

HOT



Masthead by Larry Rose

Publication of the Pacific Southwest Railway Museum

NORTHERN PACIFIC RAILROAD, COOS BAY LUMBER COMPANY, AND PSRM.

By Jim Baker, Steam Foreman, PSRM

SPECIAL POINTS OF INTEREST:

- Help that is needed from your Museum President.
- How many Bricks will it take to complete the path?
- What happen at the Train Song Festival, Larry Rose shares all this information.

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THE HISTORY

Part 1 - Northern Pacific

In 1864 President Lincoln signed into law the largest of the railroad land grants, the Northern Pacific railroad land grant. The law gave public lands for a railroad right-of-way and about 40 million acres to raise capital needed to build and maintain the railroad. The land was granted in alternative square miles, which created the standard "checkerboard" pattern typical of railroad ownership in the West. But, the line wasn't completed until 1883.

After various other merger attempts over the years, the Northern Pacific, Great Northern, the Seattle, Portland and Spokane, and the Chicago, Burlington, and Quincy merged in 1970 to form the Burlington Northern. A subsequent merger with the Santa Fe formed today's BNSF Railway.

Part 2 - Plum Creek Timber Co.

In the 1930s, lumberman D.C. Dunham had a business named D.C. Dunham Lumber Company located about 70 miles from Plum Creek in Bemidji, Minnesota. In 1945, Dunham moved his lumber company to Columbia Falls, Montana and renamed it Plum Creek. Dunham died in 1966

and his family later sold the business to Northern Pacific Railroad, which then became part of Burlington Northern (BN). In 1987, BN spun off its non-railroad holdings, including the Plum Creek mills and timberlands, into a holding company called Burlington Resources.

Plum Creek Timber Company,



L.P., a publicly traded partnership, was established in 1989 and purchased the timberlands and mills from Burlington Resources. Today, Plum Creek, based in Seattle, Washington, is the largest private landowner in the United States with more than 7 million acres. So, it can be seen that Plum Creek is a direct descendant of Northern Pacific. Included in Plum Creek's present holdings are the timberlands that formerly were owned by Coos Bay Lumber.

More on this in the next issue of the Hot Scoop

HELP NEEDED!!

BY DIANA HYATT

If you have been waiting for some good CLEAN fun volunteering your time at YOUR railroad museum, NOW is your opportunity! We are accepting volunteers in all positions for the following, upcoming, special events:

PUMPKIN TRAINS:

Saturdays, October 17th, 24th and 31st
(Halloween!)

Sundays, October 18th and 25th

Supervising the Pumpkin Patch, scaring visitors in the haunted train, supervising pumpkin decorating, interpreting the museum and displays for our visitors, general assistance with various aspects of the event.

NORTH POLE TRAINS:

Fridays, November 27th,

December 4th, 11th and 18th

Saturdays, November 28th, December 5th,
12th, and 19th

If you love play-acting, singing or serving people, this job is for you! Including dressing up as elves, Santa, Mrs. Claus or even a lovable hobo! If you don't like being in the public eye, there are behind-the-scene positions available also:

Before the event on November weekends: 11/7-11/8, 11/14-11/15 and 11/21-11/22) we need help decorating the passenger cars and the Campo Depot, setting up a hobo camp and preparing the parking areas with grading, striping, lighting, etc.

During the days of the event (Thanksgiving weekend through the weekend before Christmas) there are many tasks including: cleaning the train (before and after each event) onboard set up, cooking lunch and dinner for our member volunteers and kitchen clean up; bagging and counting cookies; boiling gallons of water and mixing hot cocoa, loading the train with all the paraphernalia for the night and unloading the train after each trip and other miscellaneous tasks such as washing and sanitizing the beverage containers, etc.

Parking and traffic control at the Depot: at least two people are needed to direct cars where to park, someone to start-up and turnoff the portable light stations and someone to drive Santa to the North Pole.

WE NEED AS MANY PEOPLE AS WE CAN GET FOR THIS ONE!

We are seriously considering the possibility of operating two trains in a single night if demand warrants. These second trains would most likely be scheduled for some or all Saturdays with a 7:00 PM departure.

