

HOT



SCOOP

Masthead by Larry Rose

Publication of the Pacific Southwest Railway Museum

SPECIAL POINTS OF INTEREST:

- Christmas Trains
- More on the Coos Bay
- Robin Wonders Passes
- Notes from the Editor
- New Train Schedule

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NORTH POLE LIMITED TRAINS BY LARRY ROSE



The last day of our North Pole Santa trains occurred in dry conditions with no wind. Temps were in the high 60's during the day and was still only 50 F. when the last train arrived at the North Pole at 7:35 PM. The schedule seemed to be perfect with all events happening on time.

The effort put out by the Hyatts can't be exaggerated. Every base was covered by somebody with **Diana Hyatt** running the logistics, job list and activity schedule. When a key player did not show up to cover a certain

activity, somebody unexpected would show up to fill in. The whole thing was amazing and brought terrific good will to the Museum from hundreds of families that rode our sold out trains.

The parking attendants did a super job with **Mark McCrae, Jose Ramirez, Rich Paulus** and some of **Bruce Deck's "Hoard"** kids doing the honors. Saturday night was especially demanding with the early train riders departing while the late train riders were arriving. One double train session went down

in a driving rain soaking our parking crew to the skin!

Many members had a big part in the events and performed beautifully. **Bruce Deck and his neighbor kids he calls "The Hoard"** took care of the hot chocolate preparation in our make shift field kitchen set up in the machine shop. This was doubled for the two back to back trains on Saturday. Bruce also handled the ticket window at the depot as everyone looked for some other way to help after their main job was done. The crew packaging cookies every night were **Bob and Sandy Schussler, Rob Stebbins, Steve Clark, Jack O'Lexey**, the Hyatt kids and anybody else who happened to walk into the crew lounge.

The two electricians, John Shannon and Frank Chaco, kept the trains lit up. Clean up crew were Steve Clark, Frank Chaco, John Shannon, Larry Rose, Mike Meyn and the Hyatt family. Frank Chaco, Mike Meyn and Larry Rose cleaned and restocked the public toilets every night after the last train. Cary Hyatt helped too and was a great help for Larry Rose at the North Pole on a night we were short handed. Ken Brown, Dave Tomeraasen and Dave DiGiorgio staffed the gift shop, counting the take long after the last guests had left.

The stars of the show were the Santas, Glenn Rogers, Dick Ruppert, Frank Stites, Jim Lundquist and Mark Ovadia. Ann Rupert, Mrs. Glenn Rogers and Mikey Hanson stood in as Mrs. Claus. They had many other Mrs. Claus players who's names I did not get But some of them were 18 year old high school kids recruited from the "elf" volunteer kids from nearby Mountain Empire High School. They all did very well in taking care of all the kids on board serving cookies and hot chocolate to every family. Two Santas worked each train from the center baggage car to the Robert Peary on the West end to the 1509 on the East. This was a sensitive juggling act as some Santas, like Jim Lundquist, also had other jobs on the train that involved a fast costume change.

We had two "hobos" on board the last train. Jack O'Lexey was on all of them. Bruce Semelsberger was a hobo on the last two Saturday. Jack set up a hobo camp near the depot that was popular with our guests who took a lot of pictures. The last day featured a live fire powered by a propane burner and a pile of



concrete logs. Jack and Bruce had a can of water boiling some dirty socks! The kids loved it because it was just like the "Polar Express" movie that had all seen.

The train crews featured our entire operating staff. Don Getz, Dick Pennick, Jack O'Lexey, Robin Becker, and Jim Baker were engineers. Brakeman and Conductors were Seth Miller, Rich Paulus, Darrel Bivans, Rob Stebbins, Don Pope and Tom Gray. All of the engineers also did a turn or two as brakeman and conductors. Ken Brown was the crew caller. Mechanics were Dave DiGiorgio, John Shannon, Frank Chaco and Ron Hyatt. Jim Lundquist was "car packer" on every train to insure every guest family were seated together with their friends nearby. He followed

this with a wild scramble to get into his Santa suit! He did this nearly every night. Sabrina Lundquist also helped out with the high school kids working as "elves" handing out cookies, jingle bells and chocolate.

