



Hot Scoop Shovel Logo by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum members

August 2006

MUSEUM NEWS

VOL XIX NO VIII

***** HELP WANTED *** *Jim Lundquist***

So many times I hear from members stating “I would help but it’s a long ways to Campo, I’m busy on the weekends, I can’t get up and down ladders anymore, ...” This article will focus in on all the places where we need help – both hard labor and stay at homes. I’m certain one of these tasks will meet your abilities and would be a big help to us.

Train Crew – yes, we are always recruiting for the best all volunteer railroad in the Country. Our crew is stretched thin covering at least 10 operating days per month (two on Tecate days). Everyone starts as a Brakeman or a Motorcar Operator or crew. We continue to train you until you reach Conductor and Engineer. The Brakeman job requires good physical condition and the ability to learn and apply railroad rules. The Motorcar Operator is less physical but still has the same railroad rules to learn. The Motorcar crew requires the ability to spot fires and radio them in, with a once in a century need to actually operate a fire extinguisher or a shovel.

Trainman is our onboard docent, assisting with the safety of our passengers, explaining how things work, and spreading the railroad history story.

Phone Answering requires the ability to answer the phone, become familiar with the facilities and operations we offer the public, and to take messages and convey them via email to the appropriate officer. This position requires a phone and the internet.

Railbus Outreach requires the ability to organize people and events to bring our Santa Maria Railbus to our community. There are parades, hot rod days, school programs, church groups, service groups, Scouts, and you name it where our railbus can act as a magnet to allow us to tell the story of railroad to the public. This position finds the events and matches up a driver to the event, or drives the railbus there. They will also have to know how to start it. Someone less ambitious could be a driver for the night. While we have the trailer for the railbus, we are still working on registering our big truck. Big truck owners – we need you. The railbus on a trailer is 9,000 pounds and a 2 5/8 inch ball.

Mechanics are the hard working, under appreciated volunteers who have the ability and desire to get down and get dirty. We have the tools and the ability to teach you what you need to know.

Painters are required for the Campo Depot, railroad cars, locomotives, railbus and a variety of odd jobs. These include volunteers to spend hours with electric sanders and air jitterbugs. The fun happens when you can look back at the before and after photos and go “WOW – look at what we accomplished.”

Office helpers will assist in many ways. We get requests for donated tickets (need to live near La Mesa), we need people to handle cab ride and private car reservations via email and telephone (requires that internet and phone thing again), and a variety of odd jobs along the way (pick up this part at this location).

Display makers will build displays from photo boards, map, inside cabinets, make videos, etc.

Ticket Agent is a most responsible volunteer who can oversee all the reservations on the Tecate train and the Christmas train. Right now, this job is being handled extremely well by Dave DiGiorgio, but if we find the responsible person, Dave could concentrate in mechanical and operations duties.

Donor is available to people who simply can't become active for one reason or another. We have many unfunded or underfunded projects. A one-time donation or a monthly pledge could allow us to contract the materials or labor and allow us to finish certain jobs. Examples are roofs on coaches, painting passenger cars, bringing in experts in steam locomotives, purchasing land, paving parking lots, building improvements – you name it – it could be hired out or funded.

As you can see, there is a position for you in our Museum. Together, we are and can build a museum which meets the needs of saving and presenting railroad history. Did you see the ideal job for you? If so, please call Jim Lundquist at 619-417-7059. If not, call Jim anyway and tell him what you can do. We'll find a place for you.

*** Donations ***

Amos, Roy & Susan	The Dick McIntyre Memorial Fund	\$150
Ashcraft, Gary & Peggy	General Fund	\$10
Cupp, Richard F.	Dick McIntyre Memorial Fund	\$25
Dindinger, Keith R. & Ellen	General Fund	\$35
Elliot, Debbie & Jerry Galiley	General Fund	\$10
Gloria L. Hurtt	Dick McIntyre Memorial Fund	\$15
Kehr, Herbert G.	Report	\$100
The Don Luna Family	Dick McIntyre Memorial Fund	\$100
Bryce Reynolds	Crane Leg Fund	\$60
(with a \$30 additional match by the 4charity Foundation)		
Sandel, Andrew & Noreen	The Dick McIntyre Memorial Fund	\$50
Vanderlaan, James & Robin	General Fund	\$10

