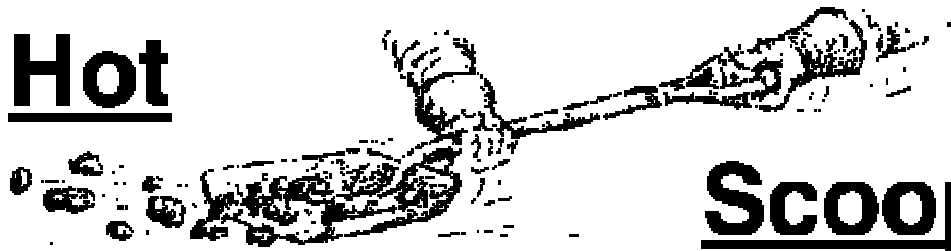


Hot



Scoop

Hot Scoop Shovel Logo by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum members

May 2006

MUSEUM NEWS

VOL XIX NO V

*** Robert Peary Engineator Comes Back To Life *** *Dave Roesch*

*Museum volunteer **Dave Roesch** has been working diligently on the Waukesha engine-generator. This machine rides underneath the car, and can be rolled out for maintenance on removable ramps. It powers the lights, charges the batteries and operates all the other electrical appliances on the car. Here is his story:*

The generator, or 'Engineator' as it's called is Model "FC", a propane powered flathead 4 cylinder. What started out as a project expected to be minor, turned into much more. After fixing a bad magneto, and cleaning a few parts the engine ran, but not well. It sputtered and would not compensate for load. Accidentally bumping into the vacuum line that fed the fuel metering valve exposed another problem. I noticed that it wiggled. The pipe was cracked, and needed replacement. After that, and adding water, the water pump leaked, and also needed rework. It took a month to get all the pump parts, and after all that it ran, and ran well. However, after realizing the engine was heating up faster than normal, we realized the radiator was plugged. It had overheated so fast that it blew a compression leak, the head gasket and the head. So after a new head and gasket we were again ready to go.

The engine uses a Bosch "MjA-4C" magneto, one of the most popular models out there. The car was built in 1927, the generator has 133 horsepower, uses 5 qts of oil, 13 qts of water, is rated at 40V, with a kwatt rating of 7.5 (7500 watts). It weighs 1300 lbs, and is fueled by 8, 23.6 gallon propane tanks. I was able to pull off the gen-head and clean the armature, which greatly increased the output, and stopped the arcing. I was very elated at the sound of it running; the first test ran for 1 complete hour, and the second was 30 minutes. We expect to place the Engineator into regular service after adequate testing to ensure it is ready. I'm very happy with the success of this project.



Dave Roesch with the Enginator



The Enginator with the generator on the left.

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

Museum Services: All of you by now have received a letter from us concerning the resignation of Dick Ruppert from Director of Museum Services. We truly appreciate the work Dick did for us and wish him well in his new job. I hope you are considering volunteering with us for this important task. I also hope we find new volunteers to share the load for those of us hard working volunteers. I look forward to hearing from you who are both interested and have the time available to commit to the job.

Workampers: This past month, we said goodbye to Bill Armfield and Kathy Reeves. Bill has spent the past six months working very hard on the Campo Depot and will be missed. Bill left for Colorado to be with his daughter. Kathy was our onboard Trainman and oversaw the cleaning of the trains. Kathy took another position locally which meets her physical needs. We also welcome John Little as a workamper. John's main duties will be to man our fire motorcar, and all other duties as assigned. Joining John in motorcar training is Linda Ovadia.

Train Crew: We are making plans to operate additional trains during the holidays, and, it's not too early to start thinking about assisting your museum by volunteering to be trained for operating crew. We start as Brakeman, and, you will be part of the proud train crew operating the best all-volunteer railroad in America! Real trains on a real railroad! Please call Dave DiGiorgio at 619-334-5188 to get started right away on your training for trains. Running trains is our most important job at the Museum – as trains bring people to visit us and support the financial well being of our Museum. Give Dave a call right now.

