

Hot Scoop

Hot Scoop Shovel Logo by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum members

May 2007

MUSEUM NEWS

VOL XX NO V

Bunny Trains Draw Happy Crowds to Campo



The Easter Bunny (**Diana Hyatt**) greets our riders on the April 7th Bunny Train.

Robert Rael 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 17 trains in April, carrying more than 1400 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		Rich Paulus	Ann Ruppert	Dick Ruppert

*** Donations ***

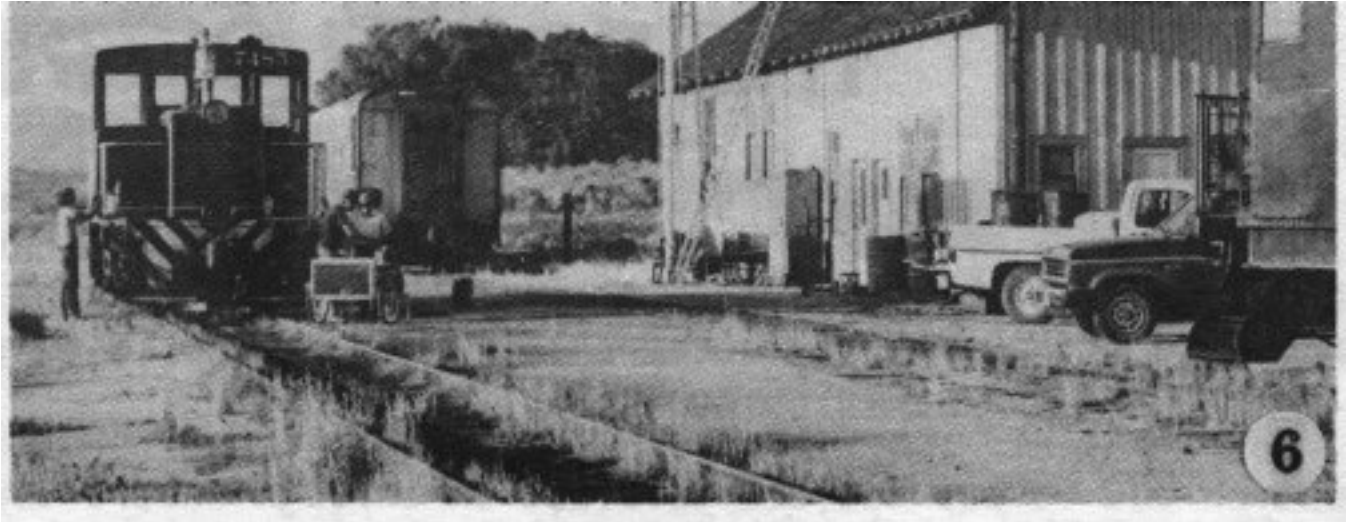
Black Storytellers of San Diego	Restoration Fund	355
Haney, Bob	Library Container fund	100
Kehr, Herbert G.	RPO Car Fund	100
Kehr, Herbert G.	Report	100
Lucek, Mike	General Fund	25
Rose, Larry & Tanya	Library Fund	250
Scofield, David D. & Carolyn W.	Library fund	150
Mr. & Mrs. Michael Stary	Steam Fund	160
Thometz, Michael C.	Library Fund	100
Witkowski, Cass	#2353 Steam Fund (one stay bolt at a time)	23.53



Looking railroad east from track #1

Randy Houk

*** Campo Depot 1983 *** *Larry Rose*



I took this picture during the first "Great Freight" in 1983. It shows PSRM's first utility support vehicle, a garden push cart, being used to service 45 ton loco 7485 for a night run to Garcia. It's loaded with diesel fuel cans, tools and a grease gun. The location is in front of the Campo depot. One of the people in this picture is a very young **Ron Hyatt**. I was on the crew with Ron that operated this engine for six days straight hauling 18 of the Museum's cars and loco's to Campo, one or two items at a time, rolling more than 800 miles in the process.

