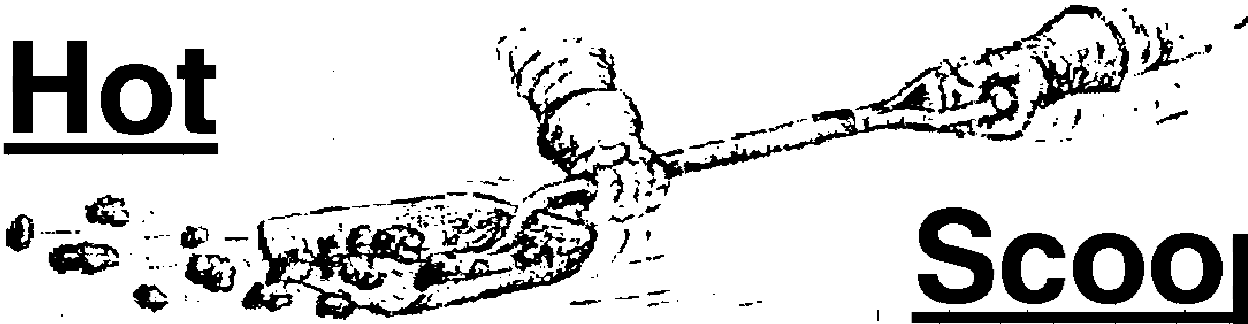


Hot



Scoop

Hot Scoop Shovel Logo by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum members

December 2005

MUSEUM NEWS

VOL XVIII NO XII

Ancient Wooden Trucks Delivered to Campo! *By Larry Rose* **Larry Williams Donates Most of the Cost**

When **Ken Helm** spotted some antique wooden trucks for sale in South Dakota two months ago the wheels started turning about how they might be used to save our two rarest 1875 vintage passenger cars that were missing these most difficult to find components. Measurements of the car's truck bolsters were taken. Pictures and measurements of the trucks secured to see if they will fit. As soon as it looked too good to be true Ken started negotiating with the Black Hills and Western Railroad to get these "hens teeth" for our two super rare SD&A wooden passenger coach bodies. Ken got the asking price cut in half and consummated a deal. Trucking arrangements were then made with Ken securing everything on his personal credit card.

With everything a "go" a fund raiser was launched in the *Hot Scoop*. **Ken Helm** and **Larry Rose** kicked in a thousand each and **Ted Kornweibel**, **Herman Carney**, **Darrel Bivans**, **Mike Retz** and **Bob Underhill** soon joined in with substantial cash contributions. Then **Larry Williams** stepped up to put this project to bed with a whopping **\$3,400 donation!** With a few bucks left over we are starting a restoration "war chest" for rebuilding these trucks and the two wooden relics from the SD&A heyday of a century ago.

Our two wooden cars, after 60 years of service, at least half of it on the SD&A, were put on the ground at Jacumba about 1935 to be used as track workers cabins. They were moved to Campo in 1996 and have hardly been touched since except to be covered with tarps donated by Larry Rose last year and the ends of one prime painted by young **Hector M. G. Vidales**, a seventeen year old railfan from Tijuana who joined our team last February. Hector immediately figured out on his own what was the rarest and most vulnerable artifacts in our collection. He started in sanding and painting all by himself after getting approval to take on the most difficult job we have. Larry Rose supplied him with tools and material. Six months later the right trucks show up 2000 miles away and we grab them. Ya gotta believe!!! Way to go Hector!

The four complete truck sets, and two extra wooden truck frames without axles thrown in the deal as spare parts for free, were loaded in South Dakota and arrived in Campo on Sunday, Nov. 19th on a flat bed truck. **Don Getz** fired up our railroad crane, and **Dave Green** and **Larry Rose** did the rigging. Don lifted off all the trucks in about an hour placing them expertly on ties to keep them out of the mud. The trucker was paid and on his way back to South Dakota in less than an hour and a half. **Ron Hyatt** and Larry then covered the trucks with a large green canvas tarp that had just been acquired from military surplus. This is probably the first time these antiques have ever been out of the rain and snow.