NEXT YEAR WE HAVE THE FOLLOWING EVENTS SCHEDULED:

PSRM ANNUAL DINNER:

Thursday, March 6th, 2008

All this event requires is a willingness to attend! If you are able to donate railroad-related paraphernalia or gift certificates to local establishments or events for our raffle, these would be gratefully accepted as well! Door greeters, raffle ticket sellers and various other help is always welcomed.

BUNNY TRAINS:

Saturdays, March 15th and 22nd

Sundays, March 16th and 23rd

Opportunities here include helping the Easter Bunny (or being the Easter Bunny) visiting children on the train and hiding eggs in the Display Building for an Easter egg hunt after the 11 AM and 2:30 PM train rides. Participants will help kids select an Easter basket they make themselves and coordinate the Easter egg hunt so that everyone finds eggs. Minimal cleanup may be necessary at the end of the day.

For any of the above positions, please apply in person, on the phone or by e-mail to Diana Hyatt (619)390-9045, ronhyatt@aol.com or I can be found at Campo every Saturday and most Sundays.

SP 3873 - EMD GP 9 GETS NEW BATTERIES

BY DAVE DIGIORGIO

Over the last year the batteries in the GP 9 have been failing. We were able to get through first half of the year with our locomotive battery charger; however they weren't going to get us through the end of the year. Especially with colder weather coming in, we need good strong batteries. I placed an order for a new set of Exide "Unitized" locomotive batteries (instead of 8 batteries 8 volts each, it's two bigger batteries 32 volts each). The old batteries were removed by **Alex Fiori, Ron Hyatt and Dave DiGiorgio**. Alex then steam cleaned the battery boxes, in preparation for **Cary Hyatt** painting them the next day. The batteries



John Shannon helping change out the batteries. Photo by Larry Rose

arrived on a Thursday, and were unloaded by **Ken Hansen and Glen Rogers**. **Jim Lundquist and John Shannon** installed the batteries. Soon after that, the locomotive was started up and let idle to fully charge the new batteries. We found dates stenciled in the old batteries by the Southern Pacific for 1989, so with care these batteries should last us 20 more years!

We now know we can get through this season's North Pole Limited trains with no fears of battery issues. The new batteries cost \$5220 delivered to Campo! If you would like to be part of this project, feel free to send a tax deductible donation to help pay for the batteries. Just mark your check "**3873 Batteries**" and mail it to the La Mesa Depot.

STEAM ENGINES, SOFT COAL & THIN AIR

BY DICK PENNICK

Many of our members maintain memberships in other railroad museums, rail history organizations, railroad fan clubs or historical societies, as well as PSRMA. I belong to at least a half dozen historical and preservation groups -- most of them railroad-related -- across the U.S.

Although I am only a card-carrying member of the majority of them, their newsletters and journals help to give me a broader picture of what's going on in the preservation community beyond San Diego, and allows me to contribute to other activities and programs that I feel deserve my support. My association with the non-profit **Friends of the Cumbres & Toltec Scenic Railroad**, based in Albuquerque, New Mexico, is a case in point, and is the only one that I invest my "sweat equity" in outside of PSRMA.

Technically, the 64-mile long, 3-foot gauge C & TS -- a registered National Historic Site -- is a tourist railroad, owned by the states of Colorado and New Mexico, administered through a bi-state commission, and currently operated by a non-profit management corporation to provide jobs and other economic benefit to an otherwise impoverished rural region in the high mountains of northern New Mexico and southern Colorado. This surviving remnant of a

narrow-gauge freight and passenger line that once connected Denver, Colorado with Durango and Silverton in the San Juan mining region now hauls tourists between Chama, New Mexico and Antonito, Colorado from May to October. The now-isolated 45-mile segment between Durango and Silverton -- now operated by private commercial interests as the for-profit as the Durango & Silverton Narrow-Gauge Railroad -- is the only other remaining portion of this historic line.

What makes the C & TS unique is that -- with the help of the **Friends** -- it is operated as a living museum on original track laid in 1881, using manually-fired coal-burning steam locomotives and other equipment and facilities formerly used on the line when it was a common-carrier owned by the Denver & Rio Grande Western Railroad. But unlike the D & RGW days, no freight is hauled and the vintage passenger- only trains are today operated and maintained mostly by local Hispanic crews, many of them descended from the early Spanish conquistadors that explored and settled the region 400 - 500 years ago.

