division: Getting the ATSF 1509 back in service. At this point the work involves overhauling the wheel trucks, before putting the newly turned wheels back under them. **Fred Carnathan** and **Tom Walker** finished re-profiling all the wheels in March.

On Friday, the 9th, our crew consisted of **Larry Owen, Dick Pennick, Fred Carnathan, Tom**

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Walker, a new member, **John Hackney**, (a neighbor of Dick Pennick) and the foreman. We also had some assistance from **Al Brill**. **Ron Hyatt** had assigned us the job of removing all the brake hangers and a few brake beams from both 1509's trucks, 24 hangers in all. The purpose for this was to add grease fittings so the brake hangers could be lubricated when the car was over the inspection pit. And, of course, since they were off, they all needed to be cleaned and re-painted. I was hoping that we could get the job of removing all the hangers completed in the two days of that weekend.

When we got started on Friday, it turned out that others had removed all but two of the hangers from the east truck and none had yet been removed from the west truck. That left a total of 14 to be removed, and we got the job done in just one day! A great team of workers!

On Saturday, the 10th, the only person available was **Rich Paulus**. He spent the entire day needle-gunning the brake hangers in preparation for painting. And, he got them all done! Great job, Rich!

The Board has approved the visit of our boiler inspector, Dave Griner, a very experienced boiler and all-around steam locomotive guy. If you have a copy of "STEAM TODAY" a current Kalmbach special issue magazine, see page 29 for a couple of paragraphs about Dave. As of this writing, he is going over his schedule, and will let us know in a few days when he'll be here. It looks like it will probably be June 16 & 17.

Remember, our regular work "weekend" is the second Friday of the month and the next day, making June's work days the 13th and 14th. We'll either be continuing work on 1509's trucks, assisting Dave Griner with his inspection, or be starting on a cosmetic restoration of SD&A 104.

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.

Annual "Día del Niño" train another success *Dick Pennick*

Again this year, our friends across the border invited the Museum to participate in the annual "Día del Niño" children's train on Tuesday, April 22nd. The Museum traditionally provides this train as a "hands across the Border" gesture to the Mexican railroad administrator.

This year, the popular train ventured all the way to Garcia station, 29 miles west of Tecate, to pick up approximately 175 Mexican school children and their adult chaperones, and transport them by train back to Tecate for an afternoon of special activities. This trip was considerably longer than last year's, which picked up Tecate-area children and transported them 4.5 miles west to the old station of La Puerta for the planned activities, and return.

There was some excitement in the morning as the special train pulled to a stop at Lindero station (Tunnel 3) to pick up the required Mexican railroad pilots. An armed Mexican Federal policeman boarded the train along with the Mexican train crew. It was not until later that we learned Tijuana was having some problems related to the drug cartels, and the police presence was strictly a precaution.

It was a beautiful spring day, and the children – most of whom were enjoying their very first train ride – had a great time as the train made its way eastward and climbed out of the Valle Redondo, around the balloon loop, and pulled to a stop at Tecate depot. Here, tables were set up where volunteers gave each child a packaged lunch, drink, toys, souvenir T-shirt and cap, and other treats. Since other arrangements had been made to return the children to Garcia, the Museum train crew returned to Campo Light and "Día del Niño 2008" was history.

The Museum thanks volunteer crew members **Seth Miller**, Conductor/Brakeman, and veteran engineer **Dick Pennick** for helping to make this special event a success.

Rail Car Mover arrives at PSRM *Dave Tomeraasen*

The latest equipment acquisition has arrived at PSRM. It is a Rail Car Mover (RCM) and arrived on Friday, May 3, 2008. Model number SWX-40-1000A-MM and built around 1980. The RCM was well maintained by the previous owner and is ready for operation. The RCM has knuckle couplers and air glad hands both front and rear. Also has trailer hitch capability both front and rear. The RCM has a maximum top speed of 22 mph. The RCM will be a great asset in moving equipment and rail equipment around in the yard.



Photos by Dave Tomeraasen

Missing Number Plate Replaced On Our ALCo S-2 No. 2381 *Larry Rose*

Our 1949 ALCo S-2 Santa Fe switcher arrived a few months ago missing the front headlight and two of the front number board number castings. They were stolen years ago when the engine was in storage at the California State RR Museum in Sacramento. I thought that the cast aluminum numbers would be the hardest items to replace. **Ken Helm** is scouring e-bay looking for a 16 inch diesel headlight but has so far come up dry. He will eventually find one.

The cast numbers are a different story. The "two" and "one" were missing and finding originals to replace them will be nearly impossible or so I thought. We are lucky to have restoration team member **Harold Whalen** who stepped up to take on this mini project. Harold is an expert pattern maker and has a home foundry where he can cast aluminum and brass parts. Harold made wooden patterns using the numbers on the other end of the S-2 as guides. He made castings from these melting down aluminum scrap we save for him in a special bucket at Campo. Harold made the castings, mounted them on the locomotive expertly and painted the assembly in the correct colors. As you can see from the photos, his work is perfect as usual. Now and then something very good happens very fast at Campo. Harold took care of this project in a single week!



Harold Whalen just after mounting and painting the completed number board

Photo by Larry Rose

Member Numbers and Reservations *Dave DiGiorgio, Reservations Manager*

Some people have some questions regarding our member numbers, and what they are for. First of all, we have used member numbers for quite some time, but until recently, these have been only seen by those working with the roster. Since we basically do our reservations 100% online now, we use these member numbers to receive discounts on reservations for members. Your member number can be found on the cover page of your Hot Scoop, right under your address. If you want to place a reservation for a reserved train (Tecate, Garcia, Cab Rides, North Pole Limited, etc), you can receive a 10% discount on your purchase. To do so you would select the "Members Buy Now" option after you select the date of the reserved event you choose. On the next page you would put in your purchase info, and at the bottom of the page it will ask for your "Member Number" (again found under your address on the Hot Scoop mailing label), and your last name. The system will match your last name and member number we have in the system, if they match you will proceed to the next screen, with your discount applied.

You also can renew your membership online using your member number. There is a \$5 charge to purchase a membership or renew online, if you choose to do so. You still can mail in your membership or drop it off at the Campo or La Mesa depots.

No change has been made to our Life Member numbers, which are a sequential numbering in order they were purchased. Life Members will however, also have a member number which is needed to purchase discount tickets online. This number is NOT your Life Member number, it would be the one on the mailing label.

At this time, we only take reservations online. The reason for this, is processing mail in reservations takes many many volunteer hours to manage. I was averaging 40 hours per week just inputting reservations and processing manifests for US Customs before we went online. This year we have 17 scheduled Tecate trains, 1 Garcia Train, 8+ North Pole Limited Trains, and dozens of cab rides. That involved way too much volunteer time to process all those reservations by hand, especially for someone who works full time plus at their daily jobs. If you do not have access to the internet to place a reservation, you can leave a message at our museum line 619-465-PSRM, that you need to place a reservation, and don't have access to the internet. Someone will get back to you to place your reservation over the phone.

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Contact Information

MUSEUM BOARD OF DIRECTORS

President, Jim Lundquist	(619) 417-7059	jim@psrm.org
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Operations, <none>	(619) -	
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Campo Car Shop	(619) 478-9451	
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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

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

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