



A publication dedicated the Pacific Southwest Railway Museum Association members
July-August 2010



The Ticket to Tecate train makes the short trip to the depot to load passengers on October 16, 2004. With the collapse of tunnel 3 in Mexico, the Ticket to Tecate trains have been suspended for the foreseeable future.

Kyle Jensen Photo

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**Pacific Southwest Railway
Museum Association, Inc.**

Main Facility & Train Rides

Campo Depot
State Highway 94 &
Forrest Gate Road
Campo, California
(619) 478-9937 (weekends)
Lat: 32.612769 Lon: -116.472417

Business Office

La Mesa Depot
4695 Nebo Drive
La Mesa, California 91941
(619) 465-PSRM (465-7776)
(weekdays)

Open 9AM to 5PM
every Saturday and Sunday
except December 26 & 27
and January 2 & 3.
Tickets at the Campo Depot

Admission

Adults (13 and up) - \$15.00
Children (6-12) - \$5.00
Seniors (65+) - \$12.00
Children under 5 - Free
Cab Rides (Adults) - \$35.00

MUSEUM OFFICERS

President: Diana Hyatt
Vice-President: John Shannon
Treasurer: Ken Brown
Secretary: Sandy Schussler
Mechanical Director: Ron Hyatt
Facilities Director: Larry Rose
Museum Services Director:
Dr. Ted Kornweibel
Operations Director:
Greg Luiz

MUSEUM STAFF

Historian: Bruce Semelsberger
Membership: Larry Rose (Acting)
Steam Foreman: Jim Baker
Master Mechanic: Bill Palmer
Webmaster: Lew Wolfgang
Speaker's Bureau/Chief Trainman:
Bob Schussler
Media Coordinator:
Dick Pennick

PSRMA Board Elections Approaching

Each year PSRM holds elections. Any member in good standing for at least a year may nominate a candidate to run for any office that will expire at the end of the year. The Board positions up for election this year are **President, Secretary, Museum Services Director, and Equipment Division Director**. All members in good standing are urged to run for office to fill any of these positions. Nominations must be made in writing submitted to the Board no later than **September 24, 2010**.

Nominees must submit a signed and dated Petition by September 24. The petition must contain their name, the position the nominee wishes to fill, and an agreement to serve in the indicated position. It would also be helpful if the candidate submitted a 400 word biography. The petition must be signed by at least 10 members in support of the candidate. Petitions will be available at the La Mesa Depot, the Campo facility, from any Board Member and at the back of this issue.

Board Briefs, July 2010

Submitted By Sandy Schussler

Pacific Southwest Railway Museum Association, Inc. Board of Directors meeting was held July 23, 2010 at Trinity Church, 3902 Kenwood Drive. Spring Valley, CA. Members present were **Ken Brown, Diana Hyatt, Ron Hyatt, Ted Kornweibel, Larry Rose, and Sandy Schussler**. **Greg Luiz** arrived at 7:16 PM and **John Shannon** arrived at 7:19 PM. Guests present were **Mike Reneau and John Wright**. Brown submitted the Financial Reports for June 2010 and the 2nd Quarter Income Statement electronically. The Board reviewed and accepted the submissions.

Progress is being made on moving the small artifacts into storage to free up space for the establishment of the new Brake Valve Shop. Museum Services

could use more volunteers to help with the move. More volunteers are also needed to help with the library as major progress is being made on the facility. Concrete will be laid between the trailers and library office, and closed-cell foam insulation will soon be added. There is a lot of unpacking, sorting and decision making to be done. The library continues to schedule work days, so check our web pages.

There is no progress on how we will celebrate PSRM's 50th Anniversary in 2011. Special events take time and ideas to plan and help is needed from our membership since our regular volunteers are working on so many projects. It would be a shame not to really celebrate this major anniversary. If you want to participate in making this a special year, contact any Board member.

Ted Kornweibel is also looking into staging a special community event to unveil the Jim Crow car. An inauguration is expected early next year. D. Hyatt is working toward the repair of the Trestle at milepost 66.7. Fund raising opportunities will soon be published in the "Hot Scoop".

