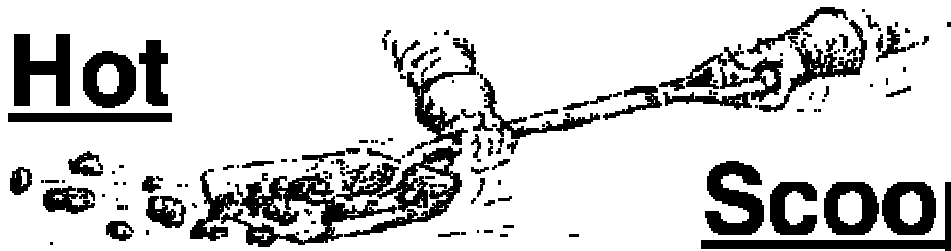


Hot



Scoop

Hot Scoop Shovel Logo by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum members

June 2006

MUSEUM NEWS

VOL XIX NO VI

*** Locomotive #7285 Repair Requires Teamwork *** *Randy Houk*



With ALCo MRS-1 #2104 idling on track #13, PSRM mechanical department crew return engine #2's hood back onto our GE centercab 80-tonner #7285. With **Ron Hyatt** deftly controlling the Koehring crane, **Mike Chisholm** directs the hood to **Bill Palmer**, standing on the deck. These hard-working volunteers worked into the night reattaching the many bolts & hoses. The hood had been removed for a repair to the Cummins NTA-855 6-cylinder Diesel engine. **Dave DiGiorgio** played a big part in coordinating the repair with the Cummins repair department. *Randy Houk photo - May 27, 2006*

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

The **Mother's Day Brunch Train** was a terrific success. After several years of searching, we were able to find a local restaurant which was able to partner with us to provide meals on board the train. The train also started our partnership with Kintera for reservations of our trains. Thanks to Dave Roesch and Dave DiGiorgio for their efforts to implement the reservation system. Several onboard meetings were held with Edith of the Twin Lakes Restaurant in Potrero prior to the actual event to go over the specific details on the car. We also had a meeting onsite with County Health. Thanks go to Linda and Mark Ovadia, Ron Hyatt and Jim Lundquist for cleaning the #1509 before the trip. On Mother's Day, Edith and staff served a great brunch onboard the #1509 of our guests. Upon return from Miller Creek, all reported that a good time was had. Edith is ready for additional trips as well. We might next try an evening meal - as the car is too hot inside during the day trips in the summer. There is an effort to repair the air conditioning system in the Robert Peary, headed up by Dave Roesch. Also, we have begun discussions of repairing the air conditioning systems in the #1509 and #4054 as well. The original goal of providing a new product to our visitors was well met and received. Thanks to all involved.

Campo Depot improvements have continued this month as well. Thanks to John Little, the interior of the baggage room continues to be upgraded. The ceiling is now complete, with a new door into the existing giftshop (to become the waiting room in the future) installed. There is still a lot of work ahead of us upstairs. It's time to install the electrical service, and member Brian Elmore has promised to start this effort soon. Larry Rose is also working on a new electrical permit for new service at the depot. Still to come: interior walls upstairs, insulation on walls and ceiling, installing hard wood floors, building of steps, handrails on ramp, stairs and dock, walls in bathroom and sink area, plumbing of sinks and bathroom, and yes, the list is long. But with the assistance of John Little, Brian Elmore, Larry Rose, Greg Smith and myself, we are making progress each week. I know that Robin Wonders can't wait to get upstairs into the baggage room to set up the giftshop.

The **Display Building** now features a large sign above the west end door. Our thanks go out to Larry Owen for painting the sign, and to Larry Rose and Jim Lundquist for installing the new sign. The sign looks terrific and clearly identifies our main museum display building for our visitors.

Our thanks go out to Ted Kornweibel for his volunteer service to stand for election on the Board as **Museum Services Superintendent**. Your ballot will come via separate mailing. As always, please remember to sign the outside of your envelope. Also, if you use the voting envelope of any other museum business, it will be delayed several weeks until we open ballots to discover whatever else was sent. Please refrain from using the ballot envelopes for any other business than official ballots.

It is our pleasure to welcome several **new volunteers** up at Campo recently. Our lunchroom is getting quite full nowadays. We are seeing new members as well as long time members coming up to Campo. Speaking of lunches, I would like to continue to thank Ron & Diana Hyatt for terrific meals prepared for the volunteers. With great regularity I enjoy breakfast, lunch and dinners all prepared by the Hyatt's. I can't tell you how great it is to have home cooked meals with friends in the lunchroom. Thank You Ron & Diana.

