

Our 50th Year!

HOT



SCOOP

A publication dedicated to Pacific Southwest Railway Museum Association members
November 2011



Southern Pacific 5119 put to work! On October 16, 2011, SP 5119 was added to the consist to assist SD&A 7285 with the Sunday afternoon Pumpkin Train. Crew pictured are Ron Hyatt and Mike Edwards.

John Wright Photo

In This Issue:

- | | | | |
|-----------------------|---------|----------------------------|---------|
| • President's Report | Page 2 | • Fundraising Update | Page 10 |
| • Board Briefs | Page 5 | • Book Collection Donated | Page 10 |
| • Facilities Progress | Page 6 | • What Is It? Where Is It? | Page 10 |
| • Operations Report | Page 7 | • Help Wanted | Page 11 |
| • Steam Whistling | Page 8 | | |
| • La Mesa Octoberfest | Page 10 | | |

GOLDEN ANNIVERSARY 50 YEARS



**Pacific Southwest Railway
Museum Association, Inc.**
www.psrsm.org

Train Operations

Pacific Southwest Railway Museum
Campo Depot
State Highway 94 at
Forrest Gate Road
Campo, California
(619) 478-9937
Lat: 32°36.8'N Lon: 116°28.2'W
Open weekends 9 AM to 5 PM

La Mesa Depot Museum & Business Office

4695 Nebo Drive
La Mesa, California 91941
(619) 465-PSRM (465-7776)
Open Saturdays 1 PM to 4 PM
Other times by appointment

Meetings of the PSRMA Board of
Directors are held on the 4th Friday
of the month at 7 PM, Trinity Church,
3902 Kenwood Drive, Spring Valley,
CA, 91977

MUSEUM OFFICERS

President: Diana Hyatt
Vice-President: John Shannon
Treasurer: Vacant
Secretary: Rob Stebbins
Mechanical Director: Ron Hyatt
Facilities Director: Larry Rose
Museum Services Director:
Ken Helm
Operations Director:
Greg Luiz

MUSEUM STAFF

Historian: Bruce Semelsberger
Membership: Larry Rose (Acting)
Steam Foreman: Jim Baker
Master Mechanic: Bill Palmer
Webmaster: Lew Wolfgang
Hot Scoop Editor: John Wright
Media Coordinator:
Dick Pennick

From The Head End

President's Report

By Diana Hyatt

October was a very busy month for the museum as we prepared for and operated three weekends of Pumpkin Trains, I prepared for and attended the third quarter SD&AE board meeting, hosted a Boy Scout overnight with a Railroading Merit Badge component, fielded some regulatory issues, attended an event at Golden Acorn representing the museum and we operated two school trains during October.

The Pumpkin Trains require lots of advance planning and cooperation. **Cheryl Hoar** used her craft skills to make paper Halloween wreaths and decorated the inside of the train and the Display Building rest rooms. Decorating the Display Building and equipment inside fell mainly to **Alanna Hyatt**, **Tagan Freeland** and myself. **Ron Hyatt**, **Cary Hyatt** and **Stephen Hager** worked on various phases of the giant spider web.

Ron Hyatt and **Rusty Hoar** collaborated on an animated ghost; a new addition to our Display Building decorations this year. Rusty was able to work on it at

his house during the week and **John Shannon** helped him set it up in the baggage area of the Jim Crow car along with black lighting for the ultimate spooky effect. Visitors looked down the center aisle of the car through the glass window in the swinging door between the first and second class sections for a view of a moving and glowing eerie ghost. A PVC frame, painted black, supported a 7 RPM electric motor that created the effect of a shimmering, translucent ghost slowly moving one arm and then the other. The ghost was accompanied by two skeletal passengers in the coach sections of the car.



John Wright Photo

Engineer Jack (above right) returned for his wild ride in the cab of runaway 2353, his hair white from fright and glowing eyeballs were seen peering out from the firebox. The cemetery around the 050 was typically covered in fog and surrounded by black wrought iron fencing. This year's giant spider web spanned



Diana Hyatt Photo

the front of the 2353 to the hand car and over to the 050. Visitors to the 050 were welcomed by our 6' animated Brakeman Dan holding his bloody lantern and a pocket watch; some kids refused to walk by him. The 050 took on a life of its own when every crack of light was banished and replaced with black and strobe lights. Inside there were the regular props plus veteran scarers (left) from left to right **Kelly**

Weiss, Ray Tran, Mercedes Weiss, Alanna Hyatt, Kevin Tran, Johnson Tran and Cary Hyatt plus Aaron Hyatt, Ian Hyatt, Bruce Deck, Diane "Cookie" Baker, Dillon Hager, Chris Paetow, Daniel Sanchez, Mady Oppenheimer and I.



