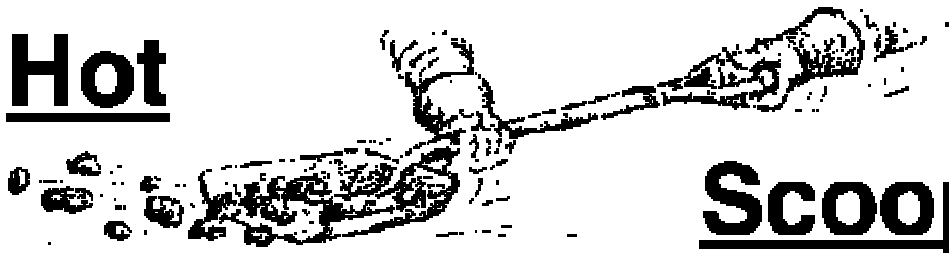


Hot



Scoop

Hot Scoop Shovel Logo by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum members

October 2006

MUSEUM NEWS

VOL XIX NO X



PSRM train crew gathers in front of the historic Tecate depot on September 23rd for a group photo with **Miguel Torales** of Admicarga. Miguel and his associates do a great job helping us and our riders enjoy these monthly trips, and have offices inside the beautifully restored depot.

L-R: Brakeman **Dick Pennick**, docent **Cindy Edwards**, Trainmen **Bob** and **Sandy Schussler**, engineer **Bob Nickles** and conductor **Randy Houk**. *Photo by Jose Luis Carrillo*

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

We have now officially entered our busy season at our Museum.

In Operations, we have extra Tecate trains; charter Tecate trains, pumpkin trains, evening North Pole trains with Santa, Campo Cookie trains, volunteer trains, Railbus operations, and motorcars behind them all! This effort requires the complete dedication of everyone in Operations, Equipment and onsite staff to make it happen. Not only are train crews required, but these trains also put an extra burden on our ticketing and reservations people (Dave DiGiorgio and Jim Lundquist), our phone calls go up, changes on the web pages (Lew Wolfgang), new electrical wiring in our SD&A coaches (Mark McCray, Mike Chisholm, Ron Hyatt), train cleaning crew (John Little), extra shopping trips for the giftshop (Diana Hyatt and Jim Lundquist), more time to stock the giftshop (Robin Wonders), and general assistance everywhere. The planning and coordination by our wonderful staff of volunteers is awesome.

Speaking of our North Pole Express trains, I am pleased to announce that our first corporate sponsor for these trains has signed on – the Golden Acorn. They have agreed to supply all the cookies we will be using for all the trains – which is 2,000 of them! Thank you Golden Acorn. We hope to announce additional sponsors soon.

Work at the Campo Depot continues. Larry Rose and company have completed the construction of the ramp and two sets of stairs. There is one more set of stairs to build, plus the handrails. John Little continues his efforts at filling in screw holes, installing flooring and painting. We were able to install ten feet of new siding with bats where the new steps were installed. Brian Elmore has picked up the material for renewing the electrical in the depot. The overall goal is to make the upstairs usable during the North Pole Express trains. We'll try – but we could use help in making that happen.

An update on the Campo Depot Restrooms, sponsored by the County of San Diego, is that design work is going full steam ahead, with the design and County permit expected by the time the next Hot Scoop arrives. When that arrives, it will be an all-out effort to get the toilets up and working by the start of summer. Join us if you can.

I am very happy to see 3 or 4 new trainees starting to join the ranks as operating crew. These new recruits should be encouraged by everyone to continue the process. Train operations drive our Museum by bringing our visitors to us, as well as the financial impact they have for us. Please go out of your way to make all our new volunteers welcome, as I'm sure you will.

There are many projects ongoing within our Museum. Some of them I'm involved with and some of them I write about. I encourage everyone to submit articles on their projects so every Museum member has information to keep them up to date.

See you at Campo.