PSRM's First Support Vehicle

The first utility vehicle appearing at PSRM Campo in 1981 was a large 400 lb. capacity "Garden Ways" wood and sheet metal garden cart donated by **Larry Rose**. It was found in deteriorated condition four years ago when scrapping the old caretakers trailer. It was tucked underneath the back end and the drop leaf front piece was missing. I took the husk home in hopes of restoring the cart as a home project someday. A year later the missing front piece gate was found in one of the section house store rooms.

With all the pieces finally in hand, Larry began replacing the rotten wood and steel pipe legs that had rusted out and been bent out of shape. The dents in the original galvanized sheet metal lining were pounded out flat. New tires were acquired and fitted on the original rims. The wheel bearings were repacked and the axle polished. New nuts, bolts and screws were used to put the cart back in usable shape. The cart was painted the same green color it had originally and lettered "PSRM Campo" in silver like it once was. Restoration was done over several years in fits and starts in my back yard.

The cart is now standing tall once again and is back at Campo where it is available to the grounds keeper and museum gardener. (We actually don't have an official gardener! The position is open to a volunteer with a green thumb!) The cart harks back to the lean times of the Museum's beginnings. Hopefully it will be treated a little more kindly this time and be around for another 26 years!

*** PSRM Ham Radio Operators *** *Randy Houk*

Here is the updated list of museum licensed radio operators:

Robin Becker (N3IX)
Dick Cupp (N6SJA)
Randy Houk (KI6DGU)
Bruce Palmer (KT4ET)
Dave Tomeraasen (N6NCB)

Mike Chisholm (KA6DAC)
Dave DiGiorgio (KD6KHL)
Chop Kerr (K6DQI)
Gwyneth Palmer (KC5TXD)
Tom Walker (KD6JXR)

Roger Challberg (KB6JKP)
Ken Hansen (KI6CTG)
Tom Meatzie (KG6EDC)
Jack Rookaird (KC7YE)

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

We had a pretty good work weekend in April. On Friday, April 13, **the foreman** was joined by **Larry Owen, Rich Paulus, Bob Nickles, Tom Walker and Fred Carnathan**. I had spent the prior night in Campo, so got an early start. As mentioned last month, I decided to purchase a tube cutter to see if it would work better than a torch for cutting out the tubes. I attempted to use it on the front end of the tubes, but the ends of the tubes had been cut off too unevenly to allow it to work. I'll try it on the rear end next month. With **Tom** and **Fred** observing from outside the firebox, I tried torch-cutting the tubes from that end, but was having a problem with the torch, and only got one cut. Will try some other ideas next month.

So, up on top to the throttle. I was assisted by **Larry**. There are two bolts that hold the throttle in place in the steam dome. We got one out relatively easily, but the other one could not be accessed from above. We did manage to get the valve spool removed from the valve housing, however.



Fireman's side of ALC0 MRS-1 #2104



Wheel cuttings from EMD GP9 #3873

Meanwhile, **Rich** and **Bob** were working on other mechanical projects. Rich continued needle-gunning the 2104, and got about 1/3 of the roof done. Once the roof is done, the upper body of the locomotive should be about ready for paint. Bob spent the day cleaning the brake rigging from 3873. It had been removed to allow the wheels to be turned. Tom and Fred got the wheel lathe operating after getting it lubricated. *Both photos by Randy Houk*

On Saturday, **Mike Lucek** and **Alex Fiori** joined me. Alex was a great asset, since he doesn't have the "middle age spread and sag" that the rest of us have. He was able to squeeze around the throttle and actually get into the boiler. Getting lots of advice from Mike and the foreman, Alex helped us get the second bolt off of the throttle. We lubed the bolts, and put them loosely back in place to support the throttle housing when we get it disconnected from the dry pipe. We also got one of the two operating rods removed from the throttle linkage. This may make access to the boiler possible for more of us.

The throttle is attached to the dry pipe with two hooked bolts, which are covered with scale. Alex took a number of photos of these with our digital cameras. This helped us to see what we will be dealing with.

Also on Saturday, **Bob** continued cleaning 3873's brake rigging, and **Jack O'Lexey** painted some of what Bob had cleaned the day before.

