



Hot Scoop Masthead by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum Association members

July 2008

MUSEUM NEWS

VOL XXI NO VII

Steam Whistling *Jim Baker, Steam Foreman*



Photo by Dave Tomeraasen

Clockwise from left front: Al Brill, Rich Paulus, Dick Pennick, Ron Hyatt, Dave Griner, Jim Baker, Bill Palmer, and Mike Lucek (back to camera). The Steam group listens to Dave Griner explain boiler examination of the Coos Bay #11.

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Steam Whistling *Jim Baker, Steam Foreman*

Well, I have bad news and good news from the Steam front. Briefly put, the bad news is that 2353's boiler is not worth repairing; the good news is that the Coos Bay #11's boiler doesn't look too bad.

Dave Griner, the boiler inspector, accompanied by **Bill Palmer**, our own Chief Mechanical Officer, were out at Campo on June 16. According to Dave, 2353's boiler has two major factors in its basic design that are against doing any work on it: it has a crown bar, and it is of the "keyhole" shape. The latter makes any repair work extremely difficult. Adding to that is the fact that there are several relatively large patches on it already. His feeling was that any work we did would be negated by another failure somewhere else in the near future.

The boiler on the Coos Bay is of a much more modern design, and appears to be in a condition that won't require an extreme amount of repair work. BUT, we need to do a much more thorough cleaning of the boiler, and do a complete ultrasound (UT) exam of it (is it pregnant?) prior to making any final decisions.

Dave gave us a very informative class about boilers, especially in relation to doing a UT exam. In attendance were **Ron Hyatt, Mike Lucek, Dave Tomeraasen, Alex Fiori, Al Brill, Rich Paulus, Dick Pennick, Larry Owen**, and myself.



Photo by Dave Tomeraasen

Dave Griner demonstrates UT examination of the Coos Bay #11's boiler.

Mike and I are in the process of writing up a complete report, which should be available in a few weeks. After the report has been issued, the Steam group will need to have a meeting to decide how we want to proceed.

Meanwhile, on our regular work days of June 13 & 14, Friday regulars **Rich Paulus** and **Larry Owen** were joined by **Bob Gerdes**, on a break from the Restoration Group. (The foreman was having a problem with his trailer, so didn't contribute much to the effort that day). First, Larry and Bob took off the firebox door on 2353 to allow access to the inside of the firebox. Then they managed to remove the old "SDRM" logo decals from both sides of 2353's fuel bunker, using heat lamps, a heat gun, and scrapers. Rich continued needle-gunning parts from 1509's west (kitchen end) truck. That truck is located outside, in the direct sun, and it was HOT!! Bob also spent some time dredging through some old 2353 files to find some needed information for the foreman.

On Saturday, **Bob Nickles**, with a little assistance from the foreman, put a couple of coats of new black paint on the areas of 2353's tender where the decals had been. It looks a bit too shiny right now, but in a few weeks the dust will again make things look pretty uniform. Rich continued needle-gunning, with a little late day assistance from Bob.

Remember, our regular work "weekend" is the second Friday of the month and the next day, making July's work days the 11th and 12th. We'll probably be continuing work on 1509's trucks, to get the high priority project of getting 1509 back in service moved along. (Rich is probably getting a bit tired doing all that needle gunning himself -although it does appear to be about done.) We may be in a re-assembly stage.

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

Donations

Doering, Harry E.	General Fund	\$100.00
From Happy Tecate Trip Passengers	General Fund	68.00
Mr. & Mrs. Richard Gamboa	General Fund	122.00
Impressed Anonymous Donor	Steam Fund	20.00
Kehr, Herbert G.	Hot Scoop	100.00
Kehr, Herbert G.	PSRM Steam Fund	100.00
Lorkowski, Richard A.	General Fund	30.00
Schussler, Robert & Sandra	General Fund	50.00

June Operations Volunteers

Jim Baker	Randy Houk	Dick Pennick	Dave Tomeraasen
Robin Becker	Kyle Jensen	Don Pope	
Darrel Bivans	Jim Lundquist	Ann Ruppert	
Ken Brown	Bob Nickles	Bob Schussler	
Bruce Deck	Jack O'Lexey	Sandy Schussler	
Don Getz	Rich Paulus	Rob Stebbins	

Thanks go out to **Dick Pennick, Randy Houk** and **Rob Stebbins** for giving up their Father's Day to run our trains this month.

Also, special thanks go to **Rob Stebbins** for driving to Campo all the way from San Juan Capistrano THREE times this month to help run our trains. That's about 112 miles each way according to Google Maps.

Ken Brown

Ticket to Tecate Trains *Jim Lundquist*

In May, I had the opportunity to join my visiting brother on our train from Campo to Tecate as a passenger. This was my first trip on our train as a passenger rather than a crew member. What a great time we had.