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

As you all are probably aware, we have a proposal from a gentleman in Washington State to restore our Coos Bay #11 in exchange for our 2-6-6-2 Mallet, CW 46. The proposal is far from being formalized, but it is my understanding that there is some opposition to it already. When the verbal proposal was first made to me in March, I went to our Museum's March 2006, Board of Directors meeting and told them about the proposal. I told them that I didn't want to go to a lot of effort to get the proposal formalized, if the Board had any significant opposition to the basic concept of trading one of our six non-operational steamers to get one of them operating. None of the Board members expressed any opposition, so I have been proceeding to see what kind of formal agreement can be worked out.

Recently, I have been made aware of at least two letters that may be circulating around the membership that are totally opposed to the concept. The argument being made is essentially the same as the one that is in opposition to the current proposal that is being voted on by our membership to de-access the C&O caboose.

So, out of interest to see what other people might think, I posted the following note on the "Railway Preservation News" internet discussion board:

"Is there a general consensus as to which would be a better interpretation of STEAM to the general public: a static display of several types of non-operational locomotives (rod with tender, tank engine, geared, Mallet, etc) OR a smaller display, but with an operational locomotive?

"Along the same line, what if you had a collection of half a dozen or so non-operational steam engines, one of which was fairly rare. You didn't see any really feasible way to raise the money to restore any of them to operation. But, someone comes along and offers you enough money to restore one of the engines if you sold the rare one to him. Would you sacrifice the rare one to get another engine in operation? "

I received twenty or so responses. I'm reprinting parts of the ones that seemed the most germane to the question below.

1) Jim,

Do yourself and your organization/museum/historical society a favor and first ask yourself how many of the pieces in question fit your collection/accession policy. If you don't have a written policy, create one. You can't possibly make intelligent accession/deaccession decisions without a policy that defines who or what your organization wants to be.

Scott Cessna, Executive Director, Railroaders Memorial Museum, Horseshoe Curve National Historic Landmark

2) A true preservation mission is probably best served by static display and getting them housed under roof. As to the 'rare' one vs the others, aren't essentially all steam locos "RARE" today?

From the standpoint of a public visitor and from the romantic notion of a fan, an operating steam loco is a dream and goal shared by many. Many of those visiting today have never seen a loco fired up and films and videos just do not do it justice from an interpretive standpoint. You do not feel the ground tremble as it goes by, feel the heat radiating from the firebox, or experience the smells of hot oil and smoke.

Bob Kutella, Illinois

3) I can't imagine anyone here that would rather see a dead, cold steam locomotive than a hot, live one. However, the "someone" who offers money needs to really have it before committing a locomotive to dismantling. There are too many engines in pieces now that enthusiastic volunteers once had great dreams of sitting at the throttle of, but the money and will to finish the project simply were not there. This can lead to loss of vital, almost irreplaceable parts as the years pass, and degradation of the artifact. Any return-to-steam project should have all the money in place before tearing into it, with enough funds to hire a steam expert who really knows what they are doing. Volunteers can help do the dirty and dumb work, but things like boiler welding are not for novices.

bobyar2001, Wilton, NY

- 4) When the general public looks at a static steam locomotive they have no idea what they are looking at or what any of the parts do. Signs help a little as does an explanation from someone who actually has at least a vague idea what they are talking about. Still they go away generally unimpressed.

When the public views a steam locomotive running not only are they quickly educated on what the parts do but they are also very impressed. The bigger the locomotive or the harder it is working the bigger the impression. I am a firm believer that the only way to display a steam locomotive and have the public at least somewhat understand what it is and does is for the locomotive to be running.

John Bohon

- 5) The real question is not whether a steam locomotive should operate or not. The real issue is to preserve the knowledge. For without that knowledge base; it becomes academic on whether a steam locomotive should operate or not.

And the only way to maintain and have that knowledge base grow and flourish is to operate the locomotive. Yes you will "consume" some of the historic fabric, but that has been happening since the day the engine was built. The real question is, can you solve the problems, to keep a steam locomotive operating.

Starting last year, we made a commitment to operating steam locomotives daily from the 4th of July to Labor Day and then on weekends the rest of the time. This daily operation really puts stress on the crew. BUT it also teaches the crew the intricacies and the idiosyncrasies of operating steam locomotives. This is not something you can read about in a book. It is something you must experience. Let's face it, the only way to truly learn steam, is to do it. And doing it once or twice a year isn't the way to learn anything.