Frank Denison Photo

The Pumpkin Patch was set up at the east end of the building and proved inadequately small for this year's record crowds. **Cheryl Hoar** (at left) assumed entrance duties for two of the three weekends, (I did one weekend) greeting families, punching tickets and handing out goodie bags. Cheryl was great with all the children and was able to keep everyone happy even though the crowds were sometimes quite large. On the first Sunday of Pumpkin Trains we had a birthday party that chartered three of the cars on the Golden State and on the second Sunday, we had Pack 395 from El Cajon/Lakeside overwhelm us. It was great to have so many people being exposed to our museum and supporting our mission through their attendance and patronage. Another Hoar/Hyatt effort was the goodie bag production typically led by **Cheryl Hoar** with assistance from **Rusty Hoar** and all the **Hyatts**. The pumpkins were acquired through a number of sources: the assistance of a local farmer Sam Pedroza, Bob Ring, Store Manager of the Albertson's in Alpine and 50 were donated by Food 4 Less thanks to **Dave DiGiorgio's** employee affiliation. **Rich Paulus**, **Dick Pennick** and **John & Heather Wright** volunteered their time and trucks to move the loads of pumpkins up the hill and the **Tran horde** usually was there to help with the unloading.

On Sunday October 30th at 5:00 P.M. tear down of the Halloween fun began with the help of **Kelly Weiss**, **Mercedes Weiss**, return workcampers **Cliff & Gloria Fox**, **Alanna Hyatt** and myself. **Alanna Hyatt**, **Aaron Hyatt**, **Ian Hyatt** and I returned on Tuesday to organize everything: all batteries were removed, foggers were serviced and emptied and everything was packed away in the Special Events trailer for next year's Halloween event. Some after Halloween sales at 50% off have us prepared with all the essentials for next year's event with plenty of fog juice and spider webbing too.

The SD&AE Board meeting on the third quarter results for the SD&AE Railroad was held on Tuesday, October 18th. Third quarter results from 2011 showed that PSRM carried 1,294 passengers, down 174 from 3rd quarter 2010. Total income from SD&AE property (gift shop sales and ticket sales) was \$19,286, down \$4,657. Clearly, we need to do something to invigorate our summer offerings in order to increase our overall revenue. During this quarter, there were no special event trains and only three 7:00 PM trains were operated on the Saturdays closest to the full moon.

The ongoing track rehabilitation project continued at the curve at MP 64.8, in Campo yard limits and the museum's yard during the third quarter. About 170 ties have been replaced in the curve and about ten sticks of rail have been swapped from one side to the other. To date, we have spent about \$32,000 on track repairs and \$8,000 on weed spraying along the right of way this year. Maintaining and rehabilitating even six miles of a mountain railroad that has suffered from deferred maintenance is going to be an unavoidable expense for a projected five years.

On October 7th, 8th and 9th, BSA Troop 959 from San Carlos (**Ted Kornweibel's** son's old troop and **Cary Hyatt's** current troop) spent some time at our museum,



The Hot Scoop® is a publication of the Pacific Southwest Railway Museum Association, Inc.

The opinions expressed in the Hot Scoop are those of the individual writer and do not necessarily reflect the opinion of the Pacific Southwest Railway Museum Association, Inc., or its officers and staff.

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.

The Museum is a member of the Association of Railway Museums (ARM) and is a not-for-profit educational corporation. Donations are tax deductible under Section 501(c)(3) of the Internal Revenue Code.

Comments are always welcome. Send your feedback to the Editor at hotscoop@psrm.org

The Hot Scoop® is available in color via e-mail. To receive the electronic version in PDF format, reply to hotscoop@psrm.org and include your e-mail address and membership number. Note: If you opt for the e-mail version, you will no longer receive the printed copy.

The Hot Scoop is printed by Any Budget Printing
7370 Opportunity Road, Suite N
San Diego, CA 92111
Phone: 858-278-3151
Fax: 858-278-3152
Toll-Free: 866-283-7644
E-mail: info@anybudget.com



Boy Scout Troop 959 met the motorcar at the Pacific Crest Trail crossing. *Dave Tomeraasen Photo*

camping, riding the train, hiking the Pacific Crest Trail, working on their Railroading Merit Badge (I am a Railroading Merit Badge counselor) and doing some community service work for the museum by cleaning the ATSF 1413 and C&O cabooses in the Display Building. They had a wonderful time, were well-behaved, respectful and a pleasure to host. As usual, the troop followed the Boy Scout Leave No Trace guidelines which I have been attempting to put into effect particularly in the kitchen at Campo and at home.

This month due to scheduling conflicts, we offered two school trains, one on Tuesday, October 18th and one on Tuesday, October 25th. The first group was a charter-school/home school group from El Centro who specifically requested the full "Pumpkin Experience" in addition to the regular train ride. So, **Larry Rose** and **I** opened up the Display Building, turned all the Halloween decorations on and **Alanna Hyatt** hid in the 050 to scare the kids as they toured the haunted car. Each child received a pumpkin and a goodie bag with a pumpkin decorating kit inside. The train waited outside until the festivities were winding down and gave everyone a ride back to the Depot. **Dick Pennick**, **Rob Stebbins**, **Rich Paulus** and **Dave Tomeraasen** served as train crew and Gift Shop staff respectively. **Dick**, **Rob** and **Dave** returned on the following Tuesday with **Seth Miller**, **Alex Fiori** and **Glen Rogers** to give a train ride to another large group of school children. Thank you to all for making these rides special for our future patrons.