Teamsters: We would like to continue to express our appreciation to the Teamster's trucking driving training class and Ed Mattas for their continued support for us. The Teamster's provide in town trucking service for us at no cost, which allows us to pick and deliver donated items. THANK YOU.

Weekday Volunteers: Let's recognize the super efforts which go on during the week but may not be seen by many of us. Bill Armfield works just about everyday on the Campo Depot project. This guy has made a terrific difference on that project. Don Getz goes out and works on equipment maintenance issues. Al Brill is out every Friday. I see Brian Elmore from time to time. Bob Nichols, Jim Baker and Larry Owen go out to work on steam and other projects. Robin Wonders and Mark Ovadia work on Friday cleaning up and restocking the giftshop. Brian Elmore has been out recently cleaning up the big 8 by removing the old cranes and dead forklift, old timber and organizing the entire yard. I've seen other members up from time to time as well when I get out to Campo during the week. Of course, there is the day to day grind of running a business into as well, mostly unseen by all. Thank you all.

Camp Lockett: The first Technical Advisory Committee meeting was held this month. I represented the Museum at the meeting. There are a series of three public meetings planned for the project. Please plan on attending them and show your support for the establishment of the Camp Lockett Historic Park in Campo. I'll pass along those dates as soon as I get them.

Group E-mail: Thanks to Lew Wolfgang for operating a group email address which allows members to keep in touch with museum and local railroad history news. It's easy to join – just send an email to Lew@psrm.org to get signed up.

Motorcar loaned: Many thanks to member Wayne Parsons for loaning us his MT-14 motorcar for use in fire protection duties behind our trains. Currently, we are required to run a motorcar with two people onboard, and Wayne has loaned his more comfortable motorcar to us. PLEASE consider signing up with Dave DiGiorgio for training for motorcar operators or crew. We need more crew to keep our trains rolling. Even once a month is appreciated.

Convention for ARM and TRAIN: This year, the Association of Railway Museums and the Tourist Railway Association are having a combined convention in Sacramento. The dates are November 8 - 11. 11/11 is Veterans Day, and some of us will get the Holiday on 11/10 - thereby requiring fewer vacation days off to attend the convention. It's too early to register, but, it's not too early to start thinking about joining us in Sacramento. Please give it some thought. There will be fun, learning, networking, etc. For information, go to: www.railwaymuseums.org.

Back 8 Clean-up: Many thanks to member Brian Elmore for his efforts and cleaning up the back yard of the Museum. So far, he's carted away the two old P&H 25 ton cranes, the old parts forklift, and three dumpsters of old trash and timbers. We are now looking for a supply of steel or heavy duty pallets to organize the parts we are keeping out back. After 25 years, we had some organizing to do. If anyone has any leads on pallets, please contact Jim Lundquist.

Kid's model train layout: Member Steve Bovee of Reed's Hobby Shop in La Mesa is putting together a train layout for the kids in the Display Building. Steve is donating his time and the material, but could use some help. For those members with modeling experience and time to assist, contact Jim Lundquist and I'll put you in touch with Steve.

Members BBQ on June 10th: We are celebrating the beginning of summer with all our members with a late afternoon BBQ at Campo on June 10th. Look for the flier in this issue of the Hot Scoop. Come on out to Campo and let us show you all the good things we are doing.

Nevada State RR Museum: We have been invited to bring our Santa Maria Valley Railroad Railbus to Carson City to participate in the Nevada State Railroad Museum exposition over the extended July 4th weekend. All of our costs will be covered. We are looking for two pairs of volunteers to drive the railbus up to Carson City and to be there during the hours the exhibit is open. The idea is to break up the event into two parts: one pair drives to Carson City and staffs the booth from June 29th to July 2; the other pair would cover the July 3 thru driving back July 6 (assuming two days to drive). The Museum can cover air fares as required from Reno as well as motels. To volunteer for this event, please contact Jim Lundquist or Dave DiGiorgio.

Summary: I've laid out a lot of news this month as well as many volunteer opportunities: Director of Museum Services, train crew (motorcars and Brakeman), looking for pallets and helpers for the Carson City event. I know from first hand experience that you will enjoy your museum membership more as you become more involved. I welcome a call from you anytime offering your time: 619-417-7059. Please step up and help our Museum continue our growth as we serve the community.