Our thanks go out to Larry Rose and Troop 581 of the **Boy Scouts** who spent a weekend volunteering on scraping the section house doors and window coverings, and applying a fresh coat of paint. It was fun to hear the excited voices of kids in the evening as we hosted the Boy Scouts overnight. Teaching kids about railroads, history, volunteering, improving our community - it was all good.

It was a pleasure to host two bus loads of visitors from the **Blind Center** recently. They enjoyed the train trip and visit to the display building along with their dogs. Thanks to everyone who makes these trips possible

Our **Tecate Trains** continue to be sold out this year. In addition to his operations duties, Dave DiGiorgio also handles the ticketing efforts for these trains. Our visitors truly enjoy the day reliving history onboard our trains as well as visiting the town of Tecate and the Brewery.

Our thanks go out to the **SD&AE Railway Board** for their purchase of new equipment for both state highway 94 crossing gates. The new equipment will allow a motorcar operator to activate the crossing lights and gates to allow a safer crossing of the state highway. We also appreciate the cooperation of CZRy and member Ken Kahan for their assistance in the installation of the new equipment. We hope the gates to be installed at La Posta Road will also have this feature when they are installed sometime in the future.

There is exciting news coming along this summer. Stay tuned. See you at Campo soon. We still need you for train crew - will you join us?

*** 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 16 trains in May, carrying 938 passengers.

Jim Baker	Robin Becker	Darrel Bivans	Al Brown	Rich Borstadt	Roger Challberg	
Steve Clark	Dave DiGiorgio	Duane Dubke	Don Getz	Elaine Getz	Ken Hansen	Larry Hieshetter
Randy Houk	Jim Lundquist	Seth Miller	Bob Nickles	Jack Ohmstead	Jack O'Lexey	Linda Ovadia
Mark Ovadia	Wayne Parsons	Dick Pennick	Don Pope	Jerry Reed	Bob Schussler	Sandy Schussler
Rob Stebbins	Robin Wonders					

Congratulations to new SD&A motorcar operator **Steve Clark**, and to recently re-certified engineer **Dave DiGiorgio**. Dave has a long history as an engineer with PSRM in its early days, and also as a freight engineer with the San Diego & Imperial Valley Railroad.

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

The first quarter of the year ended March 31; I accepted time cards for that period until April 30. A total of 15 people reported their time and mileage, which totaled 1329 hours, and 8556 miles driven. The highest three reported hours were Larry Rose with 254 hours; Dick Pennick with 199 hours; and Randy Houk with 151 hours. The highest three reported miles driven were Randy Houk with 1500 miles; Dick Pennick with 1349 miles; and Larry Rose with 1308 miles.

Thanks to all of you for the time you are volunteering to the Museum. Even if we pick a low wage of \$10 per hour, those reported hours represent a value of \$13,290 to the Museum.

I'd sure like to see more people making time reports; time cards are available in the Ops Trailer and near the phone in the Campo Shop, and at the La Mesa Depot. Or send the information to me via e-mail. Thanks for your cooperation!

*** New Sign on the Display Building ***



Our new Display Building sign was painted by **Larry Owen** and mounted by **Jim Lundquist** and **Larry Rose** by the light of the moon on May 20th.

The six-seat electric cart No. 4 is for running elderly visitors around the Museum. It was donated in a joint action by Larry Rose and Cart Mart Inc. of San Marcos.

Ed. Note: train crew have been seen being ferried from the carbarn/chow hall to the Campo Depot.

Thanks, Larry and Cart Mart!

Randy Houk photo

*** Book Release and Signing at Campo *** *Diana Hyatt*

Join us at Campo on Saturday, June 10th for a special book signing event featuring member Charles M. O'Herin, author of the newly published book:

First Edition Prototypes for Modelers Volume 1, San Diego & Arizona Railway

Books will be available for purchase at the Campo Depot Gift Shop. Mr. O'Herin will be staying at Campo for the 2nd Annual PSRMA BBQ in the late afternoon as well.

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



We had a really busy and successful work weekend in May. On Friday, the 12th, **Dick Pennick, Larry Owen, Bob Nickles, and I** worked on the front end of Coos Bay #11. The remainder of the nuts that hold the exhaust nozzle in were taken off, but we still couldn't get the nozzle detached from the saddle. Hopefully, when we get some of the other front end parts out of the way, we'll have enough room to use some more forceful techniques. We directed the rest of our attention to unscrewing the nuts that hold the smokebox front on.