Feeding the volunteers after the last train was put to bed, and the clean up chores done, was the Hyatt family, Jenny and Alex Fiori and anyone else who could be recruited. The grub was great and left over hot chocolate helped warm up the partially frozen crew. Special note should be made of 13 year old Cary Hyatt. Cary has been called "Houdini" by his dad for his talent of disappearing when there was work to be done. Never the less Cary can be found on his way to taking regular responsibility and helping the troops pull off our number one fund raiser of the year.

The "take" for this year will be reported on by the treasurer, Ken brown, later, but Dave DiGiorgio was heard saying the double Saturday trains earned us more than \$15,000 each night! This annual event pushes our regular volunteers to the limit but they all seemed to come through with the chips down and make PSRM look good!



STEAM WHISTLING**JIM BAKER, STEAM FOREMAN**

The morning of Friday, Nov. 13, the Foreman was joined by **Rich Paulus** and **Tom Walker**. First, we moved the stairway on the fireman's side of 2353 away from the locomotive, so we could move the locomotive. Then, while Tom worked on repairing the stairway, Rich and the Foreman got GP-9 SP 3873 running, and cleared out Track 3. The stairway had been built by an Eagle Scout for his project a number of years ago, and he had used nails to hold the stair cleats in place. The foot traffic over the years had loosened them to the point where some of the treads were sagging dangerously. Tom got the treads squared up, and replaced all the nails with carriage bolts.

After getting Track 3 cleared, Rich and the Foreman coupled 3873 up to the 2353. We moved her about 12 feet west, so that the rear wheels of the tender were up against the wheel stops at the west end of Track 3. She had been set out in the more easterly position earlier in the year to allow easier access to the main and side rods so they could be varnished. Since the main varnishing had been completed in October, we were able to get the locomotive moved all the way to the west end of the track. We were hoping that this one move would now have the rods that had not been varnished in October in position to be cleaned and varnished, and that the rods were in a position that our visitors could easily visualize how the rods turned the wheels. Amazingly, this worked out perfectly, and the one move was all that was necessary, and we were done by lunch time. That afternoon, we started cleaning the unvarnished rods.

On Saturday the 14th, our crew consisted of **Bob Nickles**, **Rich Paulus**, **Mike Lucek**, **Larry Owen**, and the Foreman. Two weeks earlier, Larry had re-painted the stars on the ends of the axles on the engineer's side of the locomotive. Our Saturday bunch cleaned up the remaining rods, plus the cross-head guides and piston rods. Then these were all varnished. The stairway was moved back into position, and a fence left over from the Halloween display was set up in front of 2353 to prevent visitors from tripping over the rails.

Our work on 2353 being completed, we then focused our efforts on cleaning up left-over Halloween decorations. The big part of this job was moving about 30 LARGE bales of hay from the display building to the storage trailer. **WHEW!** Also, Bob worked on clearing small stuff off the flat car adjacent to the Coos Bay #11 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 or a brush hog for weed control along the line.

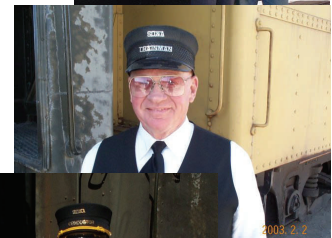
Our regular work days are the second Friday of the month, and the next day (Sat.). I've canceled the December

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 various reasons, our January work weekend will be pushed back a week to the 15th/16th, but for the remainder of the first quarter we'll work on Feb. 12/13; and March 12/13. In January, we will be back working on the Coos Bay. The more people that come out, the more we'll be able to accomplish, so why not come out and give us a hand?

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.

O P E R A T I O N S V O L U N - T E E R S F O R N O V E M B E R 2 0 0 9

Jim Baker
Darrel Bivans
Ken Brown
Alex Fiori
Don Getz
Randy Houk
Diana Hyatt
Lee Lent
Lynn Lent
Jim
Lundquist
Seth Miller
Bob Nickles
Jack O'Lexey
Rich Paulus
Dick Pennick
Don Pope
Ann Ruppert
Dick Ruppert
Bob Schussler
Sandy Schussler
John Shannon
Rob Stebbins



NORTHERN PACIFIC RAILROAD, COOS BAY LUMBER COMPANY, AND PSRM. PART 2

This story is a continuation from the October Hot Scoop that was written by Jim Baker.