Our next work weekend will be May 11 & 12. We'll try to get the throttle out by needle-gunning some of the scale off the bolts, then heating and cooling them. Hopefully, we will then be able to loosen them. We'll continue cutting tubes, and also try to remove the belly wash-out plugs. And more needle-gunning will need to be done on 2104.

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!

*** Photo Page *** *Randy Houk*



Ted Kornweibel working with the wire wheel.



Frank Stites working on the Jim Crow car.



Diesel mechanics **Paul Kennedy** and son **Alex**, shown with Dad on #2104. Alex is 13, and a very good worker.



Dave DiGiorgio replacing a brake shoe. Maintenance is one of Dave's many jobs with PSRM.



Three of our Mexican pilots (L-R): **Augustin Gonzalez**, **Constantino Silva** and **Guillermo Sanchez**.



Conductor **Jim Lundquist** loads passengers for our *Ticket to Tecate* trip on April 21st.
Randy Houk

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

We have a great volunteer team keeping us going forward with our Museum. Most volunteers are generous with their time, and some with the pocketbook. I would like to single out **Larry & Tanya Rose** for their donations in 2006. They purchased several electric carts, supplied kitchen and toilet consumables and many other materials for ongoing projects. Their donations totaled \$28,740 last year! That's a sizable sum. On behalf of all the members, please allow me to say THANK YOU Larry and Tanya for your donations. It truly helps the rail preservation cause.

Speaking of donations, please remember to send us a note for your contributions to allow us to reflect them in our budget. We appreciate all that you contribute – in terms of cash and time.

I am sad to report that we lost **John Little**, one of our workampers, last month. We will miss his smiling face and all the tasks he took on for us. Rest in peace, John.

After many months of planning and permitting, we have started the restroom project at Campo – YEA! **Brian Elmore** has taken the lead and completed the new electrical panel for the facility. Soon, we start laying our plumbing lines and framing for the foundation. I hope to present a photo each month of the project as “pictures say 1000 words.”

There has been a real effort to rewheel and make improvements to the #3873 and #1509.

As the weather warms up, we have a growing need for train crew, and I am happy to report that we have many future Brakeman going through the training cycle. It's not too late to join in – we need you.

We are currently recruiting a Docent for the Display Building. If you know of someone who is great with people and would like to build up our display in the Building, ask them to get hold of me. We trade off a RV space for at least 20 hours per week working at the Museum.

I'll see you at Campo.



Snow fell near the 4000 ft. level at Laguna Summit on April 21st. The weather is now like summer! *Randy Houk*



Mexican motorcar and GE center cab 80-tonner #7285 and train wait for return trip to Campo on April 14th. *RH*

*** A Thank You Letter ***

Hi, Jim -

A big thanks to you and the Museum for the well-run Garcia trip and the great railbus charter to MP 74 this past Saturday! I speak for all of the mileage collectors who got to ride the railbus in saying that we enjoyed it tremendously and were *very* glad to get that additional mileage. We were impressed with the Museum's smooth handling of the Garcia trip and sincerely appreciate all of your time and effort in arranging the railbus charter for us. Thank you so much!

Carol

*** Rare SD&A Wooden Coach Gets New Roof and Paint *** *Larry Rose*

Our caretaker **Red Schmitz** and long time member **Ken Hansen** have noticed our two SD&A wooden passenger coaches needed some repair and protection if they are to survive until we can get enough cash and enough volunteers to restore them. With a two week blitz these two guys stripped the old roofing off of coach 240 and put on two coats of black roof emulsion. This was not an easy task as there were many layers of rotting composite roofing and thousands of nails that had been applied by the railroad in the last 80 years or so, that the car body was used as track crew quarters in Jacumba. Red and Ken also painted the car with white primer and are replacing all the window covers. The clerestory windows were also fitted with new plugs that Red painted inside and out.