What we need next is for a few more members to volunteer to help preserve history and give us a hand restoring these trucks so they can go under the old Jacumba cars as soon as possible. We expect shop space to become available when the ALCo rebuild project is completed next spring. A few months as an apprentice to Ted on his restoration crew and you will be ready to tackle anything. Come on out!

*** President's Report *** *Jim Lundquist*

Hang on now folks. We have truly turned the corner and are really picking up steam. There are so many positive things happening all around the Museum – I cannot keep track of them all. Special trains, Campo depot restoration, passenger train lights, display building electrical service, acquisition of historical trucks, new volunteers, restoration of wooden passenger cars, ongoing maintenance of facilities, upgrading tools and equipment – where to start!

Basically, after years of hard work by a dedicated core group of volunteers, we are now being joined by more and more volunteers each month. This gives everyone a joy in their heart to see so many new faces at Campo. The core of our museum is the GREAT dedication of our volunteer members to the cause of preserving railroad history. Seeing new faces around the lunch table breaking bread together – that's what makes it happen for us. Many thanks to everyone who has recently joined with us – from mechanical troops to facilities to operations – all areas are experiencing a growth in volunteers. YEA! This growth is what will make us stronger. I can't express the feelings I have to see this growth occurring as we add to the family of believers.

So many highlights this past month, let me outline those I am aware of. First, I was able to travel to Chattanooga, Tennessee to represent our Museum at the annual TRAINS (Tourist Railway Association) convention. These conferences are all about meeting and greeting others in our field that run trains for visitors. I saw many folks I haven't seen for years, and already some of these contacts have paid off for us.



We also welcome Bill Armfield as a new volunteer. Bill has been working very hard for us down at the Campo Depot. We have been able to complete more framing and are really going great guns down there now. With the help of Greg Smith and family, Larry Rose, Larry Hieshetter, Brian Elmore and me, we have completely renewed all the outside piers under the outside edge of the baggage section, and are well into reconstructing the deck there.

As the photo shows, great strides are underway. Bill's stated goal is to have the baggage room ready for public use by April – that's a great goal. I know Robin is ready for an expanded gift shop.

Our November Tecate train went off without a hitch – sold out for months in advance. Sold out also are our North Pole Christmas Express trains. We turned away hundreds of requests to ride with us. Our goal is to add more trains next year. Huge thanks go to Ron Hyatt, Diana Hyatt, Mike Chisholm, Dave DiGiorgio and a host of other volunteers who have been able to make the lights work in three coaches, #350 and the #1509. The North Pole trains are run at night.

We received a request to run a Three Kings train from Campo to Tecate. We agreed to continue our support for the children in Tecate and will once again run this train. We hope this will continue the tradition for years to come. We have had two meetings with our friends in Tecate regarding expanding train operations and tours from Campo to Tecate. We hope these efforts will lead to more trains and more activities for our visitors on these popular trains.

Our electrical contractor is making good progress on the installation of lights and electrical service into our display building at Campo. All the underground is in – most of the overhead lights are in, and soon the main service will be installed. Many thanks to Larry Rose for heading up this effort and our outstanding \$210,400 donation for allowing this work to be completed. By the end of the year, we should have this work completed and might be able to get a few other electrical projects going also.

There are a variety of projects which go on all month, all important, and all completed by volunteers. Repairs to lights, repairs to paint shaker, cleaning the passenger cars, cleaning the bathrooms, cleaning the display building, lunches each weekend, restoration of passenger cars, repairs to bathrooms, and the list goes on and on. All of these are important; all are necessary, and all of them I can't keep track of. To those of you who do so much to make our Museum great - Thank You.