PSRM is a member of the Alpine Mountain Empire Chamber of Commerce and has been for about a year. This is a very dynamic and active chamber with several events nearly every month offering the opportunity to meet and collaborate with others in our shared community. The Chamber also works hard at helping to promote the businesses within the Alpine

and Mountain Empire region, particularly its members. Our membership in the chamber has proved to be very beneficial to the museum and has exposed me, as the representative of PSRM, to make some valuable connections with community leaders. The most recent event in October allowed me the opportunity to again meet with Golden Acorn management and we are working towards some possible collaborative products with the intention of boosting both organizations' ability to entertain more and new customers.

On other fronts: the small Mechanical Department of **Ron Hyatt**, **John Shannon** and **Rusty Hoar** has been keeping VERY busy repairing many pieces of rubber-tired support equipment lately. One of these pieces, our backhoe, a very beneficial piece of equipment for an operating railroad, is older than just about anyone who volunteers at Campo, it was purchased by the Southern Pacific and was passed along to the current owners of the SD&AE. It has been used by Kyle Railways and SD&IV and was donated to the museum several years ago. With the necessary track work and ditching around the property to re-direct drainage, we need something newer and more reliable. Mechanical has also had the assistance of **Steve Clark** recently who has been refurbishing and re-painting tool boxes, etc.

John Shannon has been keeping busy with his side job, electrical work on the Campo Depot. Others known to have been working on the Depot are **Jim Lundquist**, **Frank Dennison**, **Larry Rose**, and **Frank Chaco**. **Brian Elmore** completed the tile work in the store room on the west end of the Depot and the \$10,000 County Grant funding has arrived just in time to purchase some much needed benches and audio visual equipment for the downstairs waiting room. Since we are on the subject of the Campo Depot, I would also like to tip my cap to the recent Gift Shop staffers: **Dave DiGiorgio**, **Dave Tomeraasen**, **Heather Wright**, **Ken Brown**, **Stephen Hager** and **Alex Fiori**. Dave T. and Alex spent two days cleaning the gift shop and store room from top to bottom and organizing the inventory just in time for our almost 2,000 passengers on our weekend Pumpkin Trains!

Now that October is over, we are actively preparing for our North Pole trains. **Jack O'Lexey**, aka Hobo Jack, began rehabilitation work on the North Pole trailers which need wood replacement and repainting. Any help you can give whether it is four hours, a full day, your dad who plays Santa Claus, your Grandma who looks like Mrs. Claus, or whatever...if you think you might be able to help out in any way, please contact me! E-mail is preferable: ronhyatt@aol.com. We need to be able to count on the support of our volunteers to not only make these train rides successful but make sure our passengers go home with a smile on their face and a positive story of their experience to pass on to their friends. I look forward to seeing YOU in

November or December – there is something going on every weekend from now until December 18th.

Board Briefs—October 2011

Submitted By Rob Stebbins, Secretary

Readers of the last month's Hot Scoop probably noticed that the usual Board Briefs column was missing. That's because we did not have an official Board meeting in September, due to lack of a quorum. However, several Board members did meet to discuss some key items, most notably the financial position of the Association.

However, for our October 28 meeting, we had a quorum, and we had a long Agenda of topics to discuss and resolve. Attending the meeting were: President **Diana Hyatt**, Vice President **John Shannon**, Secretary **Rob Stebbins**, Mechanical Director **Ron Hyatt**, Museum Services Director **Ken Helm**, and Facilities Director **Larry Rose**. Operations Director **Greg Luiz** was absent. Also present at the meeting was our Acting Treasurer **Scott Thompson** and museum members **Jim Lundquist** and **Wally Barber**. It is important to note that elections for the open director positions of Vice President, Treasurer, Operations, and Facilities will be held soon. The only contested position will be that of Vice President, where member **Steve Clark** and incumbent John Shannon will be running. **Larry Rose** and **Greg Luiz** will continue in their current Board positions, and **Scott Thompson** will maintain the financial records as Acting Treasurer.

For those of you that have recently visited Campo, you most likely have noticed the near-completion of the Depot restoration. The Board authorized the use of County Grant funds to provide some important additions to the Depot including period benches in the "downstairs" waiting room, along with a new big screen T.V. The long, detailed, on-going project to update and complete the Depot is finally on its last lap; we expect to have the waiting room open to keep North Pole Limited riders warm and dry during the up-coming Santa Claus trains in late November and December. The Board commends the many members that have contributed immensely both in time and money donated to this important, vital part of the Museum's infrastructure at Campo.

Another new addition at Campo visitors will notice is the canopy over **Dr. Dan Marnell's** caboose on track 9. The Board had approved Dr. Marnell's request for this canopy to protect his recently painted caboose from the high winds that frequently come roaring off the hills at Campo. The canopy will remain as a permanent fixture at Campo.

The Board continued the long-running saga of getting the roof on the Car Barn fixed. We had solicited changes and new quotes after it was determined that

the contractor we had selected did not have proper Workmen's Compensation insurance. While we did receive a new bid, the previously selected contractor re-submitted his bid that addressed the Workmen's Compensation issue. The Board is satisfied that this bid is now acceptable and having been approved in a previous meeting, decided to move forward with this contract. You should see action very soon as very much needed, extensive repairs to the roof of the Car Barn are made. Funds for this work come from a County Grant.

