

Hot



Scoop

Hot Scoop Shovel Logo by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum members

March 2007

MUSEUM NEWS

VOL XX NO III

Baggage Car #6700 Latest To Get New Paint



New paint and lettering on display as part of *Ticket to Tecate* excursion on February 17, 2007

Randy Houk Photo

Baggage car #6700, built by the St. Louis Car Company in 1960, is the latest to receive a new paint job and "SAN DIEGO AND ARIZONA" lettering. Because of dedicated volunteers who donate their time and skills, our demonstration trains are looking better every year.

*** 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 15 trains in February, carrying more than 800 passengers.

Jim Baker	Robin Becker	Darrel Bivans	Rich Borstadt	Ken Brown	Steve Clark	Roger Challberg
Dave DiGiorgio	Duane Dubke	Don Getz	Tom Gray	David Green	Randy Houk	Larry Hieshetter
Seth Miller	Jim Lundquist	Bob Nickles	Jack O'Lexey	Linda Ovadia	Mark Ovadia	Dick Pennick
Don Pope	Red Schmitz	Bob Schussler	Sandy Schussler	Frank Stites	Rob Stebbins	Robin Wonders

*** Donations ***

Cox, Glenda J.	Library Fund	\$100
Deck, Bruce L.	Library Fund	\$500
Dwyer, Patrick D.	Library Fund	\$15
Faller, Kenneth T.	Jim Crow Car fund	\$50
Kehr, Herbert G.	RPO Fund	\$200
Kehr, Herbert G.	Report	\$100
Kornweibel, Ted & Catherine	Library Fund	\$250
Retz, Michael J.	Library Fund	\$100
Ruppert, Richard W. & Ann T.	Library Fund	\$250
Schussler, Robert & Sandra	Library Fund	\$250
Tanalski, Ted & Therese Ann	Library Fund	\$200
Whalen, Harold	Library Fund	\$100

*** Volunteer Hours Awards ***

At the annual dinner, **Jim Baker** presented T-shirts indicating volunteer hours during 2006.

Jim Lundquist	1,980	Seth Miller	343
Larry Rose	1,131	Harold Whalen	302
Dick Pennick	797	Sandy Schussler	258
Don Getz	617	Frank Stites	214
Jim Baker	463	Bob Schussler	188
Bob Nickles	542	Sidney Saltzstein	179
Randy Houk	459	Edwin Smith	139
Ted Kornweibel	402	Don Pope	117

*** Name That Tune ***

What popular song from the 1960's had these lyrics? This isn't the entire song, of course, but does have railroad references.

*You said no strings could secure you at the station.
Platform ticket, restless diesels, goodbye windows.
I walked into such a sad time at the station.
As I walked out, felt my own need just beginning.*

*I'll wait in the queue when the trains come back;
Lie with you where the shadows run from themselves.*

***** New Museum Library at Campo *** Ted Kornweibel**

We are finally close to achieving a long-held dream: Establishing the PSRM Library at Campo. Imagine our Library once again open to researchers, by Summer 2007.

What will the new library, located in the "back forty" east of the car shops, look like? The research room and office will be housed in our 60-foot office trailer. Adjacent to it, connected by a walkway, will be the "stacks," three side-by-side, 40-foot-long, high-cube insulated refrigerator containers. (These are the kind of containers used for transporting refrigerated or frozen goods on ships or on railroad well cars.) The containers, in excellent condition except for non-functioning refrigeration systems, are insulated to R-30. They are aluminum outside, and stainless steel throughout the interior. With an interior height of 8'6", they will make maximum use of our library shelving. Each container will have a center aisle, with overhead lighting, and shelving along each 40' wall.

Our entire collection can be housed in three containers. Each container costs \$4,640, delivered to Campo. Roy Pickering, longtime library leader, got us moving with an incredible \$5,000 donation. This magnificent gift, when added to the more than \$4,000 previously donated to the library restricted fund over the past few years, was enough to allow us to purchase two containers.