Coming soon to a restaurant near you – our annual dinner. Look for details in a separate flier soon. This will be your opportunity to say thanks to all our volunteers. If you can't wait until then – come on out to Campo and look around, visit, pick up a brush and join us. We welcome all members to give us a day, an hour – whatever you have. See you soon at Campo

*** Operations Volunteers *** *Randy Houk*

We have a group of extremely dedicated, hard working people who continue to make the trip to Campo each Saturday, Sunday and School Train Tuesday to keep our demonstration trains running. We ran 19 trains in November, carrying over 1100 passengers.

Jim Baker	Robin Becker	Darrel Bivans	Al Brown	Rich Borstadt	Roger Challberg
Steve Clark	Dave DiGiorgio	Marcus Ferrill	Don Getz	Elaine Getz	Larry Hieshetter
Randy Houk	Jim Lundquist	Seth Miller	Bob Nickles	Jack O'Lexey	Linda Ovadia
Mark Ovadia	Dick Pennick	Don Pope	Jerry Reed	Kathy Reeves	Ann Ruppert
Susan Spadea	Rob Stebbins	Robin Wonders	Bob Schussler	Sandy Schussler	

*** Donations ***

Darrel Bivans	Jacumba car trucks	\$ 40
Herman Carney	Jacumba car trucks	\$ 50
Steve Chambers	General Fund	\$ 10
David E. Grove	Wherever needed most	\$ 25
Ted Kornweibel, Jr.	Jacumba car trucks	\$ 100
Mike Retz	Jacumba car trucks	\$ 50
Harry & Jo Ann Roesener	General Fund	\$ 10
Bob Underhill	Jacumba car trucks	\$ 100
Larry Williams	Jacumba car trucks	\$3400
Therese Tanalski	General Fund	\$ 25

*** Operations Reminder *** *Randy Houk*

2.13 In Place of Hand Signals

When the radio is used instead of hand signals for backing and shoving movements, information must include the direction and distance to be traveled.

Movement must stop within half of the distance specified unless additional instructions are received

*** Steam Whistling *** *Jim Baker, Steam Foreman*

Our Nov. work weekend was a bit short, due to several of our regulars being out of town.

On Friday morning, Nov. 11, the foreman was joined first thing by **Larry Owen**. The foreman's pickup and utility trailer were full of shelf parts that had been picked up in town a few days earlier. Larry and the foreman unloaded all these and stacked them on pallets in the shop.

We were then joined by **Fred Carnathan** and **Tom Walker**, who removed the fire box door on 2353 to allow access to our boilermaker coming up on Saturday. The four of us then proceeded to complete two shelves in the Steam boxcar. The framework had been completed a few months ago. Tom and the foreman split the cost of the two sheets of plywood we needed to buy. Thanks Tom! We cut enough 2 X 4's to provide support for all four shelves, so all that is needed is two more sheets of plywood, and we'll be done.

On Saturday, the foreman was the only one of our regulars that was present. He was joined by **Kevin Burke**, a boilermaker who works in one of the local shipyards. He inspected the inside of the firebox and smokebox, along with the visible sections of the outside of the firebox. He made several suggestions as to how the repairs could be made. The foreman will be meeting with our Chief Mechanical Officer and the Equipment Division Director after the first of the year to discuss how we want to proceed.

Our next work weekend will be Friday and Saturday, Dec. 9 and 10. Come out and join us.

For further information or questions, please contact the Steam Foreman at <baker@sdrm.org> or 619-670-7441. Hope to see you there!

***** Volunteer Time Records, Part 3 ***** *Jim Baker*

During the last several months, I've discussed the upcoming keeping of volunteer time records starting in 2006. That time is rapidly approaching.

Elsewhere in this issue of the Hot Scoop is a new time card form. Copies of this form will also be in the Campo Operations Trailer, the Campo Shop, and the La Mesa Depot. Along with the forms will be a box for you to deposit completed forms. Once I get the boxes installed, I'll let you know the exact locations.