Jim Lundquist brought to the attention of the Board the fact that an adjoining property at Campo is up for sale. The Durand property is situated on the slope of the hill east of the Campo Depot. As part of the long-term vision for further development of our Campo property, past Boards, through the Master Plan document, have always included the acquisition of adjacent properties as long-term goals for the Association in order both to provide more space for future enhancements and exhibits, as well as to protect from the encroachment of property development that may not be amenable to our vision for the future. The Board expressed a keen interest in the Durand property, and authorized Jim Lundquist, along with Board member Rob Stebbins, to learn more details and begin negotiations for this property.

A final infrastructure issue discussed by the Board was the on-going requirements for maintenance and upgrading of our track. **Wally Barber** brought us up-to-date on what his team has accomplished on the curve at MP 64.7 on the mainline, and the need to fix up the East Lead (Track 1) near the Campo Junction switch before the rainy season sets in. With funds tight, the Board, after much discussion, authorized the payment of certain expenses to finish most of the Big Curve (west of the private crossing dirt road) including the double spiking of rail, and the relaying of ties, ballast, and rail on Track 1 near the Junction.

And speaking of funds, the Board is very pleased with the marketing results at the La Mesa "Oktoberfest" event early in the month. Apparently the flyers printed and distributed there have had a very positive affect on Pumpkin Patch Express ridership over the last three weekends of October. We have had sellouts on most of these trains, providing needed cash infusion into our Treasury. Many thanks go to **Scott Thompson** who got the flyers printed and distributed during the La Mesa event and thanks to **Dick Pennick** and the Alpine Mountain Empire Chamber of Commerce who assisted with numerous avenues of free advertising.

We are now looking ahead to a very busy North Pole Limited season, starting the weekend after Thanksgiving. As President **Diana Hyatt** has asked before, we need as many members as possible to staff

the trains, work the gift shop, help direct the car-parking, clean and re-stock the trains, brew up the best hot chocolate this side of the North Pole, and be part of the fun and sense of accomplishment that comes from this, the biggest, most important part of our revenue-generating activities for the year. See all of you soon at Campo!

Facilities Progress

By Jim Lundquist & Larry Rose
Photos by Frank Denison

Work on the Campo Depot has been going on hot and



heavy even during this years' record breaking Pumpkin Train rush. **Frank Stites** and **Larry Rose** built the interior stairs down from the gift shop. They built a door on the side to access great storage space under the stairs. **Frank Denison, Jim Lundquist** and **Sabrina Lundquist** built a new second floor in the storage room on the west end of the depot. They also primed and painted the plywood walls. While this was going on,



John Shannon was working on the electrical wiring in the attic. He got several of the waiting room outlets hooked up so we could get rid of the extension cords coming down from the gift shop. **Frank Chaco** also has been helping with the electrical work. The goal is having the waiting room usable for our evening North Pole Limited passengers this winter.

Larry Rose and **Jack O'Lexey** laid out the fire brick under the pot belly stove and recruited Jim and Sabrina to help wrestle the heavy stove onto the bricks that are held in place with hardwood base molding cut special by **Frank Denison**. Larry, Jim and Frank also moved the roll top desk from the gift shop to its final place next to the semaphore levers. This desk will be the location



of the telegraph equipment. **Larry Rose** rescued the original Campo depot telegraph gear from a desk just like this back in 1975. It's now in use at the La Mesa depot that was restored in 1981. Special mention must be made of long time member **Walt Richards** who made a rare appearance at Campo and repaired broken chains and cleaned up the rancid and filthy machine shop work bench.

The parking lot has been expanded west of the depot about 200 feet. **Glen Rogers** was involved in filling and smoothing the area with the big loader. **Jim Lundquist** and **Sabrina Lundquist** dragged the area with the fork lift to smooth things out and compact the DG fill. **Larry Rose** salvaged the wire fencing and rolled it up for storage in the North Forty. Another depot area project was the initial placing of the "Buy-A Brick" pavers in the walkway to the public toilet area. **Jim Lundquist, Sabrina Lundquist** and **Frank Denison** were involved in this hard labor. The adjacent drinking fountain that had been out of service for many months, was rebuilt by **Larry Rose** and **Frank Stites**.

Up near the Display Building **Don Getz, Rusty Hoar, Seth Miller, Frank Chaco, Ron Hyatt, Glen Rogers** and **Jim Lundquist** have been using our big excavator to dig a new drainage ditch and build a new passenger platform close to the Display Building public entrance. This is a huge project that will have to go another 1000 feet to replace the entire original ditch.

Our aging Gradall and back hoe doing the work are regularly breaking down and need constant repair. The back hoe got a new starter motor installed by **John Shannon** and **Ron Hyatt**. **Rusty Hoar** also spends a lot of time keeping our antique second hand tools working. The ex-military equipment is generally worn

out before we get it, but at least it's affordable. **Larry Rose** donated a new tire for the big front end loader at a cost of \$811.00! That cost way more than the original surplus price we paid for the entire unit! Our 60 year old ex-SDAE Case back hoe is still limping along with half its parts replaced, but we dream of someday owning a back hoe built in this century!

Operations Report, October

Submitted By Rich Paulus

10/1-2: On Saturday, Conductor/Brakeman **Kyle Jensen** reported his crew of Engineer **Rob Stebbins** and Trainman/Docent **Bruce Deck** carried 59 passengers on the Golden State. Motorcar Operator was **Stephen Hager** on his first run as a newly qualified motorcar operator with **Jack O'Lexey** as the motorcar crew and **Heather Wright** as Station Master. **Larry Rose** also helped on the Docent duties while Bruce was on board the train.