Our weed abatement process has been under way for several weeks and spraying was done last week. The grounds and right of way are looking good. Because the word didn't really get out concerning Fire Training, it was rescheduled from July 23rd to August 7. Work continues on the 350 hospital car. It is being fitted out to serve as terminal car. Most of the work is being performed by John Shannon. Frank Chaco has been busy doing maintenance on the motor cars and performing many other support functions.

Museum Services has suggested reorganizing the display string on the house track. The string would include ATSF 2098 locomotive, GATX 79923 tank, UP 780 hopper, SFRD 21335 reefer, UP 43009 stock, and ATSF 999371 caboose. New signage is planned.

Board Briefs, August 2010

Submitted By Sandy Schussler

The Pacific Southwest Railway Museum Association, Inc. Board of Directors Meeting was held on August 27, 2010 at Trinity Church, 3902 Kenwood Drive. Spring Valley, CA. Board members present were **Diana Hyatt, Ron Hyatt, Ted Kornweibel, Larry Rose, Sandy Schussler, and John Shannon.** **Ken Brown** and **Greg Luiz** were not present. **John Wright** was a guest.

Those donors who generously gave to the Crane Fund will soon receive letters updating the status and use of those funds.

Donations from the Hunsberger Foundation for the library are making a huge difference with the first phase of the work being completed. The second phase will begin as soon as the second check from the Hunsberger Foundation arrives. As part of that second stage, the space between the trailers and the library office will be backfilled, and a 4 inch slab will be laid, to provide a level platform. The back of the space will have a wall with a window. The front of the space will have doors for easy access and loading. The Museum has received a contract proposal from **Brian Elmore**, to complete this work for an estimated \$5,660. Because some of the completed Phase 1 showed savings, adequate funds are available for this Phase 2. A Motion was made by Kornweibel, 2nd by R. Hyatt, to accept the Elmore proposal. The Motion passed 6/0/0. Kornweibel will be the superintendent for this project.

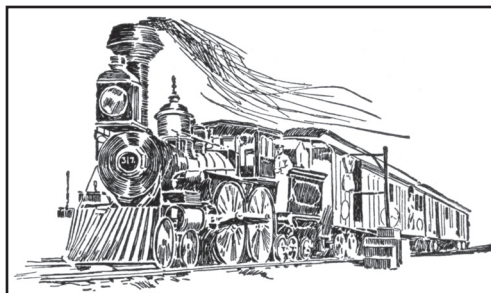
New acquisitions are the UC Test Rack for a total of \$1,300, and an Excavator with some jacks for \$2,380. **Jim Baker** has offered to apply to "Trains Magazine" for their preservation award of \$10,000. If the award is received, the money would be spent to copy the approximately 1000 blue prints for the Coos Bay #11 that were donated by Plum Creek Timber Co. The Board confirmed the appointment of Jim Baker to apply for this award.

Larry Rose will be consulting with Campo Hills Home Owner Association to analyze potential remedies for the discharge problem from road construction during the Campo Hills development. The Board has been asked to review the photo policy of the Museum. **John Wright** is taking the lead on this. While reviewing resources and probable availability of volunteers, there is a concern about being able to fully staff our North Pole Trains this year. We need more Santas, parking help and other support functions. Without more willing volunteers the Museum may have to consider hiring contract labor to assist.

There has been a great deal of work on our demonstration fleet. The GP9 recently underwent its 92 day inspection. The 7285 will soon be back on its trucks. The 1509 has had its single car test and needs valves and stencils. Progress is evident on the 350, Perry, and 253. The steps on the Jim Crow are receiving treads to assure safety. **Larry Rose** has provided the Carburetor for the rail bus.

With elections approaching, the Petition for the Board has been formatted, and information for applicants has been provided for inclusion in the "Hot Scoop". (See Page 2.) It is recommended that all board members keep a few blank petition forms for those who ask, and that more forms be available in the car barn and La Mesa Depot. The deadline for return of petitions is September 24, 2010.

The next Scheduled Board Meeting will be September 24, 2010 and the deadline for submitting September Agenda Items is September 22, 2010



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Pacific Southwest Railway Museum

Mission Statement:

The Pacific Southwest Railway Museum Association, Inc. is dedicated to preserving the physical legacy and the experience of rail transportation.

Programs address the historical, social, economic and technical impact of railroading with particular emphasis on railroads of San Diego County and the larger systems with which they connected in the United States and Mexico.