In order to make this project as simple as possible for you, you'll have several options as to how to report your time:

- 1) Fill out the form and deposit it in one of the time card boxes.
- 2) Fill out the form and mail it to my attention at the La Mesa Depot address
- 3) Send the information that goes on the form to me via e-mail

Also, you can fill out a form every day you volunteer, or accumulate the data for up to one month. PLEASE don't send me more than one month's data at a time. And please get me the data for one month before the end of the following month. For example, I'll need your time cards for January by the end of February.

Now, how do you fill out the time card?

Name: I hope this is self-explanatory.

Date:

Same as above, but you will have more than one line with the same date, if you work on more than one project on the same date. Use one line for each different project you work on in the same day. For example, if you are on a train crew during the day, and work on a 92-day inspection that evening. On one line record the hours you spent on crew, and on a second line, the hours you spent on the inspection.

Hours:

Report your time to the nearest half-hour. Do NOT include the time you spent driving from home to Campo, or wherever else you volunteered. However, if the job itself involves driving, include that time. Example, you drive up to LA to get some parts.

Department, Project, and sub-project numbers:

These numbers will be posted at the locations of the time card boxes. Don't panic when you see the list; it is three pages long. But, if you usually do the same type of work, you'll only need to know a few numbers. I'm still waiting for input from the department heads to finalize the list.

Miles:

Report the round-trip miles you drove from your home to your work site.

Let me know if you have any questions.

*** Restoration Photos *** *Frank Stites*



Ted Kornweibel works on Jim Crow roof. The scaffolding makes this job much easier.



Scaffolding assists in work on the Jim Crow car in the car barn.



Clerestory progress on the Jim Crow car.

“It took four of us all day to remove five old panels, then cut and install five new panels. The crew consisted of Bruce Semelsberger, Frank Stites, my son James Kornweibel, and myself. Each one performed splendidly. Each one used great skill. It was one of the finest team efforts I can remember.” *Ted’s comments on the much-needed project in SD&A #252 on 11-26-2005. Photo below shows their beautiful work. Thanks, guys!*



New ceiling panels replace rain-damaged ones in SD&A coach #252!

*** La Mesa Depot Museum Report *** *Dick Pennick, Depot Museum coordinator*

(Note: This report was written for inclusion in the November HotScoop)

Our **La Mesa Depot Museum** was again open this year during La Mesa's annual Oktoberfest celebration – in addition to the normal Saturday afternoon schedule -- and traffic was busy through the historic old building. We passed out brochures and flyers on upcoming museum events, and made many new friends. It probably helped to have the Beer Garden right next door in the middle of Nebo Drive, and a bank of Porta-potties just steps away!

Making this possible were PSRMA volunteers **Sid Saltzstein, Bruce Semelsberger, Duane Dubke** and **Ed Smith**. Sid pulled a double-shift, working both Saturday, Oct. 8th and Sunday, the 9th.

On the evening of November 21st, Depot Coordinator **Dick Pennick** hosted a group of eager Cub Scouts from the Wolf Den of Pack 362, Rancho San Diego, and their leaders and parents. **Pennick**, a former Cub Scout Den Leader, Cubmaster, Assistant Scoutmaster and High-Adventure Leader, is no stranger to the Scouting program. The Cubs enjoyed experiencing the trainman's view from the cupola of the ex-SP caboose, and later – with copies of the Morse Code alphabet provided by **Dick** – they all tried their hand tapping out their name on the telegraph "bug" at the agent's desk. A good time was apparently had by all. Each adult went home with a Museum brochure and each Cub had a souvenir cardboard engineer's cap, compliments of the national Operation Lifesaver program.

Due to a lack of decent staff during this holiday season (including myself!), I have no plans to provide the free cookie and cider buffet during La Mesa's annual Christmas in the Village celebration. But I anticipate at least having the depot open during these festivities. This will be the first time in several years that we have not given out the holiday treats as a community "Thank You" gesture. We do hope to string Christmas lights on the building again, as time permits.