***** Mother's Day Brunch Train *****

On Mother's Day, Sunday, May 14th, the Museum is pleased to offer a special brunch for the special woman. Get onboard our private car at 10:30 AM, with a menu of Scrambled Eggs, Bacon, Fruit Salad / coffee, ice tea, apple juice, orange juice, milk, lemonade, cheese w/crackers, vegetables w/dressing and cheese cake. There will be two servings while the train travels down the historic tracks in the countryside of the Campo valley. Fares are only \$35 adults, \$25 kids ages 3-12. This is an all reserved trip, subject to minimum reservations. Indicate the number of passengers you are making a reservation for and send your check to:

PSRM Mother's Day Brunch
4695 Nebo Dr
La Mesa, CA
91941-5259

We'll see you at Campo on Mother's Day for a special day.

*** 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 22 trains in April, carrying 1011 passengers.

Jim Baker	Robin Becker	Darrel Bivans	Rich Borstadt	Roger Challberg	Steve Clark
Dave DiGiorgio	Duane Dubke	Don Getz	Randy Houk	Seth Miller	Bob Nickles
Jack O'Lexey	Linda Ovadia	Mark Ovadia	Dick Pennick	Don Pope	Kathy Reeves
Ann Ruppert	Rob Stebbins	Frank Stites	Robin Wonders		

Congratulations to new SD&A conductor **Rob Stebbins**.

*** Donations ***

Bob Klappauf of Pyramid Wire and Cable
Herb Kehr

300' of coaxial cable for our radios
\$300 for the *Report*

*** San Diego Military History Group Visits PSRM *** *T/Sgt Tim Jordan*



Our group here in San Diego is the San Diego Military History Group. We mainly portray HQ Troop 11th Cavalry from its days at Camp Seeley/Morena to its last home base at Camp Lockett. Our group plans to recreate the early days at Camp Lockett for some upcoming programs this summer. We are working with **Rich Borstadt** at the Stone Store Museum and hope to have something planned soon. We have 7 active members and provide all of our own Uniforms and Equipment, to include our Horses and trailer. Our long range plans are to work with the Mountain Empire Historical Society and get the old B Troop Stable Building returned back into its original condition to include the corrals so we can perform Living History programs for Camp Lockett. We work closely with our sister 11th Cavalry group A Troop, up north in San Ramon. 'A Troop has 10 members and portrays the 11th Cavalry at their old home base at the Presidio of Monterey, the last posting before they came to Camp Seeley/Morena. There is even another 11th Cavalry group with 9 members in San Jose that is part of A-Troop. I work closely with the commander of A Troop and we hope to get together sometime next year and recreate the ride from Camp Seeley to Camp Lockett three days after Pearl Harbor was attacked.

Our goal is to support old Camp Lockett and the Mountain Empire Historical Society and keep the old Cavalry history alive and well. We provide all of our own equipment at our own expense and have quite a large collection of period cavalry gear to include our McClellan Saddles/Field gear/Weapons and camp equipment to include all the various Military horse equipments used at the time.

Conductor **Randy Houk** with T/Sgt **Tim Jordan** and M/Sgt **Fredrick Hewett**. *Rich Borstadt photo*

We hope to be out to Camp Lockett soon. We are also looking for any Buffalo Soldier personnel that would be interested in portraying the 10th and 28th Cavalry circa 1942-1944. If so they can contact me at my E-mail Address, tvjordan@san.rr.com, or phone 858-278-9698.