If your organization is serious about steam, you need a plan BEFORE you commit to steam or selling that "rare" loco. This plan would have a mission statement, with goals and objectives. Is that "rare" locomotive part of your preservation mission? If it is not, then sell it and rebuild a steamer.

The starting point is the PLAN! You will need to spend hundreds of hours with the stakeholders developing the plan. Once you have done this, you will be able to develop a roadmap, and move forward. But you need the PLAN, first.

Mark Bassett, Executive Director, Nevada Northern Railway Museum

- 6) There's zero question that a live operating steam loco. is a far stronger draw than a static one. If you look at the attendance figures of the rr museums that have a "live" component vs. those that are static only the verdict is crystal clear.

Ross Rowland

- 7) If you commit your organization to an operable steam locomotive, as I see it, you really need two and preferably three locomotives. One to run, the second as a backup in case some problem occurs with the first one and a third undergoing restoration. I have seen a number of operations that have advertised steam, or where visitors have expected steam, that do not have a steam locomotive available. This eventually hurts visitation.

You could get by with two, but better to have a third "in the shop."

Les Beckman

It appears to me, that the recurrent theme here is first, to have a clearly defined set of goals and objectives for the Museum, along with a clearly defined collection/accession policy. Essentially, "What do we want to be?" If having an operating steam locomotive(s) fits with our objectives, then we need to PLAN how to do so. I think that the possible trade of the 46 for getting the 11 operating is but one part of an overall plan. But, it could be a major part of the plan.

So, I think that the first thing that you, the members of the Museum, need to do is to ask the Board to come up with a clear answer to the question: "Does having an operating steam locomotive fit with the goals and objectives of the Museum?" If the answer is YES, we can proceed with planning. If the answer is NO, we don't have to do any further planning, and simply put some paint on the engines we have to prevent further deterioration.

PLEASE LET THE BOARD KNOW YOUR OPINION.

*** Richard Childs *** *Jim Baker*

Rich passed away on Sept. 25, from injuries received in a construction accident. He'd been a Museum member for about the last 15 years. He was very active in the 1990's in the restoration and operation of SP 2353, using his skills as a machinist. He offered lots of advise on the project to those of us with no prior experience in such things. He, and his wife, Carol, were regulars at the Campo shop during those years.

Earlier, he had been involved with the construction of the replica locomotives used at the Golden Spike National Historic Site at Promontory, Utah, and in the operation and maintenance of the steam locomotives on the Disneyland Railroad. He had not been active at the Museum for several years, but recently had returned and was gong through the process to get certified as a brakeman.

Memorial services were held Oct. 4, at Palomar Christian Church, San Marcos. If you want to send a card, Carol's address is 2010 W. San Marcos Blvd., #126, San Marcos, CA 92078.

*** 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 September, carrying 910 passengers.

Jim Baker	Darrel Bivans	Steve Clark	Dave DiGiorgio	Tom Gray
Don Getz	Matt Gorney	David Green	Larry Hieshetter	Randy Houk
Seth Miller	Jim Lundquist	Bob Nickles	Jack O'Lexey	Linda Ovadia
Mark Ovadia	Wayne Parsons	Dick Pennick	Bob Schussler	Sandy Schussler
Don Pope	Dave Tomeraasen	Rob Stebbins	Robin Wonders	

*** Skates, Hand Brakes and Markers ***

Always remember to place a skate and set hand brakes! *From our General Order:*

Cars or engines left unattended must be properly secured. The west axle of each cut must be placed on a skate. The skate must be placed on the rail opposite of any derail. **A sufficient number of hand brakes to prevent movement must be applied.** Each locomotive must have handbrake applied, and are not to be counted when securing cars. Cars, engines or any other rail equipment without functioning or questionable handbrakes must be otherwise secured to prevent undesired movement by skate, chock, blocking chain or other equipment with operating handbrakes. Cars and engines are not required to be skated inside the Display building, but must have all handbrakes applied. It must not be assumed that sufficient brakes are already present when placing additional equipment on these tracks.