*** Speakers Bureau *** *Bob Schussler*

Speakers Bureau is alive and well. As you're probably aware, members of our museum frequently give talks on railroad topics to various civic and educational groups. We at the Speakers Bureau are attempting to bring some formality to this process by documenting the events as they occur and coordinating requests from the public for informational talks. Two events were noted this month. If anyone has given a talk or would like to schedule one of our speakers, please contact Bob Schussler at schus1@cox.net.

Bruce Semelsberger, perhaps our most prolific speaker, addressed the Bonita Historical Society on June 11th. Bruce provided detailed information at the Railway Exhibit on Rolling Stock of the West. Bruce is also the Director of Research at our museum.

Bob Schussler and Duane Dubke were invited by teacher Ali Clingerman to give a short talk at St. Marks pre-school. Although the youngsters were somewhat short on experience, they were long on enthusiasm. Types of trains were discussed and student experiences were freely shared. The highlight of the event was Duane acting as a locomotive while Bob lead the future brakemen in signaling the "locomotive" to go forward, stop, and back. Since Duane did no damage to the classroom, we assume the signals were effective. Thanks again to Ali Clingerman. We all enjoyed the experience.

*** KPBS Pledge Night Features PSRM *** *Jim Lundquist*

We have teamed up together with KPBS this year for their pledge night. On Thursday night, August 10th, KPBS will be showing a trip on our Tecate Special train. Then, during the evening, KPBS will be selling a special KPBS only train as a fundraiser for both them and us. It would be a good show if several of our members helped "man the phones" that night. They feed us at 7:15PM, give us some training on how to answer the phones, then it's off to work, ending at 10:30PM. This partnering brings us exposure.

To join me and other museum members in this event, please call KPBS directly, talking to Stephanie Lloyd at (619) 594-4985 to offer your assistance. Let's make our museum proud. See you then.

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



We had another very busy and very successful work weekend in July. On Friday, the 7th, **Larry Owen, Bob Nickles, Mike Lucek, Dick Pennick**, and I were there. Bob spent the entire day needle-gunning our ALCO MRS-1, USAF 2104. Since our GP-9, SP 3873, looks like it may need some major work in the near future, and 2104 is our next best candidate for regular operation, it was felt that we needed to get it ready for painting ASAP, so it will be ready for use when needed.

The rest of us worked on the Coos Bay #11. This month's project was to remove the superheater units. During the previous two weeks, **David Green** had sprayed KROIL on the nuts that hold the front row of units in place. This was to make them easier to remove. Thanks David! Also, during the previous week, I had purchased extensions to use with our 1" drive impact wrench to use on the nuts. There are four rows of superheaters; seven units in each of the first three rows, and five in the last row. So, we were all ready to just whip them out with the big impact wrench. Rat-a-tat-tat. Nothing moved. We tried heating the nuts with the torch, and that helped some; we got the first row all removed by quitting time. While some of us were sweating it out in the smokebox on the superheaters, the rest of us moved the ATSF gantry crane over the steam dome, and got the cover lifted off (after removing all the nuts that hold it on). Things looked good inside!

Jim Baker after working inside the smokebox of #11

On Saturday, I ran the motorcar for the morning train to Division, while Bob joined Mike and Larry back in the smokebox. With some further advice David, on how to adjust the torch to get a hotter flame, they got the nuts almost red-hot. Then, using a technique Bob and I learned in May, in Ely, NV, they squirted water from a squirt bottle on the threads. Then, the impact wrench took the nuts off pretty easily. When I finished my motorcar duties, Bob went back to needle-gunning the 2104. The rest of us got all the remaining superheater units removed. All the parts were placed on the flat car, and tagged as to where they came from. We are now at the point where the tubes can be removed for an inspection of the interior of the boiler.

Our next work weekend will be Friday and Saturday, Aug. 11 & 12. This is our usual weekend of the second Friday and Saturday of the month. We may have people coming to take a look at both the Coos Bay and 2353 to give us repair proposals. More details to follow. 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!

