



Hot Scoop Masthead by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum Association members

October 2008

MUSEUM NEWS

VOL XXI NO X

RS&S Combine Ready for Painting *Larry Rose*



Larry Rose

(See Article page 2)

After six years of intense work PSRM's Restoration Chief **Ted Kornweibel** is ready to paint the exterior of our antique wooden combine from Arkansas. The photo on the previous page shows the car being pushed into track 12, a track it has never been on, where it will be placed over the inspection pit. Our 80 ton switcher does the honors with Museum President **Jim Lundquist** at the throttle. Brakeman is PSRM's Treasurer **Ken Brown**.

Built in 1886 by the Pennsylvania Railroad the car was sold to the Dardanelle and Russellville in 1916. It was here that the coach car was fitted with a "colored section" typical of segregation practices on deep south shortline railroads in those days. In 1936 the car was sold to the Rockdale Sandow and Southern, a Texas short line. Before it left the D&R the coach was converted to a baggage combine but retained it's segregates seating section. This final configuration is the way it looks today and is why Ted and crew will paint and letter the car for the RS&S. According to the Smithsonian our car is the second oldest surviving segregated wooden passenger car in the United States.

The car made it's way to Hollywood for cowboy movie work in 1945 along with D&R coach 14. In 1976 PSRM acquired both cars from Shortline Enterprises who got them from 20th century Fox. They were stored at Old Poway Park for several years before becoming the first railcars moved to PSRM's Campo facility in 1981. The two wooden relics were pushed inside the car shop on track 14 the same day they were trucked in and have never been rained on at Campo. D&R coach 14, built by Jackson & Sharp in 1899, is still on track 14 in the shop.

The cars were broken into and vandalized while at Poway Park but the damage was repaired by Jim Lundquist, **Larry Rose** and the late **Norm Hill** in 1979. A new roof was applied at that time to both cars. Ted and his crew scraped down the roof of the combine last month and painted it for the first time since then. This month it will get a coating of Pullman Green, it's first paint job since we have owned it. Kudos to Ted and crew for so many years of perseverance to get the car to this point.

September Operations Volunteers

Jim Baker	Don Pope	Kyle Jensen	Ann Ruppert
Robin Becker	Don Getz	Jim Lundquist	Rob Stebbins
Darrel Bivans	Tom Gray	Rich Paulus	Frank Stites
Ken Brown	Randy Houk	Dick Pennick	

September Contributions

Herbert G. Kehr	Hot Scoop	\$200.00
Herbert G. Kehr	Steam Fund	200.00
Dr. Owen C. & Marie Peck	Car #050	1,000.00
Dr. Owen C. & Marie Peck	General Fund	1,000.00
Ralph J. Staunton	General Fund	250.00

President's Report *Jim Lundquist*

September was another good month for our Museum. As the heat ends and the cool nights return, it's a great time to stay late at Campo.

In our quest to realign the yard tracks at Campo, we received our preliminary engineering drawings which show the required sliver of our neighbors' property. I attended a Home Owners Board meeting and made a presentation of our needs. That Board was supportive of an easement and asked that I bring back an agreement they can take to the owners for a vote. That effort will continue for the next few months.

(continued, next page)

(continued from previous page)

Another long term project that I have been working on is the seemingly lifetime clean up of the back forty. The massive pile of broken pallets, trash and old, rotten ties that was in the middle of the yard has been finally hauled to the trash over the past year. Almost every weekend I have been filling our two dumpsters with trash. Next to go are the 500 ties left behind by Carrizo Gorge Railway (CZRy) when they vacated our yard. That will take some time as they have to be cut up. I'll continue the effort until it's done. However, with the new library site up and running, you can already tell the difference.

The break-in at the Campo Depot we suffered is now going through the court system. I hope the judge orders restitution and that we can collect the \$3,100 in loss of time, material and cash. It was simply local boys who got bored one night. I am so lucky my children are kept busy.

Speaking of courts and our legal system, we are grateful to **Larry Stirling** for his time, treasurer and talents in our efforts to secure a donation or removal of the long abandoned refer car owned by Dan Marnell. Incidents like these are the main reason the Board has adopted a no private property on Museum property standing rule.

