

Hot **Scoop**

Hot Scoop Shovel Logo by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum members

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MUSEUM NEWS

VOL XX NO IV

March 24th Trip to Garcia Was Great Fun For All!



Scott Fiori, Diana and Ian Hyatt, Jenny Fiori and Mickey Hansen in SD&A #350 on our excursion to Garcia, Mexico on March 24th, 2007

Dave Tomeraasen Photo

*** 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 March, carrying more than 1200 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
Dave Tomeraasen		Bruce Semelsberger				

*** Donations ***

Barber, Wally	Library Container Fund	100
Barnier, Barney	Library Container Fund	100
Buchanan, Robert D.	General Fund	25
Chisholm, Mike	General Fund	10
Clark, Donald & Nancy	Library Container Fund	100
Davis, Theodora	Library Container Fund	100
Deutsch, Reena	Library Container Fund	100
Dubke, Duane B.	Library Container Fund	100
Duling, Ed	Library Container Fund	100
Getz, Don	Library Container Fund	100
Helm, Kenneth S.	Library Container Fund	250
Kehr, Herbert G.	REPORT	100
Kehr, Herbert G.	R.P.O. Car	100
Knights of Columbus	Restoration Fund (for lecture)	75
Lucek, Michael	Library Container Fund	150
Nickles, Bob	Library Container Fund	20
Owen, Larry K.	Library Container Fund	100
Pennick, Richard	Library Container Fund	200
Retz, Michael J.	Jim Crow Car Restoration	25
Richards, Walter S.	General Fund	25
Saltzstein, M.D., Sidney L.	Library Container Fund	150
Schussler, Bob & Sandy	Library Container Fund	50
Stahl, Margaret G.	Library Container Fund	50
Stites, Frank & Joan	Library Container Fund	200
Terry, Wayne H.	Library Container Fund	100
Underhill, Robert & Aysegul C.	Library Fund	1,000
Witkowski, Cass	#2353 (one stay bolt at a time)	23.53



SP #2353 arrives at Miller Creek with the *Golden State* on September 21, 1996. This locomotive last operated in the year 2000.

Randy Houk photo

*** Rare Mileage Trip to Garcia *** *Diana Hyatt*

The museum operated its second annual Rare Mileage Trip to Garcia on Saturday, March 24, 2007. About 218 passengers enjoyed an all day adventure in Mexico. The train departed the Campo Depot at 8:30 A.M. and arrived in Garcia around mid-day. This year passengers enjoyed an onboard snack bar and their ticket included a hot lunch cooked and served onboard the train.

All told, about 250 people were served lunch onboard the train with volunteers and train crew personnel included in the count. Feeding this number of people was a daunting undertaking with planning that began three months in advance. **Dave DiGiorgio** with the help of his mother, **Linda DiGiorgio** obtained the donation of top sirloin hamburgers, Lays and Cheetos chips, and some of the tomatoes, lettuce and onion needed. Other supplies were purchased and transported by **Ron Hyatt** and me over several weeks. A large propane grill was purchased with a capacity to cook 65 hamburgers at once. **“Red” Schmitz** constructed the framework for sneeze guards mounted to the serving tables and new work-camper **Lloyd “Pick”** cut and installed clear, acrylic sheets to the framework. **Red** also constructed a condiment table that rested over the tops of two sets of seats in SD&A 350 as well as three water cooler holders with mounted paper towel holders to firmly sit on the side seats of SD&A coaches 252, 253 and 254.

SD&A 350 was designated as the “kitchen car” and everything necessary was set up in it. The grill was positioned below the ceiling hatch and the “vent” worked out better than we imagined; the car never filled up with smoke and **Dave DiGiorgio** didn't even melt the acrylic sheet in the window opening! The acrylic sheets installed in the window openings for the North Pole Express trains were left in all but two windows on the east end of the 350 and over the side door. Tools were brought just in case the day heated up and the clear, plastic sheets needed to be removed. Freestanding propane heaters were also brought along in case the day turned out to be rainy and cold. Fortunately, the day turned out to be perfect; the sky was blue, there wasn't a rain cloud in sight and the temperature stayed in the low 70's – except for those of us standing next to the grill!

