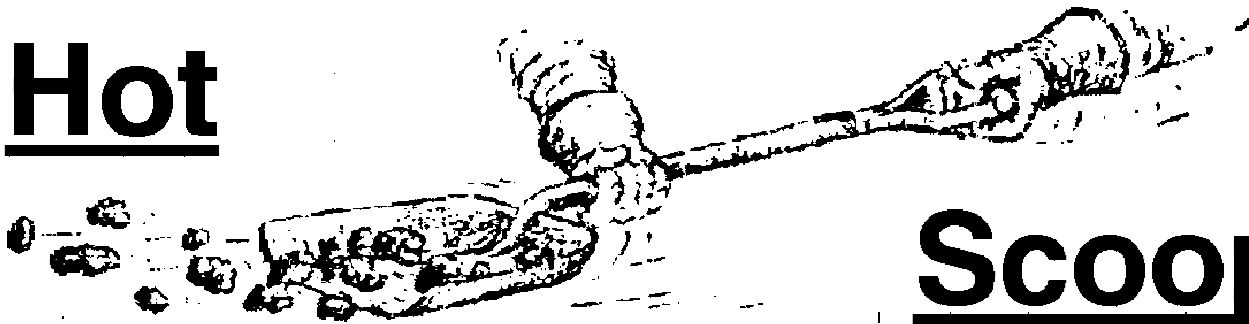


Hot



Scoop

Hot Scoop Shovel Logo by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum members

March 2006

MUSEUM NEWS

VOL XIX NO III

*** Rare Mileage Special to Garcia, Mexico a Big Hit *** *Larry Rose*



Gary Jacobs and daughter Beth in the cab of #3873

Randy Houk photo



Chefs Ron and Diana Hyatt, and Dave DiGiorgio

Randy Houk photo

The "Rare Mileage Special" to Garcia was a smashing success! The people getting off the train were all happy campers and many of them stayed around to chat with our crew and those working on the Campo Depot. Universally, they could not believe that an all volunteer outfit could pull off such a logistically detailed event. Everything went perfectly from the viewpoint of the passengers. **Ron, Diana and Dave DiGiorgio** did an amazing job in the galley of #1509 to feed 36 people in a grand sit down dinner for **Gary Jacobs**, his family and friends. The linen tablecloths with fresh flowers and a candle at each table was a touch of old time railroad class. Real china place settings of course, and the lounge bar was in operation the whole time serving a nice selection of non-alcoholic beverages staffed by several people, **Cary Hyatt** among them.

The train crew handled the consist smoothly; the passengers thought they must all be seasoned professionals. I told them "Actually they Are! They just do it for free to help spread the word about how fun the Museum is and how important the preservation of the railroad trade is to our history." They were surprised to learn that our training program has put more than 40 people into full time railroad jobs all over the country. They were even more surprised to find out that sometimes they come back to us like Ron, Diana and Dave did.

Bob and Sandy Schussler handled the trainmen's duties in their usual professional manor and made many friends for the museum. While the Special was out we still ran our regular scheduled *Golden State* trains. The performance by all was amazing! Thanks to all who went the extra mile to make the Museum look good!

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

Members, for some time I have been expressing my appreciation to all our volunteers who remain the backbone of our Museum. Without these hard working, dedicated volunteers, we simply couldn't keep open to the public. Our income over expenses, while impressive, would be a negative figure if we had to pay for administration, operations, mechanical or any other variety of jobs we have donated each day for our cause. Now comes this bit of news from a recent survey:

" Dear Mr. Lundquist,

Thank you very much for completing the 2005 AAM Museum Financial Information Survey on behalf of your institution. We are currently preparing the data for publication. The numbers, while fascinating and useful, are rather dry, and we would like to bring them to life by citing particular museums in a few instances. The data is confidential, of course, so we would not do this without permission.

According to the information you provided, of the museums answering the survey the Pacific Southwest Railway Museum is the largest museum (as measured by operating expenses) to have no year round paid staff. May we have your permission to state this in the publication?

Thank you again for all your assistance with this important work.

Sincerely,

American Association of Museums

Washington, DC 20005"

While I thought we were a hot Museum, I had no idea just how hot we were! We are the only railroad museum in America running trains in two countries. We have a record number of people now working full time in railroading, with Tommy Batts joining the ranks of paid railroaders this past month.

Words just don't express my appreciation to each and every volunteer working so hard to preserving and presenting San Diego's railroad history. 2005 was a great financial year for us, and 2006 looks terrific as well. If you haven't joined our family at Campo or La Mesa, I invite you to do so. Get onboard the hottest Museum in the Country!

Speaking of saying thanks, our Annual Dinner will be over by the time you read this *Hot Scoop*, where we celebrate the volunteers and express our appreciation. I hope you joined us this year and make plans to do so next year.