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



Larry Owen with the Coos Bay #11 and the GARX flat in position under the ATSF Gantry. *Jim Baker photo*



Steam Foreman **Jim Baker** with the Coos Bay #11. *Randy Houk photo*

We had a really busy work weekend in April. On Friday, the 7th, **Dick Pennick, Larry Owen, and I** did a BUNCH of switching. First, we moved the "new" ALCO diesel and SD&A 1809 from under the ATSF gantry crane to the lower yard. Then we moved the GARX flat car (with the fairly new wooden deck) under the gantry. Then the hard part: we cleared everything off of Track 8 that was east of Coos Bay #11. After that, we moved the Coos Bay under the gantry, with its front end coupled to the flat car. This way, the flat can serve as a platform to make access to the smoke box easier. Then, of course, everything that we had moved off of Track 8 had to be replaced. Also, all journal bearings were lubricated before we made any moves. Scaffolding was set up from the flat car to the front of the Coos Bay to serve as a walkway to the smokebox.

Meanwhile, **Fred Carnathan and Tom Walker** continued to sort parts and tools in the boxcar. There still isn't enough room in there to really see what we have. When we start disassembling the Coos and 2353, we will really need either another boxcar or a large container to put parts in.

On Saturday, it was just **Larry Owen** and myself working. First we had to drain rainwater from the smokebox. **Bob Nickles** had cleaned out a lot of rust and sand the previous weekend, and it was nice and dry. But, we had some rain in the intervening week. It turns out that there is a large crack in the steel "gasket" where the steam pipe to the cylinder on the fireman's side goes through the smokebox. This allows water in. The drain hole in the bottom of the smoke box had its plug in place, so the water couldn't drain out. So, over the many years that the engine has been out of use, water has been standing in the smokebox. It is really rusty; the bottom one quarter will need to be replaced.

After removing the drain plug, we tackled the job of removing the nozzle/blast pipe. There are six studs, each with two nuts holding the nozzle in place. Because of the water problem, they were quite rusty. Even though penetrating oil had been liberally applied the day before, we couldn't get the nut to move. However, applying heat from the acetylene torch managed to loosen them enough to get the nuts off, but with a lot of effort. We got eight nuts removed; four more to go.

In May, we'll get the nozzle out, and tackle the petticoat pipe. That will be the easy part. There is a steel baffle in front of the tube sheet. It appears to have originally had removable panels, but at some time, the panels were welded in place. See photo. If anyone can shed any light on the reason this might have been welded, please let me know. We'll have to do some careful cutting to get the baffle out.

So, our next work weekend will be Friday and Saturday, May 12 & 13. And we really need to have a meeting to discuss the proposal I reported on last month about swapping the 46 for a restoration job on the Coos Bay. This will be either Sunday May 14, or Monday, May 15.

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

***** PSRM Receives Loan of Fairmont MT14-M Motorcar ***** *Wayne Parsons*

New operating procedures require a fire motorcar to follow all trains. For trips to Division the motorcar will set-off, allow the train to pass, and then set back on. To do this the motorcar must have a turntable to lift and turn itself 90 degrees. None of the museum's current roster is equipped with a turntable.

To fill this urgent need Wayne Parsons, of Granada Hills, CA, has loaned to the museum his recently restored Fairmont MT-14M light section car with turntable and enclosed cab. The Fairmont Motorcar Company produced 2,768 MT-14 motorcars between 1967 and 1986. Most of those were open cars. Only 91, produced in '85 and '86, were MT14-M enclosed cars such as UP 2644.

Delivered to the Union Pacific in late 1986, this MT14 was the 2,644th made by Fairmont. Union Pacific added their initials ahead of that number to create the railroad designation: UP 2644. On the UP the car saw light use as the transition to Hy-Rails was already well under way. By 1992 UP had sold most of their motorcars auctioning many at Ft. Worth, Texas. UP 2644 passed through brokers to the narrow gauge Sumpter Valley Railway in Oregon. They intended to narrow it but, instead sold it to Parsons in April 2004.

Parsons upgraded the car to the North American Railcar Operators Association safety standards and restored the car to service in February 2006. The factory turntable, no longer in the car, was replicated with a combination of used parts and a modern hydraulic unit. After releasing the T handle turntable lock, the fire motorcar operator just moves the double acting lever up or down to engage the pump motor and control the direction of the lift. A round "foot" mounted on a hydraulic cylinder descends from under the motorcar to provide the base on which the car spins.