The second coach, SD&A No. 239 built in 1875, will get the same treatment in the next few months. **Larry Rose** donated and applied the heavy tarps that have been used to keep the rain off these rare cars for the last five years. **Hector Gonzalez**, a bold lad only 18 years of age, started the roofing and painting of these cars early last year. Red and Ken picked up where he left off and completed the bulk of the work in only one week! It's amazing what can be done when two dedicated preservationists throw themselves full bore into a project like this.

These two wood cars are the rarest things we own. There are three more SD&A coach car bodies still in Jacumba that are in much worse shape and are the last of their kind. We acquired the two we have, because they were in by far the best shape, and moved them to Campo ten years ago. We would love to save them all but it would cost hundreds of thousands of dollars to do it and would eat up the time of many more volunteers that we don't have. Knowing our cash and personnel limitations, **Hector**, **Red** and **Ken** have done the next best thing. They are preserving the cars we have so that somebody in the future will have intact cars to work on. **Red**, also known as "Hobo Red" to the children who rode our North Pole specials last year, is a retired SOO LINE railroader and does far more than his share at the Museum. He is a talented carpenter and best of all he is fearless! **Ken** was inspired by his enthusiasm and jumped in to help. Many thanks from a grateful Museum staff for such a super job in such a short time!

Wooden cars worse off than these have been restored by the State RR Museum in Sacramento and many other rail museums around the country. The State Museum recently spent \$600,000 and a year of time to restore a single 30 foot wooden boxcar! To restore our two 65 foot long cars to operation would take at least a million bucks each if done by professionals working every day. Only lots of cash can compress time. (The first axiom of rail preservation!) It will take our few restoration volunteers a lot longer than a year working just on weekends but IT CAN BE DONE! They have already proved that many times. We purchased the correct antique wooden framed trucks for these cars two years ago when they suddenly became available in North Dakota. We have two sets of couplers and "K" brake equipment of the correct vintage. The bolsters and truss rods under the cars are intact.

What's required now is a lot of physical sweat equity investment to get these parts back under the car. Can you picture these two hens teeth from our home town railroad back in coach green paint and gold lettering? The original gold SD&A lettering is still very visible over the doors on each end! Can we do it? First you gotta believe! Then you gotta volunteer with enough staying power to hang on till completion. Thanks again to **Red**, **Ken** and **Hector** for showing the way! *Randy Houk photo*



***** Narrow-Gauge Steam in the High Country – volunteering with the *Friends of the Cumbres & Toltec Scenic Railroad* at Chama, New Mexico *** (Part 10) Dick Pennick**



Dick is on the far left in this photo.

In last month's installment, I and my volunteer crew continued work begun in 2005 to restore an 83-year old ex-Denver & Rio Grande Western Railroad narrow-gauge track-maintenance vehicle -- Jordan Spreader #OU -- during a week-long session June 12th – 16th, 2006.

After the work session today -- before supper and while it was still plenty light -- I decided to walk down to the ash pit with my camera and get "up close and personal" as the night hostler crew spotted narrow-gauge 2-8-2 steam locomotive #487 over the elevated concrete pit, cleaned the fire in the engine's firebox and dumped the engine's ash pan. A woman in her late 50s was also sharing the moment with her camera.

The process is pretty straight-forward, and in basic respects is not unlike cleaning the firebox of a potbelly stove. A man pulls the grate-shaker bar off its hanger on the tender, drops it over the steel shaker-dogs, one at a time, sticking up in the cab floor near the firedoor and gives the bar several short, vigorous back-and-forth motions (called "shaking the grates") that rock the cast-iron firebox grates and dump the ash, clinker, etc. into the ashpan below. The pan is then dumped into the concrete pit and blown out with a hose attached to a steam line on the locomotive. As this gray-black smoky mix tumbles into the pit, there are still a number of red-hot lumps of coal, so it's not something you would want to stick your hand or foot in! Later, when it cools, the ash is removed with a skip-loader and disposed of. The engine is returned to the roundhouse for servicing to prepare it for the next day's run.