The help of many dedicated volunteers made the success of this trip a reality. The train crew consisted of **Bob Nickles** as engineer, **Randy Houk** as conductor, **Darrel Bivans** as brakeman, **Mike Chisholm** as mechanic and **Bob Schussler**, **Tom Gray**, **Bruce Semelsberger** and **Duane Dubke** as onboard trainmen. My own entourage of help consisted of **Ken Brown**, **Dave DiGiorgio**, **Jenny Fiori**, **Ken and Mikki Hansen**, **Mark McCrea**, **Ron Hyatt**, **Cary Hyatt** and **Alanna Hyatt**. Between the ten of us we formed such a cohesive unit putting lunches together of hamburgers (with choice of two kinds of cheese, lettuce, tomato and onion), hotdogs, chips, cookie and choice of soda or water that we put In-N-Out Burger to shame! Within the span of one hour, we served 250 lunches made to order. Before and after lunch these same people manned the snack bar and sold over 200 more items including breakfast Danish, cinnamon rolls, muffins, chips, crackers, Moon Pies, candy, pecan pies, water and a variety of sodas.

After lunch, we stopped at Rodriguez Dam for a photo run-by. About 80 people disembarked from the train for the opportunity of capturing the museum's GP-9 SP 3873 pulling its six car Pullman-green train eastbound, emerging through Tunnel #1. Since the passengers on this trip seemed to be composed primarily of railfans from far and wide, this was probably the pièce de résistance of the entire trip!

Once the train trip was over and the train safely returned to the museum's yard, **Ron Hyatt** and **Dave DiGiorgio** served dinner in the dining room of ATSF 1509 to the volunteers who worked the trip as well as **Seth Miller**, **Larry Rose** and **“Red” Schmitz** who stayed behind to operate the Railbus and hold down the fort, respectively. **Dave** had stoked up the stove on 1509 Saturday morning and **Ron** had put a large beef roast in the oven to slow roast all day. The roast was delicious and was served with a baked potato with all the trimmings and steamed snap peas, all cooked in the 1509's kitchen.

Once dinner was over it was back to work unloading everything out of the 350 and the 1509. Assistance with this task was provided by **Ken Brown**, **Mike Chisholm** and **Mark McCrea**. Any leftover sodas that were duplicated in the lunchroom Pepsi machine were loaded into it by **Ron Hyatt** with the remainder of the sodas and snacks transported to the Gift Shop by **Jim Lundquist** and me. I am very grateful to **Red Schmitz** for washing all the dirty dishes, steam tables, utensils, etc. from the trip as well as disassembling the serving tables and wrapping the sneeze guards for storage during the week following the trip.

Now that we know we can feed a large group on the train efficiently, maybe we should go more places? Who knows, there may be more fun in the works!

*** Steam Whistling *** *Jim Baker*

Due to a number of factors (the ARM/TRAIN meeting, Christmas & New Years Holidays, and my having pneumonia all of January) there hasn't been a whole lot to report on for a few months. However the group has continued working on the parts inventory, we covered the flat car that holds most of the parts we took off of the Coos Bay with a tarp, we wiped the dust off of 2353 with rags and kerosene, and **Rich Paulus** and **Bob Nickles** continue to needle gun 2104 to prepare it for painting. Also, I spent some time repairing the lights on 2353. None of the lights worked any more, which made our display pretty dark, especially in the cab. I found that the main switch was broken. This was a very old switch, so I by-passed it. The lights are now operated by the breaker for that circuit in the Display Building.

Just last month, (February) our Board of Directors approved a resolution that instructs us to proceed with a study to determine the feasibility of restoring the Coos Bay #11 and Southern Pacific #2353 to operation. The first step will be to get the boilers of both locomotives inspected. This will require removing a portion of the 160 or so tubes that are inside the boilers, to allow the inspector access to the inside. The traditional way to do this is to cut out the tubes with a cutting torch, which is a bit of a pain. We wondered whether we should attempt this ourselves, try to find someone experienced in this, or to hire the job out. Since the tubes in the Coos Bay are shot, **Ron Hyatt** okayed us to try it ourselves, as long as we were careful not to damage the flue sheets. Once we perfect our skills on the Coos, and the 104, if necessary, we can start on the 2353.