We started our day with a hearty breakfast in Lakeside on our drive into the mountains to Campo. We arrived at our Museum in time to tour the shops and the Display Building. Our longtime neighborhood friend was impressed with our Museum and all that we accomplish as volunteers.

Just before train time, we headed down to the Campo Depot and boarded our train. Right as advertised, we were off. I was able to point out the Campo Creek, Stone Store, stagecoach road, Chicken Ranch and border fence. We crossed Campo Creek on the large bridge at Division and entered tunnel 4. I pointed out the line inside the tunnel between USA and Mexico and we stopped at Lindero to pick up the Spanish speaking crew members. It was an outstanding day as we traveled high above the valley and descended towards Tecate. Many children and families were out waving as we passed by. After about one hour and fifteen minutes, we arrived at the Tecate depot.

There was a commitment at another location for the Tecate Brewery guides, so no tours were offered that day. No problemo. We simply walked over to the Beer Garden and partook of a Tecate beer. It's very nice to sit down in their patio and enjoy a cold one. About one half of our train passengers were there too. I started to relax and enjoy the day. After a quick stop and the Tecate gift shop, we walked about four short blocks to a restaurant which travels with us from Campo and passes out fliers. The restaurant was clean, modern and air conditioned. They had an eight piece band and a singer there to entertain us. The food was great, the music was great and the company was mighty fine. I observed more train passengers eating there as well. This was not America!

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After lunch, we were off again, walking down the main street to the Pondera. Each of us picked up a dessert – yum! Again, I saw many of our passengers there and going back and forth. We then walked down to the plaza and enjoyed the rest of the afternoon. There we shopped and enjoyed a soda. There was also live music all around us. Soon it was train time, so we stopped by for a frozen fruit bar and walked to the train.

Our departure was again on the advertised. We enjoyed the open window car and baggage car on the trip home. There was a train load of happy people with us. Our arrival was on time, and, within 30 minutes, everyone was off the train and through U.S. Customs.

All in all, it was a great day with family and friends. I was extremely proud of the job we do as all volunteers in pulling this trip together. I can recommend it to everyone you know. Go online and make a reservation for yourself – you will not be disappointed.

Board Briefs June 12th, 2008 *Submitted by Sandy Schussler*

Pacific Southwest Railway Museum Association, Inc. Board of Directors Meeting was held on June 12, 2008. At that meeting Ken Brown presented a Financial Report for May 2008. Great progress has been made on reorganizing and reconciling audit trails.

The Museum Calendar for special events for the rest of the year is being finalized, and will include Pumpkin Trains and the popular North Pole Express. Over the rest of the Summer the Museum will reduce demonstration train operations. The Board is also looking at the implementation of Seasonal rates during Peak demands. There has been discussion about establishing an Annual Fund or Appeal to encourage Member donations. The Campo Lake Morena Business Association will be having another special event at PSRM this year.

The SD&AE MW 1027 will be moving from Campo Depot to PSRM property. Larry Rose has teamed up with Don Getz to use the rail crane for the move. The S-2 #2381 has been offloaded and now rests on the rails at its new home at the Museum.

The Board discussed the need for more volunteers. Several of our Members have taken training in the past for Trainman/Docent, and for crew. If you have had any of the training we would love to see you back at Campo. Mechanics, carpenters, electricians, and other skills are in big demand. Our small band of volunteers is doing a gigantic job, but they could do it faster with your help. The Board would love to get feedback from our Members on all of the progress being made.

PSRM will be supporting the *Campo Kumeyaay Nation* July event by placing an ad in their program. Since the *Campo Kumeyaay Nation* has supported the Museum, the Board agreed, by consensus, to place a half page ad for \$200 in the event program. This prompted discussion on the solicitation of advertising in our "Hot Scoop." If you have a business and would like to take advantage of advertising opportunities in the "Hot Scoop" let any Board Member know.

Clothing Outlet Offers Discount to Members *Dick Pennick*

To start off the new year, Mr. **Ahmad Deiranieh** – supervisor of **Noor Clothing Outlet** in Chula Vista – has graciously offered to provide a **10% discount** to any PSRMA member. This discount is in addition to the store's already-low prices.

Noor's merchandise is of particular interest to our train-operations crew, because they still stock a complete line of the Dickies® brand of bib-overalls — both blue denim and Oxford stripe – and

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coveralls. They also stock Carhartt jeans and overalls, work boots, etc. (certified train and motorcar crew are reminded that footwear must comply with the adopted UP Safety Rules). Dickies overalls, and certain other brands, are still made with the authentic “pocket watch” pocket, important for our heritage train crews. When buying, look for the opening to this hidden pocket along the right vertical seam of the left bib pocket.

The blue denim bib overalls will likely be around for years to come, but the old traditional railroad Oxford-stripe blue-and-white overalls get harder and harder to find as the years go by. The “stripes” are generally worn by our locomotive engineers and the blue denims are the authentic heritage uniform for Head Brakemen, motorcar crew and others. Sears’ Big Mac® brand has not made Oxford-stripe overalls for several years. The old standby, OshKosh, also no longer supplies them.