We discovered that the Museum has a nice, big 1" square drive impact wrench. But did we have a socket of the right size to fit it? Of course not. Lots of effort was spent loosening the nuts with a wrench and hammer. Dick had to leave early to pick up some other materials in town, so he left early enough to stop by a tool store and get one.

Ron Hyatt, Larry Owen, Jim Baker, Bob Nickles, and Mike Lucek with the Coos Bay's smokebox front hanging from the Koehring crane.

On Saturday, Dick was on train crew, but he dropped off the socket he'd bought on Friday. A very useful \$26 donation from Dick. Thanks much! **Mike Lucek** was added to the rest of Friday's crew for Saturday. First, with **Ron Hyatt** operating the Koehring crane, we removed the smokebox door. Then, the new socket with the impact wrench made short work of removing the rest of the nuts that hold on the smokebox front. Now, all that was holding it on were the two handles, one on each side, that each attach to two of the bolts that hold the smokebox front on. We could NOT get the bolts loose on the inside, so we cut off the heads, and tried to drive them out. No luck. So, we decided to cut the handles, and use them as levers to turn the handle sockets off of the bolts. The torch was making no progress, when it was noticed that steam and water was coming out of the ends of the handle: they were full of water! So, a grinder did the job, and with the addition of a big pipe wrench, the handle sockets were removed. Then, with Ron again manning the crane, and much banging and prying, we got the smokebox front off.

We also cut the four bolts that hold the petticoat in place, and, would you believe it dropped right off onto the cribbing we'd put under it. Ron lifted it out with the crane. And, as a final accomplishment for the weekend, the firebox door and its frame were removed, so we can access the firebox to remove the firebrick.

We had our Steam meeting right after lunch, and estimated that we'll be ready to start cutting out the tubes in 3 more work sessions. Since the parts we are removing require a crane or forklift to move, we decided that they don't need to be locked up for now, and all are being stored on the GARX flat car that is spotted just ahead of the locomotive.

We've heard nothing from the guys in Washington state that wanted to trade work on the Coos Bay for the 46, so we are assuming that this deal is off. We agreed that as many of us as possible will try to attend the A.R.M./TRAIN meeting in Sacramento in November.

In June, we'll get the nozzle out, and tackle the 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. We'll have to do some careful cutting/grinding to get the baffle out. We'll also start removing the fire brick from the firebox.

So, our next work weekend will be Friday and Saturday, June 9 & 10. For further information or questions, please contact the Steam Foreman at baker@sdrm.org or 619-670-7441. All are welcome to come out and get dirty with us. Hope to see you there!

*** Equipment Department Report *** *Ron Hyatt*

There are lots of things going on at Campo lately, especially in the Equipment Department. Work has progressed on the Robert Peary, SD&A 250, the Alco MRS-1 2104, SD&A 7285 as well as maintenance on SP 3873 and the rubber tired support equipment.

SD&A 7285 has been virtually trouble free for the past three years but it still came as a surprise when water was found in the lube oil of the number two engine by **Jim Baker** and **Bob Nickles** several weeks ago. **Dave DiGiorgio**, **Brian Elmore** and I began troubleshooting for possible causes. We drained about four cups of water off the bottom of the crankcase. We then went to our extensive mechanical library and pulled the manuals for this series of engine. We had an idea that it could have been caused by a leak in the oil cooler, a bad head gasket or a cracked piston liner; the manual stated to check the oil cooler first as it is the easiest to remove. The following weekend **Mike Chisholm** and **Dave** pulled the oil cooler in about an hour and cleaned it up in the parts washer for inspection, it looked brand new but to make sure, **Dave** was going to take it down to Cummins and have it pressure tested. Our next choice of possible leaks was either a head gasket or a piston liner. This meant it was time to call in a Cummins mechanic. **Dave** had already contacted **Cummins Cal-Pacific** in El Cajon and received an estimate for a mechanic to go to Campo. At this point it was easy for **Dave** and **Mike** to talk me into pulling the number two hood off the engine which would provide better access for the Cummins mechanic and allow us to steam clean the engine. **Mike** and **Dave** disconnected all of the electrical and exhaust lines then unbolted the hood from the car body. Operating our 15 ton crane, we lifted the hood off and set it on the ground. With the possibility of a bad liner this would mean pulling the engine out of the locomotive and sending it to Cummins; this would take the engine out of service for a few weeks. **Jim Lundquist** and **Larry Rose** offered to paint it while it was down so **Mike** and **Dave** jumped on our newly rebuilt steam cleaner and washed down the entire locomotive. **Jim** began sanding the following weekend. During the week, the Cummins mechanic visited the museum and was assisted by **John Little**, our newest work-camper. The Cummins mechanic tried to pressure test the cooling system but it failed due to a crack in the filler tube on the radiator, so that put a stop to his troubleshooting. The following weekend **Brian** and **Mike** repaired the filler tube. **Dave** had picked up a cooling system pressure tester during the week and with instructions from Cummins on what to look for we pressurized it but could not find any leaks. So, once again the Cummins mechanic came up during the week, and assisted by **John** was able to find a pinhole leak in a freeze plug on the number two head. He replaced all the freeze plugs and tested it again; this came as a great relief to all of us as we were not looking forward to pulling the engine out of the locomotive if it was a bad liner.

