



Hot Scoop Masthead by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum Association members

August 2008

MUSEUM NEWS

VOL XXI NO VIII

New Crane for Campo! *Dave DiGiorgio*



Photo by Tim Floeresh

Ten year old rail crane in Bremerton, Washington

We have been offered a rail crane from government surplus. This crane has a maximum lift capacity of 115 tons. This crane is only 10 years old, with approximately 1500 hours of use, and is currently located at the Puget Sound Naval Shipyards, in Bremerton Washington. We are excited to be offered this fine machine! It would be invaluable in maintaining our cars and locomotives, as well as loading and unloading equipment. For example, we currently do not have the lifting capacity to accomplish major maintenance projects such as changing out wheel-sets on locomotives. With our aging equipment, there are more and more locomotives and cars that we are unable to utilize because their wheels have worn thin. Acquiring this crane would allow us to double our current lifting capacity! Did I mention it's ONLY 10 years old?

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There are many hurdles we must overcome before delivery to Campo; first, its rail speed limit is 36 mph, so, it must be loaded onto a flat car; second the acquisition cost is \$10,000 but the crane was purchased new for \$840,000.00! (what a bargain!); third the freight charges are estimated at \$6,000 to \$10,000 and fourth, we would like to raise an additional *contingency* for unforeseeable circumstances. So, we are aiming at fundraising \$25,000. At the July Board of Directors meeting, directors & staff have already pledged \$2,000 to kick off the campaign! Naming rights are available to an individual or company who wishes to sponsor this acquisition. Any donors of \$500 or more will have their names engraved on a plaque permanently mounted to the outside of the crane!

We are hoping to use the QTTX flatcar that our ALCO S2 traveled on from Sacramento. The crane itself would travel on one flat, and the boom, counterweight and miscellaneous equipment on the other. It is possible that we will have to use three flatcars, if the deck and the house of the crane have to be split. So far, **Jim Lundquist** and **Dave DiGiorgio** have spent several hours doing research, making phone calls, and working emails to get this project rolling. We have received support from long time life member **Tim Floersch** who lives near the crane in Washington State. Tim took a day off work to go visit the crane, take photos and obtain valuable information.

This crane is a diesel electric crane, and is propelled down the track by 2 traction motors; it has a 70 foot boom, hydraulic outriggers and is in beautiful shape! This is most likely a once in a lifetime opportunity for us. We will be kicking off a fund raising campaign to raise the estimated \$25,000 we need to acquire and move this fine machine. We look forward to your support in adding this crane to our roster!

We will need to acquire a 90-115 ton crane hook block to enable us to do the heavy lifts; it was purchased and outfitted for magnet work. If any of you work for, or know someone in the crane industry, and might possibly have a surplus block, please contact Dave DiGiorgio (run8@cox.net) for specifications of the needed hook block.

Again, we need the support of our members and benefactors to keep this railroad museum thriving and growing. Please send in your donation today! We look forward to reporting back in next month's Hot Scoop that we are ready to give the green light on moving this crane to its new home in Campo, California! Thank you!

Donations can be sent to: Rail Crane Fund, 4695 Nebo Drive, La Mesa Ca 91941-5259

Donations

Helm, Ken	Restoration of S.P. Caboose at La Mesa Depot	\$80.71
Kehr, Herbert G.	Hot Scoop	100.00
Kehr, Herbert G.	Steam Fund	100.00
Paulsen, Owen S.	ATSF #2381 Fund	102.99
Saltzstein, Dr. Sidney	Replica 44 star American flag & flag pole for the La Mesa Depot	
United Way of San Diego County	General Fund	44.75

July Operations Volunteers

Jim Baker	Randy Houk	Dick Pennick
Robin Becker	Kyle Jensen	John Shannon
Darrel Bivans	Seth Miller	Frank Stites
Ken Brown	Jack O'Lexey	Dave Tomeraasen
Don Getz	Rich Paulus	

President's Report *Jim Lundquist*

There is a lot of news to report this month.