TODAY'S STORY

Part 3 - Coos Bay Lumber Co

The Coos Bay Lumber Company operated from 1916 until 1956, when it became part of the Georgia-Pacific Corporation. The forests near Coos Bay were a rich source of old-growth hemlock, Douglas fir, cedar, and spruce trees that logging companies began to harvest as early as the 1850s. Early operations removed trees close to the shoreline, but loggers moved farther inland in the early twentieth century. Outside investors and inventions such as the steam donkey combined to make Coos Bay one of the largest exporters of timber on the West Coast.

Eventually, their rail line extended some 18 miles from Coos Bay (then called Marshfield) through Myrtle Point to Powers and beyond. A depot was built in Powers around in 1916. The main log yard was located at the north end of town, while the engine shops were located at the south end of town.

Steam power used on the line was a mix of tank-type rod locomotives and geared locomotives, along with four standard Baldwin logging Mikados. Notable of the steam engines, were the four 2-8-2T Tank engines. These were generally used on the steep grades of the spur lines, but could also be found pulling long loads of logs over the mainline. They arrived between 1929-1935 and numbered 9-12. Number 10, which was built in 1930 would be retired in the 1950s and sent to Cottage Grove to be put on display, where it remained until the late 1970s or early 1980s. Number 11, built in 1929, was the last steam engine to remain on the Powers line, serving on stand by until it was sent off to the Pacific Southwest Railway Museum in 1968. The roundhouse in Powers was demolished in 1990, and some of the equipment and such was gathered up and sent to Myrtle Point. By this time, Myrtle Point had become Plum Creek's maintenance, fuel, and supply facility. Some old locomotive blueprints found in the roundhouse had been saved by an employee (who is still there) and were stored in a file cabinet in the shop area in Myrtle Point.

The Preliminaries

About five years ago, Quentin Roesner was a forester working for Plum Creek in Western Montana. His wife, Kristi, had a good friend, whose husband, Bob Jenkins, was an avid rail fan. Quentin became quite aware of Bob's interest in railroads and railroad history.

Then, Plum Creek transferred Quentin to Myrtle Point, OR, where Plum Creek now owned the timberlands that had once belonged to Coos Bay Lumber, and later, Georgia-Pacific. In 2008, Quentin was involved with conducting a housekeeping/safety tour of the facility and found the blueprints. Since there was no further interest or use for them at Plum Creek, he volunteered to see if anybody wanted them. He contacted Bob Jenkins, and sent a few of the blueprints to him. He asked Bob to see if he knew of anyone in the rail history community would be interested in them. It seems that most of the prints pertained to Coos Bay Lumber Co. Locomotive #11.

Imagine my surprise when, in April of 2008, I received an e-mail note from Bob Jenkins (via our web site and Lew Wolfgang). The note said,

"I've recently come into possession of a set of original ALCO Blueprints for Coos Bay Lumber Company's 2-8-2T Mikado "Minarets" locomotives No's 10, 11 etc. My research indicates that you currently have one of the 4 as well as one in a museum in Kansas."

The note went on to say,

"Please let me know what your museums plans are for your #11 and weather you'd be interested in obtaining these blueprints as a benefit in restoring this locomotive."

And, he asked if we knew of anyone else who had similar locomotives, as he wanted to ensure that the prints would go to someone who could use them, and that they would be made available to anyone doing research who might be interested in them.

I replied that, yes, certainly we'd like to have the prints. I told him that we were in the process of tearing down CB #11 so we could evaluate the boiler for possible restoration. If we restored #11 to operation, the prints would be invaluable. And if we did only a cosmetic restoration, they would still be quite helpful. In any case, the prints would be added to our collections in our library, where anyone who was interested could access them. I also told him that I was aware of two other locomotives that were very similar to CB #11: Hammond #17 at Mt Rainier Scenic RR, and Crossett-Western #16 at Chelatchie Prairie, both in Washington State.

In May, I received more notes from Bob stating that nobody else expressed an interest in the prints, so he would give them to us. This would be a donation, with the stipulation that "they be made available to research/restoration activities."