*** North Pole Christmas Express *** *Diana Hyatt*

Our Museum is pleased to announce that we will be offering special evening trains again this year during the Christmas season. These special trains feature Santa and Elves, with caroling, cookies, hot cocoa and story book reading. We ran these trains last year, and all sold out. Look for the flier in this month's Hot Scoop to order your tickets for your whole family.

We are looking for volunteers (no experience necessary) for assistance with the North Pole Express trains. We need people onboard the train, in the Gift Shop, caroling outside (perhaps wearing "period" costumes), preparing the hot cocoa and cookies for distribution, decorating and un-decorating the cars and cleanup and prep work. The time periods involved are Friday and Saturday nights, November 24 through December 16. The decorating will happen prior to the event, the weekend before. The cookies could be baked at your home.

If you can assist us in any way, please contact Diana Hyatt at 619-390-9045. Thank you.

*** Narrow-Gauge Steam in the High Country (Part 1 of a series) ***

by Dick Pennick

I recently returned from a week in northern New Mexico volunteering with another non-profit railroad preservation organization. Several of our members have suggested that I write a little summary of the experience, and include any observations that might be useful for us here in San Diego.

Nearly everyone, it seems, has heard of the unique Goat Canyon bridge on the **San Diego & Arizona Eastern Railway's** line in the famous Carriso Gorge in eastern San Diego County, even though the public has not been permitted to ride a train over it in 55 years. In fact, thanks partly to a Huell Howser segment of "California Gold" about 10 years ago, I'll wager more people have heard of the bridge than have heard of our unique Museum endeavor on the same railroad 25 miles closer to San Diego, and much more accessible than the bridge (Howser, who rode to the bridge from Ocotillo in PSRMA's ex-Santa Maria Valley Railroad 1932 Fairmont railbus #9, was apparently unaware that the antique rail vehicle he was riding in was owned by the Museum, as no mention of the fact was made in the TV segment).

A similar analogy could be made with the privately-owned **Durango & Silverton Narrow-Gauge Railroad**, which operates out of Durango, in southwestern Colorado, through a very scenic narrow canyon north to the old former mining town of Silverton. The coal-burning steam locomotives and some of the passenger coaches are the genuine article, but as a concession to public tourist tastes and present-day liability concerns, the engines are kept shiny and the roundhouse, rail yard and shop areas are off-limits to the public. The mission of this for-profit enterprise is primarily to earn money for its owners, and only secondarily to preserve and interpret a vanished part of Americana. But ask ten adults, picked at random on the street here in San Diego, if they have ever heard of the railroad at Durango, and 5 or 6 of them will answer in the affirmative. And you can't even get there by train, and only indirectly by plane! Travelers from all corners of the globe are at least familiar with it at some level.

Until 1969, Durango was connected to the rest of the world by a 200-mile long 36" gauge railroad east to Alamosa, Colorado, in the San Luis Valley, by way of Chama, New Mexico and Antonito, Colorado. Except for the 45-mile long branch line to Silverton mentioned above and another 46-mile branch south to Farmington, New Mexico, this was the very last remnant of a once-extensive narrow-gauge (narrower than the American standard track gauge of 4'-8 1/2") railroad system built in the late 1870s and early 1880s that extended west from Denver, Colorado to Salt Lake City and south to Santa Fe, New Mexico.

By 1969, all of the narrow-gauge track had been either converted to standard-gauge or abandoned outright, except for the Durango-Alamosa segment and the branches to Farmington and Silverton. In this year, owner Denver & Rio Grande Western Railroad Co. (D & RGW) was given permission to abandon the whole kit & kaboodle, except for the Silverton branch. Only by sheer force of will by a small group of dedicated railroad historians and some intense political lobbying at the state level was a reprieve granted for the spectacularly-scenic 64-mile mountainous section between Antonito, Colorado and Chama, New Mexico. The two states enacted legislation that enabled them to buy that portion of the railroad for "historic and recreational purposes" and to thereby provide an economic boost to a relatively-impooverished part of northern New Mexico and southern Colorado.