Our thanks go out to **Larry Rose and friends**. Larry has taken up the PSRM cause in a big way now that he is unencumbered by having a day job get in the way (he retired). Larry has been working with a number of other volunteers to complete several jobs at both Campo and La Mesa. Please look for his articles on those projects elsewhere, but, please do take time out to tell him thanks when you see him. Larry has the ability to plan and lead the effort on several projects at once, a rare commodity.

Taking over from **Bill Armfield**, who is vacationing in Colorado, and, with assistance from **Seth Miller, John Shannon** and **Jim Baker**, we were able to finish the installation of the brick sidewalk out front of the Campo Depot. What an improvement, looking good while also keeping the dust down and less dirt inside the depot giftshop. This multiple month project is now finished.

Our thanks go out to **Jim Baker** who has just donated his travel trailer to our Museum. Jim purchased a new one for his needs. The donated trailer will be used by volunteers with children who can't stay in the bunkroom, as well as visitors and contractors who come out to Campo from time to time. Our Vice-President, Diana Hyatt, is in charge of the trailer and will be posting rules for its use and taking reservation requests. We still need add electricity for it, which is scheduled soon. There will be no water or sewer connections, and, the kitchen is planned for non-use, in order to keep the cleaning efforts to a minimum. The trailers location next to the shop has all those accommodations.

A few months ago, the request for a grant person went unanswered. This is still a need for us. Call me if you are interested.

We have started planning for the Christmas trains for this winter. This is a huge undertaking for us, with help from community groups and the Mountain Empire High School clubs. If you can help by bagging cookies, cleaning the train, assisting in setting up Santa's Village, etc, contact with Diana or Ron Hyatt, who have the lead on this project.

With the assistance of **John Shannon**, I have started to finish up the baggageroom upstairs at the Campo Depot. John and I installed installation on the walls. Next up is greenback drywall. We have to complete the final install of a sink and tile floor, so we can move the giftshop and ticket office upstairs. Thanks to **Larry Rose** for drawing up some plans for the County on short notice.

This summer, we are running trains on Saturday only, either to Tecate as an evening run, or, the Golden State trains during the daytime. The evening trains have required that we push ahead with underground power and installing overhead lights for the platforms and the parking lots. This will be a large effort, which, hopefully, will be completed within the month.

Thanks for everyone who is helping us build a first class museum for our community. I hope to see you at Campo very soon, in your work clothes.

Board Briefs July 17th, 2008 *Submitted by Sandy Schussler*

Pacific Southwest Railway Museum Association, Inc. Board of Directors Meeting was held on July 17, 2008. At that Meeting, Ken Brown presented a Financial Report, an Income statement, and the 2nd Quarter summary. The reports were gladly received by the Board.

The Board has discussed reinstating Annual Appeals to raise funds for special projects. This year it was decided to put out an Annual Appeal to members and friends of the Museum to pay for the acquisition and transportation of a 115 Ton Crane to Campo. This acquisition would enable lifting heavy rolling stock safely for performing undercarriage maintenance of the many rail cars now needing work. Look for the Annual Appeal in the mail and in the "Hot Scoop".

Options are being reviewed for constructing the library on site since the original proposed containers are no longer available. A small trailer has been donated by Jim Baker for overnight volunteer housing next to the car barn. Ken Brown will be contacting radio stations and hosts offering some Golden State tickets in exchange for mention of the Museum.

The Museum will be participating in the Camp Pendleton ITT and Latitudes Travel Adventure Expo 2008 on August 8. This event allows the promotion of theme parks, travel destination, attractions, hotels, theaters, cruises, sport teams, concerts, vacation packages and other recreational activities. For the first time, a new slick handout will debut at the event.

Museum Services is developing a "Hall of Fame" plaque to honor people who have made a large impact on the Museum. The recognition will remember contributions throughout the history of the Museum. Museum Services will develop criteria for nomination for this exceptional honor.

Be on the lookout for the restoration efforts by Facilities to restore the string on display at the La Mesa Depot. The next item for the La Mesa string will be to erect a fence around the display.