Sunday's crew was Conductor/Brakeman **Rich Paulus** and Engineer **Rob Stebbins** with **Cheryl Hoar** as the Museum Volunteer on the morning Golden State and **Stephen Hager** as Fireman on the afternoon train. 42 passengers enjoyed a train ride on a warm and breezy day. **Dave Tomeraasen** was Station Master and **Stephen Hager** also spent time with Dave training to run the gift shop. One couple caught the afternoon train after having come to Campo to scout the southern segment of the Pacific Crest Trail. They had lived in the county for many years and have been intending to take the train ride for some time. The man worked for the Wild Animal Park and recalled that in the early '70s, some of their animals were brought to San Diego over the SD&AE.

10/8-9: Saturday's crew was Conductor **Dick Pennick**, Instructor Engineer **Dave DiGiorgio**, Student Engineer **Rich Paulus**, and Trainman/Docent **Bruce Deck**. Scout Troop 959 was out this weekend working on earning their Railroading Merit Badges. The troop set up camp in the vicinity of the Depot and then hiked the initial portion of the Pacific Crest Trail from the Border to where the trail crosses the SD&A railway. Conductor Pennick stopped the westbound 11 AM Golden State and he and Trainman Deck boarded the scouts for the remainder of the train ride. Ridership totaled 119 passengers for the day. **Dave Tomeraasen**, Motorcar Operator, and **Cary Hyatt**, Crew, got to test the effectiveness of the screen doors that **Jack O'Lexey** built for the UP 2644 motorcar. In the yards, **Jim Baker** was instructing 6 PSRM volunteers attending the first of two hands-on brakeman training classes. And **Heather Wright** was Station Master on a fine back country day.

Sunday's Conductor **Rob Stebbins** reported they ran 2 Golden State trains to Division and return and 46 passengers enjoyed a beautiful, clear, early fall day

along our line.

Crew was: Instructing Engineer - **Jim Baker**

Piglet - **Seth Miller**

Motorcar Operator - **Jack O'Lexey** with **Andy Andrews** as a crew member on the first run.

Station Master - **Dave DiGiorgio**.

10/22-23 and School Train 10/25: Well, PSRM did it! Pumpkin Express ridership for the weekend soared past 700 passengers, with 710 taking the train to the Pumpkin Patch! A lot of work for the volunteers on these two days, and then 2 of them returned on Tuesday for the School Train.

On Saturday, Conductor **Rob Stebbins** reported they ran 2 full "Pumpkin Express" trains to Division and then back to the Pumpkin Patch at the Display Building on a warm, clear Campo day. There were 321 happy passengers on board the two trains.

Crew:

Engineer: **Dick Pennick**

Brakeman: **Mike Edwards**

Car attendant: **Bruce Deck**

Motorcar operator: **John Wright**

Motorcar trainee: **Lonnie Corley**

Pumpkin Patch personnel: **Diana, Larry, The Horde**, and others I may not be aware of.

On Sunday, Conductor **Randy Houk**, Instructor Engineer **Mike Edwards**, Student Engineer **Rich Paulus**, Brakeman **Robin Becker**, and Trainman/Docent **Bruce Deck** also run 2 full Pumpkin Express trains, delivering 389 passengers to the Pumpkin Patch. **Larry Rose** was also a Docent in the Display Building and was busy ferrying passengers back to the Depot in the #4 cart. Station Master was **Ken Brown**, assisted by **Stephen Hager**.

Tuesday's Conductor **Dick Pennick** reported 74 passengers on the School Train. The crew was Engineer **Rob Stebbins**, and Brakeman **Alex Fiori**. Motorcar Operator was **Seth Miller** with Crewman **Glen Rogers**. Station Master was **Dave Tomeraasen**.

10/29-30: On Saturday, Conductor **Jim Baker** reported his crew of Engineer **Robin Becker**, Brakeman **Don Pope**, Trainman/Docent **Bruce Deck**, Motorcar Operator **Seth Miller** and Motorcar Crew **Steve Clark**, on the second train, transported 287 passengers on 2 Pumpkin Express trains to the Pumpkin Patch and Haunted Train. Station Master **Heather Wright** was assisted by **Dave DiGiorgio** on a warm day at Campo (high 79) that ended in a beautiful sunset – see **John Wright's** photo on the Museum's Facebook page.

On Sunday, the crew was Conductor **Rich Paulus**, Engineer **Jim Lundquist**, DSLE **Randy Houk** (conducting a check-ride for Engineer Lundquist),

Brakeman **Seth Miller**, Trainman/Docent **Bruce Deck**, Motorcar Operator **Stephen Hager**, and Crewman **Daniel Webber** for the morning Pumpkin Express. For the afternoon train, **Jim Lundquist** took the Brakeman job and **Randy Houk** ran the locomotive. Station Master was **Ken Brown** assisted by **Dave Tomeraasen**. 319 passengers made the trip to the Pumpkin Patch, 606 for the weekend.