So, on Friday, March 9, I started cutting tubes from the front end of the Coos Bay. I much appreciated the advice on how to use the torch from **Fred Carnathan** and **Tom Walker**. By early afternoon, when I had to go help **Bob Nickles** put the next day's Tecate train together, I had all of five tubes cut. Whew. **Rich Paulus** continued needle-gunning the 2104.

On Saturday, I was joined by **Larry Owen**, **Dick Pennick**, **Mike Lucek**, and his friend, **Linda**. **Larry** assisted me with the tube cutting, **Linda** helped rig up a chain to allow visitors access to the cab apron, but keep them out of the actual cab of 2353. While we were working on the tube cutting, a couple of our visitors stopped by to see what we were doing. They happened to be plumbers. They said that using a torch was probably the hard way to do this; we should use an inside tube cutter, and suggested a place to get one. We were also paid a visit by **Jack Corrick**, the former Steam Foreman at OERM. He had many helpful suggestions, but said that tube cutters were quite slow. It is hard to imagine anything being slower or more uncomfortable than our torch work, so I will look into getting a tube cutter, and see which way works best for us.

Meanwhile, since we will need to get inside the boiler through the steam dome after the tubes are cut, we need to remove the throttle. **Dick**, **Mike**, and **Linda** started on that job. They got the dome cover removed, and made a temporary plywood one to make removal and replacement easier, and so not to damage the studs that hold it in place. Then, they hit a problem. To remove the throttle, someone has to be small and flexible enough to get into the boiler around the throttle to disconnect it from the control linkage and the dry pipe. None of us middle-aged and older people there met the specification. Maybe next month we can get someone like **Alex Fiori** in there for us!

Our next work weekend will be April 13 & 14. Our main work will continue to be the tube and throttle removal. **Ron Hyatt** said he'd get us a 20-ft cargo container for our tools, so we'll put the parts and tool inventory of the boxcar on hold until then.

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!

*** 2007 Annual Dinner Donations *** *Sandy Schussler*

PSRM's Annual Awards Dinner was a great success, aided by the donation of \$655 in Door Prizes to reward our volunteers. At the top of the list was the signed copy of "The Impossible Railroad" and other books donated by **Barney Barnier** with a total value of \$290. **Steve Bovee** and **Reed's Hobby Shop** donated \$150 in books and merchandise. **Bob and Sandy Schussler** provided a set of wine goblets, 2 bottles of wine, 2 railroad videos, and a train jigsaw puzzle. **Herb Kehr** donated audio cassettes, street car models and a book on the R&LHS valued at \$52. **Ted Kornweibel** donated a \$40 commemorative Nevada Northern poster and signed and numbered prints.

Friendly businesses helped out. **Janet's Montana Cafe** in Alpine bestowed PSRM with 2 Breakfasts, and the **Antique Row Cafe** gave a certificate for 2 meals. Finally we received 2 Car Washes from **Casa De Oro Car Wash**. If you are near any of these businesses please support them.

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

Speaking for myself, I have the most fun with PSRM in dealing with the "Museum side" issues. These include the day-to-day tasks like operating trains, maintaining equipment, interfacing with the public, and the like. For a really good time, I enjoy doing the larger projects: acquiring and moving a new exhibit from San Diego's railroad past, taking what appears to have been built as a temporary depot at Campo and rehabilitating it for the continued use to passengers on the San Diego and Arizona Railway lines, making expansion plans and the like.

What we can't forget is that we are also a California corporation. This equates to being responsible for all the filings and meetings and records that any corporation is required to do. These are slightly less fun but equally required! One member working HARD behind the scenes in this area is our Treasurer, **David Roesch**. We receive many requests for payments from many vendors, companies and members each month. We also have income streams from many sources – giftshop cash, credit cards, on-line ticket sales, membership dues and donations, etc. Following all these areas and keeping up with payments is an extremely important and time consuming job for anyone to accomplish. Our volunteer Treasurer, David, is doing a terrific job. Not only holding down this volunteer job, but also coming out to Campo and getting his hands dirty on the equipment side of our Museum as well. Please seek out David next time you see and give him an "attaboy" – he deserves it!