The next BOD Meeting will be August 21, 2008.

Steam Whistling *Jim Baker, Steam Foreman*

Not too much happened with any actual steam work in July. But, we made some progress on some other projects. **Rich Paulus** spent both Friday and Saturday doing more needle-gunning on 1509's trucks, and getting the caked mud out of the channels in the truck frames. He also helped with switching in putting the Tecate train together. **Fred Carnathan** and **Tom Walker** installed an air line with several drops into the new pit in Track 12 in the shop. They also started drilling and tapping holes for lubrication fittings in the 24 brake hangers from the 1509 trucks. **Jack O'Lexey** was running the front end loader, ballasting several tracks in the yard. The foreman, assisted by Rich Paulus, re-installed the fire door on 2353. The foreman then spent the remainder of Friday assisting **Larry Rose** repair a major water leak in the old restroom trailer at the depot.

In regard to the steam program, **Dave Griner**, the boiler inspector says he will have our final report to us in the next couple of weeks. When I receive the report, I'll distribute copies to the steam group, and anyone else who wants a copy. After people have had time to study what he has to say, I'll call a steam meeting, and we'll discuss how we want to proceed.

I would like to acknowledge several gifts we have received recently.

First, long time member **Herb Kehr** has been regularly donating \$100 every month for several months now. He is the retired RPO clerk who made it possible for the Museum to have our RPO

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car, AT&SF #74. Now that the RPO project is complete, Herb thinks it would be great to have a steam locomotive to pull the #74, as was originally done. We think so, too. It may be the Coos Bay instead of 2353, but one day we just might be able to do it.

Second, a gentleman named **Bob Jenkins**, who lives in Seeley Lake, Montana, somehow came across a number of original ALCO blueprints that pertain to Coos Bay #11. He figured that the owner of #11, or a similar locomotive should have them. He contacted us, and two or three other places that have similar locomotives, and we were the only people interested. No only did he provide us with these valuable documents, he donated them! Thanks a lot Bob.

And, another long time member, **Lonnie Hinkley**, came out to Campo one day with about half the back of his truck filled with boxes of miscellaneous tools and test instruments. Due to his health, he said he couldn't use them any more, so thought that the Museum would be a good place to give them to. Thank you Lonnie.

Remember, our regular work "weekend" is the second Friday of the month and the next day, making August's work days the 8th and 9th. Due to a family obligation, I will not be there this month. However, there will still be work to do on 1509's trucks, to get the high priority project of getting 1509 back in service moved along. Also, **Larry Rose** has been coming out regularly on Fridays, and I'm sure he could use a hand in one of his projects.

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

Rare "Pop Car" Operated On Our SD&A Railway *Larry Rose*

A 1946 vintage Santa Fe motor car was dragged out of our display building and operated in fire control service for the first time ever on July 26th. This little motor car is a type M-19 built by the Fairmont Railway Motor Company the best known builder of small railway maintenance equipment for nearly a century. It was restored as a home project by **Larry Rose, Joel Cox** and **Ken Helm** in Larry's garage back in 1978. It was never operated on the SD&A railroad until Saturday. It was operated briefly in 2003 in our Campo yard before being put on display in our exhibit barn. Before that it had been stored in our library storage room in the downtown Santa Fe depot for about 15 years. It was hauled to Campo at the same time our library was kicked out of the depot by the Museum of Contemporary Art in early 2003.



Dave DiGiorgio lifts the little car off the rails by himself at Division's set off platform as **Alex Fiori** and **John Shannon** look on.

Photo by Dave Tomeraasen

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Often called a "speeder" by railfans, motor car is the correct technical term. This type of little "putt putt" was called a "pop car" by the railroaders because of the sound it made when fired up. The motor is a single piston contraption that turns a big fly wheel. The car is started by turning a hand crank to get the fly wheel spinning. It fires easily with a "pop, bang, wheeze, poppity bang" sound when started at idle. When the belt drive is engaged, and throttle opened, the sound evens out to a regular "pop pop pop" noise that speeds up the faster it goes. Top speed is unknown as it seems to gain speed until it flies off the rails or the operator loses his nerve.

