



Hot Scoop Masthead by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum Association members

September 2008

MUSEUM NEWS

VOL XXI NO IX

The Campo Depot Parking Lot Gets Lights! *Larry Rose*



Larry Rose

Jim and Sabrina Lundquist are shown here removing the dirt that is still in the ditch after the trenching machine had done it's thing. The crooked line is due to the many large granite boulders uncovered during the digging operation.

(See Article page 2)

The Campo Depot Parking Lot Gets Lights! *Larry Rose*

Museum President **Jim Lundquist** has been howling about the dark parking lot for our night holiday trains for years. We have always borrowed generators with construction type pole lights in the past at great expense. Jim went out and convinced the County of San Diego that we needed some funding to put in permanent lighting to hang on poles that Jim got installed a few years ago but had never used. To everyone's amazement he got a \$5,000 grant to finally get it done.

Jim's next trick was to rent a "Ditch Witch" tractor and talk some of the local residents into helping him dig trenches and place PVC conduit to the pole locations. This didn't work too well as the local volunteers had to leave by 10:00 AM. **Brian Elmore** and his family were the exception working all day and into the night along with Jim, his daughter **Sabrina Lundquist** and **Larry Rose**. This crew got 95% of the trenching done and more than 300 feet of pipe in the ground with back fill.



Brian Elmore in the cherry picker mounting a bank of four flood lights.

A week later Brian and Jim got the rest of the trenching done with about 30 feet of hand digging and all the pipe in the ground. Brian pulled the wire and got the lights hung on the first pole with the Museum's cherry picker. Brian also got one of the old poles opposite the depot wired up using an existing pipe under the tracks they found when the Ditch Witch dug the section in front of the station. Brian went up an extension ladder to tie in the wire while Larry and Jim held the ladder against the small round pole. Brian is fearless.

The lights went on just in time for the 9:00PM arrival of our Tecate Special that

we run late in the day when it's hot at Campo in the summer. Brian and Jim did not get them all hooked up but one more day long session will have all the lights on in time for the fall and winter holiday trains. Brian is essential to this as he is the electrician of record for this kind of action. Brian built the new service panel at the Campo depot and installed all of the outside lighting circuits. With Jim providing the funding and most of the grunt work. The project got more than half done in two days.

Before returning the rented Ditch Witch Jim got two short trenches dug at the car shop. One crosses the road to a trailer donated by **Jim Baker** for family use for those who want to stay the weekend. The other trench crosses the road from the old garden shop to the new garden shop in the shipping container. Both trenches got conduit and back fill while Brian was returning the ditching tractor. Wire still has to be pulled but Jim got the maximum use of the ditch digging machine saving us a ton of back breaking labor.

It should be noted that long time member **Dick Cochran** of Grants, NM, picked up the light fixtures, at a warehouse in his State where Jim got the best deal, and delivered them to Campo. This is a 12 hour drive for Dick and he has done it several times this year to bring over a wood lathe and joiner that he donated to our wood shop. A lot of people had a hand in this project and

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it's not over yet but we seem to find a way to get stuff done though we always under funded and under staffed. Many thanks to Jim and Brian and all that helped.

August Operations Volunteers

Jim Baker	Don Getz	Rich Paulus	Bob Schussler
Robin Becker	Tom Gray	Dick Pennick	John Shannon
Darrel Bivans	Kyle Jensen	Don Pope	Rob Stebbins
Ken Brown	Jack O'Lexey	Ann Ruppert	Frank Stites

Contributions

William M. Arthur, Jr.	General Fund	\$20.00
Bradley Bauman	Crane Fund	26.92
Michael Curzan	Crane Fund	50.00
Charles L. Delp	Crane Fund	100.00
Anna M. Dickinson	Coos Bay Fund	30.00
Don Getz	Crane Fund	200.00
Herbert G. Kehr	Hot Scoop	100.00
Herbert G. Kehr	Steam Fund	100.00
H. Owen & P. M. Miller	Crane Fund	100.00
Albert F. Roach	Crane Fund	500.00
Harlene Roach	Crane Fund	100.00
Larry & Tanya Rose	Vacuum Cleaner for Campo Depot	
Kurt Wegelius	General Fund	20.00

President's Report *Jim Lundquist*

Why do we work so hard to saving and presenting San Diego's railway History?