Also, it's time again to recognize the absolutely terrific job **Ron and Diana Hyatt** do for us. They spend almost every weekend at Campo. They have taken on the care and feeding chore of the volunteers at Campo. When I spend a weekend at the museum, I am fed a home cooked meal for breakfast, lunch and dinner – all care of the Hyatt's. I am also entertained by their four children and I am amazed how they do it. On top of that, they run the Equipment Department and take on the numerous projects at the Campo site. Terrific job, Ron & Diana. Thank you.

The television exposure we continue to get with the Huell Howser "California's Gold" show is making our ticket sales on our *Ticket to Tecate* trains strong. As we sell out each train, we have been able to add additional trains. This is really good for our income statement. Thanks to **Dave DiGiorgio** and all the train crews for making this happen, and to our partners in Mexico and CZRy.

This past month, we were able to pour a new concrete slab under the doors in the Display Building and an eight foot path. This process continues the effort to concrete the inside paths, and helps keep the outdoor animals outdoors. Our thanks to **Brian Elmore** for a terrific job with the concrete forms and finishing.

We had an automobile lose control off Sheridan Road and crash into our fence, destroying about 60 feet and the rear gate. I contacted some local Campo folks who volunteered to install replacement fencing for us. I was able to regrade the back driveway and find replacement gates I brought up to Campo many years ago, along with some fence material we had on hand. Our thanks go to our neighbors in the Campo community who volunteered their time to complete this job: **Dan Lawrence, Richard Comstock** and **Rick Northcote**, plus three volunteers from the **Freedom Ranch**. Thank you all.

Speaking of donated time and services, I would like to thank our good friends at **Garrison & McInnis** law firm, with offices at 2650 Camino del Rio North in Mission Valley. One of the attorneys in that firm, **Larry Stirling**, has been providing legal advice to the Museum for the past several years, as needed, pro bono. It's nice to be able to call an attorney and get the legal information we need to proceed with the Museum's business as required. Thank you Larry Stirling and thank you Garrison & McInnis, the "Official Law Firm of the Pacific Southwest Railway Museum."

This month we say goodbye to three workampers, **Mark** and **Linda Ovadia** along with **David Greene**, and thank them for their services. We also welcome **Lloyd "Pick" Dibbern** as a new workamper. Pick has mechanical experience and will work with Ron Hyatt's group in the Equipment Department. When you see Pick onsite, please extend a warm welcome to him (look for the toothpick)!

Our thanks to **SDG&E** for planting four power poles around the Campo site for us. These will be used for new and upgraded service at several locations, as well as trackside overhead lights. Thanks, SDG&E.

Many thanks to Dave DiGiorgio and **Jim Baker** for conducting a Brakeman class recently at Campo. We had eight members going through the class, and we sure hope each and every one comes through the class ready to start the on-the-job training portion. Very soon, we hope to be welcoming eight new Brakemen. That will be terrific!

We have many ongoing projects at Campo right now – Campo depot and restroom, equipment, clean-up, library, facilities, etc. I invite each of you to come out on any Saturday, introduce yourself and tell us that you are "here to volunteer." We can put you to work, no matter what skills you have. See you soon at Campo.

*** Radio Chatter *** *Randy Houk*

Campo Radio Upgrades

Thanks to a donation of ex-trolley radios by the San Diego Trolley we now have much improved radio performance on the *San Diego & Arizona Railway*. Over the last couple of months I have installed three of these radios in the Campo depot, the carbarn and in locomotive #7285. The depot radio uses a "Ventenna", a low-visibility vertical mounted on a vent pipe. This combination allows Robin in the giftshop to talk to locomotives all the way from Tunnel #4 to Miller Creek. The carbarn radio uses a Ringo Ranger on the roof, and allows the same range as the depot radio. Finally, I replaced the old 2-channel Maxar 80 radio in the #7285 with one of these 8-channel radios. I also found that the mag-mount antenna base was broken, causing an excessive SWR. I replaced it with a better Larson model. These radios include the same channel numbers as our Motorola MT1000 handhelds used by conductors and brakemen. Channel #4 is still our PSRM primary, and #2 is CZRy's simplex channel. Many thanks to **Craig Williams** (W6CAW) for donating his expertise in programming these radios.