This past Saturday while the hood was off, **Bill Palmer** welded a broken support on the equipment rack while **Sandy** and **Bob Schussler** sanded the hood on the ground. After completion of the sanding, **Mike**, **Bill** and I put the hood back on the locomotive. **Mike** and **Bill** started bolting it back down until they ran out of light. **Dick Pennick** continued sanding on Memorial Day. As the work continues, we hope to have it back in service soon with a snappy new paint job thanks to the above mentioned people and to **Cummins Cal-Pacific** of El Cajon.

On Saturday, May 20th while SP 3873 was providing power for the Tecate train, **Steve Clark** operated the SMV Railbus should any visitors show up without checking our website and information number. **Mike Chisholm** and **Dave Roesch** repaired the electrical system on the Railbus. **Carl Calvert** from the Campo Motor Transport Museum loaned us a carburetor to use in the Railbus until **Dave** rebuilds the Model A carburetor off the Railbus. During operations on May 20th, the fuel pump developed problems so **Dave**, **Brian Elmore**, **Larry Hieshetter** and I scoured the property for another 6-volt fuel pump. Fortunately, **Dave DiGiorgio** located one in the motor car parts shed and **Dave Roesch** rapidly replaced it on the Railbus and put it back in service.

With 7285 down, SP 3873 provided the only power for our Golden State trains and the May Tecate train. **Dave DiGiorgio**, **Jim Lundquist** and **Steve Clark** arrived at Campo this past Friday afternoon to perform and complete a 92 day inspection.

Progress on the Pullman business car Robert Peary continues. The Waukesha Engineator has been tested since **Dave Roesch** with the assistance of **Jack Harmanian** completed the overhaul; it performed well and has not developed any new problems. Jack rebuilt two sink faucets and worked on finding leaks in the water system. **Dave** has moved on to working on the refrigeration; he recharged the R404B coolant in the refrigerator compressor and it operates well. **Dave** also rebuilt the freezer compressor and is progressing on the Waukesha ice engine with the assistance of **Dave Green**. In order to accomplish the refrigeration work on this car in-house, Dave completed training and has become an ASE certified refrigeration technician.

With all the other projects going on, no work other than battery maintenance has been performed on the Alco MRS-1 #2104 lately. There is still needle-gunning to be completed and we are always looking for help.

Mark McCrea performed long-overdue rewiring on the RPO car. This project took several weekends and **Mark** drove to Campo on both Saturday and Sunday for most of those weekends. The car now has all its original light fixtures in operating condition with high intensity fluorescent bulbs. **Mark** also completed installation of lighting in the new indoor tool crib in the shop area of the Carbarn.



Work on SD&A coach 250 is slowly progressing. **Jim Lundquist** and I removed the coupler carrier on the A-end. The next item to be removed is the draft gear which will then be rebuilt by **Fred Carnathan**.