Would you like to help? If you would enjoy talking to complete strangers about PSRMA and local rail history, we could use some extra bodies. Call me at (619) 463-2276 and I will arrange training for you..

*** Recent Artifact Donations ***

An interesting recent donation to the Museum's large artifact collection were two long-spout locomotive oil cans contributed by **Mr. Donald Clark** of San Diego. Turns out, they have an intriguing story pertinent to the SD & A and Campo.

As Mr. Clark related it to this writer, his father – Cornelius Clark, now nearly 100 years old and living in Mexico – was a resident of Campo in the early years of the 20th century. About 1919, as construction of the SD & A Railway was being completed through the Carriso Gorge, Cornelius and a young friend found a small, narrow-gauge "dinky" steam locomotive parked along the track about a mile east of the Campo Depot.

This dinky belonged to Twohy (pron.: TOO-ee) Brothers, the firm that had the grading contract for this portion of the railroad, from the international border to Jacumba. The tiny, one-man engines hauled trains of miniature dump cars back and forth on light, temporary narrow-gauge track to distribute the broken rock and dirt from cuts to the fill areas. These dump cars were all equipped with "link-and-pin" couplers (predecessors of the modern knuckle coupler), and occasionally the cast iron coupler drawheads would break. Museum Vice-President **Dick Pennick** was given one of these broken drawheads years ago by a local resident who's late husband had found it along the right-of-way.

Although the railroad through this section had been completed by 1916, this engine had not yet been removed by the contractor. The two boys climbed up into the tiny cab and probably "played engineer" for awhile until they decided to return home. But before they left, they bagged the two long-spout oil cans from the metal tray over the firedoor and skedaddled. The elder Clark kept those ill-begotten oil-and-grease-encrusted oilers for 85 years, until they were passed to his son last year!

A second donation, this one on October 25th, was also very intriguing. **Dick Pennick** had met Mr. **Nick Roberts** of Irvine, Calif. at a railroadiana show in Buena Park in 2001, and they had parted with intentions to keep in touch regarding certain SD & A and SD & AE artifacts Roberts had collected.

Four years later, Dick finally tracked him down again and, miraculously, Roberts still had the items in his possession! Dick journeyed to San Clemente to receive the items and prepare the paperwork. The collection includes SD & A /SD & AE public and employee timetables, photos, annual passes, railroad promotional materials, operating agreements, uniform buttons, commemorative pin, etc.

One of the most interesting items was an original oil painting on presboard depicting a cornucopia spilling out bales of cotton over the city of San Diego. It appears to be an advertising illustration commissioned by the railroad to commemorate the opening of the line in 1919, and was probably used to make color-separation plates for printing various promotional media. A similar illustration was used for the cover of a special edition of the El Centro Progress newspaper the same year.

Another fascinating item in this collection – something never before seen by this writer – is an orange ribbon about 6" long, with the words "San Diego brings Greetings to Imperial Valley, December 1 to 6, 1919". Affixed to the ribbon is a metal pin with the words "Celebrating the Opening of the SD & A Ry., Dec. 1 to 6, 1919". An illustration of the front of SD & A 2-8-0 #102 decorates the center.

Outgoing Museum Vice-President **Dick Pennick** donated a 1948 copy of "General Rules and Instructions" for the Railway Express Agency, to the research library. He picked it up at a railroadians swap meet last year.

By the time you read this, we will have taken delivery of an additional donation to our exhibits lab from **Ms. Eunice Nordberg**, a retired Amtrak ticket clerk: approximately 55 porcelain commemorative railroad art plates, still in their original packaging. Each displays a different railroad artwork and trimmed in 23 karat gold. The plates, all complete sets, were collected by her late husband, Byron Nordberg, a former PSRMA member who passed away in 1997. **Dick Pennick** arranged to receive the plates and prepare the Gift Deed paperwork on Saturday, November 19th at Campo, as Ms. Nordberg was a passenger on our monthly Tecate special.