Dave DiGiorgio and **Dave Tomeraasen** recently completed a beautiful installation of a Motorola radio along with a new antenna in our MT14 motorcar. This will allow much more reliable communication with the train and depot.

Are You A Ham Radio Operator?

We have a growing list of Museum members who are also amateur radio operators, also known as "hams". I got interested in becoming a ham last year when I got serious about upgrading the radios at Campo. I was encouraged by my weekday boss and by PSRM members **Dave DiGiorgio** and **Mike Chisholm** to get a technician license. I did that last April, and just recently got my general license, which allows use of HF (high frequency) radios and their associated frequency bands in addition to the VHF and UHF bands that technician ticket holders can use. Getting that technician license is a great way to learn more about radio operation, and I strongly encourage anyone with an interest in 2-way radio to investigate getting that license. **Tom Walker** has also just received his general upgrade, on the same day as I did. The next step up from general is "amateur extra", and I plan to have this license by this time next year.

On the March 24th Garcia special I learned that **Tom Meatzie** is a technician class radio operator. Also, recently qualified motorcar operator **Dave Tomeraasen** is a long-time ham. Here is a list of PSRM members who are hams.

Robin Becker (N3IX)	Mike Chisholm (KA6DAC)	Roger Challberg (KB6JKP)	Dick Cupp (N6SJA)
Dave DiGiorgio (KD6KHL)	Ken Hansen (KI6CTG)	Randy Houk (KI6DGU)	Tom Walker (KD6JXR)
Tom Meatzie (KG6EDC)	Dave Tomeraasen (N6NCB)		

If you would like to learn more about getting a ham radio license, please talk to me or others on this list.

*** Brakeman training class Part 2 *** *Dave Tomeraasen*

The second part of the brakeman training class was held on Saturday March 3, at PSRM in Campo. Instructor **Jim Baker** started the day with all in attendance meeting at the west end switches and derails for hands on training. Next, we met the train at the depot and did the pre-trip train inspection check list. Then we observed the Terminal Air test of the Miller Creek train. All students boarded the train to observe the brakeman at work on the way to Miller Creek. The afternoon was spent practicing getting on and off a moving train, practicing coupling and uncoupling, practicing skating the train, and learning to operate the "flop over" derail at Campo Junction. A wrap up discussion in Jim Baker's trailer reviewed the day's activities, evaluation forms and monthly call board. Instructor Baker was assisted by Engineer **Randy Houk** in locomotive GP9 #3873. Seven students attended the training class including **Ken Brown, Alex Fiori, Hector Gonzalez, Kyle Jensen, Richard Kelly, Rich Paulus, and Dave Tomeraasen**.

*** Photo Page *** *Dave Tomeraasen*



Instructor **Baker** with students **Ken Brown, Alex Fiori, Kyle Jensen, Rich Paulus** and **Richard Kelly**



Hector Gonzalez practices coupling our GP9 with one of our passenger cars.



Dave DiGiorgio and **Ron Hyatt** on the Garcia Special.



The spot for the photo run-by at Tunnel #1.



Hector Gonzalez, Diana Hyatt and **Alex Fiori** in SD&A 350, the "kitchen car".



Crossing the river, westbound to Garcia.

***** Narrow-Gauge Steam in the High Country – volunteering with the *Friends of the Cumbres & Toltec Scenic Railroad* at Chama, New Mexico ***** (Part 9) Dick Pennick

In last month's installment, I and my volunteer crew 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.

I again cornered C & TS General Manager, Tim Tennant, Wednesday morning to ask if *Friends* volunteers qualified for a discount on train-ride tickets. He told me that the railroad did at one time grant such a discount, but it had been rescinded some years ago. He said the question of renewing it had been on the bi-state Railroad Commission's docket for quite a while, but it was obviously not a high priority for the Commission.