We launched a fund raising campaign in February, which culminated at the annual meeting on March 1, and raised almost \$5,500, enough money for the third container, plus extra cash for container flooring and lighting. Here is the honor roll of donors:

\$5,000	Roy Pickering
\$1,000	Bob Underhill
\$500	Bruce Deck
\$300	Bob & Sandy Schussler
\$250	Ken Helm; Dick & Ann Ruppert; Ted & Catherine Kornweibel; Larry & Tanya Rose
\$200	Theodore & Therese Tanalski; Dick Pennick; Steve Bovee; Frank & Joan Stites
\$150	Mike Lucek
\$100	Mike Retz; Harold & Evelyn Whalen; Glenda Cox; Duane Dubke; Wally Barber; Ed Duling; Barney Barnier; Ron & Diana Hyatt; Mike Thometz; Theodora Davis; Walt Richards; Reena Deutsch; Don & Nancy Clark; Don Getz; Bob Haney; Wayne Terry; Larry Owen
\$20	Bob Nickles
\$15	Patrick Dwyer

ARE MORE DONATIONS NEEDED? BY ALL MEANS! The office trailer needs repairs and new lighting. Plus, we need to pour a concrete walkway from the containers to the office doors. In addition, we need to bring electrical power to the site. So now is the time for those who have not already participated, to do their part. Add your name to the honor roll above. Make checks out to PSRM Library Fund, and mail them to the Museum's address—4695 Nebo Drive, La Mesa, CA 91941. And send Ted Kornweibel an email at kornweib@mail.sdsu.edu so that he can anticipate how much can be budgeted for repairs, concrete, etc. Each contribution will be acknowledged by letter. Thanks for your participation.

Ted Kornweibel, VP Museum Services

*** Brakeman Training Class *** *Dave Tomeraasen*

The first in a series of Brakeman training classes was held on Saturday, February 17, 2007, at the Pacific Southwest Railway Museum in Campo. Instructor **Jim Baker** presented the course covering the General Code of Operating Rules (GCOR), Air Brake and Training Handling Rules, Safety Rules, SD&A General Orders, CZRy time table review, and Day Hand Signals. Also reviewed was Radio use and Rules, Blue Flag responsibilities, and whistle signals. Several videos were viewed including "Bottling the Air," "Getting off on the Right Foot," and "Blue Flag Regulations." During the "hands on" practice portion of the training, Instructor Jim Baker was assisted by Engineer **Jack O'Lexey** in the 'Goat.' Seven students attended the training class including **Ken Brown, Alex Fiori, Hector Gonzalez, Kyle Jensen, Richard Kelly, Rich Poulus**, and **Dave Tomeraasen**. The photos show some scenes from the hands on portion of the training. Photos by the author.



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

January and February were cold months for us at Campo. We saw some 9 degree nights. That proved to be too cold for the new pipes at Campo and the old ones too. **John Little** and I had to twice open up parts of the toilet trailer to repair copper water lines which burst. After this effort, we learned that the trailer was built with a system to allow water to be drained from the pipes during the evenings. Now we drain the system during the weekend evenings. I also surveyed the damage to the new plumbing under the baggage room at the depot and decided to bury the water pipes. It was interesting getting my 6'4" frame under the depot, but it was finished in two weeks. A drain has also been built into the system as well. Hopefully, we are ready for whatever Mother Nature brings our way in the future.

We were able to rework a part of the yard tracks used every week by our excursion trains using hired help from the **Wally Barber** company. We found the yard tracks needed some new ties, new rails and reguaging. The work completed looks great. Thanks to **Jim Baker** for helping me readjust the switch handles and targets in the yards. It looks much better.

We are looking forward to the annual dinner this year. It is always great to get together and see old friends and have fun with ourselves as we relive the past year's accomplishments.

Our Tecate trains remain extremely popular, with every train a sell-out. We have added another train in March, April, May and June, with every train either sold out or selling fast. These trains supply some much needed cash into our Museum, which allows us to keep growing and improving.