This must be the season for giving! An additional gift, this one from **Mrs. Virginia DeZell** -- another of our Tecate passengers on Nov. 19th -- was a wonderful collection of original 8 x 10 contact prints from photographer Lee Passmore's glass plate negatives. Passmore, a San Diego-based professional photographer, was hired by the Spreckels company to take a series of photos of the construction of the SD & A Railway during the first two decades of the 20th century. All of the prints are highly-detailed and in very good condition. Although some are duplicates of material our **Southwest Railway Library** already holds in its extensive files, we are nevertheless delighted to have these original images. In the future, we hope to piece together the chain of custody for these, from the day they were taken by Passmore until they were gifted to us in November. The timing of this gift is also interesting: 86 years ago – on November 15, 1919 – the SD & A was completed between San Diego and El Centro!

The Museum thanks Mr. Clark, Ms. Nordberg, Dick Pennick, Mrs. DeZell and new member **Nick Roberts** for their donations of these unique items. (D. Pennick)

*** Train Crew Clothing, From A Historical Perspective (Part Two) *** *Dick Pennick*

Part One of this occasional series on the uniforms and clothing worn by the crews of the SD & A / SD & AE appeared in the November, 2004 issue of **HotScoop**. This series is intended to give information for the benefit of our volunteer train crews on the historically-correct clothing proper for the time period we are attempting to replicate (1940-1950). SD & AE passenger service ended in 1951.

In Part One, I covered the proper uniform for SD & AE conductors and brakemen, who rode on the passenger cars with the passengers, just as Amtrak crews do today. The "regulation" dress was white shirt and tie, black pants, black vest, black coat and polished black shoes. The cap was a standard black "pill box" with a gold braid or gold stripes above the visor (conductors only) and a metal "skeleton-style" pin that said "C-O-N-D-U-C-T-O-R". Two more skeleton pins ("S-D-&-A-E") were worn on each coat lapel. Special coat breast, sleeve and vest buttons were custom-made for the railroad and said "SD & AE" in raised letters on the face. The buttons were gold-plated for conductors and nickel-plated for brakemen and other trainmen. Amazingly, these buttons are still available from the original manufacturer dies, in both "SD & A" and "SD & AE" styles. Museum crews generally opt for the "SD & A" style, since that is what we have chosen to call our operating railroad. So far as I know, only the gold-plated version is currently available, and that is what I have on my uniform.

The approved railroad watch during passenger service on the SD & AE was a pocket watch – not a wristwatch – made by Hamilton, Illinois, Waltham, Elgin and others. Currently, almost every Museum conductor and brakeman wears a wristwatch while on duty, which would not have been approved by the railroad in the 1940-50 time frame. Genuine railroad pocket watches (I have several in my personal collection) are hard to find at a reasonable price nowadays, but they are available at swapmeets, antique stores, etc. I carry a 1947 Hamilton “Railroad Special” lever-set pocket watch every time I am on duty. On the morning of my run, I set it to the “official” railroad time, according to the “official” clock on the wall of the Operations Office. Historically, the Conductor would set his watch to the “official” time, and the rest of the crew would generally set their watches off of the Conductor’s timepiece before leaving the terminal. All operating crewmembers should get in the habit of doing this each day they are on duty.

For the real McCoy, plan to spend several hundred dollars for it and a hundred bucks or so to have it serviced by a watchmaker. Cheap “look-alike” imitations are much more readily available at a much more reasonable price, and, with a matching watch chain, really add to the authentic “look” of a trainman’s uniform or clothing, even though the watch itself would never pass a railroad watch inspector’s “muster”. Interestingly, you can still find bib overalls with a hidden “watch” pocket in the bib. Check for this pocket the next time you shop for a pair of overalls. You’ll have to look closely, because it’s hidden behind a vertical pocket seam, generally on the left front bib pocket.