We have been asked by our Mexican railroad partners to change three dates for our Tecate trains in 2006. Please check the web pages at www.psrn.org/events/tecate/index.html for the latest news on these specials. Speaking of specials, our February 4th trip from Campo to Garcia (southern Tijuana) went off without a hitch. All seats were sold out and everyone had a grand time. We had many special guests onboard that trip, with both private cars (#1509 and *Robert Peary*) on the train that day. We hope to announce additional special trips into Mexico again this year. Our passengers seem to really like the opportunity to visit Mexico without driving and without the border problems.

I would like to thank all the officers who filled in for me while I was out of Country this past month. It's nice to know that we are in good hands when one of our staff is gone and others can fill-in. Thanks.

Please stop by Campo soon and visit with us. Look me up and introduce yourself as a member to me. I would like to meet every member – this year – at Campo. Yes, that's quite a goal – will you help me meet it?

Jim Lundquist, President

*** 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 18 trains in February, carrying over 1,200 passengers.

Jim Baker	Robin Becker	Darrel Bivans	Al Brown	Steve Clark	Dave DiGiorgio	Duane Dubke
Marcus Ferrill	Don Getz	Randy Houk	Seth Miller	Bob Nickles	Linda Ovadia	Mark Ovadia
Dick Pennick	Don Pope	Kathy Reeves	Ann Ruppert	Rob Stebbins	Robin Wonders	Bob Schussler
Sandy Schussler						

*** Donations ***

Arizona Railway Museum (Campo visit)	General Fund	\$ 70
Bennett, Wayne E. & Lauralee	General Fund	200
Cain, George G.	General Fund	25
Kornweibel, Ted & Catherine	General Fund	10
Heveron, Gerald D.	General Fund	20
Newton, Charles & Dorothy	General Fund	10
Qualcomm Matching Gift Program	General Fund	1,000
Saltzstein, M.D., Sidney L.	Library Fund	100
Woods, Philip C.	General Fund	20

*** 20 Years of Continuous Museum Train Operation ***



PSRM Anniversary crew, commemorating 20 years of continuous train operation at the **Campo Railroad Museum** on January 1, 2006. PSRM excursions to Miller Creek began on January 4, 1986.

(L to R):
Dick Pennick – engineer,
Jim Lundquist – conductor,
Seth Miller – brakeman.

Keven Segedi photo.

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

We had a busy and productive work weekend in February. On Friday, the tenth, our big job was to replace the saddle tank on the E.J. Lavino #10 steam engine. The tank had been removed several years ago to allow our asbestos abatement contractor access to the boiler lagging. During the past year, **Bob Nickles** needle-gunned and painted the undersides and ends of the tank to help protect it from rusting. He also painted the part of the boiler that is covered by the tank.

So, on Friday morning, Bob and the Foreman spent a couple of hours switching, to get the Lavino into position, and to clear the tracks so that **Don Getz** could bring in the rail crane in to do the lifting. **Larry Owen, Tom Walker,** and **Fred Carnathan** helped with the rigging and removing and replacing a pair of car stops that were bolted to the track. This portion was completed just in time for lunch.

Right after lunch, Don did the lift for us, and now the Lavino's tank is back where it belongs. Most of the rest of the afternoon was spent moving all the switched cars back to their original positions. During all the switching, Tom and Fred sorted more tools from our Steam boxcar.

On Saturday, Bob, Larry, and the foreman were joined by **Mike Lucek**. The first order of business was to prepare to move our large, high-pressure wash-out pump into the boxcar. It had been stored in the shop, but the space was needed for other things. We made room for it in the boxcar, then "borrowed" 7285 during the between-train break to move the string of boxcars on Track 9 to where we could access the boxcar door with the forklift. Bob ran the forklift, after being checked out on it by **Ron Hyatt**. After the pump was put in place, we moved the boxcars back to their original position just in time for the crew to take 7285 back to the depot for the afternoon train.

Sometime in the past, someone removed a cylinder head and piston from CW#46. We cleaned out the cylinder and replaced the piston and head, just so these important parts wouldn't somehow get "lost."

Recently, a lot of junk was removed from the ATSF gon car. Also, there were several steam locomotive parts, including a pair of rods. We determined that these belonged to Coos Bay #11, and moved them down to that engine. Ron ran the new rubber-tired crane for us to set the rods up on the Coos Bay's running boards. It all was hard work, but I feel that we accomplished a lot.

Our next scheduled work weekend is be Friday and Saturday, March 10 & 11, but several of us will be out of town, so probably not too much will be going on. Come out and join us in April, the 7th and 8th.