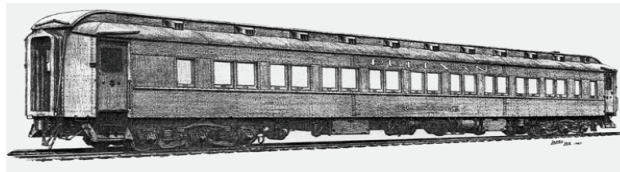
On June 6, 2008, I

received a package from Bob. There were approximately 20 to 25 individual sheets of various sizes, many of them stamped on the back, "ALCO BP Room" and a date of between 1929 and 1935. They didn't specifically say CB#11, but they depict something quite similar, if not the #11. He also included few SP "Common Standard" drawings for some caboose parts, and some advertising for an EMD SW-8, a Fairmont Hy-Rail based on a "Jeepster" station wagon, Skagit speeders, and other miscellaneous RR material.



While I was quite impressed with the drawings, a close examination showed that this was far from a complete set of drawings for a locomotive. There were enough to be quite helpful in any work we did on the #11. I wrote Bob an acknowledgment letter, thanking him for his donation, and included an inventory of what he had sent. I figured that was all we were going to get.

The last and final installment of this article will be published in the next Hot Scoop.



Museum Board of Directors

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NEW TRAIN SCHEDULES FROM CAMPO

BY JIM LUNDQUIST

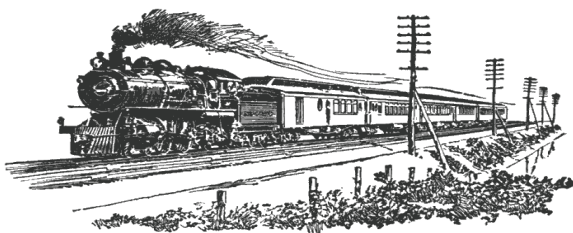
Over the past 24 years, we have basically been operating our twice a day train schedule from Campo to either Division or Miller Creek. These trains ran about 6-7.5 miles each way, and take about 1 to 1.5 hours. Their popularity in the cold winter months or the hot summer months has been going down with this economy. Given the difficult financial times we are all having right now, including our Museum, we needed to find something which allow us to run shorter trains to accommodate visitors who arrived all during the day, as well as reduce the mileage and resulting wear and tear on the equipment and fuel usage and which could be operated with fewer volunteers. With these goals in mind, we have introduced two new schedules for the winter:

The Valley Flyer is an all-day pass featuring an unlimited 2 1/2 mile round trip train ride within the Campo valley, and includes admission to our Railway Museum grounds, Display Building and the neighboring Stone Store Museum. Visitors will be transported between the 1916 Campo depot, the 1885 Gaskill Brothers' Stone Store and the Display Building at the Railway Museum by either train or rail bus. This is a great family opportunity to combine multiple train rides and multiple museums. Tickets available at the Campo Depot.

The Rail bus Adventure is an all-day pass featuring unlimited 3-mile round-trip rides in a 1932 Model A powered rail motorcar within the Campo valley, and includes admission to the Railway Museum, 1885 Gaskill Brother's Stone Store Museum and Motor Transport Museum. Visitors will be transported between the Campo Depot, the Railway Museum grounds, plus the neighboring Stone Store Museum and Motor Transport Museum. Tickets available at the Campo Depot. Note that this schedule cannot be operated until the bridge at MP 66.77 is found to be able to handle the less than five ton load (see separate article).

The early reports from our visitors are that they like the multiple museums and multiple departures. We basically operate the Rail bus as a taxi as needed.

Come on out and enjoy our new operating and visit our neighboring Museums. Be sure to check our web site at www.psrn.org to see what schedule we are operating before you come out.



SD&AE BRIDGE INSPECTED

BY JIM LUNDQUIST

The wooden bridge over Campo Creek one mile east of the Campo Depot at Mile Post 66.77 was inspected a couple of years ago under contract to the railroad and was found to need repairs. The SD&AE Railway directed us to stop running over the bridge until the repairs were made. This is one of the reasons we are now always going west from Campo towards Division and the Tecate. With the new schedule in effect during our slow times in the dead of summer and winter (see separate article), the idea is to see if we could take the small Santa Maria Valley rail bus No. 9 across the bridge to the Motor Transport Museum to allow our visitors to stop in there. The SD&AE Railway asked us to seek a professional opinion as to the ability of the bridge to handle the less than 5 ton fully loaded rail bus.