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PRESIDENTS REPORT BY DIANA HYATT

This report will differ considerably from past reports as I feel compelled to venture into a relevant philosophical discourse herein. PSRM is a unique, but certainly not rare, All Volunteer Organization (AVO) with distinct needs in order to continue its' mission. Similar to for-profit organizations, PSRM needs an income stream to continue its' operations. But, unlike our for-profit counterparts with exorbitant personnel costs, PSRM relies heavily upon volunteers to keep the cogs turning. The volunteers I have the privilege of working with are some of the greatest people I know. They give of themselves with no expectation of something in return. But the truth of the matter is, when we give of ourselves we receive so much more in return. *Things of the spirit differ from things material in that the more you give the more you have.* ~Christopher Morley

Recently, I have encountered advertisements by the Disney Corporation promoting their Give A Day Get A Disney Day program. In exchange for one day of volunteer work with an approved organization, Disney will send the person a one day ticket to a Disney Park. This is quite a change in philosophy from the Michael Eisner days of *we're only here to make money*. Perhaps Disney suddenly feels compelled to give something back to the community. Or, perhaps they realize that volunteering in the United States of America is a powerful force that they would like to align themselves with. Whatever their reasoning, in some small way, it benefits PSRM by raising public awareness of the many volunteer opportunities where people can make a difference.

The Boy Scouts of America have adopted the slogan **do a good turn daily**. Developing this sense of chivalry in our young men is a powerful tool for societal change. What if such a sentiment became widespread, can you imagine the positive ripple effect that would have on all of our lives? Do you do something nice for someone every day with no expectation of something in return? Say, graciously allowing a car into your lane? Holding the door open for a stranger? Helping a neighbor with yard work who is unable to help him/herself? There are hundreds of opportunities presented to us daily, all we need to do is recognize them, act upon them and make a difference.

In this economic depression it is easier for people to withdraw from anything extracurricular and cease giving of themselves and their finances. What they haven't realized is that these actions lead them more quickly into despair than away from it. Correspondingly, many volunteer organizations have seen a recent downturn in volunteerism; by an individual's very inaction a far-reaching ripple effect is created. The same logic applies, on a much smaller scale with our organization. Every volunteer is so integral to us collectively ac-

complishing our goal of maintaining a living history museum that the loss of just one, has an impact on those who are left. Albert Schweitzer once said, *wherever a man turns he can find someone who needs him*. Well, **your railroad museum needs you** whether it is for one day or one hundred days, whatever you are able to give, is a step in the right direction. Contributing to a non-profit corporation and ensuring its future survival is an action that will leave a legacy that outlasts our lifetimes, if we want to make a difference.

Please review the Help Needed article in this issue and strongly consider volunteering for one or more days of the North Pole trains. Further, PSRM is always looking for volunteers who are able to help with any number of aspects involved in keeping our museum operating smoothly. Some of these include legal and government regulatory assistance, political liaisons, heavy equipment usage, trucking services, maintenance and construction, weed control, etcetera. If you or someone you know has skills in these or other areas you think might be useful to the museum, please contact me at diana@psrm.org or by phone at (619)390-9045.

We make a living by what we get, but we make a life by what we give. ~Winston Churchill

Steam Engines, Soft Coal....Continued from page 3...

early Spanish conquistadors that explored and settled the region 400 - 500 years ago. They are all paid employees, but dress in the traditional clothing of the steam era. From the 6-story high wooden coaling tower that dominates the north end of the Chama yard, to the ash pit, sand house and double-spout wood water tank, the whole property reeks of times gone by. The roundhouse boiler room (no longer used) is the sanctuary of a couple of ancient Grant locomotive boilers from long-scrapped engines. Here you will search in vain for sanitized and polished museum exhibits. Rather -- except for the lack of freight trains -- the entire property resembles a working narrow-gauge mountain railroad from the 1930s, complete with grease, oil, coal dust, dirt and that unforgettable smell of engine smoke.

After the two states purchased the line in 1970, it was soon clear that a train operations contractor could not maintain a viable tourist train operation AND restore and maintain all of the related rolling stock and other associated historic equipment and structures on the property by itself.