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



Mike Lucek and Bob Nickles pull the piston into the right high pressure cylinder on #46. *Jim Baker photo*



Ron Hyatt runs the crane. *Jim Baker photo*

*** Volunteer Time Records *** *Jim Baker*

As I write this on Feb. 22, I am quite encouraged by the number of time cards I have already received for January. I have received time cards from 12 volunteers, reporting a total of 438.5 hours, and driving a total of 3037 miles. Remember that I asked for the January cards to be turned in by the end of Feb., so there should be more cards coming. I last picked them up at Campo on Feb. 12, and at La Mesa on Feb. 21. Hopefully, by the time you read this, I'll have lots more time cards.

I need to clear up a few points that seem to be confusing to some people. First, if you work on several projects on the same day, use a separate line for each project. In each of the three columns, Dept. #, Project #, and Sub-Proj.#, there should be only one number. Finally, the column headed "Miles," is for the number of round-trip miles you drove to where you were working, i.e. Campo or La Mesa. DO NOT include driving time in your hours for the project. This is not how many miles you rode the train!!

Remember, you can put your card in the time card boxes in Campo or La Mesa; mail them to me at the La Mesa Depot address; or send the information to me via e-mail at baker@sdrm.org.

*** Photos ***



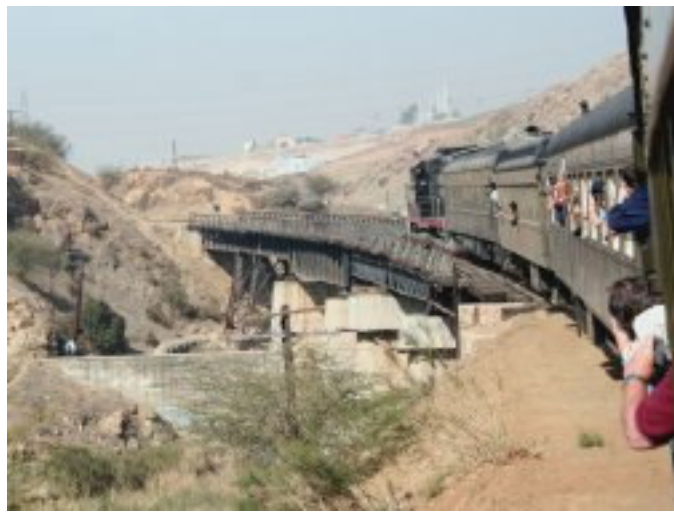
Trackside depot and platform progress.
Steve Spiker photo



Platform and ramp nearing completion.
Steve Spiker photo



The *Tecate Special* heads towards the border.
Randy Houk photo



The *Garcia Special* crossing Las Palmas Creek.
Charles Freericks photo

***** San Diego Newspaper Devotes Full Page to PSRMA ***** *Dick Pennick, Media Coordinator*

In response to my invitation back in December, 2005, Peggy Scott -- a freelance writer for the San Diego Union-Tribune -- rode the Museum's Tecate Special on January 19th and had an opportunity to ride in the locomotive with me for part of the journey.

Evidently she was duly impressed. In the ***Night & Day*** section of the February 16th edition, her description of the experience occupied a full page with two full-color photos, one of them a beautiful shot of the Tecate train by *Hot Scoop* editor, Randy Houk (bottom left photo on page 5 – ED).

The welcome publicity didn't help the February 18th Tecate Special – which was already solidly sold out, with a waiting list – but it has already generated much interest and curiosity among the general public.

***** Volunteers: want to shorten your Campo commute? *****

All of the regular volunteers at our Campo Railroad Museum venue are aware of the 200+ new single-story, single-family homes recently built at “Campo Hills”, immediately adjacent to our northern property line at Campo.

After years of failed attempts to complete this project, mega U.S. home builder, KB Home, finally took over and is bringing it to completion. More than 70 of the 1,432 sq. ft. – 1,966 sq. ft., 3 & 4 bedroom/2 bath units have been sold to date. Many the units overlook the Milquataay Valley and a portion of the 21 miles of SD & AE/T & T track the Museum operates over each weekend. All have 2-car attached garages and sell from the “high \$300,000s”. The gated community also features a community pool, tot-lot and ballpark, and a special area to park your RV.

We're not in the business to help the developer sell homes, but from my perspective, what better location could there be for a train-rut to come home to? Union Pacific GP-60s pulling freights past your back fence during the week, and the Museum's beautiful old GP-9E with a string of vintage varnish whistling out of town on its way to Clover Flat or Miller Creek on the weekends. And if you're also a Museum volunteer, it's just a short walk from your doorstep to the roundhouse! That sure beats the 150-mile round trip commute some of us make most weekends to indulge our hobby.

The nearby Star Ranch has its own plans for 450 new homes north of Highway 94, not far from the Museum. Pretty soon, don't be surprised when a 4 – 6 unit motel springs up, another couple of gas stations, a full-service food market and mini-mall, skateboard park, etc. Plans for the new Camp Lockett State Park are underway, surrounding the Museum. Lots of changes in the works for “sleepy” old Campo. In 20 years, we expect it will still be a wonderful place to spend volunteer weekends “workin’ on the railroad”, and, with luck, many of these new residents will elect to join our rail-heritage family.