Mr. Deiranieh asks that members show a current valid PSRMA membership card in order to get the discount. The small store is located at 681 Palomar St., Suite “A”, Chula Vista, near Palomar & Broadway, but access is easier from Oxford St. – one block north of Palomar — across the street from WalMart. Look for the “Palomar Commerce Center” sign. Take the “Palomar” exit off I-5.

The museum thanks Mr. Deiranieh for his generosity and member **Dick Pennick** for negotiating the discount.

Museum Library Receives Donations *Dick Pennick*

The museum’s **Southwest Railway Library** research archives was the recipient recently of two items: on March 19th, long-time member **Donald J. Decker** donated more than 2500 original color slides, 278 black & white negatives and several empty slide storage boxes. The images cover a variety of railroad subjects, including PSRMA activities. On April 28th, Don donated an additional 1200 slides, 1800 35mm color negatives, and 393 35mm black & white negatives

On March 6th, **Craig Woempner**, son of a former Section Laborer on our SD & AE Railway, loaned a photo of his dad on the railroad’s Model ‘A’ track-mounted fire truck when it was still stored in a shed at Dubber’s Spur, north of Jacumba. The unusual vehicle – originally promised to PSRMA when it was later retired – ended up in the collection of the California State Railroad Museum at Sacramento. A copy of the color photo has been digitally archived and the original returned to Mr. Woempner.

Also in April, the national **Railway & Locomotive Historical Society** donated a large quantity of Southern Pacific and Santa Fe employees’ timetables dating from the 1950s, 1960s and 1970s. Represented are the San Joaquin, Los Angeles and Yuma Divisions of the SP, and the Valley Div. of the Santa Fe. All are in unused condition.

The museum expresses its appreciation to Don and Craig, and the R & LHS, for these welcome additions to our archival collections and looks forward to making them available to researchers in the library’s new quarters at Campo.

Wood Shop Gets Jointer! *Larry Rose*

Dick Cochran of Grants, New Mexico, has donated another terrific shop tool. This one is a 6 inch long bed jointer. Dick has restored it to show room new just like he did for the wood lathe that he donated last month. Also, like he did before, he supplied all the manuals, parts list and cutter blades for this tool.

As it turns out **Larry Rose** and **Ken Helm** have built two new oak window frames for the SP caboose in La Mesa in the last week. This jointer is ideal for cutting the bevel on the bottom edge typical for windows resting on a sloped sill. This tool arrived at the perfect time. Thanks Dick for another fine donation to our shop facility!

Wood Shop Gets Air Piping! *Larry Rose*

Tom Walker has been busy on behalf of the museum these last few weeks. At least 15 years ago the wood shop at Campo was partially piped for air but never completed. Tom got it hooked up and tested in a few days. He installed the drops with standard air couplings in several locations and ran another valved line outside to be run to the new inspection pit. On Wednesday, June 25th, the air supply was used for the first time ever by Larry Rose and Ken Helm.

They built two windows from scratch for the SP caboose at our facility in La Mesa. Having the ability to power air tools and finish nailers was really handy. When the frames were done the air was used to blow out the innards of the big table saw. Saw dust came flying out from places that had not been cleaned since the saw was installed some 25 years ago! Tom's next task is getting air couplings in the inspection pit. The pipe is already run under the tracks and through the pit wall. No doubt Tom will also make short work of this. Many thanks to Tom for completing a job we really needed in a clean and very professional manner.

National Magazine Will Feature PSRMA Ad *Dick Pennick*

For the first time ever, as far as we know, our museum will be featured in a commercial advertisement in **TRAINS** Magazine, in a monthly state-by-state section called "Directory of Tourist Lines and Rail Museums".

TRAINS, published by Kalmbach Publishing Co. and distributed worldwide, also publishes **Classic Trains**, **Model Railroader**, and other magazines and books on rail and other subjects. The PSRMA ad was designed by museum Media Coordinator **Dick Pennick** and will run in the June – September issues of the monthly magazine. The first issue hit the newsstands in May, and the June issue should be on the street by the time you read this. The ad shares space with just three other non-profit California museums and is the first listing under the "California" heading. Since listings are required to show their actual physical location, "Campo" was the primary listing, followed by "(San Diego County)". The remaining Calif. entries are all commercial tourist operations.

The 2-column inch black & white ad features special graphics highlighting the 21 miles of the SD & AE and T & T railways the museum operates on, and was paid for with financial contributions from members **Walt Lester**, **Mike Retz** and **Dick Pennick**.

Contact Information

MUSEUM BOARD OF DIRECTORS

President, Jim Lundquist	(619) 417-7059	jim@psrm.org
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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

	July	August	September
School Train	15	19	16
Tecate Train	12	16	27
Board meetings	17	21	18
Museum Services meeting	15	19	16
Hot Scoop Article Submission	28	29	27

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>