Front view of MT14-M UP 2644. *Wayne Parsons Photo*



Rear view of UP 2644. *Wayne Parsons photo*

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

When I last wrote about this subject this on Feb. 22, I was quite encouraged by the number of time cards I had already received for January. I had received time cards from 12 volunteers. I had asked for the January cards to be turned in by the end of Feb., so I hoped that more cards would be coming.

Sorry to report, that as of April 18, I have received time cards from only fifteen volunteers. They have been faithfully reporting their time to me every month. I know we have a lot more than 15 active volunteers, and I know of several people who put in LOTS and LOTS of time for the museum that have not reported any time to me.

Let's everyone start getting their time cards to me, so we can document the really impressive amounts of time our volunteers put in. Those 15 volunteers who report, have put in over 1200 hours already. Thanks to them for their cooperation.

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.

*** Crane Leg Fundraising: We're almost there! *** *Dick Pennick*

As I write this, the "Pass-the-Hat" fundraiser to replace the missing hydraulic stabilizing leg for our Koehring 15-ton crane is **just \$1,000 short** of our goal of \$4,500. The current total is **\$3,505** ! A warm "Thank You" to all who have contributed to date. Here's an alphabetical list of the donors so far:

Darrel Bivans	Don Getz	Harold Schultz	Larry Williams
The Bramblett family	Randolph Hunt	Ralph Staunton	
Ervin Brundage	Theodora Inman	Therese Tanalski	
Mr. & Mrs Robert Buchanan	Walt Lester	Michael Thometz	
Gordon & Louise Buck	David Nearing	Richard & Joyce Tullis Trust	
Jessie Burrows	John Palewicz	Chard Walker	
Bernie DeSelm	Dick Pennick	Tom Walker	
Gales Trust (Dorothea Gales)	Harlene Roach	Anna Whittaker	

*** La Mesa Depot Museum *** *Dick Pennick, Coordinator*

I can see the headline now: "**Sid Saltzstein Saves Shabby Seat for Station**"!

Depot Museum Coordinator **Dick Pennick** recently discovered a sturdy, solid wood, slatted-back office chair in the dark, musty recesses of his Spring Valley garage and donated it to fill the empty space at the agent's typewriter desk in the depot. It had formerly seen some use in a U.S. Government office and needed some minor restoration and refinishing.

La Mesa Depot docent **Sid Saltzstein** accepted the challenge and recently returned the chair all shiny and ready for use. Thanks, Sid, for another job well done!

Facilities Vice-President **Larry Rose** has offered to have the depot's shake-shingle roof replaced with a much-more-durable and fire-resistant faux shingle product. He's waiting on the Depot Coordinator to remove the "La Mesa" sign from the ridge-top. This sign was constructed by **Larry** from photos and data of the original sign, found in our **Southwest Railway Library** research archives.

The original of this sign was erected on the original station building in 1894 and included some "gingerbread" trim along the ridge-line at each end of the sign. **Larry** had replicated that detail as well -- from original drawings -- when he built the new sign, but it has disappeared in recent years. Only the wood base remains on the roof. Anyone happen to know where the gingerbread trim went? Let me or Larry know if you have any information.

The next special event upcoming at the depot will be La Mesa's "Back to the '50s Classic Car Thursdays", starting Thursday, June 1st and running each Thursday evening thru Aug. 31st. Depot will be open on these special nights each week from 6 – 8:30 p.m., in addition to the normal Saturday afternoon hours.

*** Model Train Layout to be New Attraction in Campo Visitor's Center ***

Member **Steve Bovee**, owner of Reed's Model Trains hobby shop in La Mesa, has donated an 0-scale 3-rail modular model-train layout to the museum. As time permits, **Steve** is slowly assembling the sections to complete the display, and plans to include some of the principal elements of the Carriso Gorge segment of our home railroad.

Next time you're at Campo, check out the progress and note the way **Steve** is constructing the support shell for the scenery! (Dick Pennick)

*** New Museum Acquisitions ***

Some more interesting items to see the light of day from the dark, dank, musty and cobwebby catacombs of **Dick Pennick's** garage were recently donated to our **Southwest Railway Library** research archives.