We missed **Red** this month. He left to help the Red Cross in Florida after a hurricane passed through. Red and John team up to get a lot of work done during the week. We continue the effort at the depot and hope to see more progress this next month. I already saw Red sanding the floor to get ready for stain. Brian Elmore expects to start the wiring project this next week.

Ted Kornwiebel, Larry Rose and I agreed on the site for our temporary library site at Campo. I've cleared the site for trash and scrap and met with SDG&E for a new power pole. There is earthwork to do and electrical plans...

Speaking of plans, hats off to **Ed Duling**, who has spent the best part of the past four months working with the County to have our toilet plans signed off by County workers. That effort is wrapping up this next month. Then finally, we can actually start the construction of the new toilets at the depot!

My behind the scene volunteer this month is **Lew Wolfgang**. Lew can't get to Campo often anymore due to family obligations, but he does donate the web pages and keeps them current for us. This is extremely important to us as most visitors learn about us from the web pages. Visit us at www.psrn.org

See you at Campo soon.

*** Camp Lockett Update *** *_Jim Lundquist*

The County of San Diego hired a consultant to complete a review of the proposed Camp Lockett Historic Park site. The review has been completed, and an overall framework master plan has been developed which calls for the restoration and recreation of several buildings in "downtown" Campo, as well as public amenities such as bathrooms, parking lots, baseball fields, play areas, trails, RV sites and camping sites. In addition, a Federal registration application for historic recognition was also prepared and submitted to the federal government. It will be several months before a determination of historic properties is made.

Our Museum has supported the concept of Camp Lockett at Campo for many years. Certainly, saving history is of prime importance to a history museum. Also, additional public activities in Campo will provide our visitors the opportunity to spend more time in Campo, and to enjoy and understand the importance of the community and the railroad which has served it.

As work progresses towards the reality of a new park in Campo, the Museum will follow and support it. We will also keep our membership informed as we work together to make Camp Lockett a reality.

*** PSRM Annual Awards Dinner *** *Dave Tomeraasen*

Photos by the author



Sandy and Bob Schussler receive shirts indicating their many volunteer hours at the Museum.

The Pacific Southwest Railroad Museum's annual dinner was held at Tom Ham's Lighthouse restaurant on March First. Those in attendance enjoyed a social hour and a chance to review the raffle prizes. Welcome introduction was presented by President **Jim Lundquist** followed by a delicious dinner buffet. Following dinner a "State of the Museum" status was given by President Jim. Next was a wonderful talk and slide show by **Chris Guenzler**. Chris has ridden trains in all 50 States, every Amtrak route, and all of the trains of Canada's Via Rail. In Mexico he has done Copper Canyon and other special places. He has traveled over 985,000 miles by rail, and expects to accomplish his one-millionth rail mile in April.

After Chris's talk, **Ted Kornweibel** reviewed the new PSRM library plans to be started in April. Funding for the new library complex has been fully funded by many donations, including those made during the dinner. **Jim Baker, Dave DiGiorgio, Ted Kornweibel, Larry Rose, Diana Hyatt and Jim Lundquist** made numerous award presentations to volunteer members. The door prize raffle was enjoyed by all and many members took home very nice railroad themed items. If you did not attend this year's dinner, be sure to attend next year, a great time was had by all in attendance.



Herb Kehr and Ted Kornweibel



Ron Hyatt and future railroader Ian Hyatt

Bob and Sandy Schussler: Railfan of the Year

Jim Lundquist: Operations plaque

Jim Lundquist: Facilities plaque

Mark McCrea: Mechanical plaque

Dick Pennick: Administration plaque

Operations certificates go to:

Bob Nickles, Dick Pennick, Randy Houk, Jim Baker, Seth Miller and Don Getz.

"Outstanding New Operations Volunteer" awards went to **Dave Tomeraasen** and **Ken Brown**

Restoration certificates went to **Frank Stites** and **Harold Whalen**

Support of the Museum went to **Herb Kehr**

Mechanical went to **Jim Baker** and **Dave DiGiorgio**

Admin went to **Dave DiGiorgio, Randy Houk** and **Tanya Rose**

Jim Baker had several awards for most volunteer hours.