Here are three examples: It's 9:00PM and people are deboarding our trains at the historic Campo Depot. The night is clear and the moon is full. It's a perfect night at Campo. Our visitors pass by me at the Campo Depot back door. Each one, when questioned, responded positively when asking how their day was. Comments like terrific, better than they thought, they'll be back are heard. Hearing these comments brings a smile to my face after waking up at Campo at 6:30AM and working all day to install overhead lights for this trip. The second example: The same evening, one family disembarks from the train and asks if a late night tour could be arranged. **Bruce Semelsberger** agrees and then spends the next two hours showing and talking trains with this family from out of the country, as I recall. Above and beyond. The last example: It's late Saturday afternoon, and I had the honor to talk to a family at the Campo Depot while watering our trees. It turns out "Mom" just completed a dream trip. It seems like when she was a child, her brothers got to ride in the locomotive with Dad, but, not her, as she was a girl and "girls didn't ride in dirty old steam locomotives." She spent the next 70 years longing for that cab ride. Her family brought her down from Long Beach for her birthday and she rode to Division with Engineer **Don Getz**. That was a dream come true for her. Wow! You are never too old or young to enjoy our Museum.

Coupled with all these great stories and hard work reports, I wanted to point out the obvious to all our members. I remain concerned about the long term financial health of our Museum. We spend almost 100% of our ticket sales keeping the light on and the trains running. Most of our forward advances come from individual donations or small grants. We still need to identify a grant writer and we need to identify members who can underwrite a specific project or the endowment funds, either today or later. Please give some serious consideration for your Museum when making financial plans. Call me if you wish to discuss a special project or need we have.

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While there are always great projects going forward, here's a few I was involved with this past month. About four years ago, I realized we needed platform lights and parking lights at the Campo Depot for our evening trains. We had been borrowing temporary lights from the Border Patrol. So, I found some used poles on the site and transported them to the parking lot about three years ago. Then, we upgraded and under grounded the electrical service to the depot. A year ago, SDG&E was able to install the poles one afternoon. Along comes a County grant and we have money to purchase lights and conduit. At the same time, the Border Patrol moves from Campo and no longer has lights. With some morning help from three local Campo citizens plus **Jim Lundquist, Larry Rose, Sabrina Lundquist, Brian Elmore, Cody Elmore** and **Shanelle Elmore**, we spent the entire day digging and burying conduit. We found out that the SD&A brought in rocks to bring the railroad out of the creek back in 1915/16. It was an adventure in digging. During the next week, the Elmore's spent evenings pulling wire using a pulley system with an automobile. It seems the government donated wires are larger than normal. The following Saturday, it's evening Tecate day and time to hang lights. The installation goes longer than expected (as usual for Campo), but, by train time, we have ½ of the lights lit. The goal now is to be finished up by the September train. So, as four year project comes closer to finishing up. While this work could have been done with a simple phone call to a lighting/electrical contractor along with a tidy sum of cash, which was not an option due to fiscal constraints. So, it takes much longer, with many more phone calls and emails, but, it still gets done at less than ½ the cost – the PSRM way!

Another multi-year project moved forward this month. The idea of locating the library on our property at Campo seemed simple! It took months to relocate the scrap and trash, more time to permit and install the back electrical panel, months to move the earth bank, but, this month the final grading was completed, thanks to **Virgil Waller, Don Getz, Jack O'Lexey, Jim Lundquist** and **Sabrina Lundquist**. The containers are scheduled to arrive in early September. That will leave relocating the trailer, setting it up, electrical service and some type of walkway/ramp from the containers to the trailer. There is still a lot of work to do, but, we are one step closer towards completion.