**Now that we're having shorter daylight hours, remember to use a highly visible marker.
*From the GCOR:***

Display a highly visible marker at the rear of every train as follows:

- From 1 hour before sunset to 1 hour after sunrise.
- When weather conditions restrict visibility to less than 1/2 mile.

*** Donations ***

Carnathan, Fred & Jeanne	Dick McIntyre Memorial Fund	35
Cox, Glenda Jo	M-14 Fund	25
Finney, Charles & Janet	Hot Scoop	460
Helm, Ken	Speeder Fund	500
Staunton, Ralph J.	Wherever needed most	250
Stebelski, Frank	General fund	50
Stebelski, Frank	Crane Leg Fund	100

*** KPBS Tecate Special with Huell Howser a Big Success *** *Connie Houk*

All of the 200 folks who eagerly purchased tickets through the KPBS fundraiser on August 10 had a fun day in Tecate. Huell was his usual gracious self, visiting with as many passengers as possible. He was happy to pose for photographs whenever asked, and spread his enthusiastic interest over the sights and tastes of Tecate. **Sandy** and **Bob Schussler** and **Tom Gray** did an excellent job of watching over the passengers and promoting our museum. The Mexican Railroad officials treated our train crew to a tasty, homemade bar-b-que. A great time was had by all.



Huell and passengers listen to **Bob Schussler** give a history talk before boarding. *Connie Houk photo*



Huell talked with our KPBS passengers on all of the cars during the trip to and from Tecate. *Connie Houk photo*

*** Happy Riders Send Us Letters ***

In early August we visited the PSRM at Campo, including a train ride and a tour through the museum. We really enjoyed our visit and were impressed by the knowledgeable and dedicated staff, especially the bearded gentleman (Ed. Note: **Mark Ovardia**) who conducted the train ride and gave us a very personal tour of the trains in the museum. We have attached a few of the pics we took on our tour. We understand that you are remodeling the rest rooms, and hope that you save the art work in the ladies room. It is really neat!

We will be back. Thanks for a great afternoon.
Dick & Jean Bahler
Fairfax Station, VA



Mark Ovardia and passengers on the baggage car.



Mark Ovardia and exhibit visitor.

***** Narrow-Gauge Steam in the High Country (Part 3) *** *Dick Pennick***

In last month's installment, I talked about the registration paperwork and other requirements that needed to be addressed to participate in a work session. Eventually, one of my project choices (restoration of Jordan Ditcher #0U) was confirmed and I began my preparations for the journey to Chama, New Mexico.

After a detailed inspection of my Ranger pickup, topping off the tire inflation and the gas tank, changing the oil, flushing the cooling system, and removing several tons of misc. unneeded crap from behind the seats, I left San Diego just after 7:30 a.m. on Friday, June 9th, headed for my first overnight stop: Flagstaff, Arizona. I arrived there at 6 p.m. At 6,900 feet above sea level, "Flag" is exactly 1,000 feet lower than Chama and a much more grown-up town than it was in 1949. I spent a summer there with my grandparents on a dude ranch, where my grandfather – a true Bull Durham-smoking cowboy in the Old West tradition – had a job breaking horses for the "dudes" to ride.

My next visit was about 10 years later to ride a special train behind a 2-6-6-2ST compound Mallet steam logging locomotive over the remaining logging railroad of Southwest Forest Industries. This engine has been preserved in Flagstaff, along with a 1911 2-8-0, and is a near duplicate of PSRMA's 2-6-6-2 #46 at Campo except that the S.F.I. Mallet is 8 years older and 13 tons lighter than our Mallet. Today, little evidence of all of that logging activity remains, except for the large Southwest mill at the edge of town, now served by trucks.

I arrived at Chama about 5:30 p.m. Mountain time on Saturday, June 10th. My new digs, in an old 1930s two-story hotel, were directly across the street from the former D & RGW Chama Depot. This hotel was owned and operated by a husband & wife couple who were also members of the Friends, and was just a block away from 1890s Foster Hotel, where I had taken refuge in the winter of 1963 after chasing a steam-powered freight up the hill from Alamosa, Colorado.