The quality of the train-ride experience we offer to our visitors is unparalleled in this part of the country and should not change appreciably with all of this new development. Much of the railroad we operate over will continue to traverse some pretty remote and wildly-beautiful country. And the experience of sitting outside the roundhouse with a cup of coffee at the end of a cool fall day, looking up at the stunning spectacle of the Milky Way stretched across the dark sky, is a moment to be treasured. (Dick Pennick)

***** We Get Letters! ***** *Dick Pennick, La Mesa Depot Museum Coordinator*

The tour of our La Mesa Depot Museum venue by Cub Scout Pack 362 on November 21st last year generated a number of sincere, hand-written “Thank You” letters by the Cubs themselves. Here's a sampling (just as they were written):

“I had fun at the train station. My favorite part is when I got to dial [use the telegraph key] my name”.

“Thank you for letting me on the train. Thank you for teaching me things that they did on the train, like how they see dad [bad] things coming”.

“Thank you for giving our den a tour of the train station. I liked the Morse Code”.

*** Hazmat Training *** *Jack O'Lexey*

For our new volunteers, and a reminder to those who have worked around Campo, we need to clean up spills. Most common is oil and diesel fuel. We have a box inside door 4 for contaminated soil. Get someone to take the forklift and get the box to the site. If small take a 5 gallon bucket and clean it up. Then clean out the bucket in the parts cleaner. A one-gallon can or 5 gallon bucket with oil residue in it left outside when it rains turns into a disposal problem. If you use a gallon can with a cup of oil or less left in the rain we now have a gallon of waste.

At the south or west end of the carbarn we have a waste oil tank to dump waste oil into. If you have a gallon can of part oil and water it can be dumped into our separator drum, which is east of the metal shed boxes and has a screen to turn things upside down. If you leave the lid off the top of the drum and it rains we just get more waste.

If the separator drum is almost full contact Ron Hyatt or take the drum inside the carbarn door 12 and drain the water into the sewer line. You have to watch it all the time and let it run slowly. When oil starts stop it and take the rest to the Oil waste tank.

If you have waste solvents the waste solvent drum is inside the paint shed, also located at the end of the building.

Batteries must be not sit on the ground, they must sit on concrete at the end of the building.

If you have an empty drum of any kind it is stored in the (MT=empty) drum storage area in the back west of the two big Oak trees in the back. And each drum should be upside down and have big RED letters on them (MT). Any tanks must have MT on them too.

So if you can't clean a mess someone left please let someone know about the problem.

If you have a big spill of any kind, inside the carbarn is a map and on it there is a phone number to call in case of an emergency. Look at the map so you know where we should gather to make sure we have everyone in a safe location.

*** New Walking Tour Signs Installed ***

The visitor experience at the Campo Railroad Museum has been enhanced by the recent installation of descriptive signs at major exhibits on the property. The professionally-designed sign boards were installed on Feb. 4th and are similar to the walking-tour signs used by the California State Railroad Museum at Sacramento.

As in all such projects, several minor errors managed to creep into some of the information. But the enhancement to the visitor's interpretive experience far outweighs those little details. Take a look at these really nice signs the next time you're at Campo enjoying your free train ride as a member. (Dick Pennick)

*** New Museum Acquisitions ***

On February 18th, the Museum was the recipient of a wonderful collection of railroad artifacts by Mr. & Mrs. Albert Roach of Niland, Calif. Mr. Roach and his wife, Harlene – a member of PSRMA – and family and friends were passengers on our February Tecate Special, dubbed the "Frosty Flyer" because of the chilly conditions at the time of departure.

Included in this fine donation were the following:

1920 Vibroplex high-speed telegraph key, used by Mrs. Roach's father, Harlie Griffiee, S.P. Los Angeles Div. telegrapher 1920 - 1940s. Packaged in hand-made presentation box made from redwood salvaged from scrapped railroad passenger car;

1910 Hamilton lever-set railroad pocket watch & chain in small handmade box as above;

Conical tin coal oil (kerosene) spouted pot, stamped "UP RR" (probably for filling tanks in kerosene lanterns);

Tin coal oil locomotive torch (a steam-era inspection light), stamped "UP RR".

*** 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**". There you can see our updated archive of *Hot Scoops*.

*** Year 2006 Dates of Note ***

	Mar	Apr	May	Jun
School Train	21	18	16	20
Tecate Train	18	15	20	17
Board meetings	16	20	18	15
Museum Services meeting	21	18	16	20
Deadline for Hot Scoop articles	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@sdrm.org is preferred.

The deadline for article submissions is the 28th.

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

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