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GOOD TIMES AT THE SAN DIEGO COUNTY FAIR

By Jim Lundquist

The San Diego County Fair invited us back out to Del Mar again this year to participate in their local events area. **Jim Lundquist** brought out the recently acquired hand car along with a shade tent, some handouts and a model train exhibit put together by **Bruce Deck**.

Everyone had a good time, and Bruce promises to start again with a different layout idea for the model train for next year. These great volunteers manned the booth for a four to five hour shift, with the number of shifts shown in parentheses. Tell them all thank you when you see them again: **Seth Miller (11), Kris Stewart (6), Bruce Deck (7), Jack O'Lexey (4), Dick Pennick (2), Chop Kerr (2), Rich Paulus (2), John Shannon (1), Rob Stebbins (1), Steve Bovee (1), Don Clark (1), Mark McCrea (1), Jim Baker (1), Duane Dubke (1), Ken Beam (1) and Mark Landguth (1).**

It's not too late to start thinking about your involvement at the fair next year. Not only is it fun to share our museum with all the locals at the fair, but, you and your friends get free fair tickets as well! With the schedules set up the way we do them, you always have time before or after your shift to visit all the other great things to see at the fair, along with great variety of music. I would also be most pleased to turn over organizing the event to another volunteer – call me if you are interested at 619/417-7059.

Thanks to everyone who participated.



The museum's display was set up in the San Diego Pavilion area of the infield of the racetrack. *Kris Stewart Photo*



The display consisted of a model train layout, a banner depicting the Campo Depot and the 1880's vintage handcar. *Kris Stewart Photo*



Seth Miller took his turn at setting up the model railroad display. *Kris Stewart Photo*



Fair visitors, especially the children, enjoyed the 1880's vintage handcar. *Kris Stewart Photo*

Anonymous \$1,500 Donation Funds Insulation at the Campo Depot

By Jim Lundquist

The Campo Depot was paid a visit by an out town visitor recently. They were very impressed with the amount of work the volunteers have done with the 1918 depot structure and offered to help. Hearing that the library would soon be having an insulation company come out to Campo, the offer to have the same company spray high-density foam into the exterior walls was soon made and accepted even faster! Before that work could be completed, we had to make sure that every wire was installed in the walls, and the last of the plywood was installed between the storage room and the waiting room. **Frank Denison** and **Jim Lundquist** quickly made plans to complete the work. The plywood was already waiting for installation. We also added a spare conduit from the attic down the walls for a future use.

In late July, the foaming company applied \$1,500 worth of foam. It looks great. We are now ready to install the interior tongue and groove.

Jim Lundquist has been busy painting the exterior – the fourth coat of paint for the new siding and the eaves. The entire depot needs another coat of paint. Jack O'Lexey has also been painting the depot brown trim.

The depot now features six speakers for the announcements to the public and features "surround sound" for background train songs other times. The speakers were installed by **John Shannon**, **Jim Lundquist** and new volunteer **Rusty Hoar**.

Frank Denison and **Jim Lundquist** have started working on the ceiling. Puttying, sanding and wiping off the ceiling with all the work taking place overhead is taking its toll on the volunteer's arms. The scaffolding donated by **Larry Rose** last year makes this work easier – but not easy.

Still lots of work ahead, but steady progress continues to be made. Many thanks for your support – your time, talents or treasury. See you at Campo.



The new insulation can be seen in the unfinished exterior walls.
Frank Denison Photo



Jim Lundquist at work on the depot ceiling. All the exterior walls are now insulated.
Frank Denison Photo

LIBRARY UPDATE

By Bruce Semelsberger

Hello, library fans! Time for another update. We have made incredible progress this summer, but we still have a long way to go before we have a fully functioning library again. Here is a summary of the progress made so far. You can get out the old plan/list and check off the items if you like.

The office trailer was moved, put on secure jack stands and the windows and paneling were repaired. New carpet was put down, the flexible partitions were removed and vertical blinds were installed on the windows. The thermostat was moved to a more convenient location. The electrical system was checked out along with the heat and air conditioning.

The 220 volt electrical power for this part of the museum grounds was connected and the breaker panel installed that services the library complex. The office was connected to the service. Container 4 was also connected.