We had a bit of bad news in the Campo community which affected us this past month. It seems that four kids, ages 16, 17, 18 and 20, bored one Saturday night, broke into the local hardware store, took tools and cash, then visited our giftshop outside our normal hours, broke a window in the door, broke open the safe, took all our cash, a few candy bars and, just for fun, set off two fire extinguishers. The local Sheriff responding to my request, and, I was able to track them railroad east to the bridge, over one mile away. Our volunteers sprang into action, with myself, **Ron** and **Diana Hyatt** and family, the neighbor's granddaughter and **Robin Wonders** staying until 9:30PM cleaning up the giftshop. I was able to also board up the window. Meanwhile, those kids decided that was fun, and they went on to break into other businesses that week, and came back again on Tuesday night for more fun. Our thanks to **Ken Hansen** and **Brian Elmore** for clean-up and to board up the other door window. These "children" have been caught and are now in jail. Meanwhile, double cylinder locks and an alarm system are being installed. This is the first crime wave in Campo that the local Sheriff can remember. This being our slowest time of year, the timing of this cash loss couldn't come at a worse time. Then again, when is a good time to be hit?

One last reminder that petitions for President, Secretary, Equipment Director and Museum Services Director are due no later than 5:00PM on Thursday, September 18, 2008. Have YOU considered volunteering for your railway museum in this way?

Words can not express my appreciation and pride to welcome back to Campo **Sabrina Lundquist**. She is my 14 year old daughter, who comes up to Campo to assist me in projects and has found neighbors and other activities to do while she is on the mountain also. Thank you Sabrina. The youth is the future of our Museum. Have you considered inviting your family members to join you

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at Campo? We work hard, but, we enjoy ourselves and friends too. One big family for all the good we do together. Brian Elmore and the Hyatt's also involve their children.

Another busy month at Campo for projects I am involved with. I trust all the other stories are being duly reported in this issue of the *Hot Scoop*. Many thanks to our members who drop me a note or an email to say thanks for the hard work. I truly appreciate those – check included are even more appreciated! See you at Campo soon, I hope.

Steam Whistling *Jim Baker, Steam Foreman*

Things were quite slow for Steam this month; lots of people on vacation, including myself. **Rich Paulus** reported that he did the following:

Friday was spent needle gunning the 4 bridges for the 1509 trucks.

Saturday, I helped **Dave DiGiorgio**. with switching to bring the QTTX 131423 flatcar up to the car barn on track 12 for removal of the steel welded to the deck. Then I put on most of the brake beam springs on the 1509 trucks. Several remain to be installed because of recalcitrant bolts that will need to be cut out of the truck frame or modification of springs to fit on the truck frame. I finished out the afternoon grinding weld beads off the QTTX flatcar's deck. Thanks, Rich!

We are still waiting for the boiler inspector's report before we get involved with anything major. In September, we will probably be lubricating all the steam engines so we can move them a bit, so they don't get rusted into one spot! We may also be doing more work on 1509's trucks.

Remember, our regular work "weekend" is the second Friday of the month and the next day, making September's work days the 12th and 13th. 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.

Board Briefs August 21st, 2008 *Submitted by Sandy Schussler*

Pacific Southwest Railway Museum Association, Inc. Board of Directors Meeting was held on August 21, 2008. At that meeting, Ken Brown presented a 3 page Financial Report. If you see Kyle Jensen around congratulate him for being our newest Board Member as the Director of Operations. August saw the rebirth of the opportunity to run a locomotive with the engineer for an hour program.

Museum Services has been busy in restoration and progress has been made on the temporary library set up. They are also looking at ways to recognize people who have made a large impact on the Museum from the early years.

The special fund drive to raise money for the Crane Acquisition is progressing well. See more in another page of the "Hot Scoop".

The Board supported the development of a plan which would sketch out a desire to expand the Museum property in the future. The Engineer's Drawings are completed to negotiate with the neighboring Campo Hills Landowners to acquire a small section of their property that we need for realignment of tracks.