Jim Lundquist prepares to remove the coupler carrier on SD&A 250

Campo volunteers have been busy with other projects too. **Sandy Schussler** is a one woman cleaning army who can be relied upon to clean up and organize the shop area in the Carbarn and is always willing to help out and get dirty wherever there is a need. New volunteer "EMD Bob", a retired machinist from EMD's LaGrange, IL shops has begun organizing the diesel parts reefer car and is always willing to assist where needed. **Randy Houk** with the assistance of **Mike Chisholm** and **Dave DiGiorgio** has been upgrading the radios. **Randy** has been testing the antennas on the locomotives and making necessary repairs and upgrades to achieve optimum performance from the locomotive radios. He has also repaired the radio in the depot, and relocated it next to our ticket agent. **Mike Chisholm** obtained and replaced a bad push button on the Santa Fe overhead gantry crane and the crane is now functioning properly. **Dick Pennick** delivered a steam cleaner acquired through military surplus to **Pressure Washer.net** of El Cajon. They provided exceptional service and a considerable reduced cost to the Museum for the rebuilding of this valuable piece of support equipment. **Thank you Pressure Washer.net!**

Larry Rose and **Cartmart of San Marcos** have donated two carts to the Museum. Cart #3 is a flatbed electric cart for use by Facility volunteers and Cart #4 is a 6-seater electric cart that is stationed at the Display Building for transporting visitors to the Campo Depot. Larry and Cartmart are also responsible for the rebuilding of Cart #1, a 2-seater electric cart acquired through military surplus. Cart #2 which is almost identical to Cart #1 is currently being rebuilt. **Thank you Larry Rose and Cartmart of San Marcos!**

Jim Baker, Bob Nickles, Larry Owens, Mike Lucek and **Dick Pennick** continue to work on removing the tubes on the 2-8-2 Coos Bay #3. A more detailed update of this work can be found in Jim Baker's steam report.

Special thanks to all volunteers, you make our progress and success possible!

*** Amateur Radio *** *Randy Houk*

As Ron mentioned in the previous article, I've been busy working on the radio systems at Campo. I've always enjoyed working with electronics and radios in general, but since joining operations 15 years ago I've been using the hand-held and locomotive radios at the museum, which operate on the 160 to 161.5 MHz band. Since I've gotten involved with working on our radio systems over the last year, **Dave DiGiorgio** (a long-time HAM) has encouraged me to become an amateur radio operator. I found that it's relatively simple to take the 35 question test, and in the process I learned quite a bit more about radio theory which helps in the use and repair of our railroad radios. This Technician class license does not require the learning of Morse code; that's for the General class level and above. I highly recommend that anyone with a keen interest in 2-way radios consider getting this license, and join the growing list of museum volunteers who are amateur radio operators. **Dave DiGiorgio** and **Mike Chisholm** are working on a very interesting PSRM project which will be discussed in a future newsletter. Please contact Dave, Mike or me to learn more about becoming an amateur. Here are some members who are amateur radio operators:

Robin Becker (N3IX)	Mike Chisholm (KA6DAC)	Roger Challberg (KB6JKP)	Dick Cupp (N6SJA)
Dave DiGiorgio (KD6KHL)	Ken Hansen (KI6CTG)	Randy Houk (KI6DGU)	Tom Walker (KD6JXR)

*** Como te llamas? *** *Dick Pennick, Media Coordinator*

Some of you will recognize this common Spanish phrase. The English equivalent is “What is your name” (literally: “how are you called?”). With respect to our museum organization, there still seems to be a great deal of uncertainty about, or ignorance of, what we call ourselves as an organization. After three years, since the new museum management team took over, I would like to think that most of us had finally come to grips with the new – and in some cases, not so new – names that we all need to understand and buy into. But old habits are hard to break.

As Media Coordinator for the group, it is a constant battle for me to always be explaining to the public, the media – and to many of our members – what our true identity is. Here’s just a partial list of the various organizational names we have been, or are being, called over the last three years, and the correct names:

Incorrect or incomplete names

Pacific Southwest Museum
Pacific Southwest Railroad Museum
Pacific Southwest Railway Museum
Pacific Southwest Railway Museum, Inc.
San Diego Railroad Museum
Southwest Railroad Museum
Campo Railway Museum
PSRM

Correct names

Pacific Southwest Railway Museum Assoc., Inc.
Campo Railroad Museum
La Mesa Depot Museum
San Diego & Arizona Railway
Southwest Railway Library

When our museum organization was incorporated with the Secretary of State as a California non-profit corporation in 1963, the official adopted name of the new corporation was (and is) ***Pacific Southwest Railway Museum Association, Incorporated***. The Association obtained Federal 501(C)(3) tax-exemption status in 1966. Long-time member **Larry Rose** set to work designing a great new organization logo, and a beautiful masthead for our member newsletter REPORT.