Container 1 was emptied and its contents stored in the other 3 containers. File cabinets and other items were installed in the office. Container 1 was then moved into the space vacated by moving the old bathroom trailer and the shelf storage container off the site and it was then fastened to the other containers. All of the containers were inspected and roof repairs were made. Rust spots were ground out and sealed.

Flat file cabinets and other items including a very large bookshelf cut down to go through the office door were transferred to the office.

The original steel container doors were removed and new insulated front walls with 42" doors were installed. A new roof with fire retardant shingles and rain gutters was constructed between the office and the

storage units.

The container exteriors were spray covered with insulating foam and a hard, white reflective exterior coating was applied to the containers, the new roof and the office roof, creating one sun and rain resistant surface overall.

Consulting with our contractor, it was determined that thanks to savings in the foam process, the funds available could support completely enclosing the “courtyard” area to create a secure usable work space. This space will be used for rehydration of documents and other procedures that require larger work space than would have been available in either the office or a container.

A large door at one end will allow access by our electric carts. The original plan for a wooden deck was scrapped in favor of a 4” thick concrete pad. Fill dirt from a nearby source will be used to raise the floor level to within 4” of the container floor level so the concrete pad will be flush with the entrances. Vinyl skirting around the office trailer will complete sealing off this space from wind, rain and pests. This last phase was put on temporary hold while we wait for the second funding check to arrive. In the meantime, a hive of bees that took up recent residency in the webbing beneath the office floor was evicted last week. We have the bid for the fluorescent lighting fixtures, but not a firm bid for the installation yet. This will have to be done before any significant work can be done within the containers. Thanks to the new coating and the new fronts, the containers are now wonderfully cool, but also DARK.

That brings us up-to-date. The next scheduled work days are September 11th and 25th. We need to complete the office space, unpacking the remaining reference works and putting them on shelves. Some one needs to begin the task of going through the paper files drawers and putting straight all of the files that were scrambled during the moving processes. We need to locate key maps and bring them into the office. We need to fabricate a wood top for one of the flat files cabinets to correct bowing caused by the smaller units above it. Lots of cleaning! Once we have organized space sufficiently, we need to mount an expedition to transfer the items stored in the reefer in La Mesa. We need your help! Many hands make the work light. Please come out whenever you can.

“The one moral, the one remedy for every evil, social, political, financial, and industrial, the one immediate vital need of the entire Republic, is the Pacific Railroad.”

— *Rocky Mountain News*, 1866



The library trailer is complete and the storage containers have been covered with insulating foam and reflective paint.

John Wright Photo

Museum Support Equipment Repairs

By Jim Lundquist

Our various pieces of support equipment at Campo are always in need of some type of maintenance. After all, we acquired each of them after their original owners decided they had outlived their useful life. While we are thankful for the equipment and the time it saves, regular maintenance and repairs are required.

Our thanks go out to **Bob Eaton** of Hawthorne Rent-It Service for taking on the replacement of hydraulic hoses and the total rebuild of the fuel linkage for the backhoe. This work was completed just in time to allow **Don Getz** (also a regular mechanical volunteer) to dig out the area for a new concrete slab in the shop.

Glen Rogers recently drove our trailer to Barstow and returned with a lift bed pickup truck for the property. Glen, along with **Mike Filicicchia**, are also mechanics for our support equipment.

Glen has just purchased a new trailer which he brings to Campo and hopes to spend more time with us now that he has retired.



The Museum recently acquired this Little giant excavator. It will be used to maintain the Campo facility. *John Wright Photo*

Northern Pacific Railroad, Coos Bay Lumber Company and PSRM

What's the Connection?

By Jim Baker, Steam Foreman

Editor's note: This is the third installment of an article first published in the October 2009 Hot Scoop and continued in the December 2009 issue.

The Rest of the Story

On Sept. 25, 2008, I received an e-mail note from Quentin Roesner. It said:

"I work as a forester for Plum Creek Timber in Coos Bay, Oregon. We acquired the timberland from a subsidiary of Georgia-Pacific in 2003. Also included in the transaction was a shop complex in the town of Myrtle Point. A set of locomotive blueprints has been in storage at the shop for a number of years now. I contacted Bob Jenkins about them and he suggested that I contact your museum. I believe these are a (possibly) complete set of blueprints for American Locomotive Company's engines 10, 11, and 12. The locomotive card record is for Coos Bay Lumber Company; Builder's Order # S1680, type 282; Builder's Shop # 68276; for numbers 10, 11, and 12. This matches up with Coos Bay engine #11. Engine 11 used to work in this area and is now residing at your facility. Bob mentioned that #11 is scheduled for restoration and that the blueprints would be beneficial for this project. Please let me know if this is the case. If so, we can make arrangements to have the prints shipped to your location."