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OCTOBER BOARD BRIEFS BY SANDY SCHUSSLER

Pacific Southwest Railway Museum Association, Inc. Board of Directors Meeting was held on October 8, 2009. At that meeting Ken Brown presented and amended August 2009 Financial Report and then submitted a Financial Report for September 2009 and amended September report submitted at the October board meeting to incorporate late arriving statements. Brown also submitted the 3rd Quarter Income Statement. The Board thanks Brown for his hard work on financials. The Board approved the establishment of a contingency fund to cover our insurance deductible for any future claims or other extraordinary needs.

The Board is moving forward on transportation of the rail crane to Campo. Final arrangements are in progress. \$1,000 has been paid to cover the loading plan submission to BNSF. D. Hyatt requested an investigation on the viability of adding a turntable to the move and is awaiting a response to the request. We also continue to pursue donations towards the Crain Fund.

When the Jim Crow car is moved into the Display Building on Track 5, coupled to the RPO car, it will displace the Army Guard Car. The Army Guard Car will be moved to Track 6 and that move will require extending Track 6 about 9 feet. Members should look for a date for the unveiling of the Jim Crow car, probably in February. No one should miss this big addition to the Display Building.

By consensus, the Board accepted the proposal to standardize business cards, taking advantage of donated art work and minimal print costs. Each BOD member and other staff, and section leaders will pay for their own cards. In addition, a Museum card will be ordered providing museum contact information and location without any individ-

ual identity.

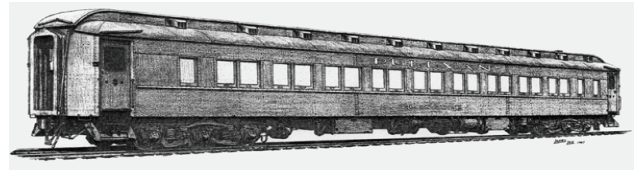
Lundquist has obtained two quotes from roofing companies to re-roof the Campo Depot. The quotes are being reviewed for details. The allocation of funds between the Depot roof and cement work in the car barn around the pit is a consideration.

The Board is investigating ways to make our facility more attractive to recruit work campers. Improvements will take time.

More people are being recruited and trained to staff the gift shop. There are boxes of tee shirts from the Spring Festival 2001 that will be on sale at clearance prices. Another shirt wagon wheel rack is needed. A new telephone was donated by Jensen to replace the unreliable Train Telephone. Heating the Gift Shop was discussed and a space heater will be used behind the counter. There is no way, at present, to heat the whole shop.

The SP 3975 GP-9 is almost ready to go back on line. Work continues on the SD&A 250 with hopes of it being available with a toilet room installed. More items are being added to the calendar for 2010. Be sure to check at psrm.org to see all events. An Operations meeting will be announced soon.

The next Board of Directors meeting will be November 12, 2009.



Museum Board of Directors

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Operations, Kyle Jensen	(619) 920-6184	kylejensenpsrm@gmail.com

STEAM WHISTLING BY JIM BAKER

For the last several months we haven't done any Steam work; those of us who were able to come out to Campo worked on the on-going weed clearing project out on the main line. However, since there were a few things that really needed doing before we get any rain, we went back to Steam work in October.

The morning of Friday, Oct. 9, the Foreman was joined by **Larry Owen** and **Dick Pennick**. We cleaned and polished most of the rods on 2353. These are normally left unpainted, so that any cracks in them can be noticed during routine inspections. As you might imagine, a cracked rod can lead to a broken rod, which could be quite disastrous. Under the usual operating conditions in "the old days," the rods would be wiped down with light oil every day. However, in our display building, we found that the oil mainly attracted dust, and then didn't prevent a light rusting of these parts during wet weather. I got a special varnish formulation from **Don Dandurand**, the steward for GN 1355, a 1924 Pacific, currently being restored for display at the Milwaukee Road Shops in Sioux City Iowa. (www.milwaukee railroadshops.org). This varnish formulation will adhere to steel, and will remain flexible enough to not crack due to temperature fluctuations. If it survives the temperature extremes in Iowa, it certainly ought to be ok in Campo!