This logo – still our official organizational medallion -- contained graphic elements that were designed to express the basic mission of the association: the locomotive silhouette represented a locomotive of the California Southern Railroad – the first mainline railroad into San Diego and our connection by rail with the rest of the country. This connection spurred the “great real estate boom of the 1880s” in San Diego County. Flanking the locomotive were representations of the mountains and the desert, a reference to the Southwest area of our interest.

For design reasons – and to keep the principal words of the organization’s name as prominent as possible in the logo – the words “Pacific Southwest Railway Museum” were made large and bold around the circumference of a ring encircling the locomotive silhouette. This left less than 25% of the ring to fit the rest of our corporate name into, so the words “Assoc.” and “Inc.” were rendered in smaller, less-bold, letters at the bottom of the ring (see the logo at the top of REPORT). After all the years since then, the name of our non-profit, tax-exempt corporation has never changed. It’s still ***Pacific Southwest Railway Museum Association, Inc.***

In the early 1980s, museum management was persuaded by a professional fundraiser to adopt an additional name – called a “doing business as” or d.b.a. name – in an effort to help us develop a “San Diego” identity and therefore enhance our fundraising and promotional opportunities within the San Diego community. We were told that it would be a handicap to try to raise local capital under such a broad-ranging banner as “Pacific Southwest”.

Without changing or retiring our real corporation name, we adopted the d.b.a. name “San Diego Railroad Museum” as an overlay. Afterwards, some paperwork clarified the relationship this way: “San Diego Railroad Museum, a division of the Pacific Southwest Railway Museum Association, Inc.”.

After doing museum business under this d.b.a. name for nearly 20 years, the name became engrained in almost everything we did. The public embraced it. Some (but not all) of our members embraced it. But it was difficult for the long-time members to swallow after being used to referring to us as “PSRMA” for 20 years. The only real problem we had with it over the years was that many members of the general public unknowingly confused us with the San Diego Model Railroad Museum in Balboa Park, because of the similarity of names.

Partly for that reason, and the fact that the association’s business office was moved out of the downtown area in 2003, it was decided to retire the “San Diego Railroad Museum” d.b.a. Once that was done, we were left with just our underlying corporate name: ***Pacific Southwest Railway Museum Association, Inc.***, an “umbrella” organization – or “holding company”, if that’s a better analogy.

Then the question was: how do we handle the geographically-separate identities of the two museum venues the umbrella organization operates in the county at La Mesa and Campo, and our research library. To give our visiting public a quick, succinct locational reference for our main train operation and visitor's center, it made sense to call our Campo venue the **"Campo Railroad Museum, a historical and educational activity of the non-profit Pacific Southwest Railway Museum Association, Inc."** (current sign at main gate notwithstanding! There is no museum site called "Pacific Southwest Railway Museum").

The name we call our train-operation activity at Campo has not changed since our very first train operation in 1986: **San Diego & Arizona Railway** (the original corporate name of the railroad until 1933). The official name of the railroad we operate on has not changed since 1933: San Diego & Arizona Eastern Railway Co. It is not the "San Diego & Imperial Valley Railroad" or the "Carrizo Gorge Railway". Those are the names of contract operators on the SD & AE Railway for freight train service.

Our La Mesa venue – our current business office at 4695 Nebo Drive and where we display and interpret the original 1894 village depot – is called the **La Mesa Depot Museum**. In the late 1970s, the association acquired a small, local private railroad research library called **Southwest Railway Library**. This name was quickly forgotten in the subsequent Herculean efforts to convert an abandoned high school gymnasium site at Campo into a railroad museum. But the name didn't go away.

Having separate names for our various county venues has some other advantages, one of the most obvious being two listings in the annual Tourist Railroad directory, rather than one. By sheer alphabetic coincidence, our **Campo Railroad Museum** is listed next to Sacramento's huge "California State Railroad Museum" in this popular guide. Our second listing is, of course, the **La Mesa Depot Museum**.

One final note: The street address shown on our website home page – "31123 ½ Highway 94" is not to be used as a locational reference for our visitors, since there is no sign or mailbox on the highway with this number. We were required to have a street address assigned to our **Campo Railroad Museum** location in order to receive ground deliveries from UPS and other parcel carriers. The public address is: **Highway 94 at Forrest Gate Road, Campo**. I am in the process of suggesting updates to our website, including all of the foregoing.

Going forward, I hope each of us can try a little harder to adopt a uniform, correct, system for referencing our fine museum endeavor. Sure will make my job easier!