*** Timecards *** *Jim Baker*

As I said in last month's *Hot Scoop*, only 31 people reported their time in 2006. I don't think it would be unreasonable to think that if ALL volunteers reported ALL their time, the hours would total to around 25,000. That could enable us to get grants totaling \$1,000,000! Think of that!!

Most granting agencies require that volunteer time for grant-matching purposes be accounted for on the same basis as time for hourly-paid employees. That means daily time and project reporting, as provided for on the Museum Volunteer Time Cards.

Elsewhere in this issue is a time card form. Copies of this form are also 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.

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 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 January by the end of February.

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 are posted at the locations of the time card boxes, and will be printed in the *Hot Scoop* as space allows. Department heads: Let me know if you want any changes to your department's project or sub-project numbers.

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

Let me know if you have any questions.

PACIFIC SOUTHWEST RAILWAY MUSEUM

VOLUNTEER TIME CARD

Name _____

[illegible]

***** Narrow-Gauge Steam in the High Country – volunteering with the *Friends of the Cumbres & Toltec Scenic Railroad* at Chama, New Mexico *** (Part 8) Dick Pennick**

In last month's installment, I and my fellow volunteer crew members continued work begun in 2005 to restore an 83-year old ex-D & RGW R.R. 36"-gauge track-maintenance vehicle -- Jordan Spreader #OU -- during a week-long session June 12th – 16th, 2006.

By the end of the first work day – at nearly 7,900' above sea level – I was ready to relax. Although the ambient temperature was perfect, the sun at this altitude is pretty intense. All of us wore hardhats and some kind of scarf or other sun-shield to protect the backs of our necks from a painful sunburn.

I had dinner at the historic Foster's Hotel & Restaurant in Chama, right across the street from the railroad yard. It brought back memories of an earlier visit -- on New Year's Day, 1964 -- when I spent a snowy night there after chasing a narrow-gauge D & RGW freight "over the hill" from Alamosa. At a nearby table was Wayne Brown -- Chief Mechanical Officer of the Galloping Goose Historical Society at Dolores, Colo. -- and his wife and "pit crew". Brown invited me to join them for dinner, and I graciously accepted. He informed me that their former Rio Grande Southern Railroad "Goose" No. 5 would be leaving tomorrow by low-bed truck to return to its display site at Dolores, and I was welcome to ride along to the end-of-track where the Goose would be loaded onto the truck. Since this was scheduled to occur around the normal volunteer lunch break, I hoped that my project foreman would cut me a little slack and let me take an "extended" break so that I could enjoy one final ride on the Goose and observe the loading process.

Tuesday morning, June 13th -- after hearing my impassioned, tearful plea for a long lunch break today -- Project Leader Terri Rider gave me a "thumbs up". The morning train to Osier and Antonito had been made up earlier this morning, and the road engine and its helper were simmering in the yard about 200' south of our work site, awaiting a "highball" from the conductor. When the trains leave town, they put on such a show of whistling, coal smoke, steam and cinders that all activity in the yard pretty much comes to a halt, and the volunteers give a "thumbs up" to the engine crew and wave to all of the smiling passengers as they roll by the various work areas. I think the traditional momentary pause is as much an expression of respect as it is of sheer awe of this incredible spectacle.

Back to work. I noted that the new piston seals had finally arrived and the crew was in the process of installing them onto the pistons. Bob Meckley and I continued drilling and bolting the new steel plate cross-supports for the replacement wood decking, and Andy the welder torch-cut a new frame brace out of 1"-thick steel plate and welded it into place near the bolster of the rear wheel-truck. About this time, I noted the Goose backing out of the roundhouse, so I stowed my tools and boarded it on the roundhouse lead nearby with my camera for the final ride to "end-of-track".