We welcome two new work campers this month. **Will** and **Helen** come to us from New Mexico. Helen has taken on the Docent duties in the Display Building and clean-up duties on Friday, along with "other duties as assigned." Will gets up every day and takes on mainly Equipment department needs. So far, he's assisted Brian on the restroom project, helped to rewire the SD&A coaches, repaired the electric carts and is now taking on the forklifts (all are currently dead in the water). Both Helen and Will are outstanding people and we are lucky to have them with us.

Brian Elmore continues to make great progress on the new restroom. With the entire roof now sealed up, the attention turns to the inside. The goal is to have the entire job finished up by November, when our North Pole Limited trains start rolling. You go Brian.

Speaking of our North Pole Limited trains, all ten trains are sold out. We hope to add two more coaches (#1509 is one) and be able to sell those seats as well. These trains as well as our Tecate trains are now our signature events. These take a tremendous amount of work to pull off in four short weekends. Please contact **Diana Hyatt** if you can assist in any way – cleanup, bagging cookies, heating hot chocolate, cleanup, (did I mention that already?), etc.

Speaking of more coaches, the work continues on re-wheeling #1509 to bring it back into service. After that, we need to install one wheel set under another coach in time for the North Pole Limited trains. These represent a tremendous opportunity to sell tickets and have our public enjoy our Museum. If you can assist, give me or **Dave DiGiorgio** a call.

By the time this reaches you, the lights should be installed at the Campo Depot and already used for the last evening Tecate trains of the summer. Thanks again go out to **Brian Elmore** and family for this effort.

Thanks to **Ken Brown**, with assistance from **Robin Becker** and myself, we spent all afternoon switching out equipment to allow for the painting of the RS&S #3. We also moved around other equipment to allow for the rewiring of SD&A coaches and the ongoing clean-up of the boxcars for better storage by Larry Rose and crew. It is amazing how much time and trouble it is to move around equipment in our yard. Ken's tongue was hanging on the ground that afternoon.

Thanks to **Ted Kornwiebel**, **Sandy Schussler** and **Ron Hyatt** for agreeing to run for the Board for another two years. Start thinking about next year and if serving our Museum as a Board member might be a good place for you. No one turned in a petition to serve as our President for

(continued, next page)

(continued from previous page)

the next two years. The Board will need to address this issue head-on for this upcoming ballot.

Our thanks go out to **Don Getz** for his continuing weekday and weekend visits to Campo to bring various projects together. Don's an Engineer plus he works for Equipment in maintaining forklift and loaders plus Facilities as we work to realign the yard tracks.

Larry Rose is also spending lots of time at Campo, as he remains retired and busy for us. Keep going strong Larry.

The flowing donations of cash for our crane project is heartwarming to me. You, the members, support of our Museum is super. Thanks for all you do.

I have started to write a wrap-up article to summarize the past five years of my Presidency. Since late December 2002, it's been a labor of love for me and our dedicated volunteer members to make significant progress in all areas of our Museum. The article will be a fun as we look back on our accomplishments.

As always, there are a variety of other worthwhile projects going forward each month. I sincerely hope all are being reported in this issue of the *Hot Scoop* by those involved. There are too many projects which go on behind the scenes for even me to know about. Stand up and toot your own horn – turn in an article about what you are doing.

I hope to see you soon at Campo or La Mesa as we work together.

In Memoriam *Dick Pennick*

Alan Diamond, a former founding member of PSRMA, passed away April 16, 2008. He was approximately 74 years of age.

Although Diamond's name is probably unfamiliar to most current Museum members, he was one of the 13 local rail historians who met at the office of the Spreckels Organ Pavilion on the afternoon of **April 16, 1961** to found PSRMA's predecessor – **San Diego County Railway Museum**. Some years later, Diamond became active with the Antique Gas & Steam Engine Museum in Vista, Calif. and Chula Vista Live Steamers, and eventually gave up his PSRMA membership. So far as it can be determined at this time, just one person now survives who attended that historic meeting: **Douglas I. Duncan**, who was the City's organist at the time. The giant Wurlitzer organ was donated to the City by industrialist and philanthropist **John D. Spreckels**, who also built the **San Diego & Arizona Railway**.