So, as the late radio personality Paul Harvey used to say, "now you know the rest of the story!"

*** In Memoriam ***

SEETH L. THOMSON March 17, 1925 – May 1, 2006

Seeth L. "Corky" Thomson, a long-time local railfan and model railroader, whose favorite steam locomotive was the celebrated S.P. 4-8-4 #4449, has taken that final ride on the Route of No Return and tied up at the Great Roundhouse in the Sky. He was 81. He was a member of PSRMA for several years, as well as other rail hobby organizations.

Seeth (his mother's maiden name; rhymes with "teeth") was born in the San Francisco Bay area, son of a western railroad official's secretary. He adopted the nickname "Corky" at an early age because of frequent mispronunciations of his given name. He and his wife, Barbara, who survives him, formed SeeBar Productions a number of years ago to produce railfan videos for the train hobbyist community. He was also a long-time HO and G-scale model railroader in San Diego and Durango, Colorado.

His interest in trains dates to about his third birthday, when he disappeared from his home and was later found sitting along the nearby railroad tracks, watching the trains go by. This diversion soon became a regular activity. The family moved to the San Diego area in 1941 and settled in Solana Beach, where he continued to pursue his railfan interests on the Santa Fe and SD & AE railroads.

Corky met Barbara Taylor, a shapely local beach cutie, in high school, but they didn't marry until Barbara's first marriage ended in 1954. Barbara also came from a railroad family: an uncle was a dispatcher for the Texas & Pacific at Ft. Worth and two cousins were freight brakemen, conductor and accident investigator on the Southern Pacific at Los Angeles. Coincidentally, their marriage was exactly 12 years, to the day, after their first date in high school in 1942! They were blessed with one child, a boy, to add to Barbara's three children from her first marriage. They also raised four foster children.

Following their Las Vegas wedding in August, the new duo honeymooned northward to Klamath Falls, Oregon, stopping at every railroad roundhouse along the way. These were the closing years of the steam locomotive era in the west, and roundhouses were still full of active steamers. Normally, a visitor – even a railfan – would need a pass and a “Hold Harmless” agreement from the Superintendent’s office to come onto railroad property. The 25-year old naturally-well-endowed Barbara claimed responsibility for circumventing the normal “red tape”. Because of the warm weather at that time of year, Barbara wore rather skimpy attire into the hallowed halls of steamdom. As she walked into the various engine sheds with Corky, all work came to a halt and greasy mechanics, hostlers and other shopworkers fell over themselves to accommodate the two newlyweds in any way possible (“wanna take a spin on the turntable?” “Can we spot that engine in the light for you?”)

Corky worked for awhile at the old Convair plant on Pacific Highway and later became an appliance repairman for White Consolidated Industries. In 1949, he and others founded the Pacific Beach Model Railroad Club, and helped build their first train layout in the basement of the former home of famous San Diego horticulturist Kate Sessions (sadly, this historic building was later demolished by the U. S. Government). Barbara became the group’s first and only female member in 1953, and served as its Secretary for many years.

In January, 1951, Corky and other local railfans played hooky from work to ride the final eastbound SD & AE passenger train, No. 362, from San Diego to El Centro on Thursday, January 11th, pulled by SP 4-6-0 #2373. For Corky and some of his fellow railfans, the morning call to their employers about the fictitious “malady” that suddenly befell them that day – preventing them from reporting for work – might have worked, had it not been for the photo that appeared in Friday’s newspaper! Later, there were questions about their “amazing” recovery!

Corky and Barbara got involved in the new Railway Historical Society of San Diego (forerunner of the present Pacific Southwest Railway Museum Association) in 1954 and met a young local railfan named **Dick Pennick** (Dick later served as RHS OF SD’s President and Museum Committee chairman before joining the current association in 1965 after a stint in the Air Force). Another member, local ad man **John B. “Jack” Stodelle** became a life-long friend of the Thomsons, as did local banker/railfan **Tom Sefton** (both gentlemen later became members of the new PSRMA). When Sefton’s newly-purchased private railway car, “Cyrus K. Holliday” arrived in San Diego in 1954, Corky and Barbara were the first to greet it – even before Sefton – and sign its Guest Book!

After 5 years without a home, the Pacific Beach club acted on **Stodelle’s** suggestion to press the Del Mar Fairgrounds for layout space. The response was positive, as long as the group could have a functioning layout by fair time in the summer of 1958. After removing some old fire engines from a rickety wooden building, the new layout was completed and running by the deadline and the rest is history. The layout was a popular attraction at the annual County Fair for nearly 35 years. The building was torn down in 1991 to make room for the current grandstand structure.