A 4-member bi-state commission – the **Cumbres & Toltec Scenic Railroad Commission** --was created to manage and oversee the restoration and operation of the railroad for the two states. Because the line is a tourist railroad and has no physical connection with the rest of the U.S. rail network, it is exempt from modern air-brake requirements, all-steel car frames, Federal track maintenance standards, and other present-day requirements. The line is listed in the National Register of Historic Places and on the New Mexico Register of Cultural Properties, placing the railroad under the protection of the National Historic Preservation Act of 1966 and the New Mexico Cultural Properties Act of 1969. The corresponding body for the state of Colorado is the Colorado Historical Society.

Actual operation and maintenance of the steam-powered tourist trains on the C & TS – using original hand-fired, coal-burning engines that once worked the line -- is provided by contract operators hired by the bi-state Commission. Over the past 35 years, a succession of operators has tried their hand running this largely-seasonal tourist railroad. The current operator is a newly-formed non-profit corporation called **C & TS Management Corp.**

“Restoration” and maintenance of the large collection of interpretive rolling stock, facilities, and certain Maintenance-of-Way vehicles and structures – as well as a small corps of interpreters on the trains and on the ground at each terminal -- is the responsibility of a non-profit 2300-member worldwide brotherhood of dedicated volunteers called the ***Friends of the Cumbres & Toltec Scenic Railroad***. Among this elite membership are PSRMA members **Jim Baker, Larry Rose and Dick Pennick**. Each year, the ***Friends*** management organizes, plans and coordinates a series of six week-long volunteer work sessions, beginning in May and winding up in August. The first two sessions are dedicated to preparing for the four remaining work sessions to follow, assuring that all of the equipment and supplies are available for the planned volunteer projects.

This year, there were more than 70 restoration projects at eight different locations along the railroad, in addition to 130 days of train and yard docent (tour guide) services that interpret the history and heritage of this unique operating museum to the visiting public. ***Friends*** volunteers – who come from all across the U.S. (including Hawaii and Alaska), Canada, England, Australia, New Zealand, Germany, Switzerland and other countries -- sign up for one or more weeks, and some spend the entire season. The cost of transportation to the work site, lodging, and most meals is born by the volunteer. Many bring personal RVs or trailers and stay in local campgrounds. Others use local commercial lodging facilities, which range from “bare-bones” to B & B.

The work locations are literally in “nose-bleed” territory. My nose didn’t stop bleeding the entire week! No work site is lower than 7900 feet above sea level, and one site is at 10,000 feet! Working at these altitudes definitely requires some acclimating. But the clean mountain air and smell of the nearby conifers – mixed with the odor of burning soft Hesperus, Colorado coal – makes it all worthwhile.

Most volunteers opt to enjoy the ample lunches provided each workday by a dedicated group of lady volunteers, using a converted narrow-gauge wood-frame boxcar parked on a siding in the Chama yard as a field kitchen. At the Chama work site, plenty of free drinks – including cold Gatorade, ice-water, fruit juices and soft drinks -- are available to all volunteers during the day, and coffee and sweet rolls are provided in the morning. Other boxcars are used for the tool crib (manned), paint locker, nail & bolt locker, etc. At the Antonito worksite, a new indoor carshop complex was recently completed, allowing virtually all-weather restoration work to be accomplished.

Next installment, I will provide details of the project I was assigned, based on my three top choices.

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

Our 1894 in-town showcase museum has been open to the public on Thursday evenings, beginning June 1st, in addition to our normal Saturday afternoon openings. These Thursday openings, from 6 – 8:30 p.m., are not advertised to the public, since we are able to take advantage of the crowds of visitors brought to La Mesa by the Merchants Association’s annual “Back-to-the-50s” car show promotion.

Helping with the all-important docent duties recently were members **Sid Saltzstein, Bruce Semelsberger, Duane Dubke, Naomi Title, Sherwin Dorris, and Dick Pennick**.

***** Classic Trains Magazine to Feature Rail Mail Cars *****

The Fall edition of Kalmbach Publishing Company’s quarterly “Classic Trains” Magazine will feature “Mail by Rail: All about the people and trains that moved the U.S. mail”.