Alan is survived by his wife, Marlene, a son, Arthur, a brother and a sister, grand-children and great-grandchildren. The museum extends its condolences to the family.

Gordon Fennien Buck, Jr., a San Diego resident and long-time museum Family member, passed away April 21st from complications of pneumonia. He was 73.

Gordon was an electrical, electronics and computer engineer much of his working life, and contributed his extensive expertise to the museum after its move to Campo in the early 1980s, helping to return several old diesel-electric locomotives to operation on the museum's mountain railroad. He also had a strong interest in the steam locomotive program. Gordon completed the museum's Brakeman training program and became a qualified Brakeman on the San Diego & Arizona Railway.

(continued, next page)

(continued from previous page)

In 1989, Gordon and his wife, Louise, were involved in a tragic automobile accident that left Gordon a quadriplegic. He was a neighbor of another deceased member, Richard Dick, a former SD & AE steam fireman. Gordon loved computers, cars, trains, airplanes and people, "not necessarily in that order", according to the family's obituary. Services were held May 3rd.

Gordon is survived by his wife, Louise, a daughter, and two sisters. In lieu of flowers, the family suggests donations in Gordon's name to the PSRMA Steam Locomotive Program. The museum extends its sincere condolences to the family.

Wednesday 9/17/2008 Report *Larry Rose*

The day started off with a repair at least ten years in the making if not more. Our U.S. Army Guard car G-10, down in the display building, had a window boarded up on the public display side for as long as anyone can remember. Today the new window that I built from scratch in the wood shop was installed and the ugly plywood plug thrown away. Many thanks to **Bob Haney** for putting on the last coat of custom Olive Drab exterior paint last Saturday.

In a rare midweek appearance, a crew of **Ted Kornweibel**, **Frank Stites** and **Bob Gerdes** cleaned the exterior of the Jim Crow car to get it ready for painting. They used the big compressor to blow dust out of every possible crack. They also masked all the windows on the car that is now on track 12 over the pit. Painting is scheduled to begin this Saturday.

Special thanks to **Frank Stites** for breaking away from the Jim Crow crew and helping me palletize a pile of re-railing frogs in the North Forty. These things are amazingly heavy and had been in the mud for years. It was on my clean up list for years and today was the day.

Elsewhere, **Brian Elmore** toiled mostly alone all morning putting shingles on the new toilet building down by the depot. In the afternoon I helped him nail off the last 25% and cleaned up all the cut off shingle ends and packaging that had blown all over the yard. This was hard work on a hot day and Brian worked his butt off. We finished up about 6:30PM. Only the ridge cap is left to do and it is loaded on the roof and should take only an hour to nail off. Brian will probably do that tomorrow at first light.



Brian Elmore works on putting shingles on the new toilet building down by the depot

Larry Rose

Conductor Hats *Jim Baker*

Long-time Museum member and former crew volunteer **Dawn Shaffer** has decided to hang up her hats. Since she believes that she will no longer be volunteering at the Museum, she has no further use for them. She has donated two conductor's (pill-box) hats to the Museum. One is size 7 1/8, and the other is size 7 1/4. I recently checked on line, and Tranquip Company sells these for about \$70.00 each. Thank you Dawn.

Now, if one of these hats fits you, here's your chance to get one at a good price. I'd suggest a donation to the Museum of about \$40 for each hat. Let me know if you'd like to try one on.

baker@sdrm.org or 619-670-7441

Steam Whistling *Jim Baker, Steam Foreman*

Due to the high priority of getting the wheels back under ATSF Cafe-Lounge #1509, the Steam guys worked on that car in September. On Friday, the 12th, we got all the brake rigging assembled on the west truck (the one outside). There did seem to be a few parts that were mislabeled, but we did manage to get everything together. We felt pretty good after that days' work. The crew on Friday consisted of **Rich Paulus, Larry Owen, Fred Carnathan, Tom Walker,** and the Foreman. **Dick Pennick** was there, too, but since we made such good progress in the morning, he spent the afternoon helping **Brian Elmore** put the roofing on the new restroom building.