After 37 years overlooking the Santa Fe mainline from their Clairemont house, they decided to follow their dream and move to Durango, Colorado in 1992, so close to the narrow-gauge steam trains of the Durango & Silverton Railroad that they could hear the engines’ whistles as they arrived and departed. When they finally left, reluctantly, in the fall of 2002, Barbara reported that “probably the best 10 years of their married life” came to a close. Following the comings and goings of the coal-fired steam trains almost every day made him a familiar sight around the Durango yards and led to a job for Barbara in the ticketing/reservations office. This “office” was a converted narrow-gauge wooden boxcar set on a siding in the Durango yard, providing Barbara with her new handle: “Boxcar Barb”.

Corky had suffered a severe, almost fatal stroke in October, 1992, and after Barbara developed ovarian cancer in 2002, they realized life was finally catching up to them and it was no longer prudent to live so far from well-established medical facilities. The two returned to San Diego County and moved into a mobile home in Poway. Corky began to gradually sift through his files of photos and other artifacts and funnel them to those he felt would most appreciate them, including PSRMA. Barbara’s cancer eventually went into remission, but Corky developed a tumor on his esophagus, which ultimately took his life.

In addition to PSRMA, Corky was a member of Orange Empire Railway Museum, Calif. State Railroad Museum, San Diego Model Railroad Museum, San Diego Electric Railway Assoc., San Juan Large-Scale Railroaders (Durango), and other museums and clubs.

PSRMA and the San Diego railfan and modeling fraternity mourn the loss of Corky Thomson from the ranks of the faithful, and extend their heartfelt condolences to his widow, Barbara and the Thomson family. A memorial celebration of life is planned for June 10th at Poway Park. In lieu of flowers, the family suggests donations to the steam locomotive program of PSRMA. Checks should be made payable to “**PSRMA Steam Fund**”, and addressed to Mr. Richard Pennick, c/o PSRMA, Inc., 4695 Nebo Drive, La Mesa, CA 91941-5259. (Dick Pennick)

*** Web page update *** Randy Houk

For photos of new motorcar operator **Steve Clark**, and engineer **Dave DiGiorgio**, see our link to our volunteer train crew at <http://www.sdrm.org/gallery/people/index.html>. 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 ***

	June	July	Aug	Sept	Oct	Nov	Dec
School Train	----	18	15	19	17	21	19
Tecate Train	17	15	19	23	21	11	
Board meetings	15	20	17	21	19	16	14
Museum Services meeting	20	18	15	19	17	21	19
Deadline for Hot Scoop articles	28	28	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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Steam Foreman, Jim Baker	(619) 670-7441	baker@sdrm.org

NOMINATIONS OPEN FOR 2007-2008 BOARD POSITIONS

In accordance with the bylaws, for all members in good standing, we will be electing four Board members for two year terms from 2007-2008. The positions open for election will be: President, Secretary, Museum Services Division Director, and Equipment Division Director. Any ten (10) Regular Members in good standing may nominate any other Regular Member in good standing for the position of an executive officer (and concurrently director) of the corporation (namely the President and the Secretary), provided the person so nominated evidences in writing a willingness to serve if elected. Any ten (10) Regular Members in good standing may nominate any other Regular Member in good standing for the position of Division Director (namely the Museum Services Division Director and the Equipment Division Director), provided the person so nominated is associated with the corresponding division of the corporation, as described in Section 4.12 of the Bylaws, and evidences in writing a willingness to serve if elected.

Each nominee may submit a maximum 200 word statement with respecting to their qualifications, vision and intentions respecting the office to which nominated. All petitions and any statements are required to be turned in the Secretary of the Museum not later than 5:00 PM on Thursday, September 14, 2006. Address all petitions to: Secretary, PSRM, 4695 Nebo Dr, La Mesa, CA 91941-5259.

Thank you for your interest in serving our Museum.

PETITION FOR BOARD

I, _____, being a member in good standing of the Pacific Southwest Railway Museum, do hereby submit this petition signed by at least ten members in good standing, to stand for election for the position of _____. I agree to serve the Museum in this capacity until the next election for this position.

Signed this _____ day of _____, 2006. _____

The following members in good standing support this candidate for the above position (must contain at least 10 signatures, write legibly):

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____