The remaining ½-mile section of the old mainline track to Durango, railroad-west of the Chama wye, was overgrown with weeds, some 2' high. The truck was already waiting at the improvised loading dock -- a place where the earth fill of the abandoned track roadbed had been scooped out for a distance of about ¼-mile, and timbers placed to support the stub-end of the remaining track. All the trucker has to do is back his trailer -- with a piece of narrow-gauge track sitting loose on the deck -- up to the end of the stub where the rails are jacked and blocked to match each other. Temporary joint bars are bolted into place across the gap and the Goose is rolled onto the trailer and tied down. Fortunately, several of the crew had driven down there from the yard in a private vehicle, so I had transportation back to the yard and my work project.

Before I returned to the Spreader, I happened to catch C & TS General Manager Tim Tennent in his office in the depot, and took the opportunity to inquire about picking up a small boxful of the loose engine coal scattered all over the property, for our pot-bellied stove at La Mesa Depot. He was happy to oblige, and I made a mental note to fill the box after work today. Once again in my hardhat and sun-protector, I re-joined my crew and continued work on the deck supports. When we tied up for the day, I drove over near the water tank where I had noticed a large amount of coal that had been kicked or spilled out of the engines over the years, and easily filled my box with same (some of this coal was burned in the La Mesa Depot stove over the Christmas season last year).

After dinner, darkness had settled over the mountains and the moon was still nearly full. I noticed that Class K-36 2-8-2s No. 484 and 487 were sitting on the ready track, hot, outside the roundhouse. I grabbed one of the plastic lawn chairs used by the volunteers in the yard during the day and set it up about 6 feet from one of the engines. Without a camera or recording device, I just sat there alone -- in the darkness -- listening to the two engines breathing and whispering to each other, the air perfumed with the odors of coal smoke, hot metal, pin grease and valve oil.

Next time: More work on the spreader, I buy my ticket to ride the entire 64 miles to Antonito on Saturday, and "Superman" comes to the rescue in a mountain wind storm.

*** Channel 39's Ken Kramer Back Onboard ***

After an absence of 12 years, **Ken Kramer** – the personable former KSDO radio personality and currently host of the ½-hour Sunday TV show, “Ken Kramer’s About San Diego” on Channel 39 – has renewed his membership in PSRMA. Ken had aired a short spot about the Museum on January 14th, in an on-air interview with PSRMA Media Coordinator **Dick Pennick**.

Welcome back, Ken! Hope to see you soon in one of our Trainman classes! (D. Pennick)

*** “Hobo Red” Helps Florida Tornado Victims ***

Hardworking PSRMA volunteer and WorkKamper, “**Red**” **Schmitz**, has also volunteered with the International Red Cross organization for many years and was featured on Channel 8’s 6:30 news program February 3rd as he prepared to board a plane for Lake County, Florida to aid victims of the recent devastating tornado in that area.

Red was the lovable “hobo” on last year’s successful series of North Pole trains, and is always at work making the museum more attractive to our visitors. One of his recent projects was the acid-cleaning and repainting of the floors and vestibules of two of our “Golden State” coaches. The improvement is simply amazing, and is an example of just one of the many useful projects in the Museum waiting for a pair or two of willing hands. (D. Pennick)

*** Commemorative Display Planned for Gorge Bridge ***

Museum Media Coordinator **Dick Pennick** has offered to spearhead a special display to commemorate the upcoming 75th anniversary of the famous Goat Canyon bridge in Carriso Gorge, 36 miles east of the Campo Railroad Museum.

The Museum’s **Southwest Railway Library** archives contain many photos of the bridge completed and under construction in 1932. Additional information exists in other institutional and private collections. Since its completion, many photos, news and magazine articles have been generated about the 633-foot long curved bridge. Uncounted numbers of curiosity-seekers have risked arrest over the years hiking down the SD & AE track to see this remote civil engineering wonder. Today, the track in the Gorge is off-limits to the general public, and freight trains operated by Carrizo Gorge Railway Company run on a frequent schedule through the rugged area.

A smaller version of this display is planned for a Museum booth at the upcoming annual gathering of the Congress of History, March 2nd – 3rd, at the San Diego Girl Scout headquarters. Dick would welcome any assistance to prepare this commemorative display, which could become permanent because of the continuing public interest in the structure. (D. Pennick)

*** Campo Community Center Damaged by Ice ***

Until recently, most of our weekday Campo volunteers would enjoy the ample but inexpensive hot lunches provided at the Campo Community Center on Sheridan Road by the County’s Senior Nutrition program. At \$2.50, the nutritional meals were a bargain for those over 65 and still a good buy for the younger folks at just a dollar more.