As most of our readers know, we are the proud owners of a completely-restored and functional 1927 Pullman Railway Post Office car (ex-Santa Fe Railway #74). This car gets trundled out onto the mainline of the SD & AE railway at Campo each year for our annual Postal Heritage Days.

One segment of the Classic Trains coverage will be entitled “Classics Today: Where to see mail-pouch pickups in the 21st century”. Kalmbach editorial staff was made aware of our annual pouch pickup demonstration, and we hope they will include us in their listing. (Dick Pennick)

*** Volunteer Hours *** an editorial by Dick Pennick

Member **Jim Baker** is to be applauded for his hard work putting together a volunteer-hours record-keeping program and compiling the data for use by the Museum in fund-raising and other activities. This program has been needed for a long time, and was waiting for the right person to pick up the ball and run with it. Jim has addressed that need.

It's a shame that Jim doesn't have 100% compliance with this program from our volunteers. Many of us diligently record our hours, using the handy forms provided at the various work venues around the museum (Operations Office, Enginehouse, Display Building, La Mesa Depot), but some others do not. Still others don't bother to record the hours spent at home on Museum business: making/receiving phone calls, sending/receiving e-mails, writing HotScoop articles, preparing graphics, staffing shows, picking up/delivering needed Museum items, networking with businesses and the public on the Museum's behalf, attending Board and committee meetings as a guest, etc. All of these activities qualify as legitimate Museum hours and should be included on the time slips.

When a reader scans the summaries of volunteer hours Jim compiles periodically, it appears that members **Larry Rose, Dick Pennick, Dave DiGiorgio, Randy Houk** and several others are the "top achievers" in terms of hours contributed. Let me be the first to put that myth to rest. Although Larry and others put in many hours – and dollars – for the Museum cause, no one contributes more time and energy than our current President, **Jim Lundquist**. He has us all beat by leaps and bounds, and as far as I know, has never turned in a time slip! But he always seems to be accessible to Museum members, no matter where he is. Several months ago, I called him regarding some Museum issue and, when he answered the cell phone that is apparently surgically implanted in his ear, I heard unusual noises in the background. Turns out he was riding a steam locomotive cab in Utah! And he makes it all seem easy. If he doesn't have at least 16 things on his plate at one time, he wouldn't be happy. And he still works a "day job"! If you still think you can top that, we want to hear from you, because there's an award waiting for you!

Next time you see Jim, give him a slap on the backside and tell him how much you appreciate all of the thankless hours he contributes to your museum, simply because he loves it.

*** Crane Leg Fund *** *Dick Pennick, Fund Coordinator*

I am pleased to report that the recent "Pass-the-hat" fundraiser to purchase the missing outrigger leg on our Koehring crane succeeded in raising nearly 80% of its goal of \$4,500. The final total was **\$3,555!**

With this encouraging show of support, the Museum Board voted recently to proceed with ordering the new outrigger assembly, even though we fell a little short of our goal. If you did not, for some reason, send your check for this low-cost fundraiser, feel free to help us make up the remaining \$1,000. Make your check payable to "PSRMA Crane Leg" and send it to **"PSRMA Crane Leg, c/o Dick Pennick, 4695 Nebo Dr., La Mesa, CA 91941-5259"** to be sure your donation is properly accounted for.

There were 27 total donations. The first 14 donors were listed in the April issue of HotScoop. The remaining 13 donors to date were (alphabetically):

**Mr. & Mrs. Robert Buchanan
Gordon & Louise Buck
Jessie Burrows
Randolph Hunt
Leslie May**

**John Palewicz
Harlene Roach
Harold Schultz
Ralph Staunton
Michael Thometz**

**Chard Walker
Tom Walker
Anna Whittaker**

The Museum thanks you for your generosity. Come out to the **Campo Railroad Museum** some Saturday, introduce yourself to the crane that will soon have a new leg, and see what neat things are happening. We'll even find a niche for you! Interested in learning how to operate it? Grab your hardhat!