After checking in, I wandered out onto the second-floor veranda which overlooks the Chama railroad yard and my pending work site. The beautiful thing about Chama is that – unless you knew it was an operating museum/tourist railroad – there are few clues visible from this vantage point that would tell you the scene was not a working steam-powered narrow-gauge railroad in the 1940s. Except for the modern automobiles in the parking lot, it makes you feel you are in some kind of "Back To The Future" time warp.

In less than the time it took me to type this sentence, I saw my first working steam locomotive in quite a spell: a black, down-and-dirty, soot-covered, hand-fired narrow-gauge 2-8-2 coal-burner leaving the sand house under the guidance of a hostler. The engine had just arrived with a passenger train from Osier, Colorado and had turned on the wye south of town. The hostler had re-filled the sand dome on the top of the engine's boiler using sacked dry silica sand (the original D & RGW air-operated sand tower is not presently in working order). Under a light plume of coal smoke, the engine chuffed north (railroad-east) past the double-spouted wood water tank and trailed through the switch on the roundhouse lead. After bending the iron, the engine backed up the lead to the ash pit where its ash pan was dumped and the firebox grates shaken, preparatory to banking the fire for the evening.

With a clean fire and ash pan, the engine was run into the roundhouse, across the servicing pit, and out the west door to a stop just outside the building where it would be washed and lubed. By the time the sun had set behind the little railroad town of Chama, the engine had been moved back over the service pit where vital points were hammer-tested for cracks in the time-honored fashion and gobs of heavy grease were liberally applied with a flat stick to the wear-plates behind the driver counter-weights. Soon, the diminutive "Mike" (for "Mikado" or 2-8-2 wheel arrangement) would be moved east out the east door of the shop onto the ready track, where it would slumber -- hissing quietly -- under a banked coal fire until about 7:00 the next morning.

Next time: volunteer check-in, my first ride in a "Goose", mandatory volunteer orientation, meeting my project crew and going to work!

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

My chief docent at La Mesa – **Dr. Sid Saltzstein** – was out of town the entire month of August, so filling in the big hole he left behind was **Bruce Semelsberger, Duane Dubke, Naomi Title, Sherwin Dorris, Mike Retz, Dick Pennick** and **Ed Smith**.

The La Mesa Merchants' Association's next promotion – one of its most popular – will be Oktoberfest, on the long weekend of October 6 – 8. As usual, the Depot Museum will be open to visitors for extended hours beginning at 11 a.m. on Friday and Saturday, and 12 noon on Sunday. The big beer garden will be set up as usual in Nebo Drive, right next to the depot, as will a bank of industrial-sized porta-potties. The only good thing about having the toilets there is that everyone needs to use them eventually, and they have to walk right past the depot to get there! For me, the main attraction is the bratwurst stand nearby, and I can't wait to indulge myself each year with one of the (life's too short) giant sausages and all the trimmings.

In other Depot news, former City of La Mesa Community Development administrator, **Pamela Hamilton**, retired in September as Senior Vice-President of the Centre City Development Corp. (CCDC) after 24 years. In the late 1970s, as La Mesa's CDA, **Hamilton** was instrumental in securing Federal Community Development Block Grant (CDBG) funds to purchase the land and provide the landscaping, utilities, hardscape and structural foundation for the La Mesa Depot building after it was moved from a ranch in Lakeside. After leaving La Mesa, she went on to be involved in creating Horton Plaza Shopping Center, Petco Park and the revitalization of San Diego's Gaslamp Quarter. We wish her well in her new role as a consultant.

The present site of our **La Mesa Depot Museum** is where the original 1896 building was constructed, although much smaller than the present one. It is the second-oldest commercial building in La Mesa (by about two months) still standing on its original site. The building wasn't enlarged to its present size until 1915, when it was picked up and moved across the San Diego & Southeastern Railway track and reset on a new concrete foundation. It was retired and sold at that location in 1954. PSRMA acquired the remains of the building almost 25 years later.