Our old friends at Simon Wong Engineering were called to see if they would be able to issue us a written opinion as to the ability of the bridge to handle the load. The Vice President himself, Mark Creveling, came out to Campo to inspect the bridge first hand. He had a copy of the earlier inspection report and was able to see the areas of concern. He is going to calculate the ability of the existing stringers and bridge ties to see if they could be counted on to support the rail bus, and issue a written expert opinion. As of the deadline of issue, that opinion has not yet been set.

We truly appreciate the support of the professional community in our efforts to preserving and presenting San Diego's railroad history. Simon Wong Engineering has been good to us over the years. I have seen two ebb and flows in our economy in our dealings with keeping our trains running and the support we need from the community. There are basically two groups upon which our requests are responded to. One is either "I wish we could, but the economy is too bad right now and I can't afford it" or "I wish I could but I'm too busy with other (money making) projects." Then there is the group which simply says "Yes, I can do that for you." Simon Wong Engineering is in the "Yes we can" group. They have responded at least four times to our requests for professional inspections of the bridges and tunnels on the SD&AE. We simply cannot say enough how grateful we are to them, one of the YES people. THANK YOU

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

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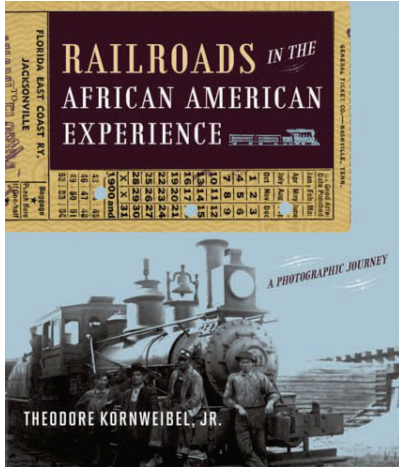
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ROYALTIES FROM NEW RAILROAD BOOK TO BENEFIT MUSEUM LIBRARY



A unique railroad book, scheduled for release in January, will help fund PSRM's library. *Railroads in the African American Experience: A Photographic Journey* takes readers on an illustrated tour of the black railroad experience from slavery to Amtrak. With almost 200 historic photographs—many never before published—

author Ted Kornweibel examines the significant contributions of African Americans to the building, maintenance, operation, and profitability of the American railway system. Ted will donate all royalties from books purchased by Museum members, plus all copies sold in the Museum gift shop, back to the library account.

The visual presentation of this rich history brings to life the hundreds of thousands of blacks who toiled for decades on America's great rail network. Each chapter of text focuses on a different occupation or railroading experience, some peculiar to blacks. Together, the evocative photographs and the complementary essays supply a comprehensive and powerful survey of the social, cultural, political, and economic influence of African Americans on railroads and of railroads on the black community. These stories of hardship and heroism, exploitation and endurance, anger and artistry illuminate a rich heritage and fascinating chapter in American history.

Railroads in the African American Experience is being published by Johns Hopkins University Press, list price \$40.00. It can be pre-ordered from the publisher at a 25% discount (\$30.00). To order, call 1-800-537-5487 or visit www.press.jhu.edu. Mention code NAF to receive the discount. It can also be pre-ordered from Amazon for an even bigger discount. Go to www.amazon.com. At "search," choose "books," type in "Kornweibel" and hit "go."

Let Ted know (kornweib@mail.sdsu.edu) if you have purchased a book, so he can keep a record of the royalties to be directed to the Museum library. And of course, he will be happy to autograph copies.

REQUESTS ARE STILL COMING FORWARD

After only two Hot Scoop appeals, I am pleased to report that eleven members have stepped forward to purchase bricks for the pathway. The **Harlene Roach** family has sent us \$500 to remember several of their family on the walkway, **Kenneth Bean** has sent in \$300 and **Pamela & Foster Stahl** sent in \$200. In addition, the wonderful members have sent in \$100 to the cause: **Carol Lundquist, Dave Tommeraasen, Mike Retz, Rita Micklish, Keith Gaeth, James Barnes, Cass Witkowski and Jessie Burrows.**

We have now raised **\$3,000!!!!** 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. The Buy-a-brick form will appear elsewhere in this issue of the Hot Scoop. Please send in your donation.