Saturday was a different story. Saturday's crew was **Rich Paulus, Bob Nickles, Larry Owen,** and the foreman. Parts for the east truck were grossly mislabeled. We spent most of the day trying to figure out what fit where. We ended up having two brake hangers, with the hole on the brake beam end being too small to fit on the last two spots we had on the brake beams. Thinking we may have screwed up on Friday, and put a couple of hangers that were too big on the west truck, we removed every hanger from that truck to see if we could find some that were too big for where they were. We found one. We then re-assembled the west truck. We also found that a support bracket for one of the brake beams on the east truck was broken. So, much yet needs to be done in assembling the east truck.

We received the report from Dave Griner, the boiler inspector. The report confirmed what he had told us during the inspection: the boiler on 2353 is in such condition that repairs would probably cost more than a new boiler (\$350-500,000). We need to do more work, primarily an ultra-sound examination, on Coos Bay #11's boiler to determine its condition, but from a visual exam, it didn't look too bad, and would be easier to repair than 2353's. As soon as I can figure out when the most people can get together, I'll be calling a meeting of the Steam guys to discuss and plan on how we want to proceed. If you are interested in attending, or if you would like a copy of Dave Griner's report, let me know.

Remember, our regular work "weekend" is the second Friday of the month and the next day, making October's work days the 10th and 11th. 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.

Wednesday Campo Report (09/24/2008) *Larry Rose*

Just me and the new work camper, **Will**, rattling around in the shop today. **Brian Elmore** was working in the new toilet building installing stud walls, He had the interior 90% framed by 5:00PM.

Will was repairing electric cart No. 2. By the afternoon he had done the electrical trouble shooting charged the batteries and was driving around. Nice work! Last week he welded up the cracked rear suspension strut good as new.

I jumped on the La Mesa depot sign project and got a coat of exterior high gloss white paint on both sides. I also replaced the windshield wiper on electric cart No. 3 that had broken and been removed last winter. After that I emptied all of the over flowing trash cans including the left over paper from the window masking of the now freshly painted Jim Crow car. With that chore out of the way I changed out the burnt bulb over the West door of the display building. It had been out most of this year. Someone had painted the globe yellow to the point that there was almost no light visible from the fixture even when it was working. I dipped the globe in paint stripper and washed out years of dead bugs that had collected in the bottom. The back of cart five makes a great work platform!

(continued, next page)

(continued from previous page)

Next it was mucking out the display building of trash and wood that has built up on the South side where the public doesn't go. I filled up cart five twice and it seemed I hardly made a dent. The dumpster is now half full so I must have done something. There is still a long way to go to properly muck out years of pack ratting stuff that should be tossed or stored elsewhere. I stored many of the long boards in our lumber rack next to the wood shop. These were mostly left over form boards that we will need again when we finish pouring the rest of the concrete floors.

We had visits during the day from the Border Patrol supervisor for the area and the CDF crew who toured our grounds in their big service truck. The Border Patrol guy was giving a new employee a tour of the museum as she missed the Border Patrol train search exercise conducted at our place three weeks ago. The new person had no idea there was a railroad museum in Campo and was quite amazed.

During the morning sign work I heard a train horn down in the Campo depot yard and went to look. CZRy has



Bob Nichols on the front of CZRy's new locomotive during a switching move

a "new" locomotive leased from Rail America. It's a GP-38 painted and lettered for Central Oregon and Pacific. I grabbed my camera and snapped a few photos of the new CZRy ride. Engineer for the days run through the Gorge was our own long time mechanical department volunteer **Dave DiGiorgio**. Brakeman was **Bob Nichols** another PSRM regular crewman.

Working alone at Campo is not the safest thing to do but my regular partner **Jack O'Lexey** is laid up with a torn ACL on his left knee. I'm looking for a new retired person who can get away during the week. Fork lift operator preferred. E-mail me if you can help on Wednesdays. Don't forget a great lunch is available for only \$2.50 at the nearby Community Center. There was a great Mexican dish today with all the trimmings and all the fruit juice and iced tea you can swallow.

