

HOT SCOOP



**A publication dedicated to Pacific Southwest Railway Museum Association members
March-April 2015**



Progress is being made on the shelter for Coos Bay 11. All the frames are in place and the roof and side panels are being installed as weather permits. More pictures on Pages 4 and 5.

Jim Baker

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

Train Operations

PSRM Campo Depot
State Hwy. 94 at Forrest Gate Rd.
Campo, California
619-478-9937
Lat: 32°36.8'N Lon: 116°28.2'W
Open weekends 9 AM to 5 PM
Trains depart at 11:00 AM and
2:30 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 6 PM,
Trinity Church, 3902 Kenwood
Drive, Spring Valley, CA 91977

Museum Officers

President:	Diana Hyatt
Vice-President:	Greg Luiz
Treasurer:	Dave Tomeraasen
Secretary:	Robert Smith
Equipment:	Ron Hyatt
Facilities:	Frank Denison
Museum Services:	Jim Lundquist
Operations:	Mike Edwards

Museum Staff

Historian:	Bruce Semelsberger
Special Events:	Diana Hyatt
Membership:	Heather Wright
Steam Foreman:	Jim Baker
Gift Shop Mgr:	Heather Wright
Media Liaison:	Dick Pennick
Hot Scoop Editor:	John Wright
Photographers:	Frank Denison, John Wright
Certification & Training:	Mike Edwards

Museum Services Report:

By Jim Lundquist, Museum Services Director

Many of our active volunteers have been working hard for our Museum these past few months.

Museum Brochures:

All of the earlier full-color museum brochures have been distributed and there are no current plans to have them reprinted. To fill that void, and provide a suitable general information museum brochure to hand out to the public, Dick Pennick has been making arrangements to print 500 or so of the previous single-color "Trains R Us" brochure on an as-needed basis. Any member desiring a quantity of these to hand out to the public should contact Dick via e-mail at pennick@psrm.org and arrangements will be made to get them to you.

San Diego Tourism Authority:

Dick Pennick attended SDTA's 2015 annual meeting at the La Jolla Marriott on March 5th as the museum's representative. Lots of hand-shaking and great contacts within the tourism fraternity, of which we are a part.

Road Shows:

Member Bruce Deck again coordinated the museum's participation in the semi-annual Great American Train Show at the county fairgrounds in Del Mar on the weekend of Feb. 14—15. Dick Pennick helped Bruce with the staffing on one of the two days and provided most of the materials for display and hand-out. Bruce developed a special calendar "look-ahead" storyboard for upcoming museum special events. Although primarily a "model" train expo, our table attracted a lot of visitors over the two days. A number of coded Two-for-One train ride coupons as well as Bunny Train flyers were handed out. Other road shows on the docket include the members-only La Mesa Chamber of Commerce *Spring Fling* on April 29th, and the City of El Cajon's annual *America On Main Street* May 16th. We'll need

some more warm bodies for this one. Let coordinator Dick Pennick know if you're interested.

Media assistant Glen Rogers is also kept busy working with the museum's Scouting program and feeding event info to radio stations throughout the region.

La Mesa Depot Museum:

Docents Sid Saltzstein, M.D. and Duane Dubke keep our "in-town" presence open and available each Saturday afternoon, pick up trash, greet visitors, promote the museum, and dispense local railroad history, with the help of new professional signage at this site. Also, a vandal-prone security light on the track side of the venerable building has been made more secure, thanks to the donation of a wire basket screening device by member Nancy Hardick and the installation by depot coordinator Dick Pennick. Hardick also donated a replica vintage incandescent light bulb.

Be a museum ambassador!

As members, we can all do our part in advertising this wonderful heritage activity of ours. Go forth into your community and spread the word! Check our website periodically for upcoming activities and talk it up with people you know and folks you meet or do business with. Word-of-mouth is the bet advertising! Good hunting.

Frank Stites and Jack O'Lexey have been working on renewing our trackside station signs at Chicken Ranch, Barrett and North Pole.

At the library, Bruce Semelsberger, Bob Underhill and friends have been busy sorting books and magazines, inventorying recent donations from Larry Rose and basically doing all the jobs an active library needs.

Our thanks go out to everyone who works hard for our Museum by being an active volunteer. ►

Maintenance of Way March Blitz

By Rich Paulus with additions by James Caestecker

Tuesday, March 24, 2015

Wednesday, March 25, 2015

Thursday, March 26, 2015

Friday, March 27, 2015

MARK THESE DATES ON YOUR CALENDARS! Museum Services Director Jim Lundquist has scheduled for CalFire Labor Crews to assist the Museum in installing new railroad ties on six miles of our main line track between Campo, CA and the International Border at Division, over which PSRM currently operates its weekly demonstration train, the Golden State. Favorable temperatures in Campo at this time of the year make it an ideal time to work on the tracks that our museum is responsible for maintaining. Roadmaster Glen Rogers is scheduled to be overseeing this work being completed by the Cal Fire crews and PSRM Volunteers on the railroad between March 24 and March 27.