Be on the lookout for your Ballots for the upcoming Board Election, The slate of candidates will be finalized by September 15.

La Mesa Depot Museum Report *Dick Pennick, Coordinator*

The big news in April was the replacement of the deteriorating cedar shake roofing on our historic 114-year old depot, as reported in a previous HotScoop. Those shingles were installed 27 years ago by Museum volunteers during the building's restoration, to replicate the roof originally on the structure when it was retired in 1954.

President **Jim Lundquist** brokered a deal with **Commercial & Industrial Roofing Co.**, 9239 Olive Dr., Spring Valley, and its owner, **Barry Turnour**, to donate the labor and equipment to strip the old roof and install new 50-year thick-butt asphalt composition shingles and new flashing. **Greg Lanphear**, Branch Manager of **ABC Supply Co.** of El Cajon gave us a good deal on the shingles, which retain the historic "look" of shakes but with a considerably-higher fire rating and durability factor.

On April 7th, a C & I crew stripped the old roof from the small building and the following day, roofers **Miguel Dueñas** and **John Correia** completed installation of the new roofing. It looks fantastic! The company hung a big banner sign from the eave on the track side that proclaimed "Donated by Commercial & Industrial Roofing Co., Inc." and its phone number. Sharp-eyed members will note the familiar wooden name sign atop the building is missing. The sign – a replica of the original sign dating from 1894 – was very weathered and in deteriorated condition. Museum Vice-President – Facilities **Larry Rose** has the sign in his home shop for replacement with a brand-new "exact replica", including the interesting "gingerbread" decorative pieces at each end of the sign.

Also, now that Larry is no longer gainfully employed as a long-time architect in San Diego, he and his helpers have been busy at our La Mesa venue catching up on many deferred maintenance items. For your personal safety, it's best not to stand in front of them at the risk of being run over! The old Mojave Northern R.R. 0-6-0 on our display track now sports a repaired roof (thanks also to **Jack O'Lexey**) and a stunningly-refurbished headlight. The ex-SP caboose #1058 finally got its south end window and diamond grating screen replaced, along with the broken window at the southwest corner. The conductor's window is currently being rebuilt, and the ceiling fan/light assembly (not original) has been removed. There are also plans to repaint the car in the near future.

In addition to the normal Saturday afternoon public opening, the depot is also now open on Thursday evenings to take advantage of the "Back To The '50s" car show crowds through August.

Jim Lundquist has replaced the old key lockbox at the depot with a new one, including a new combination number. This new number is available from Jim on a "need to know" basis.

In the July 31st edition of the San Diego Union-Tribune "East County" supplement, Lakeside historian Betty McMillen wrote a nice piece on the late Florence "Flossie" Beadle, who originally saved the historic La Mesa depot building when it was slated for demolition in 1954. PSRMA is given credit for rescuing the battered building from the Beadle estate after Flossie's death in 1973.

Many thanks are due Jim, Larry, Jack, C&I Roofing, ABC Supply and any others who helped, and to our hard-working weekend and Thursday evening docent staff **Sid Saltzstein, Ed Smith, Duane Dubke, Jerry Fackler, Bruce Semelsberger**, and **Dick Pennick**.

Unsung PSRM Hero *Larry Rose*

Life Member Al Brill has been a Friday regular volunteer at PSRM for as long as anybody can remember. He is never at PSRM on Saturday or Sunday so most of our weekend volunteers never see him. Al does maintenance and repair of PSRM's support equipment, tools and plant equipment. The photo shows several of his recent projects. He has been working on rebuilding our wind turbine ventilators on the car shop roof for some time. He rebuilt two drum cradles that are shown behind the turbine. On the table is one of our small Honda generators that we use to power the lights on our night time Holiday Trains. Al repaired the carburetor and made other adjustments. Proof of his first class workmanship showed when the reassembled generator fired up on the first try. Thanks Al, for hanging in there for the long haul.