After we finished the cleaning, the Foreman applied the varnish. Looks great! The reason this job was fairly high priority is that the formulation need to have the temperature be above 50 degrees for at least 24 hours to cure properly. That would have been a problem starting in the next month or so. Due to the position of the locomotive, some of the rods were not accessible. The locomotive needs to be moved a few feet to rotate the wheels enough to expose the front side rods on each side. It also needs to be moved back about 10 feet to put the rear tender wheels up against the wheel stops at the west end of the track. We'll plan to do the move and varnishing of the last rods next month.

While the foreman was busy applying the varnish, Larry and Dick were joined by **Jack O'Lexey**, who assisted them in the next project: moving the superheater units from the Coos Bay #11 into the old Barnhardt trailer for dry storage. They have spent a couple of winters outside on a flat car, and are starting to show some rust. Also, we needed to clear off that flat car to make room for the Coos Bay's saddle tank. The tank is presently stored on another flat car, that is possibly needed for our spray rig if we decide to spray for weeds along the line ourselves.

The first thing that needed to be done was to assemble shelves to hold the superheater units. With Jack running the fork lift, several of our old Home Depot shelf units were moved to the shop area. Because they were too tall to fit in the trailer, the crew cut the uprights to the proper length using the chop saw. The uprights and side pieces were then moved to the trailer with the fork lift. By this time, the foreman was done varnishing, and joined the rest of the crew. While three of us assembled the shelf unit, Jack was busy cutting 2 x 6 planks to the proper length to use as shelves. Before the day was over, we managed to move about half of the 26 superheater units from the flat car to the trailer.

On Saturday, Oct. 10, Jack and the Foreman were joined by new volunteer **Bobby Eatmon**. We got all the remaining superheater units moved from the flat car to the trailer. Then Bobby and the Foreman worked with Jack to start setting up another couple of shelf units in the old SD&AE MOW boxcar. This old car is crowded with supplies used by the old SD&AE MOW crew. The shelves will really help to get things sorted out there.

The more people that come out, the more we'll be able to accomplish, so why not come out and give us a hand?

Our regular work days are the second Friday of the month, and the next day (Sat.). So, for next month, we'll be there on Nov. 13 & 14. Mark your calendars! I'll cancel the December Steam work so that all available people can assist with the North Pole Limited Trains. So continue to mark your December calendars for the 11th and 12th, but we'll be working on the NPL, not steam. For 2010 the first three work weekends will be Jan. 8/9; Feb. 12/13; and March 12/13.

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.

The Hot Scoop is a monthly Publication of the Pacific Southwest Railway Museum.

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Enter the ***Friends*** group, made up of volunteers from across America and across "the pond", some of whom spend a week or more at the railroad or at several off-line sites on their own dime, volunteering their services on a wide variety of restoration, maintenance, reconstruction and interpretive projects.

Our museum -- and museums everywhere -- can gain some valuable lessons from the ***Friends*** experience, particularly their amazing ability to attract so many eager volunteers, at their own expense, to the ***Friends'*** annual work sessions. In 2009, there were 194 carefully-planned volunteer work projects at six different venues during eight one-week sessions. A first-time volunteer will be impressed with the amount of planning and coordination that goes into each 5-day session. Every project has a designated Team Leader; all, or nearly all, of the necessary tools and supplies are onsite ready to use. Other volunteers -- as well as employees and facilities of the railroad -- stand ready to provide information and support.

At our museum here in Campo, PSRMA provides a similar but much smaller version of this with **Ted Kornweibel's** ongoing and well-planned restoration programs. To give you an idea of the magnitude of the ***Friends*** program,

try cloning Ted's efforts 200 times! Then throw in a quantity of volunteers, some of whom may have travelled half-way around the world to participate.

But despite all of this effort, the ***Friends*** are wrestling with what their outgoing Chairman Bob Craine calls "the generational challenge" that faces many non-profits -- including PSRMA. In his final annual report to the membership, Craine reported that "the simple fact is that a majority of ***Friends*** members, volunteers and leaders are baby-boomers or their parents. This means that, as a group, we are 'old' and getting older. To sustain the ***Friends*** toward our goal of another century of narrow-gauge steam on the C & TS Railroad, we must add more and younger [emphasis added] members over the next few years".