I am pleased to see many of our new Brakemen dressed out in their work shirts and denim bib overalls, providing an authentic “feel” to our Demonstration trains for our visitors. If they wanted a “modern” railroading experience, they would ride Amtrak. And congratulations to the new Brakeman students coming up through our unique and comprehensive training program. It is always a pleasure working with these students and sharing the joy we feel for this truly one-of-a-kind experience.

In the next installment, I will continue the discussion of the engineer’s and brakeman’s traditional clothing as practiced on SD & AE passenger trains, some concessions the Museum has made based on the way we currently operate trains at Campo, and suggest some sources for the various clothing items.

*** November / December Historic Months For SD & A ***

(NOTE: This was originally intended for the November HotScoop).

Some key historical dates will be upon us in the next couple of months. Two long passenger trains departed on the morning of November 15, 1919 – one from El Centro, the other from San Diego – to journey over the newly-completed SD & A Railway to the “Last Spike” ceremony, to be held in Carriso Gorge to commemorate the completion of the line. On hand were officials and crews of the SD & A, Southern Pacific R.R., the cities of San Diego & El Centro, etc. and of course the most honored guest, John D. Spreckels himself.

That afternoon 86 years ago, in the bowels of the normally-quiet rugged desert canyon called Carriso Gorge, hundreds of people witnessed the completion of an undertaking that some thought would never be completed. It was dubbed “the Impossible Railroad”. It took 13 years to build a 140-mile railroad!
(NOTE: The 8 miles of track from El Centro to Seeley was already in place, owned by the Holton Inter-Urban Ry.)

A ceremonial gold spike, engraved with the date and the name of Spreckels and the railroad, was placed in a pre-drilled hole in the final tie, and several officials and honored guests took ceremonial taps on the spike. The final swings were left for President Spreckels, who drove it home to the cheers of the guests. Following the ceremony, the gilded spike was removed from the tie and presented to Mr. Spreckels, who turned and handed it to his Roadmaster, Cecil A. Vincent.

Five decades later, Vincent’s family donated this historic spike -- possibly one of several ceremonial “last” spikes driven that day -- to the **Pacific Southwest Railway Museum Association** as a permanent shrine to that immense undertaking. It has been displayed to the public on numerous occasions over the years.

Over the next two weeks following the “last spike” ceremony, arrangements were made for the first through trains from each end. The first eastbound train left the downtown “union” station (since they shared it with the Santa Fe) on the morning of November 30th, bound for El Centro. When it returned the following afternoon, amid much hoopla, parades and speeches in downtown San Diego, the “Shortest Line East” was finally a functioning reality. Regular service officially began December 1, 1919. (D. Pennick)

*****January Marks 20th Anniversary Of First Museum Passenger Train On SD & AE*****
Dick Pennick

After months of negotiations with the Metropolitan Transit Development Board (MTDB) -- owners of the SD & AE Railway -- during 1985, Museum Executive Director **Jim Lundquist** announced that the Museum had succeeded in hammering out an agreement that allowed properly-trained Museum volunteers to operate Museum trains for the public on the SD & AE mainline between Division and a newly-constructed siding at MP 73.8, as an extension of its interpretive and "living-history" programs.

The new siding, installed by Museum volunteers earlier in anticipation of an operating agreement with MTDB, was named "Miller Creek" in honor of the creek that passes under the track just east of the east switch. There was a 30,000 gallon redwood water tank here in the steam days called "Clover Flat Tank", finally demolished around 1960. This siding allowed Museum demonstration trains to turn around for their return to Campo (the next nearest siding is at Hipass, 10.5 miles further east).

The long-awaited "first train" left Campo Depot with little fanfare on a chilly, overcast Saturday morning, **January 4, 1986** -- 20 years ago this coming January -- for a passenger turn to "Miller Creek", the first passenger train over the SD & AE in 35 years, almost to the day! The end of regular passenger service had occurred on January 11, 1951, when steam-powered Train 362 pulled into El Centro "right on the advertised".