Larry Rose

Tijuana-Tecate Rail Line Changes *Dick Pennick*

At the beginning of the year, it was reported that **Sr. Eduardo Zamudio** — former General Manager of **Admicarga**, the state agency that administers the **Via Corta Tijuana-Tecate** rail line between Lindero, B.C. and Tijuana – has been replaced by **Sr. Jorge Monrad Sustaita**, an ex-BanaMex banking official.

Over the past few years, PSRMA has developed a positive working relationship with Sr. Zamudio – who maintained an office upstairs in the historic Tecate depot (built 1919) – and his friendly and helpful staff, and we are saddened to bid him farewell. We wish him well in his future endeavors and look forward to working with his successor. I was privileged to meet Sr. Monrad on Tuesday, April 22nd at the Tecate station, on the occasion of the Museum's involvement with the annual "Día del Niño" special train. The new manager appeared suitably impressed that our museum was 100% volunteer operated.

In a related development, Ferrocarriles Peninsulares del Noroeste – the former Mexican subsidiary of Carrizo Gorge Railway Co. and freight contractor on the Via Corta – has been reorganized as **Ferrocarriles CZRy de Baja California, S.A. de C.V.** Apparently all but one of the former FPN train-service employees were terminated, and only locomotive engineer **Ramses Ramirez** remains. The new Director of Operations is Sr. **Homero Ramon Walss Portales**, with an office in the old Tijuana railroad station.

Financial Report Summary July 2008

INCOME:

Excursion Tickets sold	4,979.10	
Giftshop non-ticket sales	1,286.92	
Transfer from Steam Team Restricted account		1,484.86
Transfer in from Unearned Revenue account		3,000.00
Donations	339.55	
Memberships	1,020.00	
Endowment Fund Dividends	179.23	

TOTAL \$12,289.66

EXPENSES:

Facilities	\$2,697.10
Museum Services	\$523.25
Equipment	\$2,847.63
Operations	\$8,016.78
Giftshop	\$777.24
Admin	\$843.51
Utilities	\$1,042.56
Bank Fees	\$451.26

TOTAL \$17,199.33

NET LOSS <\$4,909.67>

Cash Balances ... 258,325.77

(as of 7/31/08)

ATM Account.....	414.25
General Checking Account	2,338.08
Unearned Revenue Account	5,853.49
Restricted Funds Account	83,926.66
Endowment Fund	165,793.29

Liabilities 47,655.55

Endowment Fund Reimbursement	
(Ops Insurance Premium)	25,600.00
Advance Ticket Sales	
(Unearned Revenue)	22,055.55

PSRM at Pendleton Expo *Bob Schussler*

The Latitudes Travel Adventure Expo was held at Camp Pendleton on August 8th, and we were there! The expo promoted theme parks, travel destinations, attractions, hotels, theaters, cruises, sports teams, concerts, vacation packages, and other recreational activities. The event attracted more than two thousand people from the San Diego military community. It was an ideal place to

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showcase our museum, and to attract riders, members, and volunteers.

Sandy Schussler and I arrived at about 07:30, closely followed by **Dick Pennick** and **Bill Schneider**. We were treated to a fine breakfast of pancakes, scrambled eggs, bacon, and the ubiquitous "SOS." We set up our booth, complete with display boards, posters, and handouts. Once the crowds arrived we lost all track of time. We were passing out handouts and talking about our museum without surcease for hours. Fortunately, the expo folks provided hot dogs for lunch and a steady supply of cold water.



Thanks go to Sandy Schussler who handled the administrative work and did most of the planning; Dick Pennick, who supplied the banner, handouts, and other items for the booth; and to Bill Schneider, who filled in so nicely as the fourth docent. Thanks also for the support provided by **Ted Kornweibel**, **Jim Lundquist**, **Bruce Deck**, and **Bruce Semelsburger**. Special thanks go to **Dave DiGiorgio**, who provided an abundance of excursion tickets for door prizes. Each door prize was announced over the sound system as it was drawn, and it seemed that every few minutes we heard the name of some lucky winner of "Pacific Southwest Railway Museum tickets." There are several thousand people who can no longer say "We never heard of you guys."