Although I had heard a rumor the day before that the Saturday train to Antonito was sold out, a quick check with the ticket office in the depot dispelled the rumor, but I bought my ticket right then to be sure of a seat. It's not possible to ride the train both directions over the entire line in the same day, although you could ride round-trip by spending a night at one end and returning the following day. If one day is all a visitor has, a popular alternative is the "Osier Turn", which departs each end of the line about the same time each morning. The two trains meet at the engine water stop at Osier, Colorado, where a large two-story lunch room and gift shop has been constructed. The great lunches served here are one of the highlights of the trip. Even on the "short turn" from Chama (25.6 miles each way), a passenger still gets to experience the exciting 4% climb to Cumbres Pass, Tanglefoot Curve, Lobato Creek Bridge and the 118-year old iron bridge 137 feet above Cascade Creek (about the same height as our Lower Campo Creek bridge on the SD & AE).

To return to your starting place the same day, you have to change trains at Osier, being careful to transfer your jacket, water bottle, camera gear, and any other personal items to the other train. In 2005, I forgot to do that and almost had my personal items going one direction while I went the other!

I was saddened to learn of the death of PSRMA's long-time member and "metal magician", Dick MacIntyre, when I called my wife last night. I knew that would be a big loss to the Museum as well as to his family. Folks like that are tough to replace.

We managed to get a lot done on the Spreader this morning. At lunch, we had an opportunity to pick up 8 x 10 color prints of the group photo that was shot on Monday. It turned out well. The wind was pretty gusty today, turning up little "dust devils" that danced across the railroad yard. While I was picking up the photo at the lunch boxcar, a particularly strong gust picked up the temporary canvas awning that shaded the lunch area and in the blink of an eye, flipped it – poles and all – up on top of the car. It was pandemonium for awhile as stuff was flying all over the place. Another minute or two and the awning would be on its way to Durango!

I immediately jumped into a nearby phone booth, shed my "Clark Kent" attire and instantly changed into the tight-fitting blue suit with the big "S" on the front. Vaulting to the roof of the 100-year old wood car in a single bound, I managed to tackle the wayward awning just before it went airborne again. Someone apparently shot a photo of this, as it appeared later on the *Friends* website.

Next time: More work on the spreader, cleaning the engine's ash pan, an English sea captain, "Goofers", and bleeding noses.

***** Goat Canyon Bridge Display Completed *****

The special display commemorating the upcoming 75th anniversary of the completion of the famous Goat Canyon bridge in Carriso Gorge, is mostly complete and should be on exhibit at Campo by April, according to Museum Media Coordinator **Dick Pennick**.

The 4' x 6' illustrated story board was initially displayed at the Congress of History's annual Congress on March 2-3. Dick reports that still to be added are some photo captions, additional graphic touches, and a protective plexiglas cover. Its next planned use is at the San Diego Model Railroad Museum's annual rail symposium in Balboa Park, Saturday, March 31st. (D. Pennick)

*** PSRMA 50th Anniversary only Four Years Away ***

This month (April) will start the 4-year countdown to the *Pacific Southwest Railway Museum Association's* 50th anniversary in 2011.

It was on the afternoon of **Sunday, April 16, 1961** – in a small room beneath the historic Spreckels Organ Pavilion in Balboa Park – that 13 pioneering individuals met to organize the **San Diego County Railway Museum**, officially beginning an effort that culminated in one of the largest operating railway museum organizations in the state.

The unusual location for this historic meeting – one of a series of occasional discussion and strategy meetings – was provided by Douglas I. “Doug” Duncan, at that time the City’s organist and a rail-history buff. The “charter” members attending this meeting were Duncan, Alan “Al” Diamond, Terrence “Terry” Durkin, Wallace “Wally” Duthie, Frederick “Fred” Finke, Charles “Chuck” Gerdes, Lyle Judd, Eddie Junghans, Gene Lindsay, William “Bill” Morrison, Frederic “Eric” Sanders, John “Jack” Stodelle and William “Bill” Wooten (Dick Pennick and Ed Couch missed this meeting because they were in Mexico and Central America for two weeks hunting steam engines). The first officers were Lyle Judd, president; Eric Sanders, secretary; and Chuck Gerdes, treasurer. In 2007 -- of the 13 charter members -- only Duncan and Al Diamond are still living.

The organization of the SDCRM as a separate, new group was the culmination of an effort begun 18 months earlier by the pioneering **Railway Historical Society of San Diego, Inc.** The Society formed a “Rail Museum Committee” – with **Dick Pennick** as its chairman – to explore the idea of an operating museum of railroad technology in the San Diego area. It held its first exploratory meeting in the Organ Pavilion office on **Sunday, October 18, 1959**.