There is sketchy information about the makeup of this first train, but based on the enclosed photo taken (we think) on this historic occasion by **Larry Rose**, that has hung in the Campo enginehouse for many years, the consist was: Locomotive -- 1952 Military Road Switcher (MRS-1) #1809; Cars - ATSF observation #1509, (and probably) Army Guard Car #G-10 and U.P. coach #576. The volunteer crew consisted of: Conductor -- **Dave Slater**; locomotive engineer -- **Jim Lundquist**; Fireman -- **Geoff Scheuerman**; Head Brakeman -- **Dick Ruppert**; Rear Brakeman -- **Lamar Scheuerman**; Student Brakeman -- **David DiGiorgio**. All but Geoff Scheuerman are still Museum members, three are still active volunteers, and four of the six have held professional railroad jobs at some point during this 20-year period. Two still do.

The total passenger ridership for the first month of operation was 382, an average of about 48 passengers per operating day. Total January revenue from train operations was \$2457. Not bad for a brand-new all-volunteer activity 50 miles out of town in the middle of the winter! By April, the monthly passenger count had tripled to 1,333!

Before the first of the ex-Delaware, Lackawanna & Western commuter cars we use today were delivered (SD & A #250, ex-DL & W #3586, was trucked to Campo in March, 1986), the typical weekend consist was a colorful grab-bag of ages, colors and original owners: yellow 1931 UP coach #576; Army green 1942 Guard Car #G-10; yellow 1929 UP buffet/diner #4054; and 1926 AT & SF Pullman Green lounge/café/observation #1509!

Today, it's a new millenium. We operate our Museum trains 52 weeks a year on a published schedule over 21 miles of a true common-carrier mountain railroad, in two countries, still with an all-volunteer crew. Our trains are generally all the same historically-correct color and vintage. We now share the railroad with a commercial freight train operator (Carrizo Gorge Railway) under strict Federal Railroad Administration rules. And it doesn't stop there: Volunteerism is on the rise. Our fixed-plant at Campo is enjoying constant expansion, renewal and rejuvenation. All of these opportunities, and more, are available to any member that wishes to pitch in and lend a hand. Can we count on you?

*****LIBRARY CONSTRUCTION FUND CONTRIBUTION ***** *Dick Pennick*

Thanks to the efforts of member **Duane Dubke**, our **Southwest Railway Library** building fund was recently enhanced by a \$150 donation from Ms. **Ruth L. Papendieck** of La Mesa.

An effort is presently underway to obtain a quantity of the surplus "temporary classroom" buildings currently being retired by the San Diego City School District. If obtained, we hope to use these buildings in tandem as our temporary research library quarters at Campo until a new, permanent, building can be constructed in the future.

The Museum thanks Ms. Papendieck for her generous contribution to the preservation of our railroad heritage.

*** Web page update *** *Randy Houk*

Don't forget that our web page has a link for our volunteers: www.psrn.org/members/ You can see old issues of the "Hot Scoop", the "Report" and crew callboards. The username is "volunteer" and the password is "2353".

*** Year 2005/2006 Dates of Note ***

	Dec	Jan	Feb	Mar	Apr	May	Jun
School Train	20	17	21	21	18	16	20
Tecate Train	17	21	18	18	15	20	17
Board meetings	15	19	16	16	20	18	15
Museum Services meeting	20	17	21	21	18	16	20
Deadline for Hot Scoop articles	28	28	28	28	28	28	28

Your Board meets the 3rd Thursday each month, 7:00 PM at Trinity Church.

Museum Services meets the 3rd Tuesday each month, 7 PM at Ted Kornweibel's house.

*** Article Submissions ***

Please submit articles in pure text (.txt) or MS Word (.doc) format. E-mail to hotscoop@sdrn.org is preferred. **The deadline for article submissions is the 28th.**

*** Phone numbers and e-mail *** Web: www.psrn.org or www.sdrn.org

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