Board Briefs September 25th, 2008 *Submitted by Sandy Schussler*

Pacific Southwest Railway Museum Association, Inc. Board of Directors Meeting was held on September 25, 2008. The Board reviewed the Treasurer's Report and some recommended changes. Brown was unable to attend the Meeting.

Museum Services has been busy with the Jim Crow Car, but has been progressing on the new Library facility, and is in the process of developing a "Hall of Fame" display to recognize people who have made a large impact on the Museum. If that isn't enough, planning has started on the Museum's 50th Birthday Celebration for 2011. If you want to help with the Library or the Birthday

(continued from previous page)

Celebration, contact Ted Kornweibel.

Donations for the Crane Fund continue to come in. The Board is optimistic about meeting our goal. There was some discussion about transportation options for moving the Crane to Campo after the first of the year. Lundquist is moving forward and will develop an easement acceptable to the homeowners association. Such an easement would eventually require the approval of 51% of homeowners. The property in question is now visible because it has been roped off. Brian Elmore has done a lot of work on the Restroom project and will be paid \$10,000 if he finishes Restroom project by October 31. Funds are also being set aside to put the 1509 back on its trucks.

To date, the Museum Services Board position has one Nomination Petition by Ted Kornweibel, the Secretary has one Petition by Sandy Schussler, and the Equipment Director has one Petition by Ron Hyatt. There were no petitions submitted for President. Members will soon see the slate of 3 individuals who have been nominated. The position of President is available for nomination by the Board.

We have lost another Engineer, Jack O'Lexey. It's been many years since we have approved a new Engineer. We also need to recruit more crew members as we are back to a beg-a-thong for crews to work the train. The Board is aware that some of our hardest working volunteer have been begging for training so they can become Certified Engineers. Our Operations Director Kyle Jensen will soon publish a date and schedule for the training everyone has been waiting for. Work will be done on the FRA 240 submission and it will all come together.

Come out to Campo and participate during the most beautiful time of year. The Pumpkin trains are scheduled for October 18-19 & 25-26. The North Pole Express is sold out for 3 weekends. If you haven't been out in a while you will be Amazed by our progress. Remember that you are always encouraged to attend Board Meetings. The next Board of Directors Meeting will be held October 16 at Trinity Church in Spring Valley.

Friday Campo Report (09/26/2008) *Larry Rose*

Ken Helm is out from Kentucky for a few days and we car pooled to Campo today on his nickel. As soon as we arrived we went out to ALCO 2381 to see about getting the exhaust stack back on. The stack had been removed for clearance reasons while loading the loco on a flat car in Sacramento and stored in the cab. After wrestling it out of the cab and on to the running board we realized the thing was a lot heavier and awkward than we thought. With all of our fork lifts down for repairs we gave up until later when we can get more help to sweat it back on the hood. Both of us are getting too old to do this kind of heavy lifting in the hot sun on a 96 degree day.

Out of frustration we swept the dirt and trash out of 2381's cab and took a sample of the original "cab green" paint that was peeking out from under the peeling gray paint that the locomotive got later in it's working life on the Santa Fe. It was noted that Santa Fe "cab green" is different than SP cab green and standard "caboose green" that's in the interior of much of our equipment. Cleaning up this loco and replacing the windows and window gaskets is a high priority for Ken and I. Ken is working on getting the gaskets in the Kentucky area.

Next Ken pulled a wooden plug out of the door in the Army Guard car down in the display building. The plywood plug had been in the door connecting to the RPO car for many years. He found the window for this door in a cabinet on the car and took it up to the wood shop for repair and painting. I had the special Olive Drab military paint custom mixed last week along with the

(continued, next page)

(continued from previous page)

interior creme color. Ken sanded down the window and got two coats of the exterior "O.D" applied. Ken has been out twice this summer and kick started the long overdue window repair on this car. Ken works harder for PSRM from 3000 miles away than most people who live here do and we really appreciate his efforts and long distance travel.