Ken Helm and Larry Rose fired it up for the first time in Larry's driveway back in the seventies. To run the car in reverse you have to wait for the flywheel to kick back once when you shut it off. At the kick back you have only a second to apply the spark to get the one lung motor to rotate in the other direction. This procedure is actually described in the Fairmont manual that Larry and Ken followed to the letter. When it worked both of these guys were laughing hysterically. Neither had ever seen such a primitive contraption! It seemed similar to what the very first internal combustion engine must have sounded like a hundred years ago.



Photo by Dave Tomeraasen

Alex Fiori admires the little motor car as it sits in the Campo depot yard after following our regular train back from Division. There is fire control equipment on the car but "Joy Ride" was the real excuse to take it out.

The car was totally overhauled years ago by Larry And Joel Cox. Fairmont was still in business in the seventies and many parts were purchased and donated by Larry. New wood parts were manufactured in Larry's home shop and an original canvas wind screen was acquired from a private collector. All parts were painted with Dupont Imron to match the safety yellow used by ATSF in the 1940's. No shortcuts were made as authenticity was, as is always, the goal in bringing an artifact like this back from the dead. Ken Helm helped with final assembly and was amazed when the car fired up on the first spin of the crank! Up and down the driveway it went with the

neighbors looking over the fence to see what all the noise and laughter was about. Little did they know then that it would be another 30 years before the little car would pop its way down the main line.

Dave DiGiorgio, Alex Fiori, John Shannon and **Dave Tomeraasen** took the little motor car out on the SD&A to follow our regular Golden State train as the fire safety vehicle in late July just to "exercise" the car. Joy ride is closer to the truth! The excuse was that our regular fire car ride, much newer ex UP No. 2644, a Fairmont model MT-14, was acting up and needed repair. (If you believe that you may gullible enough to buy some beach front property in Montana!) Dave took pictures along the way as the crew turned the car on the set out at Division in sight of International Tunnel. The car performed beautifully needing only a jury rigged battery and some gas to get going. Once dusted off it looked brand new and operated like that as well. Operating everything we restore is part of our restoration policy. To do anything less is not being true to history. Our little antique "pop car" proved it still had what it takes after years on display. Many thanks to Dave T. for taking the pictures for this article.

Headlight Restored on Mojave Northern Steamer No. 3. *Larry Rose*

Harold Whalen did his usual spectacular job restoring the headlight for our Mojave Northern 0-6-0 steamer at the La Mesa depot. The headlight had been heavily vandalized over the years with the headlight lens, reflector and bug board glass smashed out. Vandals stole the hinged lens rim and even one of the bug board door frames. In less than a week Harold made a pattern and cast a new headlight door rim replacing the glass with Lexan so it can take a rock hit now. He also used the remaining bug board door to cast another one in aluminum.

One of the brass keeper wing nuts for these doors was missing so Harold cast another one so perfect it can't be told from the original! He replaced the bug board glasses with Lexan with the Number 3 in silver masked off from the inside. He rebuilt the inside with all new wiring so we can light this artifact if we want. He finished up by painting the whole assembly classic high gloss black as God intended.

Harold helped me remount the headlight back on No. 3 in mid July. He supplied special machined bolts that we secured with lock tight adhesive. Only a cutting torch or sawsall with a long blade can remove this light now. Did I mention he did the entire project in less than a week! Way to go Harold!



Photo by Harold Whalen

*Larry Rose is shown here, wrench in hand, after mounting the headlight, restored by the amazing **Harold Whalen**, back on old No. 3 at our La Mesa depot.*

PSRM awarded \$5,000 County grant

Our sincere appreciation goes out to Supervisor Dianne Jacob and the rest of the County's Board of Supervisors for their financial support of our Museum. Supervisor Jacob recognized that our Museum and our train trips stimulate the economy, especially in the far southeast corner of Campo. She also recognized that our ongoing first priority project remains improvements for our public visitors at the historic 1916 Campo Depot. These funds will be to continue the effort at the depot, with lighting, trees and the beginning of the work required to pave our parking lot. THANK YOU Supervisor Jacob for your continued support.