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

Dick Pennick, interim PSRMA representative

This new community organization -- which had its beginnings in summer, 2005 – is now a full-fledged 501(C)(6) organization, soon to be incorporated as a non-profit.

PSRMA is one of the "Charter" members, having attended the very first meeting in July last year. Until now, there has been no dues structure. But with a new set of by-laws and a mission statement, annual dues have been set at \$50 for voting members and \$25 for non-voting. At the association's September meeting, we wrote a check for \$50 and are now an official voting, charter member of this energetic Campo-area organization. PSRMA will be involved in joint projects and activities with the association from time to time through the years, and will benefit from the additional advertising exposure as well. PSRMA President **Jim Lundquist** will take over from interim representative **Dick Pennick** as the new museum representative going forward.

*** On-line Video Company Shoots Campo Train ***

On Saturday, September 17th, **Michael** and **Toni Towe** brought their El Cajon-based commercial video production company, M2 Digital Post, Inc., to the **Campo Railroad Museum** to film a segment for their new on-line website, www.funinyourcity.com, a running summary of fun things to do in the San Diego region. The visit was coordinated by PSRMA president **Jim Lundquist**.

Veteran SD & A Conductor **Don Getz** was treated to a surprise on-camera interview by **Toni Towe** and cameraman **Michael Towe** onboard our open excursion car #350, enroute to Tunnel 4 on the museum's regularly-scheduled "Golden State" train. After arriving at the tunnel, Brakeman **Dick Pennick** secured permission from the "skipper" to provide a "photo run-by" for the film crew on the 100' high Lower Campo Creek Bridge. This involved pulling the train eastbound across the bridge, dropping off the camera crew on the east side with the Brakeman as an escort. While the camera crew was setting up on a nearby hillside, hoghead **Jack O'Lexey** backed diesel switcher #7285 and train west across the bridge and, on signal, pulled east again, crossing the historic 1915 steel structure in full afternoon sunlight. It was obvious this unanticipated "random act of kindness" was very much appreciated by the 3-person production team.

Just another fun day on the old SD & A! The website plans to debut in November. (Dick Pennick)

*** Truck Museum Celebrates Milestone *** *Dick Pennick*

Now known as the **Campo Motor Transport Museum**, this antique truck display and restoration facility a mile east of Campo Depot on the SD & AE Railway, has celebrated the 20th anniversary of its incorporation, Sept. 22, 1986.

The museum collection – which now numbers over 200 trucks – began in the former Army Motor Pool building at Campo's Camp Lockett. In 1989, museum owner and PSRMA member **Carl Calvert** purchased the old Standard Sanitary Manufacturing Co. feldspar mill at the former Barrett siding from James McGuffie, a local well-driller. At one time, McGuffie had planned to build a restaurant in the old sheet-iron building, giving diners a bird's-eye view of the Campo-Cameron Corners area from the top of the 6-story high tower. Zoning and other problems nixed the idea. The museum is open every Saturday and is definitely worth a visit. And don't be put off by all the rusty "works-in-progress" outside. The real gems are safely indoors, and are rented out to movie companies on occasion.

*** October / November to be Busy Months for Museum ***

Dick Pennick, Media Coordinator

La Mesa's popular Oktoberfest will kick off the month at our **La Mesa Depot Museum** over the weekend of October 6-8th. Also on this weekend, Saturday, Oct. 7th will again feature our involvement as an exhibitor at the City of Poway's annual **Train Song Festival** under the able coordination of **Bob** and **Sandy Schussler**. Volunteer staffers **Ann Ruppert**, **Paul Straley** and **Dick Pennick** will share the joy and make lots of new friends for the museum while enjoying great rail songs.

Beginning on Thursday, Oct. 12th, the **National Model Railroad Association (NMRA)** brings its Southwest Region convention to San Diego thru Sunday, the 15th. No special events have been requested by them at the museum, although we would have been happy to provide a special train movement for them during one of the four days. Some of the attendees will likely find their way out to Campo, so let's be sure to show them our customary hospitality.