The collection of 1920-era blueprints and drawings show all of the track, structures and utility lines of the Santa Fe Railway's San Bernardino shop complex in California. Included is an 1895 standard drawing of a shop whistle for the Topeka, Kansas shop, with hand-written notes modifying the design for use at San Berdo.

Among other recent donations to the Library:

- (1) 1925 photo of SP Agent/Operator John E. Howard at his desk in an unidentified wooden depot somewhere on the Los Angeles Division, possibly Calexico, with lots of interesting office “details”. Photo was donated by Howard's daughter, Patti Fisher of Tucson, Arizona. Other items may follow at a later date.
- (2) A nice assortment of train orders, photos, books, magazines, passes, engineer certificates, and payroll records of the late Southern Pacific Los Angeles Division locomotive engineer Don Sholes. One of the train orders lists our steam locomotive SD & AE #104 running in helper service on Beaumont Hill as SP #2720 during WW II. Additional photos and other items may be included at a later date.

Some interesting (and useful) hardware artifacts in this donation include a couple of steam locomotive water gauge glasses and a 17” high cast-steel Nathan 5-chime steam locomotive whistle, in perfect condition! The whistle is from an unknown locomotive but probably SP. This nice Collection was donated by Sholes’ widow, Montest Sholes of Redlands.

PSRMA is pleased to accept these interesting additions to its library and Exhibits Lab. (D. Pennick)

*** Museum Featured in ARM Quarterly ***

“Pacific Southwest Railway Museum Association – Alive & Well” is the title of an article by PSRMA Media Coordinator **Dick Pennick** recently published in the quarterly newsletter of the Association of Railway Museums.

After reporting on PSRMA's successful survival of the trials and tribulations over the past three or four years – including its research library's ouster from the downtown Santa Fe station -- **Dick** summarized the Museum's current status as follows: “Today, under the guidance of a new Board of Directors, volunteering is on the rise, membership is increasing, multiple projects and activities keep volunteers busy, revenue is up, and the Association's [December, 2005] Christmas trains were so popular that riders had to be turned away. The popular monthly Tecate Specials to this quaint brewery town in northern Baja California, Mexico, consistently run at or near capacity throughout the year. The group is the only non-profit operating railroad museum in the U.S. that operates its museum trains across an international boundary”.

PSRMA has been an organizational member of ARM for a number of years, and this article was in response to the apparent perception in some circles that we are no longer a viable organization, following the court battle of several years ago. Hopefully, this article will put to bed any reservations or misconceptions some in the rail history fraternity may still have. (D. Pennick)

*** TRAINS magazine prints Railfan Patrol letter ***

Responding to an article in the March, 2006 issue of TRAINS Magazine entitled “Do Railfans Have a Place in Railroad Security”, PSRMA Media Coordinator **Dick Pennick** fired off a letter about PSRMA's very successful efforts in that arena during the 1970s and 1980s called “Railfan Patrol”.

TRAINS excerpted **Dick's** letter in the May issue as follows: “I was happy to see Bart Jennings' [article in the March issue]. The non-profit Pacific Southwest Railway Museum Association in San Diego pioneered what we believe was the first formal effort by a rail museum to assist railroad security personnel. Railfan Patrol was established in November, 1977 to monitor and report suspicious activity on and near railroad tracks and facilities from outside railroad rights-of-way, utilizing public telephones and citizens band radios to call the sheriff or railroad police”.

Our original effort was the brain child of member **Ed Smith** – who currently volunteers as a docent at our **La Mesa Depot Museum** in La Mesa on Saturdays. Later, others headed up this unique and valuable activity. But by the mid-to late 1980s, our pioneering effort died from lack of a leader.

During its approximately 10 years of existence, the all-volunteer effort brought unabashed praise from the Santa Fe Railroad management (the principal recipient of our effort at the time) and spawned several “chapters” in other areas of the country.