The 60-year old Community Center building is equipped with a fire-sprinkler system and was built during WW II as a part of the Army’s Camp Lockett. Sometime during one of the recent below-freezing nights, the water in one of the sprinkler pipes froze, breaking a pipe in the ceiling. The resulting deluge destroyed the ceiling, much of which ended up on the floor. There was also much other collateral damage, but miraculously, the kitchen area was spared. Staff estimates it may take as long as a year or two to repair the damage and replace lost equipment.

But the friendly and hard-working kitchen staff persevered, and the lunches are still available if you call them ahead or knock on the back (south) door in the morning to let them know you will need a lunch. The lunches are provided in foam “take-out” containers that you can consume on the outside deck or take back to the Museum with you. The meals are available wed. – Friday only. (D. Pennick)

*** Notes From the Speakers Bureau *** *Bob Schussler*

Ted Kornweibel made a presentation this month to the Knights of Columbus at Our Lady of Grace Church in San Carlos. His subject was African American Railroaders. Presentations such as this provide visibility for the museum while increasing public appreciation and enjoyment of our railroad heritage. Thanks, Ted, keep up the good work.

*** Easter Bunny Hops to Campo in March – April ***

PSRMA's popular series of weekend Easter trains are scheduled to commence on the weekend of **Saturday, March 31st** and run through **Sunday, April 8th**. We are told the famous Bunny will take up residence in the Campo Display Building and have a wonderful Easter egg hunt ready for every youngster that rides the Golden State trains. Families with young children will not want to miss this one! (D. Pennick)

*** Some Dates of Note in 2007 ***

Some additional anniversaries coming up this year:

Sept. 7th – **Centennial anniversary** of the ground-breaking ceremony – held near the intersection of 28th & Main streets in San Diego – for the **San Diego & Arizona Railway** in 1907. President John D. Spreckels turned the ceremonial “first shovel of earth”. However, since 1907 was a depression year, not much construction was attempted until the following year. Construction of the new line west from Seeley – where the SD & A connected with the existing **Holton Inter-Urban Railroad** – wouldn't begin until 1910.

April 18th – **25th anniversary** of the official opening of our beautifully-restored **La Mesa Depot Museum** in downtown La Mesa. The 2:30 p.m. ceremony was preceded by a special reception for local and area dignitaries and major donors of funds, materials and services. A “Depot Museum Management Committee” was formed, made up of PSRMA members **Brenda Bailey, Norm Hill, Larry Rose, Jim Lundquist, Mike Retz, Joe Laurent, Wilma Steele, Roy Pickering, and Eric Sanders**. At least three on this list are now deceased.

October 2nd - 3rd – **25th anniversary** of the operation of a special steam-powered passenger train in 1982 on the Museum's spur track just south of Lemon Avenue in La Mesa. 1923 Shay geared locomotive #3 powered the short train back and forth for two days as a part of La Mesa's annual Oktoberfest celebration. The engine's melodious steam whistle had hundreds of people lined up for blocks to ride. **Bob and Linda DiGiorgio** – parents of PSRMA Chief Operations Officer **David DiGiorgio** – set up a gift shop and lemonade stand at the Depot. The old engine – moved to West Virginia's state-owned Cass Scenic Railroad in a bitterly-contested sale in 1998 – was fired up Saturday morning at 6 a.m. by Museum volunteers. Although no operation was permitted on the main track, the event marked 31 years since the last steam engine operated on the SD & AE branch to El Cajon, and 54 years since the last passenger train ran over the route.

*** Auto Club Tour Book Updated *** *Dick Pennick, Media Coordinator*

AAA members will note an enhancement in the latest edition of the Auto Club's Southern California & Las Vegas Tour Book. In previous issues, the “attractions” description for the San Diego area did not mention **Campo Railroad Museum** under the sub-heading “Other Points of Interest”. You had to somehow find our listing under “Campo” in the alphabetical section.