If you have been keeping track, you know the Pumpkin Express ridership exceeded 600 passengers each weekend, the total count was 1,993 passengers (up from 806 last year) on 12 trains! I know the train crews worked hard getting people on and off the train and providing them an enjoyable ride. I'm sure the Pumpkin Patch and Haunted Train volunteers worked even harder and the Gift Shop personnel doubled up to keep up with the business.

If you had anything to do with this event, you should have a big grin on your face for the job well done! Thanks for volunteering!

Steam Whistling

Article and Photos By Jim Baker, Steam Foreman

COOS BAY #10 SCRAPPED!

Our Coos Bay #11 was built by ALCO in late 1929. It was followed soon thereafter in 1930 by #'s 10 & 12, all built to the same order number and plans. #9 followed in 1935, with some minor differences. Don't ask me why they weren't in numerical order, but we have a list of locomotives from Coos Bay Lumber, listing #11 as their newest locomotive, put in service in January, 1930. The list includes a #8 as a 1926 Heisler, and #10 as a Willamette Shay. The complete set of blueprints we have, donated a few years ago by Plum Creek Timber (present owner of the old Coos Bay Lumber property) state that these prints are for #'s 10, 11, & 12. We have a separate set for #9.

Number 10, which was built in 1930 was retired in the 1950s and sent to Cottage Grove, OR, to be put on display, where it remained until the late 1970's or early 1980's. It then went to the Midland Railway Historical Association in Baldwin City, Kansas, about 40 miles SW of Kansas City. (Some of our members may remember **Ross Bryan** who spent several winters at Campo. He was retired from AT&SF as a mechanic in their Argentine Yard in Kansas City. He had been a volunteer at Midland. A photo of #10 at Midland is attached - doesn't look too bad, except that the saddle tank has been removed. This was sent to me by the scrapper.

At some later date, it was sold to an "entrepreneur" in Williston, Florida. He was developing a large RV park that was to feature rides on a narrow gage train, pulled by a steam engine that was converted to hydraulic

power (diesel engine in the tender drove a hydraulic pump, connected by hoses to a hydraulic motor in the firebox, with a chain drive to one of the driver axles.) Coos Bay #10 was to be a display engine.

Now comes the sad part. They moved the engine to Florida in two or three parts (maybe more). In any case, the boiler was removed from the frame. They did it the quick way. The furnace bearers were torch



cut, as were the rivets on the waist bearers. Instead of trying to remove the bolts attaching the bottom of the smoke box to the saddle, the bottom of the smoke box was simply cut around the outside edge of the saddle. As a final insult to the integrity of the engine, the steam pipes between the smoke box and the valve cylinders



were torch cut; not just a cut, but about a one foot section was cut out. At some point, either before or after the move, all the asbestos lagging was removed, about the only good thing I can say about what has happened.

The engine was re-assembled, if you can call it that, in the "back 40" of this large RV park. The boiler was simply set back on the frame, apparently not really attached. It appears that an old tender on the site was to be placed

behind it to look like it was a tender-type locomotive, instead of a saddle tanker. The cab was modified in that the fuel tank was removed, along with the side doors being filled in. The back was wide open, like a typical tender-type locomotive. Wide running boards were added between the cab and front of the boiler, partially covering the now open stubs of the steam pipes leading



to the cylinders. Hand rails were welded to the side of the boiler. At this point, the entrepreneur went bankrupt.

New owners took over, and have developed what appears to be a very nice RV park. But, they have no interest in the train aspects. And, they now want to expand the park into the area where the

train stuff is located. The narrow gage train with the hydraulic "steam engine" has been sold. Coos Bay #10 is for sale. I found out about this recently on the Railway Preservation News web site (rypn.org). #10 was actually sold to a scrapper, who has offered to sell the whole thing or as parts. Since it is (was) identical to our #11, on Aug. 1, I flew to Florida to take a look, and see what parts might be useful as spares for #11. I spent most of the day on Aug. 2, inspecting the engine.

Most of the information noted above came from either my inspection, or what was told to me by the scrapper. A couple of parts on the #11 that I knew will need a lot of work are the smoke box front (rusted out at the bottom) and the exhaust nozzle (one of the "ears"



that the studs use to attach it to the saddle is broken off). Well, #10 has the same problem. Things that can break in operation that are expensive to replace include rods, both side and main. Those on #10 appear to be in good shape. Large castings can also be hard to replace, and the stack and petticoat looked ok, along with the burner. The throttle would also be hard to replace, but since the cover was still on the steam dome, I couldn't get a good look at it. I could only look through the



pipes where the safeties attach.

Because of the open steam pipes, the valve cylinders were actually almost full of water; I guess nothing inside would be much good. Virtually all appliances, controls, gages, etc. were not there. The firebox door frame was broken, and some modifications had been done to the door. The driver wheels and tires

actually looked good, but they would not be easy to ship. I've attached a few photos of the engine.

After discussing this with Ron Hyatt, I told the scrapper we'd like to have the rods (side and main), stack, petticoat, burner, boiler checks, throttle, and some superheater unit U-bends. Also, the one appliance that was still there was a Nathan 4-port mechanical lubricator. I asked for that too. I've made an offer, but the scrapper rejected it. But, as of this writing, he hasn't come back with a counter offer. I guess you could say that we are still negotiating a price.