I verified that the order number and builder's number of Coos Bay #11 that we had in our records were that same as that shown on the "card record" that he had. He said he'd try to arrange for a trip to San Diego to bring them down. That didn't work out, so he said he'd ship the material to me whenever he found a box big enough to hold it! On March 23, 2009, I received a large box from him. What a find! Quentin said that the box was only large enough to hold about ¾ of the drawings he had.

The most helpful thing in the box was the locomotive "card record." The cover states that it is for Coos Bay Lumber Co; Builders' order number S1680, Builders' Shop number 68276. It is about 18 pages long, and

lists 40 to 50 drawing numbers on each page, for a total of 700 to 900 drawings. ALCO had a complex numbering system for their drawings, and the card record lists what drawing applies to a particular part on that locomotive. For example, the sectional drawing of the boiler is drawing number 134 S 43852. The drawings are on pages ranging from 9" X 12" to 25" X 84". The most common sizes are 12" X 18" and 18" X 24". The card record is dated 12/18/29.

It took a while, but I managed to go through the entire package, checking off each drawing with the list in the card record. I found that 79, or about 10%, of the drawings listed were missing, and there were 85 that didn't seem to belong to this locomotive. And, remember that Quentin said that this was only ¾ of what

he had! All the drawings that pertained to #11 were stamped, "ALCO BP Room, Dec. 18, 1929."

Since I was planning on going to the Crater Lake area in Oregon in July, and that isn't too far from Myrtle Point, I told Quentin I'd swing by to pick up the remainder of the prints then. So, on July 11, my wife and I met at

Roesner's house in Myrtle Point. He gave me another large box of prints to take home.

I haven't had time to thoroughly inventory this material yet, but included in the box was another card record. This one was for Coos Bay #9, the last of the four 2-8-2T locomotives they received. It is listed as order # S-1749, shop # 68720, with a date of January 6, 1936. So, my present guess is that the ALCO drawings that don't pertain to #11, are for #9.

There are also quite a few drawings from Baldwin. Some notes on these drawings indicate they are for Coos Bay #104, a 1922 2-8-2 (with tender) that is now on display in the City of Coos Bay.

Another piece of interesting material is a hand-written sheet that lists Coos Bay's locomotives: 10 of them, along with all their specs; date, wheel arrangement, dimensions, etc. The most recent entry on it is #11, so it does not include the three other 2-8-2T's. It includes a #10, but it is listed as a Willamette Shay.

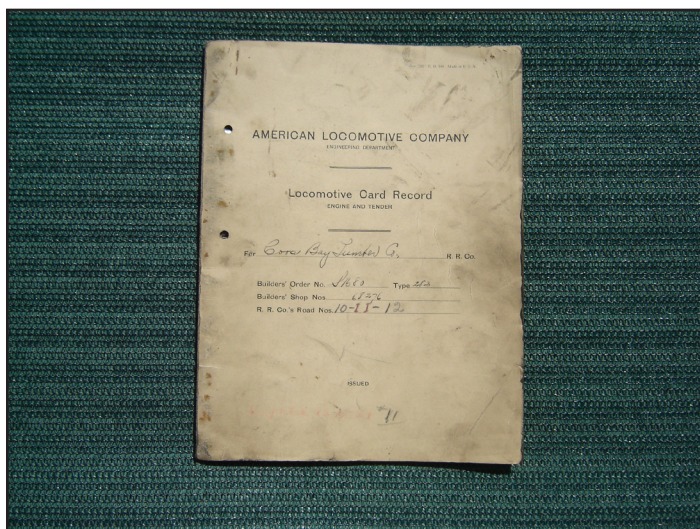
Finally, I should mention that all these drawings pertain to parts made by ALCO in their own shops. There are no drawings of the overall layout of the locomotives,



and nothing pertaining to any of the appliances that were not made by ALCO. The big thing that is missing is information pertaining to the air brakes. Air brake stands or associated piping are not even mentioned in the card records. I guess that they let WABCO or New York air take care of all of that.