This then is the framework for a planned brief series of Hot Scoop articles about my August, 2009 work session experience, trimming back trees and shrubs along the right-of-way that have encroached into the "operating envelope" of the passing trains. Most of this work was accomplished at or above 9,400 feet above sea level!

Photo by Robert Rael

In next Month's Issue

- **More from Jim Baker's Cover story**
- **Calendar of Volunteer events**
- **More Adventures from Dick Pennick**
- **Reaction to this year's Pumpkin Express**
- **Trains Running back on the Mainline in Campo**
- **The Hot Scoop gets more Digital**
- **Getting Ready for the North Pole Limited Trains**

TRAIN SONG FESTIVAL BY LARRY ROSE

Bob and Sandy Schussler staffed our booth today at the Festival in Old Poway Park. Bob Haney stopped by to help. Larry & Tanya Rose were participants in the music festival and played two sets on the two stages. Long time member Ken Helm, visiting from Kentucky, was also present for the festivities. The annual music festival was well attended and our booth saw a lot of action. We were amazed how many people had never heard of PSRM or our Campo facility. The Schusslers did a super job of talking up the museum to hundreds of festival goers attracted by the music and the whistle of an authentic antique steam locomotive.

The performers today were mostly old friends of the Roses that they have met in the music business over the years. PSRM members Walt Richards and Paula Strong were also participants with their "Trails and Rails" Western Music band. This talented group played at our annual BBQ for the last few years.

Featured today was the dedication of the new Poway Midland Railroad Station that was built in only four months. The depot is great looking and very traditional. It's much larger than our La Mesa depot but has the same old time feel. (It's amazing at what lots of money and professional contractors can do in such a short time. Our much smaller public toilet at Campo took three years to build using mostly volunteers and a shoe string budget.) A new plank passenger platform was installed as part of the project, a new siding put in next to the depot and the water tank relocated.

Old friend John Tarantino was engineer for the day on the 1907 Baldwin 0-4-0 that was the star of the show. By 3:00 PM more than 1600 tickets had been sold to ride the single coach and four open seat mine cars. The line is less than a mile long loop and is 3'-6" gauge. We were told that the normal Saturday steam up gets only about 500 riders. A black powder "train robbery" was held every hour so the place was noisy to the chagrin of the acoustic instrument players nearby.

The century old steam loco was spit shined for the occasion and it was great to hear the steam whistle over the music. Tanya introduced a new song about the history of the little steam engine that has been on the property for more than fifty years. Our two wooden passenger cars, including the nearly restored Jim Crow car, were stored on the property for many years back in the 70's while we searched for a home for PSRM. The late Colonel John Porter bought the loco from a junk yard in LA back in the fifties. The loco was used to build the LA street railway that was also 3'-6" gauge. Long time PSRM members will remember the fun times we had running Colonel's little engine back in the early days. The City of Poway has invested a small fortune in the property that would make John Porter proud if he could see the transformation. The fancy new depot was the last missing component of a splendid rail oriented facility that is now a true show piece for the City of Poway.

BUY AND BRICK FUNDRAISER BY JIM LUNDQUIST

After only one Hot Scoop appeal, I am pleased to report that we have already sold twelve bricks! Please extend a thank you to **Norman Keith, Marla Keith, Jim Baker, Jack O'Lexey, Reena Deutsch, Bob Shelton, Thomas Turk, Jr, Theodora Davis, George Brambleet** with two bricks, **Elmer Werner** and **Teresa Tanalski** for starting off this fundraiser with a bang. **We have already raised \$1,200!!!!** I am hoping that next month we can report even more bricks sold. Jump on board and be a part of the first order for bricks. **Bill Armfield** is expected back this month to start on the walkway connecting the Campo Depot to the restrooms using these funds for the concrete edges. Thank you to those who had already purchased. It's not too late to get in on the ground floor, so to speak.

Norman Keith	Marla Keith	Jim Baker	
	Jack O'Lexey	Reena Deutsch	Bob Shelton
Thomas Turk Jr.	Theodora Davis	George Brambleet	
	Elmer Werner	Teresa Tanalski	