According to the scrapper, he has about completed the scrapping process, and removed the stack, petticoat, throttle, and some superheater u-bends and the rods and set aside for us. Depending on how much the scrapper finally wants, we may have some of these for use as spares for our #11.

COOS BAY 11 WORK

People who helped out the last three months were **Larry Owen, Dick Pennick, Rich Paulus, Walt Novinger, Andy Salmonsens, Dwight Koller, Bob Nickles, Tom Bispo, and Jim Baker.** Walt and Tom are new to our group. Welcome! Our work mainly was shining up spots on the grid on the boiler to do ultrasound measurements. We had some difficulty in

getting reproducible readings, and have sent our meter back to the manufacturer for calibration. I have also requested bids from a couple of professionals to do the ultrasound and required "Form 4" calculations for us. In addition to the spot polishing, Bob Nickles did a lot of cleaning accumulated "gunk" from the frame and around the cylinders. **Andy Salmonsén** and his young son (my apologies for forgetting his name) did a great job in removing the year or so accumulation of dust from the rods, wheels, and other close-to-the-ground parts of SP 2353 to make it look better while on display.

Museum Hosts La Mesa Oktoberfest Visitors

By Dick Pennick, La Mesa Depot Coordinator

Over three days, from Friday, Sept. 30th through Sunday, Oct. 2nd, museum volunteers hosted hundreds of visitors at our La Mesa Depot Museum venue in downtown La Mesa.

The big push was to distribute as many of the new 2-sided event flyers to the public as possible. These green 5 1/2 x 8 1/2 handouts advertised the Pumpkin trains on one side and the North Pole Christmas trains on the other. In addition, new banners were printed for these events and mounted on a pole frame along La Mesa Blvd., just north of the depot.

The brainchild of acting museum Treasurer **Scott Thompson**, museum staffers walked the crowds each day, personally putting the flyers in the hands of visitors. Scott, dressed in his former museum Conductor uniform, spent many hours in front of the banners doing the same.

The upshot of all of this extra promotion, in addition to the normal media releases sent out by Media Coordinator **Dick Pennick**, was that our Pumpkin trains this year broke all records of previous years for attendance. Most trains counted routinely over 100 happy passengers, and one day's total ran over 400, requiring a six-car afternoon train and two locomotives (including our first use of the new 70-tonner in revenue service on our railroad)!

Helping on that weekend were **Seth Miller, Scott Thompson, Duane Dubke, Ed Smith, Mike Retz, Diana Hyatt** and **Dick Pennick**. Thank you, everyone, for a very successful Oktoberfest!

The next special event at the depot will be our annual open-house during La Mesa's "Christmas in the Village" promotion Dec. 9th & 10th, 5 - 10 p.m. Want to help staff? Let me know (pennick@psrm.org).



SP 5119 Fundraising Update

By Dick Pennick, Fundraising Coordinator

Since last issue's tally, the following donors have graciously come forward with new gifts or upgrades to their original gift:

\$1,000+ level: Larry J. Williams, Laird S. Holliday

\$500+ level: Capt. W. B. Lester, Alfred Lingo (upgrade)

\$100+ level: Betty King, Tom Walker.

The current fund total is: **\$21,690!** Thank you, one and all, for your generous support. We have received a lot of favorable press -- both inside and out of the railfan arena -- as the result of this historic acquisition.

Book Collection Donated

By Dick Pennick

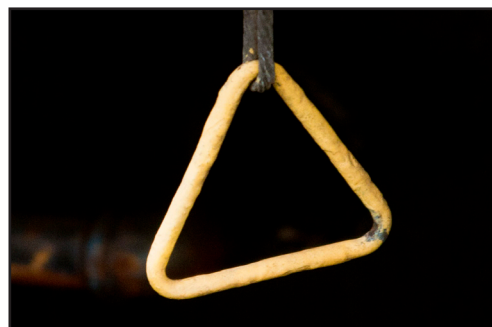
Long-time member **J. Arthur Paget** has donated approximately 100 railroad volumes from his extensive personal library to the museum's Southwest Railway Library research archives. The collection was transferred on October 9th. Thanks to volunteers **Bruce Semelsberger** and **Dick Pennick** -- assisted by Art's daughter, Cindy -- for arranging the transfer and transporting the donation to the library's facility at Campo.