And now, you know of the connection between Northern Pacific, Coos Bay and PSRM. But the connection would not be complete if it had not been that Quentin Roesner recognized the value of the blueprints, and that Bob Jenkins made the effort to track us down as the owners of #11, and that Plum Creek agreed to the donation. Our thanks and gratitude to all of them!

While our library people, especially Bruce Sememlsberger, have made lots of progress in getting our new library facility set up, it looks like it will be a while before they are ready for these drawings. Until they are, I'll keep the drawings at my home. Anyone interested in seeing them, let me know.



Help Wanted!

Help is needed in the following areas:

The Museum's 50th anniversary is rapidly approaching and we want to make this milestone a special occasion. Volunteers are needed to help plan and execute our celebration. Please help make this a memorable anniversary.

A volunteer is needed to assist with managing the on-line reservations for our trains and the various special events. This person should be fairly computer literate.

We are also in need of a Membership Director. This position is currently being handled on an acting basis by **Larry Rose**, our Facilities Director.

Anyone wishing to help out can send an e-mail to the editor at hotscoop@psrm.org and the information will be forwarded to the proper individual.

Buy-A-Brick Fundraiser Continues

By Jim Lundquist

I am pleased to report that six more members have stepped forward to purchase bricks for the pathway. The wonderful members have sent in \$800 in total to the cause: **Cass Witkowski - \$100; Don and Nancy Clark - \$100; Rita Micklish - \$100; John Burke - \$100; Tom Walker - \$300; Dick Dale - \$100; Jo Cox - \$100 and Raymond Layton - \$100.**

We have now raised \$7,000!!!! We expect to start the concrete edge installation soon, followed by the installation of the bricks. If you'd like to be a part of the first order, there is still time if you get your order in now. It has been a pleasant surprise to see the support of the members and I hope that support continues for all our fund raising efforts. Thank you one and all.



A Letter From Santa

Ho! Ho! Ho!

This is my announcement for the 2010 North Pole Limited Holiday Train! My thanks go to the Pacific Southwest Railway Museum Association and their fine volunteers for helping me run my Christmas trains again this year.

I've consulted with my elves and the Museum volunteers and we've decided to run my trains on eight dates this year. The Friday dates will run one train at 5:00 PM. The Saturday dates will offer two trains, the first leaving at 5:00 PM, the second at 7:00 PM. All my trains will leave from and return to the Campo Depot.

The available dates and times are available on the Museum's web site at: <http://sdrm.org/npl/>

Tickets are currently on sale, but please, purchase your tickets early! Some folks have been trying to come with me on my Christmas Train for years, but by the time they remember to get some seats, they're all gone! I've seen the tickets sell out as early as October, so please don't procrastinate!

The museum's President said that she hopes you will join the organization to help the volunteers with their many charitable events, such as my Christmas Train. My Train is made possible every year by generous people just like you!

I'm looking forward to seeing you and the kids this year!

Merry Christmas,
Santa



Photos by Frank Chaco

Receive the *Hot Scoop* Electronically

We are in the process of implementing electronic distribution of the Hot Scoop. If you wish to have your copy delivered to your e-mail in PDF format, please send your address to the Editor at hotscoop@psrm.org.

Weed Abatement Continues

By Rich Paulus

Weed abatement along the right-of-way continues to be an on-going problem. With the able help of volunteers from the Freedom Ranch in Campo, we have been able to continue the weeding program. Dead brush has been cleared to beyond 10 feet and crews are now working on removing the green weeds that have come

up since the winter rains.



Here, looking east, the A-5 gang car is parked at MP 63 and the Freedom Ranch hands work the weeds. *Rich Paulus Photo*



A close-up of the weed crop. The weeds growing in the ballast are particularly hard to get out, sometimes yielding only to pulling out by hand. There is still a lot of moisture in the cut; the decomposed granite is damp just under the surface.

Rich Paulus Photo



Looking west, the right-of-way has been cleared.