We need your help in completing the monumental task of changing railroad ties during the MOW March Blitz.

The following help is needed:

Speeder Operators and Speeder Crewmen/women are needed to run our two Gang Cars from Campo to the work site to ferry CalFire Crews, PSRM Volunteers, and Track Maintenance Tools.

PSRM volunteers are needed to

supplement our crews, to learn and assist with changing ties, gauge rods, joint bars, and track bolts, and to learn and assist in the process of inspecting the track. (Volunteers must be in good physical health – walking over irregular terrain is required)

Speeder Crews and other volunteers must have the proper clothing and safety equipment to include long pants, work gloves, lace-up work shoes 6" inches or more high and cover the ankle and have 1/2" heels, safety glasses, hard hat, and safety vest. Limited quantities of Safety Vests, Safety Glasses, and Hard Hats are available at Campo if you don't have one already. Please also bring your own lunch to eat at the job site (Water provided, but we suggest you bring some of your own too).

If you can volunteer a day or two, contact Roadmaster Rogers at 949-351-1528 or, before 23 March, by email at glenrogers@cox.net.

If you cannot volunteer on these MOW March Blitz dates, but are interested in helping out on future MOW Projects, please contact either the Roadmaster above, or send an email to James Caestecker at MOWforeman@gmail.com to be placed on our contact list. We have over 300 ties to change this year and we need YOU to help us achieve that goal! ►



The Hot Scoop® is a publication of the Pacific Southwest Railway Museum, 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 Association 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 systems with which they connected in the United States and Mexico.

The Museum is a member of the Association of Tourist Railroads and Railway Museums (ATRRM) and is a non-profit educational corporation. Donations are tax deductible under Sec. 501(c)(3) of the Internal Revenue Code.

Submission guidelines: All articles should be limited to no more than three single spaced pages and submitted in Microsoft Word format. Photographs should be in jpg format no larger than 8 x 10 inches at 150 to 240 PPI resolution, but please no cell phone pictures. Send all submissions to 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 name, membership number and e-mail address. Note that if you opt for the e-mail version, you will no longer receive the printed copy.

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



PSRM gang car and CalFire work crew replacing ties.
Glen Rogers



Glen Rogers & Harry Lineback leveling the ground for the east base rail.
Jim Baker



Bill Crawley and CalFire work crew members replacing ties.
Glen Rogers



The two base rail assemblies.
Jim Baker



MOW personnel remove a large rock from the right of way.
Harry Lineback



Mike Lucek drilling tie down holes in the west base rail.
Jim Baker



Harry Lineback and Ron Amberger working on the wall/roof frame assemblies. *Jim Baker*



Harry Lineback, Ron Amberger, and Mike Lucek working on the wall/roof frame assemblies. *Jim Baker*



Mike Lucek and the eleven wall/roof frames. *Jim Baker*



Hoisting the frames into place; Bob Nickles, John Wright, Harry Lineback, Rich Paulus. *Jim Baker*

Sandy Shortline

Sandy Shortline continues to make appearances around the museum. Any child 12 and under finding Sandy may go to the gift shop and claim a trinket if they can successfully say where they saw Sandy.



Steam Whistling

By Jim Baker, Steam Foreman

It is probably time to review the history of the Steam program at PSRM. Prior to my involvement with steam in 1990, the museum occasionally operated a Shay geared locomotive and the Coos Bay #11. Since I was not present, I can't say much about those operations.

In 1986, the museum acquired SP 2353 in a donation from the Mid-Winter Fair in Imperial County. The engine was moved to Campo, and in a process lasting 10 years, it was restored to operation. That restoration was led by Larry Williams and Richard Dick. It was operated from 1996 through 2000. At that time, FRA regulations required a major inspection of the engine. As you may know, this inspection revealed a crack in the firebox. A boiler inspector, Dave Griner, was engaged to inspect the boiler and give his opinion on repairs. In his opinion, due to the age of the firebox, and the fact that it already had several patches, an entire new firebox should be installed. Additionally, because of the design of the firebox, it would probably cost as much to fit a new firebox the remainder of the boiler as it would for an entire new boiler, estimated to be about \$500,000.

Since Coos Bay #11, "the Coos," had been operated a few times by the museum in the 1980's, and could be more economical to operate than 2353, it was considered to be another possible candidate for restoration. While 2353 actually operated on the SD&AE for over 20 years, and the Coos, or any similar locomotive, never operated on the line, it could be argued that 2353 is the one that should be restored. On the other hand, none of the other equipment that is or has been operated by the museum has any historical significance to our line (except 2353).

Therefore, in 2007, the museum's board of directors passed a resolution that asked the Steam Foreman (me) to determine the cost and feasibility of restoring either 2353 or the Coos. Based on Dave Griner's estimate, 2353 would cost at least \$500,000 to restore. We have spent the last 7 years dismantling the Coos in an attempt to determine the cost to restore it.