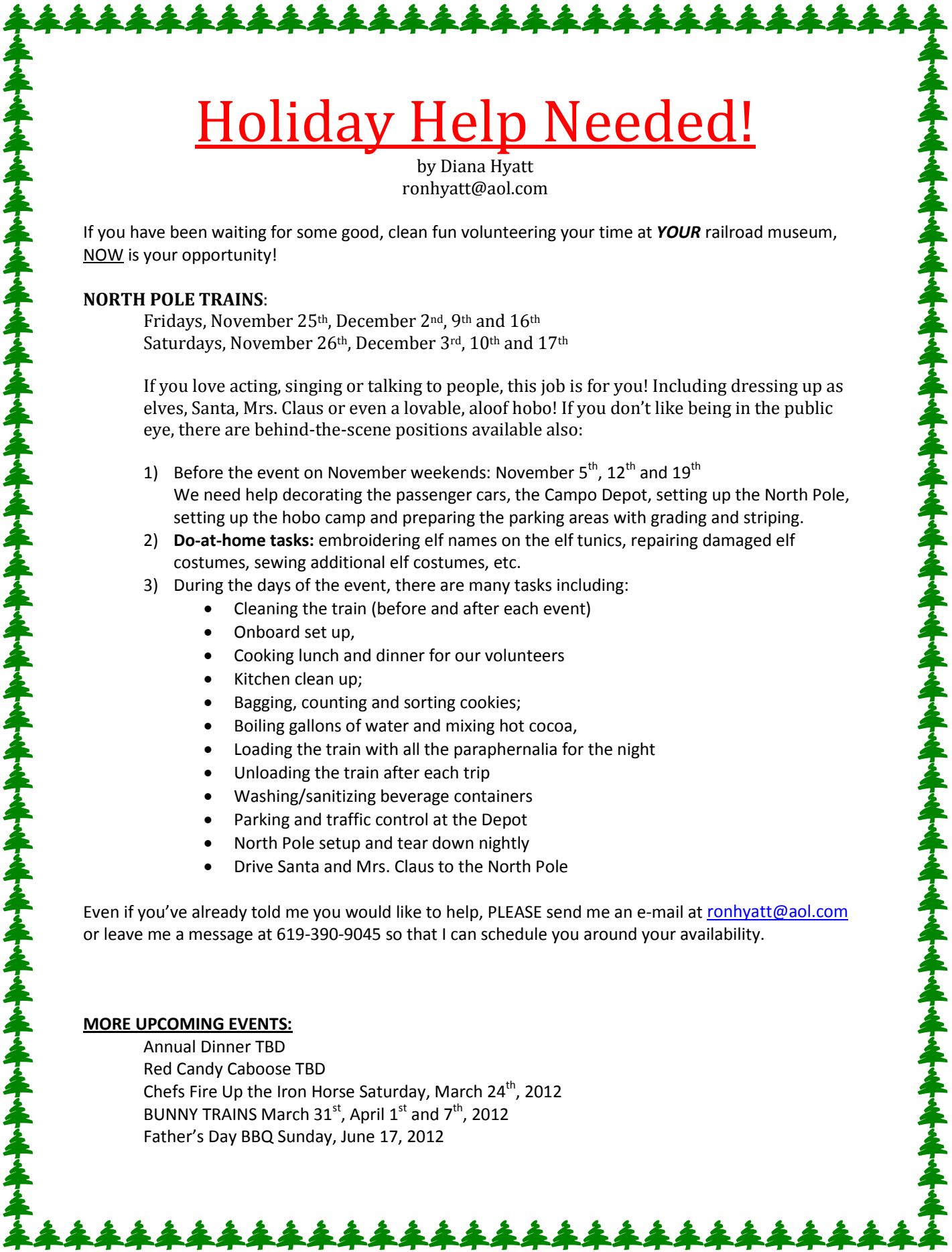
Mr. Paget, a retired professional engineer, was for some time the chief docent at our La Mesa Depot Museum venue in the 1980s and '90s. He is currently living in the Otay area.

If you have collections of books, magazines, photos or other archival materials -- especially those related to San Diego and Pacific southwest railroads -- consider providing a lasting home for those items when you no longer need or want them. They will join one of the largest collections of such items in Southern California and will be used and valued in perpetuity by historians, the media and other researchers. Contact **Bruce Semelsberger** for more information (brucesems@cox.net).

What Is It? Where Is It?

October's **What Is It?** was the hold-down clamp on the small rail crane. Here is this month's offering:





Holiday Help Needed!

by Diana Hyatt
ronhyatt@aol.com

If you have been waiting for some good, clean fun volunteering your time at **YOUR** railroad museum, NOW is your opportunity!

NORTH POLE TRAINS:

Fridays, November 25th, December 2nd, 9th and 16th
Saturdays, November 26th, December 3rd, 10th and 17th

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

- 1) Before the event on November weekends: November 5th, 12th and 19th
We need help decorating the passenger cars, the Campo Depot, setting up the North Pole, setting up the hobo camp and preparing the parking areas with grading and striping.
- 2) **Do-at-home tasks:** embroidering elf names on the elf tunics, repairing damaged elf costumes, sewing additional elf costumes, etc.
- 3) During the days of the event, there are many tasks including:
 - Cleaning the train (before and after each event)
 - Onboard set up,
 - Cooking lunch and dinner for our volunteers
 - Kitchen clean up;
 - Bagging, counting and sorting cookies;
 - Boiling gallons of water and mixing hot cocoa,
 - Loading the train with all the paraphernalia for the night
 - Unloading the train after each trip
 - Washing/sanitizing beverage containers
 - Parking and traffic control at the Depot
 - North Pole setup and tear down nightly
 - Drive Santa and Mrs. Claus to the North Pole

Even if you've already told me you would like to help, PLEASE send me an e-mail at ronhyatt@aol.com or leave me a message at 619-390-9045 so that I can schedule you around your availability.

MORE UPCOMING EVENTS:

Annual Dinner TBD
Red Candy Caboose TBD
Chefs Fire Up the Iron Horse Saturday, March 24th, 2012
BUNNY TRAINS March 31st, April 1st and 7th, 2012
Father's Day BBQ Sunday, June 17, 2012