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.

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):

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

Jim Crow Car Reaches Milestone: Final Painting Begins *Ted Kornweibel*

Rockdale, Sandow & Southern no. 3, the Museum's Jim Crow combine, is finally looking like it was 70 years ago. The roof has received its finish coat of black paint, expertly applied by professional painter **Mark Gerdes**. Next, Mark will paint the body of the car in its correct Pullman green. The trucks and undercarriage have already been painted gloss black by the regular restoration crew of **Harold Whalen, Bob Gerdes, Frank Stites, and Ted Kornweibel**. Over a year ago, Frank, Ted, and Harold scraped all the old paint off the roof, and the day before the roof was to be painted, Bob, Frank, and Ted prepped it with a degreaser and de-waxer.

A good deal of small detail has been attended to on the end platforms since the last report. Rotted wood was stabilized with Rot-Fix, large cracks filled with Sculpt-Wood, and steel deck plates cleaned with a grinder, then painted and re-installed. A faux steam line pipe, installed by the movie studio to release steam for filming, was removed. Again, this work was accomplished by the four regulars.

When RS&S 3 arrived at the Museum, it was missing its interior oil lamps and their accompanying roof vents. Harold Whalen performed his metal magic, once again. Using an engraving from an 1890 Adams & Westlake catalogue (the lamps were made by Adams & Westlake), Harold fabricated the five missing vents in his home shop. Ted installed them the weekend before the roof was painted.

What remains to be done on the Jim Crow car? The replacement clerestory glass panes are being manufactured, and should be finished in short order. We will then need to glaze the clerestory windows (each on having 5 glass panes) and re-install the windows, once the car's body is painted. The next task will be to get the seats re-upholstered. We have an upholsterer lined up who specializes in antique furniture and fabrics.

If all goes well, the car should be ready to move to the Display Building by the end of the year. Stay tuned for details, and plan to attend it "christening."

\$3,000 Grant Awarded for Jim Crow Car Restoration *Ted Kornweibel*

In June, the Museum was awarded a \$3,000 grant from the National Railway Historical Society to help defray costs of manufacturing new clerestory glass panes and re-upholstering the seats in the Jim Crow car. **Ted Kornweibel** prepared the grant application. This is a matching grant, and the match can be either in actual dollars, or in the value of labor contributed to the project. We have no shortage of labor invested in the car, and nearly every weekend, more volunteer hours are added. Money has been raised over the past several years and sequestered in a restoration restricted account. It will be used to cover the rest of the cost of these two items.

One of the ways we have raised funds for the Jim Crow car project is accepting donations for souvenir cachets which feature a railroad stamp and a replica RPO cancellation. These are available in front of the RPO car in the Display Building. We now have a new batch of cachets, this time using a 50+ year old "Casey Jones" commemorative stamp. If you'd like to contribute to the Jim Crow car project, and own a unique cachet with an antique railroad stamp, be sure to stop by the RPO car. They can be had for a donation of \$3.00 each, two for \$5.00, or five for \$10.00. If it's not convenient to pick some up at the RPO car, mail a self-addressed, stamped legal size envelope to Ted Kornweibel, PSRM La Mesa Depot, 4695 Nebo Drive, La Mesa, CA 91941, including the appropriate amount in a check made out to PSRM.. The cachets make great gifts.

Contact Information

MUSEUM BOARD OF DIRECTORS

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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

	August	September	October
School Train	19	16	21
Tecate Train	16	27	4, 11
Board meetings	21	18	16
Museum Services meeting	19	16	21
Hot Scoop Article Submission	22	22	20

Article Submissions *Robert Rael, Editor*

Please submit all articles to hotscoop@psrm.org. If you are including photos to go with your article, please submit them in high resolution, and choose the three (3) best ones. Please include proper attribution for each photo. Also, please note the due dates for articles have changed in an attempt to get the Hot Scoop out earlier each month.

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>