NOTES FROM THE EDITOR BY JOSE RAMIREZ

With every new issue of the Hot Scoop that I publish I learn more and more how great it is to be of service to the museum as the editor of our great news letter. I would like to thank all of those that have thanked me for my work as the editor and I hope to keep on putting out a fresh and informative news letter every time.

I would also like to extend the invitation to everyone to send me pictures and articles for the Hot Scoop. There are times that I am not around when great and wonderful things happen. The members are my eyes and have many times a better knowledge of all the happenings.

I would also like to extend the invitation to everyone to sign up for the electronic version of Hot Scoop. It will help save the museum money also it will help you receive the Hot Scoop about one week faster than in the mail. Just send a email to hotscoop@psrm.org with your full name and home address to take you off the mailing list and add you to the electronic mailing list.

DONATIONS:

Davis, Mark & Roseann	General Fund	10.00
Delp, Charles L.	General Fund	50.00
Dodson, Donald & Kathleen	General Fund	35.00
Meyer, Tim	Steam Fund	50.00
Micklish, Rita M.	Jim Crow Car Restoration	100.00
Roesener, Harry & JoAnn	General Fund	10.00
Stahl, Margaret G.	Crane Fund	50.00

LONG TIME VOLUNTEER ROBIN WONDERS PASSES ON BY JIM LUNDQUIST

Six years ago, the Museum placed a help wanted ad in a magazine looking for a gift shop manager volunteer. We had just completed the new camping site and were hoping to trade out a place to live for 20 hours of volunteer work. Robin Wonders came calling for the job. When he arrived, his van was full of gum-ball machines and his trailer was full of "stuff." This big man said he would give it a try for a few months. Well, those few months ended up being six years until he passed away on Veteran's Day, November 11, 2009.

Robin was born in Denver, Colorado on December 13, 1941, the day Hungary and Romania declared war on the United States during World War II. His parents, Garland Wonders and Nova "Elma" Parton soon moved to Newton, Iowa and he grew up in this small town. Robin was always a free spirit and by age 13, he set out on his own. Living off the land was hard for a boy, and, with the help of a Army recruiter and a judge, he enlisted at the age of 17. He was stationed in Berlin, Germany. He always spoke fondly of Germany and his time there. He learned electronics in the service, and used that knowledge to land several jobs over the years, including fixing TV's and radios as well as selling satellite TV systems with his own company. After his military career he met Paula Arellano in Denver, Colorado. They wed and over the years had Jerry, Gary and Robin Jr. They moved out to California where Robin worked for a movie studio that produced shows like Bonanza, where he met Lorne Greene and Michael Landon, also many other movie stars. Over the years he was a chef, and then ended up learning electronics and electrical repair. He had his



own TV/Electronics business both in California and in Colorado, and onto to Texas then onto Alaska. Robin loved the outdoors and his boys always treasured the times he took them camping and fishing. He was a good fisherman and a mountain man. He remarried a couple of times. Robin was always learning even through into his senior years. He built computers and was always on the internet learning history and enjoying his hobbies. He loved prospecting, treasure hunting and the "Old West". His family was thankful that he got to volunteer at the museum. It was important to him and he always mentioned on how he could improve things there. He survived by two sons, Jerry and Robin Wonders Jr. with their children.

After he landed in Campo, Robin took on the gift shop with vigor. He worked with our ex-President Jim Lundquist to stock items which sold in our gift shop and we blew out the non-selling items. Robin was always making suggestions for things to sell, looking on line for specials and looking through catalogs. Robin gave en-

couragement to the efforts to move the gift shop upstairs at the Campo Depot for a bigger space to display the wares. Robin could be counted on to staff the gift shop, and missed maybe five days in six years until the last few weeks. Unfortunately, Robin's health took a turn for the worst, and as a proud veteran, he passed away on Veteran's day.

Robin was laid to rest in Riverside National Cemetery with attendance by Jim Lundquist, Seth Miller, Tom Walker, Rob Stebbins and John Shannon, along with two of his sons, grandchildren and family members. We will miss his dedication and ability to spin stories of life in general. Rest well, my friend.