The TRAINS letter prompted a call from a railfan in the Reno, NV area who is in the process of setting up a similar effort along the Union Pacific tracks. He claims the UP management has been cautiously agreeable to their operations plan. (D. Pennick)

All Aboard the "Los Angeles Limited"

Special event for **Pacific Southwest Railway Museum** members. Bill and Debbie Hatrick are operating their 4th annual "San Diego Troop Train" ... a commemoration honoring the USA, its flag, and our veterans. Our excursion is operating on **July 8th** and will feature a great schedule that will allow lunch in downtown LA, perhaps at Olvera Street or Philippe's! On board the 1949 club lounge Overland Trail and the 1950 chair car Amber Trail, you'll enjoy an "old fashioned 4th of July picnic" on wheels with patriotic decorations, good food, good friends, and young veterans recently returned from Iraq. Traditionally attired crew (including a barber in the sole operating streamliner era barbershop ... extra charge for haircut) will attend to your needs. In addition, there will be W.W.II re-enactors to "dress our set" ... You'll feel like you're on a Hollywood sound stage!

Regular Fare - \$98.00 – Special to PSRMA members, 10% discount, your fare is **\$88.20** ... plus, an additional 10% will go to the museum (we will collect all the monies and remit to the museum). If you would like to, pay the regular fare and a full 20% will go to the museum! Child Fare (5 -13 years of age) - \$45.00, (Rail trip not recommended for those under 5). One way Fare - \$50 adult, \$30 child. (Only the regular full fare can be discounted, please). Food and most beverages included (Stewart's classic sodas and coffee sold at 1940s prices!)

For more information or tickets, please contact Bill or Debbie Hatrick at (714) Liberty 6-6923 (That's 546-6923 for all you youngsters!) or (800) KEllogg 9-7245 (539-7245). For more information on the web, visit www.overlandtrail.com. Please send email to: overlandtrail@cs.com We look forward to serving you!

"Los Angeles Limited" on **July 8th**: North on Train **#571**, return on Train **#580**

One way tickets may be available if you wish to use the private cars one way and an Amtrak train the other.

Train # 564	Train # 580	STATION	Train # 571	Train # 591
READ THIS SIDE DOWN			READ THIS SIDE FROM BOTTOM UP	
7:20 AM	3:00 PM	Los Angeles	1:15 PM	9:05 PM
7:52 AM	3:32 PM	Fullerton	12:38 PM	8:27 PM
8:02 AM	3:41 PM	Anaheim	12:29 PM	8:18 PM
8:11 AM	3:50 PM	Santa Ana	12:20 PM	8:09 PM
8:24 AM	4:04 PM	Irvine	12:09 PM	7:53 PM
8:42 AM	4:18 PM	San Juan Capistrano	11:55 AM	7:39 PM
9:14 AM	4:53 PM	Oceanside	11:24 AM	7:08 PM
9:31 AM	5:07 PM	Solana Beach	11:08 AM	6:53 PM
10:10 AM	5:50 PM	San Diego	10:35 AM	6:20 PM

Nothing matches the mystery and romance long associated with rail travel ... and nothing matches the ambiance, luxury and period feel of the **Overland Trail** and **Amber Trail**!

Please fill out as appropriate, clip, and return with your check for the --Los Angeles Limited--

Name(Mr./Mrs./Ms.) _____

Address _____

Phone(____) _____ Fax(____) _____ Email _____

of companions _____ child(ren) _____ (**circle one**) Boarding at: (San Diego) (Solana Beach) (Oceanside)

Please make check out to: Bill or Debbie Hatrick.

Send to: 2054 S. Halladay Street, Santa Ana, CA 92707-2904

*** 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 ***

	May	June	July	Aug	Sept
School Train	16	20	18	15	19
Tecate Train	20	17	15	19	23
Board meetings	18	15	20	17	21
Museum Services meeting	16	20	18	15	19
Deadline for Hot Scoop articles	28	28	28	28	28

Your Board meets the 3rd Thursday each month, 7 PM at Trinity Church, 3902 Kenwood Drive, Spring Valley.
Museum Services meets the 3rd Tuesday, 7 PM at Ted Kornweibel's house, 6334 Lake Decatur Ave., San Diego.

*** 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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