On the 14th, the **Shriners** will be chartering a special train to Tecate, Mexico, and the following Saturday, the 21st, our regular monthly Tecate special will depart Campo for the "Land of Manana". Don't forget that, under the new schedule in effect Sept. 1st, the regular "Golden State" trains will not operate on Tecate Saturdays. Check our website for current schedule information and updates.

This weekend will also begin the first of our annual "**Pumpkin Express**" trains for families with children. Each child will receive his own real pumpkin to decorate. The trains will continue on the following weekend. Arrangements are being made with local markets for the donation of several hundred pumpkins.

On our monthly Kids' Day Train, Tuesday, Nov. 21st, **Bob Schussler** hopes to have a group of military veterans from the Veteran's Home riding our "Golden State" train. This was very successful last year. On Wednesday, Nov. 15th ("SD & A Day", 87th anniversary of completion of SD & A Ry.), the **National Association of Black Storytellers** will visit the **Campo Railroad Museum** and enjoy a slide/lecture hosted by museum director, **Dr. Ted Kornweibel**.

Starting in late November will be a greatly-expanded menu of our very popular "**North Pole**" Christmas trains. In response to the overwhelming demand last year, the museum has docketed four consecutive weekends beginning November 24/25th and running thru December 16th. Reservations are required and, so as not to be disappointed, prospective riders shouldn't wait until the last minute to order tickets, which will be available online as well as through normal postal channels.

*** Some Recent Gifts to Research Library ***

On August 14th, **Catherine Rogers**, widow of former SD & AE conductor and PSRMA member **James F. "Jimmy" Rogers**, donated another batch of railroad goodies belonging to her late husband. Among the items were a number of Southern Pacific and SD & AE locks and switch keys, caboose and coach keys, and other small hardware. Also included were SD & AE employees timetables, forms, union material and newspaper clippings.

Barbara Thomson continues to pass on items from her late husband, **Corky's**, large collection of railroad memorabilia. Most recent were photos of SD & AE #101, 102, 104 (now in PSRMA collection) and S.P. 2354, a sister to our #2353. The 2354 was the subject of my first railroad rolling stock photo in 1950, switching the packing sheds at Los Banos, Calif.

On September 10th, **Brian Moore** of Tehachapi, Calif. donated several very nice original San Diego & Arizona Railway documents to our **Southwest Railway Library** research collection. The first item is a small booklet entitled "San Diego and Arizona Railway Co. – Schedule of Rates, Rules and Regulations for Trainmen, Yardmen and Enginemen – in effect June 1, 1919". The second item is an official notice to employees regarding expected changes in ownership and operation of the SD & A after completion in 1919, dated May 12, 1919. The last item is a typed carbon copy (remember those?) summary entitled "Synopsis of meeting held with the General Manager [of the SD & A] relative to a wage scale and working agreement, conditions, etc." dated Sept. 20, 1918.

On Sept. 16th, **David Mylander** -- one of the vendors at **Orange Empire Railway Museum's** popular semi-annual railroad swap meet at Perris, Calif. – donated a box-full of miscellaneous railroad forms, instruction books, operating rules, employee union agreements and similar items.

PSRMA thanks these donors for their welcome and cherished gifts.

*** Board Notes – a synopsis of recent PSRMA board actions ***

At the Board's most recent meeting on Sept. 21st, the Directors:

- Approved a request from the International Border Rail Institute to provide and operate the 2006 "Three Kings Train" to Tecate on January 7, 2007. The train will be provided gratis, and Border Rail will pick up some of the other costs. This special charity train for the children of Tecate will depart Campo at 8 a.m. The non-profit Institute seeks volunteers interested in helping with the dispensing of thousands of donated toys. Train will consist of 3 coaches, baggage car #6700, the private car "Robert Peary", and locomotive GP-9 #3873.
- Construction drawings are being prepared by member **Larry Rose**, AIA, for the construction of a new permanent public restroom facility at Campo Depot, using a \$40,000 grant from the County Supervisors District 2 discretionary funds and other monies. **Larry's** professional services are being provided at no cost. Continued the discussion of the issue of storing non-PSRMA-owned rolling stock on Museum property. Currently, two-such items are being stored and it was agreed that these long-standing arrangements need to be modified or terminated.
- Discussed proposal offered by the owner of ex-Southern Pacific Business Car "San Marino" to store the restored car on Track 6 in the Campo Display Building, for an annual rental fee. Proceeds from the rental would be dedicated to erecting more covered display space at Campo. PSRMA may have opportunity to use the car occasionally on the SD & AE.
- Approved the operation of a free community "Cookie Train" for Campo-area residents again this year, on Saturday, December 30th, leaving Campo Depot at one minute after Noon.
- Approved negotiations with Baja California Tours for a new agreement involved with handling their passengers on certain of our Tecate trains.
- Approved a new agreement with freight operator Carrizo Gorge Railway for the continued operation of our passenger trains to Tecate, Mexico. There will be some changes from our past agreement with Mexican shortline administrator Admicarga, but the net cost to the Museum will remain about the same. There will be some streamlining of administrative issues.
- Were informed that PSRMA is now a voting charter member of the new Campo – Lake Morena Business Association, formed in July, 2005. PSRMA member **Dick Pennick** has been the interim Museum representative at the Association's monthly meetings. Museum President **Jim Lundquist** will take over as the new representative going forward.
- Were informed a new Trainman-trainee, **Cindy Edwards**, is currently in training for this very important duty.
- Were informed a donation of pumpkins has been requested from a local grocery chain by **Dick Pennick** for our upcoming "Pumpkin Express" trains.
- Were informed additional interpretive signs for our equipment displays at Campo are being planned. New self-guided walking tours at Campo were also proposed.
- Received a proposal from the Museum Services department to provide suitable permanent name tags for all active volunteers.
- Were informed that **Ted Kornweibel** and **Bill Schneider** are working on a new condensed visitor guide for the **Campo Railroad Museum** for sale in our Gift Shop. A more detailed guide will also be available for the railfan fraternity.
- Were informed that **Jim Lundquist** is in discussions with other American museums regarding the sharing of professionally-prepared exhibits.

*** 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 ***

	Oct	Nov	Dec
School Train	17	21	19
Tecate Train	14 & 21	11	
Board meetings	12	16	14
Museum Services meeting	17	21	19
Deadline for Hot Scoop articles	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

PSRM ADMINISTRATION

Business Office	(619) 465-PSRM	
Hot Scoop Editor, Randy Houk	(858) 672-0111	randy@sdrm.org
Media Coordinator, Dick Pennick	(619) 463-2276	
La Mesa Depot Coordinator, Dick Pennick	(619) 463-2276	
Chief Trainman, Bob Schussler	(619) 698-1458	schus1@cox.net
Speakers Bureau Coordinator, Bob Schussler	(619) 698-1458	schus1@cox.net
Campo Depot / Campo Car Shop	(619) 478-9937 / 478-9451	

MUSEUM BOARD OF DIRECTORS

email: board@psrm.org

President, Jim Lundquist	(619) 417-7059	Jim@psrm.org
Vice President, Diana Hyatt	(619) 390-9045	ronhyatt@aol.com
Secretary, Sandy Schussler	(619) 698-1458	rrlady@cox.net
Treasurer, Dave Roesch	(619) 417-0694	digdave7@yahoo.com
Facilities, Larry Rose	(619) 469-3064	larry-rose@sdrm.org
Museum Services, Ted Kornweibel	(619) 461-0098	kornweibel@sdrm.org
Equipment, Ron Hyatt	(619) 390-9045	ronhyatt@aol.com
Operations, Greg Luiz	(619) 282-6174	geluiz@att.net

SECTION LEADERS

Restoration Supt, Ted Kornweibel	(619) 461-0098	kornweibel@sdrm.org
Research, Bruce Semelsberger	(619) 264-7282	bsemelsberger03@nethere.com
Webmaster, Lew Wolfgang	(619) 663-1962	wolfgang@sdrm.org
Chief Operations Officer, Dave DiGiorgio	(619) 334-5188	run8@cox.net
Chief Mechanical Officer, Bill Palmer	(760) 749-1082	blpalmer@yahoo.com
Steam Foreman, Jim Baker	(619) 670-7441	baker@sdrm.org