In 2013 the Board approved our request to hire Mr. Efsthios "Stathi" Pappas as a consultant. Stathi is the chief mechanical officer of Mt. Rainier Scenic Railroad, and was in the final stages of a complete overhaul of their Hammond Lumber Co. #17, a near twin to Coos Bay #11. His experience in working on #17, gives him a very good idea of what to look for on the Coos Bay. He

came to Campo in mid-October of that year to look at the Coos. He estimated that, if done in his shop, a restoration would cost on the order of \$200,000. But, he noted that there were several welds, including one that was cracked, in the frame. We need to take a close look at the entire frame to see if there are any more cracks, and determine the quality of any welds. To do so, we need to remove all the brake rigging and most of the spring rigging. To date, most of the brake rigging has been removed.

Because of the delays in accessing the shop, I decided that we really need to have a more permanent place to work on the Coos Bay. The Board said that steam is not high on their priority list, (consequently, we spent less than 400 man-hours, or less than 4% of total reported hours in the museum, on this project in 2014) but it is still something they think we should be working on. They did approve us setting up a work shelter for the Coos at the west end of Track 11 (under the ATSF gantry crane.)

After evaluating available space, and various types of shelters, we decided to go with a "carport-type" shelter. We have made a lot of progress on erecting the carport since it was delivered in January. The base and frames have been assembled and erected. We are waiting for a day with no wind to install the sheet metal roofing and walls. The walls will come down only about half way, to allow access for the fork lift, and other tools. We may decide to install canvas sides for the lower part of the walls.

Money for hiring the consultants mentioned above, tools and equipment, and the carport came from the Steam restricted fund. The majority of those donations were made prior to 2010. Major donors included Gary Jacobs, Frank Kalchuk, M.D.; Pam & Foster Stahl, and Herb Kehr. Without their generosity, none of the work we have done could have been accomplished. While the remaining balance in the Steam fund is getting a bit low, and further donations would be appreciated, I'm not seeking anything major at this time. We need to wait to see which locomotive, if either, we actually are going to restore. And prior to any final decision, we need to do a detailed analysis of the costs to operate and maintain a steam engine, along with marketing studies to determine reasonable estimates of revenues we could expect from operating it on our line. If we decide to go ahead, then we will need to start a major fund-raising campaign.

People who worked on the Coos last year were Ron

Amberger, Jim Baker, Dwight Koller, Raymond Lee, Harry Lineback, Bob Nickles, Walt Novinger, Rich Paulus, and Dick Pennick.

Plans for the immediate future are to complete the carport, and finish removing the brake and spring rigging so we can get a good look at the frame.

Anyone interested in working these projects, is certainly welcome to come out and join us. Have questions? Let me know: jbaker@psrm.org ►

New Members

By Heather Wright, Membership

We would like to welcome the following new members to PSRM:

Jason Keith,
Ksenya Shliakhsitsava,
Richard Smith,
Jodi Kelley,
Mayron Pelton,
Derek Gomez,
Garrison Conery,
Jason Hill,
Sarah Carter,
Aaron Porter,
Ken Calderon,
Carol Cummings,
Trent Davalos,
Mario Terrazas,
Matt Bleuer,
Matthew Mitchell,
Bobber Gibbs,
William Bowser,
Albert Valenzuela,
Roger Freely,

Cass Fey,
Victor Albright,
Rene Roques,
Chris Parks,
Michael Layton,
Ariele Brook,
Richard Finch,
Kimberly Strangl,
John Foley,
Cherry Diefenbach,
Matthew Goforth,
Michael Hills,
Jamie Gugino,
Lyle Boelter,
Frank Gless,
David Lagakos,
Dan Mays,
Katherine Azevedo,
Armando Beltran,
David Graham

Parting Shot



Annual Dinner

The PSRM Annual Dinner will take place Thursday, April 16, 2015 (the actual museum anniversary date) at the Bali Hai Restaurant, 2230 Shelter Island Drive, San Diego, California 92106.

The tentative program is as follows:

6:00-6:45	Social hour with no-host bar
6:50-7:00	Welcome
7:00-7:45	Buffet dinner
7:45-7:50	Raffle prizes
7:50-8:15	Guest speaker - Roberto Romandia, Baja California Railroad
8:15-8:20	Raffle prizes
8:20-8:35	2014 video presentation - Year in Review
8:35-8:55	Volunteer Recognition Awards
8:55-9:00	Closing

Tickets for the dinner must be purchased through the museum website at www.psr.org.

Once again, Janet Paulus has created a wonderful railroad-themed quilt that will be raffled off at the dinner.



BRICK ORDER FORM

Each brick is 4" x 8". Minimum Donation \$100 each — 1-3 lines of inscription, 20 characters per line



Engraving Information

Each line has a maximum of 20 characters, including spaces and punctuation. Please print clearly; use capital or lower case letters and make sure the information is spelled correctly. All inscriptions will be centered.

1																			
2																			
3																			

Payment Options

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Expiration Date _____ CVC _____

Recurring charge for _____ months

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Or

Mail this form along with your check or money order to:

PSRM Brick Fundraiser

4695 Nebo Dr, La mesa, CA 91941-5259

PSRM is a 501(C)3 California Non-Profit Corporation

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PHONE (Please include area code): _____

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