Rich Paulus Photo

Operations Volunteers

July Crew:

Jim Baker, Robin Becker, Darrel Bivans, Rich Borstadt, Roger Challberg, Bruce Deck, Dave DiGiorgio, Alex Fiori, Don Getz, Randy Houk, Diana Hyatt, Bob Nickles, Jack O'Lexey, Rich Paulus, Dick Pennick, Bob Printup, Ann Ruppert, Bob Schussler, John Shannon, Rob Stebbins and Dave Tomeraasen.

August Crew:

Jim Baker, Robin Becker, Darrel Bivans, Bruce Deck, Alex Fiori, Don Getz, Rusty Hoar, Randy Houk, Diana Hyatt, Kyle Jensen, Jim Lundquist, Jack O'Lexey, Rich Paulus, Dick Pennick, Don Pope, Bob Printup, LaNore Printup, John Shannon, Rob Stebbins, and Dave Tomeraasen.

Thanks to all these dedicated volunteers without whose assistance we could not operate our railroad.

Steam Whistling, May-August 2010

By Jim Baker, Steam Foreman

The last few months saw a bit of progress on the Coos Bay, and a bit of work on SP 2353. But, again, we spent most of our time working on the brake rigging for SD&A 7285, our 80-ton center cab diesel locomotive. This locomotive is the only back-up we have for GP-9 SP 3873, so it is important that it be brought back on line.

In May, the light in the firebox in 2353 was replaced, and we spent the rest of our time on 7285's brake rigging.

In June, we (**Rich Paulus, Bob Nickles, and I**) again worked only on 7285.

July's crew was **Rich Paulus, Bob Nickles, Larry Owen, Dick Pennick, and me.** Except for the rigging for one of the 8 wheels for which we are missing one small part, we completed the work on 7285. Then we wiped down SP 2353 with wet rags to remove a heavy accumulation of dust and spider webs. She looks lots better! And, we actually accomplished a bit on the Coos Bay: we got a couple of wash-out plugs removed.

August was quite a bit more pleasant for our work. There was room enough in the shop for us to bring the Coos Bay inside so we didn't have to work outside in the direct sunlight! But first off we completed all our work on 7285's brake rigging. **Dave DiGiorgio and Alex Fiori**, who aren't regular members of the Steam group, have a bit more work to do in re-assembling the brake cylinders, and the trucks will be ready to be put back under the locomotive.

Since it appears that we will have the Coos Bay inside only on the days we are working on it, our first job on it was to lubricate all the parts that move when the locomotive is moved in and out of the shop. These

were all the side rod bearings, the drive box journals, and the pilot and trailing truck journals. **Dick Pennick, Rich Paulus and I** spent all day Friday doing this.

On Saturday, **Mike Lucek, Bob Nickles and I** undertook the job of trying to remove the stubs of the boiler tubes that were left in the front sheet after we removed all the tubes. There are 160 of them. Mike used the knowledge he acquired in taking a machine shop class to make a "flue bar" for us that was supposed to help us knock out the tube stubs. It didn't work. But we did manage to get six stubs removed. We got pretty frustrated, and decided we needed to try to find out some better information on how to remove these stubs.

About this time, the afternoon train returned from its trip to Division, and Mike was showing some visitors SP 2353. While talking to them, he mentioned that we were having difficulty in removing the tubes from the Coos Bay. One of the visitors identified himself as a boilermaker! He said that he and one of his fellow boilermakers would be happy to come out in September to show us how to do the job! So look for some significant progress then.

Our regular Friday/Saturday work weekend for the next three months will be Sept. 10/11, Oct. 8/9, and Nov. 12/13. (Second Friday and the next day).

Also, I have written a summary of all the work we have done on the Coos Bay so far, along with a number of pictures. Look for it to appear on the Museum's web site soon.

For further information or questions about our Steam work, 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.



Mike Lucek attempts to remove a boiler tube stub from Coos Bay No. 11. John Wright Photo

PETITION FOR BOARD ELECTION

I, _____, being a member in good standing of the Pacific Southwest Railway Museum, do hereby submit this petition signed by at least ten members in good standing, in order to stand for election to the position of _____. I agree to serve the Museum in this capacity until the next election for this position.

Signed this Day of , 2010.

Signature: _____.

The following members in good standing support this candidate for the above position. At least 10 signatures are required below.

Print name:

Signature:

[illegible][illegible]