U.S. Railroads Issue "Call to Action" *Dick Pennick*

The national **Railway & Locomotive Historical Society**, headquartered in Sacramento, Calif., and other rail-oriented organizations has joined many of America's major railroad companies – including the BNSF and UP in the west – in an effort to help stem vandalism, graffiti, trespassing, and other crimes on railroad property.

As published in recent issues of their newsletter **Quarterly**, here are the toll-free telephone numbers for the two main western rail lines for reporting any suspicious activity: **Burlington Northern Santa Fe** – 800-832-5452; **Union Pacific** – 888-877-7267. Don't be bashful if you see such activity anywhere on these lines. For suspicious activity on the **San Diego & Arizona Eastern Railway** – which includes the trolley/freight tracks from San Diego to San Ysidro and El Cajon, and the "Desert Line" from the International Border west of Campo to Plaster City, the number to call is (619) 595-4960. This number is also good for the **Metropolitan Transit System's** trolley tracks to Old Town, Mission Valley and Santee. The number is manned 24/7 by a real live person and they would appreciate our help. (Phone numbers for **San Diego Northern Railway** and **North County Transit District** were not immediately available by press time).

Museum Library Receives Donations *Dick Pennick*

The museum's **Southwest Railway Library** research archives was the recipient recently of three 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 July 12th, **Ms. Marge Deibert** – representing **Mr. John Chay**, a retired Canadian Pacific and Santa Fe rail – donated a collection of Santa Fe calendar art, a Santa Fe switch lock & key, and miscellaneous labor union pins, Santa Fe pins, belt buckles and Santa Fe calendar pages.

At the Riverside convention of the **Santa Fe Railway Historical & Modeling Society**, Mr. **Greg Faluszcak** — owner of A Bird Flying at Night productions in Studio City, Calif. – donated four DVDs of his video of our 2007 Garcia "Rare Mileage" trip, for sale in our Campo Gift Shop. The DVDs retail for \$14.00 each. Members get 10% off, while they last.

New Crane for Campo! *Dave DiGiorgio*

Well about a month ago, we kicked off the New Crane for Campo fund raising campaign. In the month we did quite well, but still have a ways to go. Actually received we have raised \$13,356.92 with another \$2,000 pledged and expected this week! We also have \$600.00 in matching donation forms going in the mail this week. When those all come in, we will have just under \$16,000. Donation receipts for all donations received by the end of August and listed in this *Hot Scoop* have been mailed. If you didn't receive one, please email me at run8@cox.net or call me at 619-334-5188. As you can see, we still have a ways to go, please assist with this important project if you are able to. Please also remember to include the paperwork for the gift matching program your employer might have. I would love to see a check from you soon!

As far as the actual move of this crane goes, not much progress has happened on that. We are in the process of gathering the info necessary to move a crane of this size. So far we have been told it looks like the operator compartment will need to be removed, as will the safety rails on the top of the crane. We have been told by the manufacturer of this machine that this is not a big job, and we can protect the operator controls with boxes and plastic wrap. We will also need to remove the boom and counterweight. We are still waiting on the excessive dimension clearance from the Puget Sound and Pacific Railroad, who will actually be the orientating carrier. I would expect we will hear something within the next week or so. These clearances can take some time, as all the railroads involved (PSAP, UP and CZRY) all have to give their approval before we can progress with the loading plan.

We have had one setback, the QTTX flatcar which brought the ALCO S2 ATSF 2381 to Campo, was being stored at Campo, in anticipation of using it to move the crane. Early in August, I received a phone call from TrailerTrain (the owners of the car), telling us they needed the car delivered to CZRY ASAP, as they had a move for it. This meant we had to strip off all the steel that was temporarily welded to the deck before it could be sent out. This big job was performed by **Bill Palmer, Alex Fiori, Steve Clark, Rich Paulus, John Shannon, Ron Hyatt** and **Dave DiGiorgio**. This was an all day project mostly in the hot Campo sun, using cutting torches; grinders pry bars and sledge hammers. We had hoped to just do this once, but will now have to do it a second time, after moving the crane.