*** New Kiosk Display at Campo Depot ***

Volunteers and visitors to our **Campo Railroad Museum** may notice a new information display in the kiosk adjacent to the depot parking lot.

At the request of museum President **Jim Lundquist**, PSRMA Media Coordinator **Dick Pennick** put together a panel of information for our visitors that includes a welcome message as well as train fares and other useful data. Also included is a large-scale annotated map of the 21 miles of railroad we operate our heritage trains on each weekend, including the 8 miles in Mexico between the border and Tecate. The third component of this display is a Campo site map with a "You are Here" orientation, to help our guests navigate around the property.

This display is meant to last only as long as the bright Campo sun allows it to, and will need to be replaced eventually with more permanent materials. But for now, we have had positive response from visitors, and our Campo ticket agent, **Robin Wonders**, has had to field fewer questions about who we are and what our mission is.

The Museum thanks Dick for offering to spend the time to put this together. (Dick Pennick)

*** PSRMA Receives Donation from Children's Museum *** *Dick Pennick*

It was with regret and sadness that we learned the non-profit **Children's Discovery Museum of North San Diego County** in the city of Carlsbad would close its doors on Saturday, June 3rd.

PSRMA member **Paul Straley** had spent many volunteer hours developing a railroad history display for this museum over the past many months. The display included a mural depicting present and former San Diego County railroad lines, and a computerized train operation simulator designed for young hands and minds.

As a token of CDM's appreciation for Paul's selfless efforts, the museum's executive director, Marietta Rogers, donated the mural and all of the computer software and hardware to PSRMA, effective June 30th.

PSRMA thanks Ms. Rogers and the Children's Museum for this thoughtful and useful gift.

*** Campo – Lake Morena Business Association ***

Dick Pennick, PSRMA representative

This new Campo community organization, of which PSRMA is a member, is in the process of designing, constructing and installing a Community Information Sign, to be placed at the west end of the Cameron Corners business block on Highway 94. It will be painted Barn Red. The sign will include an area map, with major community features identified, including the railroad museum and other area museums and businesses.

*** Recent Ad Features Train Discount & Gas Rebate ***

Running during the month of July was a PSRMA paid promotional coupon in "Bonus Saver", a booklet-type advertising supplement to the San Diego Union-Tribune.

The 5" x 7" ad features two somewhat dated black & white photos showing our beloved Car 1509 and Conductor **Robin Becker** posing with EMD diesel-electric locomotive #1809. The coupon offered (until July 31st) "free admission to the Museum" with a train ride ticket purchase, and a \$10 gasoline rebate with a minimum purchase of \$40, including train ride and gift shop. No information was available at press time how effective this ad was in bolstering our ridership during a normally-slow period. (Dick Pennick)

***** TIME CARDS ***** *Jim Baker*

During the last several months, I've had several questions about the time card system. Here's a repeat of essentially what was published in last December's Hot Scoop

Copies of the account list are posted in the Campo Operations Trailer, the Campo Shop, and the La Mesa Depot. Along with the forms is a box for you to deposit completed forms. The list and boxes in the ops trailer are to the left of the bulletin board; in the shop, above the "general" key box; and at La Mesa on the ticket counter.

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

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

Also, you can fill out a form every day you volunteer, or accumulate the data for up to one month. PLEASE, PLEASE, PLEASE don't send me more than one month's data at a time. And please get me the data for one month before the end of the following month. For example, I'll need your time cards for June by the end of July. (I don't want to have to spend a whole week at my computer entering data in December)

Now, how do you fill out the time card?

Name: I hope this is self-explanatory.

Date:

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

Hours:

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

Department, Project, and sub-project numbers:

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

Miles:

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

Let me know if you have any questions.

*** 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 ***

	Aug	Sept	Oct	Nov	Dec
School Train	15	19	17	21	19
Tecate Train	19	23	21	11	
Board meetings	17	14	19	16	14
Museum Services meeting	15	19	17	21	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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Campo Depot / Campo Car Shop	(619) 478-9937 / 478-9451	

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Chief Mechanical Officer, Bill Palmer	(760) 749-1082	blpalmer@yahoo.com
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):

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