Now – thanks to a suggestion I made to the agency last year – we have a nice link under the “Other Points” heading in the prominent San Diego area listing that reads: “Campo Railroad Museum – see Campo p. 72”. And, since this list is arranged alphabetically, we are the first entry! On P. 72, our write-up is also keyed to a location map at the beginning of the section, which shows Campo in relation to San Diego and other Southern California cities. Those of our visitors from out-of-town or out-of-state who may be unfamiliar with our back-country areas or the museum should find this new link helpful. The museum description occupies two column-inches.

*** Member Wally Barber Making Steady Progress ***

Long-time Life member, **Wally Barber** – who lost most of his right arm in a tragic auto accident last year – is progressing well and was scheduled to be fitted with a basic prosthesis in February.

The artificial limb will not permit normal “hand” functions, such as writing, so Wally has accepted the fact that he will be a “lefty” from now on, and is doing well with that adjustment. He returned to work soon after being released from the hospital following the accident. He is owner of Walter H. Barber & Sons, General Engineering Contractors, with an office on Center St. in La Mesa's industrial center.

We wish Wally well in his continuing recovery. (D. Pennick)

*** Congress of History Spotlights PSRMA ***

The February edition of the “Adelante” – newsletter of the San Diego Congress of History – featured several articles on the Museum and some of its upcoming activities. The Adelante’s hard-working editor, Helen Halmay of Lemon Grove, does an outstanding job bringing news from all of the various Congress member organizations to the readership. PSRMA is an organizational member of the Congress.

To meet the publication deadline, a Museum Valentine’s Train in February and the ill-fated monthly Sunday Brunch train were advertised in the listings. Since then, the traditional Valentine’s train – tentatively advertised for the weekend of Feb. 10th & 11th -- was a no-show, and the Sunday brunch trains have been cancelled indefinitely after a trial run on January 28th, until a new caterer can be found.

Other information was more timely, however. Our popular Tecate trains got a nice plug, as did our Campo Railroad Museum in an “Explore Highway 94” segment. Since February is National Black History Month, Helen included a nice write-up on our ongoing display, “The African-American Experience” in American railroading -- currently on exhibit in the Campo Display Building -- and our rare 1886 “Jim Crow” racially-segregated rail car currently under restoration in the Campo enginehouse.

On the subject of the Jim Crow car – originally built by the Pennsylvania Railroad in its huge Altoona, Penna. Shops – the Winter, 2007 newsletter of the **Railway & Locomotive Historical Society** featured 1875 drawings of both the expansive Pennsy locomotive shops and the car shops at Altoona, where our car was born 11 years later. In addition to cars, the huge Pennsy also built many of its own locomotives and other equipment. Amazingly – thanks in part to 20th Century Fox studios which purchased our car from a small Texas short-line more than 60 years ago for movie work – it has retained much of its original historical “fabric”. Last October 14th, forty members of the R & LHS Southern California Chapter enjoyed a chartered ride and photo-op from Campo to Miller Creek station and return behind our 1943 G.E. 80-ton center-cab Diesel-electric locomotive #7285. (D. Pennick)

*** In Memoriam ***

Bruce J. Walthers – Sept. 9, 1919 – Jan. 28, 2007

Bruce Walthers, although not a member of PSRMA, was nevertheless a key figure in the national rail-hobby industry for 60 years. Mr. Walthers passed away at his home in Solana Beach after fighting a losing battle with multiple cancers.

He was born in Wisconsin, and after service as a Navy meteorologist in the South Pacific during WW II, he joined William K. Walthers, Inc., a Milwaukee model railroad equipment manufacturer founded by his father W.K. Walthers in 1932. After he became president in 1958, the company became the largest distributor of model railroad products in the world. At various times, he served on the Model Railroad Industry Association and the Hobby Industry Association of America, which awarded Walthers its highest honors.