Included, on the following page, is a list of the contributors for this project as received by the August 31, 2008!

New Crane for Campo Donors

\$2000.00 Donors

Larry Williams

\$1000.00 Donors

Margaret Wertz

\$500.00 Donors

George D. & Dr. Misty Porter
James & Carolynn Baker
Ken Brown
Charles & Janet Finney
Edwin Gaede

Ted & Catherine Kornweibel
James Lundquist
Rich Paulus
Albert Roach
Frank Stebelski

\$250.00 Donors

Anthony Bedford

Dave Tomeraasen

Stephan Weathers

\$200.00 Donors

John Baxter
Gloria & Lonnie Hinkley

Gaylord Bedell
Jeanette Westerhold

Donald Getz
Harold Whalen

\$100.00 to \$199.00 Donors

Thomas Andrews
Gary & Kathy Bartlett
Carol Childs
Charles Delp
Mark Divecchio
Kenneth Faller
R.F. Geisert
H. Owen & P.M. Miller

Roy Harper
Mary Hunter
Herbert Kehr
Kenneth Kramer
Mr & Mrs Alfred Lingo
Raymond Noyes
Richard Pennick
Bryce Reynolds

Harlene Roach
Harold & Jean Schultz
Edwin Slick
Michael Somen
Pamela & Foster Stahl
Margaret Stahl
Betty Young

\$99.00 and Under Donors

William Arthur, Jr
John Baldwin
Bradley Bauman
Ronald Beales
Darrel Bivans
Herman Carney
Michael Curzan
Roy Davis
Dave DiGiorgio
Sanford Friedfeld

David & Michele Geving
Richard Glenn
Dana & Debra Graham
Gerald Heveron
Arthur Kowalski
James Laughon
Anonymous Donor
Brian & Renee McCune
Rex Miller
Robert & Eugenia Mills

Marie Proulx
Timothy Steeples
Therese Tanalski
Wayne Terry
Otis Thompson
Jeffery Trimble
Joyce Tullis
Donald Tustin
Bettie Vasey
Eric Vonderhorst

Work Continues on ATSF Cafe-Observation Car 1509 *Larry Rose*

Wheel work is nearly complete on the truck rebuild project on our 1926 vintage heavyweight. **Alex Fiori, Dave DiGiorgio** and **Bob Nichols** have reassembled the roller bearing hubs and wired them with nut keeper wires. **Rich Paulus** has been needle gunning brake beams and other parts for the car. Most of them have now been painted and are ready for final assembly. **Tom Walker** and **Fred Carnathan** have been machining the brake shoe actuator arms for new grease fittings. They finished the drilling and tapping after four weeks of Fridays. The steel on these parts was incredibly hard and chewed up several carbide and cobalt drill bits.

Larry Rose ordered eight new springs for the brake rigging from an outfit in Oregon. Nobody local could make the custom items. They were delivered on the fifth of August to Reliable Spring and Suspension in National City and picked up by Larry. **Bob Haney** primed and painted the special springs in the car shop a few days later. When that was done he painted the solid oak blocks that go between the equalizers and the truck frames on 1509. Larry had cut and drilled the new blocks several weeks ago. The equalizers themselves were being stripped of rust and flaky paint by **Rich Paulus** who toiled outside with air powered needle guns in the 95 degree heat.



Photo No. 1



Photo No. 2



Photo No. 3



Photo No. 4

Photo No. 1 caption:

Our resident Pearl Harbor veteran **Bob Haney** primes and paints the last of the custom brake springs. Bob is 87 but still works his butt off for PSRM.

Photo No. 2 caption:

PSRM's ace machinist **Fred Carnathan** sharpens drill bits.