Attending this very first meeting were: Pennick, Fred Reif, Dick Dodge (author of the book “Rails of the Silver Gate”), Lyle Judd, Eddie Junghans, Wally Duthie, Jack Stodelle, Bill Morrison, Fred Finke, Ed Couch, Chuck Gerdes, Doug Duncan and Eric Sanders. Of this august group, only Pennick, Couch and Duncan are still among the living. Ed Couch is still a member of PSRMA, living in Santa Maria, Calif., and a co-founder of the Santa Maria Valley Railroad Historical Society. Doug Duncan today lives in Orange County and continues his interest in rail history.

Sanders published the very first issue of “**REPORT of San Diego County Rail Museum Activity**” on January 5, 1960 as an offshoot of the Railway Historical Society’s occasional feature publication, “Dispatcher”, which Sanders also edited. Dispatcher is long-gone, but the new SDCRM adopted the name “REPORT” for its own house-organ, which continues on an infrequent schedule to this day. Successor PSRMA’s current monthly house-organ is the “HotScoop”.

PSRMA needs to begin now with the planning for celebrating this important milestone in its corporate history. There is even a possibility that one of our steam locomotives may be up and running in time for the big day. The progress we’ve made over the past 46 years would have been almost unimaginable in 1961. In 2011, April 16th happens to be the third Saturday, our normal Tecate train day. It’s time to put a planning committee together and start sharing ideas! (D. Pennick)

*** Update on Senior Lunch Program at Campo ***

Based on new information by member **Roger Challberg** and a recent article in the Back Country Messenger newspaper, the great hot lunches provided by the County Senior Nutrition program are now being served at the Campo Seniors building.

This smaller building – where the Seniors volunteers have served low-cost breakfasts (\$3.50 for non-members for the “basic” breakfast of 3 hotcakes, bacon/sausage, 2 eggs, juice and coffee) on the first and third Saturdays for a long time – is also on Sheridan Road, but about 500’ closer to the Museum’s back gate.

The lunches are \$2.50 for seniors 60 or older (not 65 as was stated last month). Younger folks pay a little bit more (\$5.00). You still must call ahead at (619) 478-5109 to reserve your lunch. (D. Pennick)

*** Rail Symposium Showcases PSRMA ***

Balboa Park's **San Diego Model Railroad Museum** was host on March 31st to a variety of Southern California railroad and model railroad groups at its annual Symposium.

Long-time PSRMA member, **H. C. "Chop" Kerr**, presided over a PSRMA table during the one-day affair. A selection of museum brochures and flyers were available to the attendees, and the new Goat Canyon Bridge 75th anniversary story-board provided the backdrop.

Thanks, Chop, for taking the time to "put out the message" that PSRMA is the pre-eminent San Diego region rail-history activity operating in 12" = 1' 0" scale! (D. Pennick)

*** Channel 8 Will Film April 14th Tecate Train ***

It was recently revealed that a KFMBTV news crew will ride and film PSRMA's April 14th "Ticket to Tecate" run. Because of this increased exposure, plans have been made to operate the popular trains through the summer months as well this year.

While our special train is in Tecate, a contingent of the Army 11th Cavalry re-enactors will be onsite at Campo Depot, complete with horses, authentic uniforms and firearms, and a typical campsite. There is talk of using one of the original horse watering troughs used by the real 11th Cavalry when it was stationed at Campo's Camp Lockett. The concrete trough sits just over the railroad fence southeast of the depot.

*** Motorcar Operator Also a Stamp Nut ***

New member **Dave Tomeraasen**, who has recently qualified as a motorcar and railbus operator on our SD & A Railway and is currently a Student Brakeman, is also a long-time postage-stamp collector.

Dave was mentioned in a March 19th newspaper article in connection with the monthly San Diego Philatelic Expo ("Sandipex") held at the Al Bahr Shrine Temple in Kearny Mesa. Tomeraasen is a co-organizer of the event. He said eBay has added an exciting new element to the hobby, but it has also hurt traditional "brick & mortar" stamp dealers. Collectors lament that they have been mostly unable to interest young people in the hobby (sound familiar?). (D. Pennick)

*** Garden Rail Group Visits La Mesa Depot ***

PSRMA was host to the San Diego contingent of the national **Garden Railway Society** on Sunday, February 25th at the **La Mesa Depot Museum**.