Back in the shop **Jim Baker, Al Brill** and **Will**, our new work camper caretaker, were working on assembling the trucks on 1509. Ken and I decided to throw in with them and were soon helping



Jim Baker and Al Brill assembling trucks on #1509

Jim with "come-a-longs" trying to line up the brake rigging to receive the large pins held in with big cotter keys. Jim crawled around under the truck inserting pins while we pulled and jiggled the gear back into line. After succeeding in this task next was the bolting on of the last of the custom made brake beam springs. Eight of these springs were missing or broken and we had to go all the way to Oregon to find a spring company to build them for us. Eight of them cost the Museum nearly \$1,300. Most of the interior springs were installed by Rich Paulus, Bob Nichols and others a few weeks ago. We found that the springs on the outside hangers on each end were the wrong size being too big. Al Brill took them to the hydraulic press near by and squeezed them into a tighter shape. This allowed Jim and crew to bolt them on properly.

On the last spring we found that the spring keeper casting on one side was missing. Because there was no rust spot at the mounting hole we assumed this spring had always been missing. We went down to our ATSF horse car and found a brake beam spring clip of the right type dangled from a short chain. I

was decided to "borrow" this clip to complete the higher priority project. Next step was to use the big bolt cutters donated last week by Ken helm to speed up the removal. This turned out to be more difficult than we first thought. With Jim and I crawling around in the ballast under the car we finally had to cut the short chain in two places to get it off. The clip was exactly like the ones on the 1509 trucks so Jim baker bolted it on and applied the last spring. A perfect fit. (See attached photo of the truck work that shows Jim working on the last spring and Will standing by with a "pinch bar" persuader.)

There is some work left to do on the trucks and Jim and I will be working on both trucks Monday and Tuesday to finish up anything still to do after the Saturday session where we might have more folks to help. With our Mechanical Department Chief **Ron Hyatt** laid up and recovering from a serious hospital stay, we need everyone to help get 1509 back in action. Five people working on it was a great turnout for a Friday!

Contact Information

MUSEUM BOARD OF DIRECTORS

President, Jim Lundquist	(619) 417-7059	jim@psrm.org
Vice President, Diana Hyatt	(619) 390-9045	ronhyatt@aol.com
Secretary, Sandy Schussler	(619) 698-1458	rrlady@cox.net
Treasurer, Ken Brown	(619) 697-6254	ken@psrm.org
Facilities, Larry Rose	(619) 469-3064	larry-rose@psrm.org
Museum Services, Ted Kornweibel	(619) 461-0098	kornweibel@psrm.org
Equipment, Ron Hyatt	(619) 390-9045	ronhyatt@aol.com
Operations, Kyle Jensen	(619) 920-6184	kylejensenpsrm@gmail.com
General Counsel, Larry Stirling	(619) 405-4510	stirlingsandiego@aol.com

PSRM ADMINISTRATION

Business Office	(619) 465-PSRM	
Hot Scoop Editor, Robert Rael	(619) 227-4016	hotscoop@psrm.org
Media Coordinator, Dick Pennick	(619) 463-2276	
La Mesa Depot Coordinator, Dick Pennick	(619) 463-2276	
Chief Trainman, Bob Schussler	(619) 698-1458	schus1@cox.net
Speakers Bureau Coordinator, Bob Schussler	(619) 698-1458	schus1@cox.net
Membership Coordinator, Tanya Rose	(619) 469-3064	kitanya1@aol.com
Campo Depot	(619) 478-9937	
Campo Car Shop	(619) 478-9451	
Crew Caller, Ken Brown	(619) 697-6254	callboard@psrm.org

SECTION LEADERS

Restoration Supt. Ted Kornweibel	(619) 461-0098	kornweibel@psrm.org
Research, Bruce Semelsberger	(619) 264-7282	bsemelsberger03@nethere.com
Webmaster, Lew Wolfgang	(619) 663-1962	wolfgang@psrm.org
Chief Operations Officer, Dave DiGiorgio	(619) 334-5188	run8@cox.net
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

	October	November	December
School Train	21	TBD	TBD
Tecate Train	4, 11	8	None
Board meetings	16	20	18
Museum Services meeting	21	18	16
Hot Scoop Article Submission	20	26	19

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>