Mr. Walthers is survived by his second wife, the former Marcia Obloy of Solana Beach, as well as numerous family and extended family. (D. Pennick)

*** Museum May Acquire Additional Excursion Car ***

Negotiations are currently underway with a California tourist railroad to acquire a specially-outfitted passenger car for use on our weekend Golden State and special trains.

Since arrangements are still in the preliminary stages, there is not too much that can be reported. Current efforts center on negotiating a price for the interchange-capable car and arranging for its transport to Campo. More information should be available in the near future. (D. Pennick)

*** New Ticketing and Reservations Provider ***

The PSRMA Board of Directors has agreed to adopt a new online ticketing and reservation system that is expected to correct most of the problems we have had to date with the current Kintera service.

Although the Kintera system was originally adopted last year because we were able to garner a considerably-below-market service fee and it was a step up from our existing cumbersome ticketing, reservations and Customs-processing system, it has not met our initial expectations, and our original "sweetheart" contract is coming up for renewal. According to **David DiGiorgio** -- who presented the new proposal to adopt **Dynamic Ticket Solutions** (DTS) of Cherry Hill, NJ -- Kintera was never designed as a ticket-selling program in the first place, and problems with their customer service fees, processing of event changes and Customs, overbooking (and other problems), has made the system much less convenient and desirable for our use.

According to DiGiorgio, DTS is specifically designed to sell tickets for railroad museum and tourist railroad activities. It has four service levels available, from "Basic" to "Ultimate", and provides an online template for each type of event, making setup very fast. Processing of the required Customs manifest will be made much easier and more efficient. The service would be used for our normal weekend "Golden State" train tickets in addition to Tecate, North Pole and other special trains and events, and would streamline reservations for the extra-fare locomotive cab ride passes. (D. Pennick)

*** Museum Endowment Fund Gains in 2006 ***

According to the recent end-of-year report by PSRMA's fund manager, the value of the Museum's moderately-conservative endowment portfolio realized a gain of just over 10% for the calendar year 2006, a very positive growth rate for this important fund.

The fund was set up initially in 2005, at the urging of then-Vice-President **Dick Pennick**, using a significant part of a \$210,000 unrestricted donation from an anonymous donor as "seed money". Although there were many worthwhile projects at that time crying for funding, Pennick used the "pay yourself first" argument to convince the Board to set up this fund for the long-term financial health of the organization. At the same time, the Board also agreed to set aside for the fund 10% of all unrestricted donations received from that point forward.

Those wishing to contribute funds specifically for the PSRMA Endowment Fund may do so by making checks payable to "PSRMA Endowment Fund". Mail to: PSRMA, 4695 Nebo Drive, La Mesa, CA 91941. (D. Pennick)

*** Member Proposes "Joy Train" for Mexico Needy ***

Young PSRMA volunteer, **Hector Gonzales**, presented a proposal to the Museum's Board in February for a special train to deliver aid to selected needy families in the Valle Redondo area of Baja California.

Gonzales -- representing a new non-profit Mexican organization called "El Tren de Alegria" (The Train of Joy) -- asked the Museum to operate the train on Friday, March 30th (tent.), from Campo to Valle Redondo and return to distribute donated food and other items from our newly-repainted Baggage Car #6700. The Museum agreed to donate the train and volunteer crew but asked that its out-of-pocket operating expenses be covered by others.

Gonzales invited any member who wished to participate as a volunteer on the train to contact him through SD & A Chief Operations Officer **David DiGiorgio** at run8@cox.net or by phone at (619) 334-5188. (D. Pennick)

*** 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*.

*** Dates of Note ***

Please note that the deadline for article submissions is now the 26th of each month. This is to ensure that I can have the issue completed by the 28th, which is when I send it to the printer.

	Mar	Apr	May	June
School Train	20	17	15	19
Tecate Train	10	14, 21	19	16
Garcia Special	24			
Board meetings	15	19	17	21
Museum Services meeting	20	17	15	19
Deadline for Hot Scoop articles	26	26	26	26

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 26th.

*** Phone numbers and e-mail ***

Web: www.psrn.org or www.sdrm.org

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