For several hours about mid-day, the group set up their annual swap-meet on the sidewalks surrounding the depot and south along our train display there. PSRMA historian **Bruce Semelsberger** was our host for the day, and he reported the meet went well. Thanks, Bruce, for taking time out of your busy schedule to be our "point man". (D. Pennick)

*** Rail Manuals Donated ***

William Nixon, one of the many vendors at Orange Empire Railway Museum's spring swap meet at Perris, Calif. on March 3rd, donated six old operation, service and instruction manuals to PSRMA. The items include: (1) ALCo – G.E. 660/1000 HP yard switchers and 1000 HP road switcher; (2) AB/ABD freight car brake equipment; (3) 6-SL Brake equipment for diesel-electric yard switching locomotives; (4) 26-type locomotive brake equipment; (5) 24-RL locomotive brake equipment; (6) 26-L brake equipment.

The donation will become a part of the Mechanical Dept.'s library at Campo. Thank you, Mr. Nixon, for your generosity. It's appreciated! (D. Pennick)

*** Drunk Wipes Out Fence at Campo Museum ***

Just after dark on Thursday, February 22nd, an inebriated Campo local missed the S-turn on Sheridan Road about ¼-mile railroad-east of our Campo enginehouse, jumped the curb, and rolled over, tearing out about 55 feet of our chain-link fence and damaging the gate at that location.

The driver, a World War II vet, had no insurance and managed to survive the crash with a collapsed lung, cracked rib, and abrasions. He has since expressed his regret and his sincere desire to help with the repair. PSRMA President **Jim Lundquist** said the fence would be repaired as soon as people can be made available to do the work. (D. Pennick)

*** Think You're a Real Railroader? Try This ***

[From a 1930s issue of **Railroad Magazine**]: "An eastbound freight train on a single-track main with 30 cars and a single locomotive capable of hauling that number of cars and no more, pulls up to a siding having a capacity of 90 cars. The siding is completely filled with cars. The train's conductor has orders to pick up the thirty cars from the middle of the 90 cars on the siding and to leave the thirty he brought with him in their place. The order further states that the 30 cars at each end of the 30 he removed from the siding must be left in their original position when he's finished". Go to it, crew! (Answer in a later edition of HotScoop). (D. Pennick)

*** Last Month's "Name That Tune" Answer ***

What popular song from the 1960's had the mentioned lyrics?

Answer: *White Room*, by Cream

*** Ten Commandments For Diesel Maintenance ***

1. Thou shalt keep thine engine clean and in adjustment that thy life in its company shall be long and that the owner shall increase thy pay.
2. Know thy engine and all its parts and functions, else thou shalt be in some unholy spot.
3. Be not wise in thine own conceit. Remember the factory instructions and keep them holy, lest repairs be thine undoing.
4. Be not loose in thy jaw hinges for no man knoweth all about Diesels. The truly wise absorbeth much knowledge and exceedeth little, and he who so doeth shall gain repute among his fellows and favors among his superiors.
5. For all things in this life that thou desireth thou shalt also pay plenty and for the wisdom of experience, no less. Advice from the multitudes costeth nothing and is usually worth just that.
6. In the books thou mayest read what to do and when, but only the voice of experience may tell thee why and how, else thy reading of what and when shall but plague thee with smoke.
7. God maketh the earth to rotate endlessly without bearings, or oil, but not thy Diesel.
8. Curse not thine engine when it turneth not. Curse rather thine own stupidity.
9. Steam engines and gas engines may long turn over though sloppy; a Diesel not so. With gauges and mikes be thou ever busy.
10. The eternal eye watcheth universal operations, but thou shalt not rely upon it as to thy Diesel. Thine own vigilance is the price thou payest for thy job.

*** 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.

	Apr	May	June
School Train	17	15	19
Tecate Train	14, 21	19	16
Board meetings	19	17	21
Museum Services meeting	17	15	19
Deadline for Hot Scoop articles	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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