Photo No. 3 caption:

Here is **Rich Paulus** doing the filthy needlegun work on heavy truck parts outside in high heat and humidity. Rich possesses a lot of true grit!

Photo No. 4 caption:

The drill press gets a good work out at the hands of **Tom Walker**. He has one of the brake shoe hangers arms in the vise. There are 12 of them on each truck!

(All photos this page by Larry Rose)

Library Site Ready for Containers *Ted Kornweibel*

After over a year of preparations and delays, the site for the Museum's library, in the "back forty" at Campo, is ready to receive the 40' containers that will be the "stacks" for the collection.

Many readers already have a stake in this project. A number of years ago, **Roy Pickering** contributed several thousand dollars to re-establish the library. Then, a little over a year ago, 37 Museum members and friends contributed over \$6,000 toward this goal. One donor gave \$1,000, two contributed \$500, and twenty-nine donors gave \$100-\$250. We intended to purchase three

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used refrigerated containers, which are well-insulated, but by the time the site was prepared the supply of such containers had completely dried up, and we had to be content with non-insulated, 40' high cube containers.

Many individuals helped prepare the library site. When we began, the ground was sloping and uneven. Today it is flat and has a consistent 1% slope for drainage. **Jim Lundquist** shepherded the installation of electrical power at the site through the county bureaucracy, while **Brian Elmore** did the actual installation of the new electrical panel. **Ted Kornweibel** similarly shepherded the grading of the site. **Jack O'Lexey** and **Don Getz** both manned the loader to remove huge piles



Jim Lundquist places a library container

of dirt and bring the site close to level. Ted's friend **Virgil Waller** was a Godsend, a professional heavy equipment operator who spent two Saturdays cutting back the bank and then bringing the grade into its proper drainage slope.

The finishing touches were accomplished on Saturday, August 23. Don Getz got both the loader and backhoe operating, after a balky start. Virgil Waller spent about 8 hours on final grading. The night before, **Larry Rose** had set up a rain-bird sprinkler to dampen the ground so that it would compact better. While Virgil ran the backhoe, Jim Lundquist drove the loader in endless

circles to compact the ground. **Sabrina Lundquist** was invaluable, spending all morning handling a water hose to wet down areas that needed more moisture. (The temperature was up in the 90s.)

It should also be mentioned that many hands have helped transform the office trailer into a suitable library office and research/reference room. **Bruce Semelsberger** has led this effort. He was joined on a number of work days by **Bob Underhill**, **Tricia Cates**, **Bob** and **Sandy Schussler**, **Bob Gerdes**, **Frank Stites**, **Harold Whalen**, and Ted Kornweibel. **Daisy Welch**, our multi-talented work camper, did a lot of trim painting of the trailer's exterior.

By the time you read this, our three containers will have been delivered and placed on ties. Next, the office trailer will be positioned perpendicular to the containers, and ramps or sidewalks constructed to facilitate movement between "stacks" and the "reading and research room" (office trailer). As these containers will not be insulated, we will have a foam "cool roof system" sprayed over all three containers. If necessary, we will later build a car-port type of roof over the containers to further shield them from the heat. The important thing is to keep the temperature inside the containers relatively constant so that precious, fragile paper materials will not be harmed.

Because of the need to use the foam insulation system, the total cost has risen about \$4,000 over the original estimate and money raised. So if anyone still has some bucks available after contributing to the Crane Fund, a good use would be the Library Fund. Write "Library" on the memo line of checks made out to PSRM.

I hope you are as excited as the Museum's library folks to see us finally near to re-opening the library. There's still much to do, however. The office trailer needs to be moved to its "final resting place," its rubber tires removed, and then properly supported on piers or a foundation. The "new" carpet in the office trailer needs to be glued down. Then office furniture needs to be moved in and shelves installed in the containers. After that, we will begin to take library materials out of storage in the container and trailer where they have languished, and put them in their appropriate places in the newly acquired containers. If you would like to get involved in getting the library going again, contact Bruce Semelsberger at brucesems@cox.net.

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

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