After supper, I walked out onto the second-floor veranda of my hotel – overlooking the main street and the railroad yard – and joined an old sea captain, a retired British merchant-mariner and "tall-ship" captain, who was also a Friends volunteer. He was savoring a small cigar when I sat down. I discovered he had been coming to Chama as a volunteer for years, and generally spent the entire summer working on Friends projects. The captain talked about some of the preserved steam railroads he has worked with in England and a questionable practice used by certain "railfans" they call "goofers". He explained that a goofer is a type of rail-camera fan that will grease the rails on a steep stretch of track so that he can get more smoke in his pictures, as the engine tries frantically to gain a foothold on the slippery track!

After moonrise, I decided to take my camera and flash unit down to the roundhouse and play around with some "flash-painting", a method of night photography that involves mounting a camera on a tripod with the shutter open and walking around the subject with a hand-held flash unit, basically "painting" the subject with light. The same thing can also be done with a flashlight or other portable light source.

My final chore for the day was to wash out my work shirt in the bathroom sink and repeat the effort for my bloody handkerchief. I and some other volunteers have had a perpetual nosebleed since we got here, due to the high altitude and low humidity. It's not a "punch-in-the-face" type of nosebleed, but rather ruptured tiny capillaries in the lining of the nose that keeps your nose filled with dried blood all day. At the end of the day, your handkerchief looks like you used it for a battle dressing!

Next time: Just two workdays left on the spreader project for this year; the Friends Annual Meeting, dinner and program.

*** Our La Mesa Depot Museum Celebrates 25 years ***

Dick Pennick, La Mesa Depot Museum Coordinator

At precisely 2:30 p.m. on the afternoon of April 18, 1982, a gathering of several hundred Museum and community volunteers and spectators watched as PSRMA President **Jim Lundquist**, La Mesa Historical Society President Dorothy Griner, and City of La Mesa Mayor George Bailey simultaneously cut a ceremonial ribbon, officially and formally opening the restored building to the public.

This event capped a seven-year volunteer project that began in June, 1975 when PSRMA purchased the remains of the historic building from the estate of a Lakeside resident for one dollar. In 1954, long-time PSRMA member **Dick Pennick** had helped this resident remove the yellowing office records that had been stored in the attic of the building, after the station had been sold by the SD & AE Railway to the Lakeside Chamber of Commerce for \$1.00.

The old building was subsequently dismantled and trucked to Lakeside, where it was reassembled on a private ranch as part of a planned frontier townsite. Dick maintained contact with the new owner over the years (the Chamber of Commerce found it too small for their use), and when she passed away about 1974, Dick contacted the estate to express the Museum's interest in the depot building. A year later, the estate was settled and Dick was able to broker the purchase of the historic relic for one dollar.

For the next 3½ years, the building sat derelict – abused and neglected – and eventually subject to extensive vandalism. Museum volunteers worked desperately to preserve what remained until the City of La Mesa finally agreed to provide a home for the old building at its original 1894 site. Dick put the pressure on a housemover he knew – John Woolman – to move the building for free, and the derelict finally found its way back to La Mesa in November, 1978.

Thanks to a Federal Community Development Block Grant obtained by La Mesa, the site at Nebo Drive and La Mesa Blvd. was prepared with a new concrete foundation, landscaping, utilities and other amenities to accept the remains of the building. So, in addition to the simultaneous gut-wrenching effort involved with converting our newly-acquired Campo property to a railroad museum, architect and long-time Museum volunteer **Larry Rose** was called on to immediately assemble a crew of volunteers from PSRMA and the community to return the historic structure to its 1915 (and final) size and configuration.

By early 1982, the American Institute of Architects had awarded the restoration effort an "Orchid", one of only nine such awards out of 200 nominations. Later, a full-size train display was added just south of the depot, and the exhibit has been open and staffed by Museum volunteers on weekends pretty much continuously ever since. The building is "City of La Mesa Historic Landmark #6" and is the second-oldest La Mesa commercial building still on its original site.

On **Tuesday, April 10, 2007** – at its semi-monthly City Council meeting -- the City of La Mesa formally acknowledged the approaching anniversary by presenting an official commendation to PSRMA for its "continued volunteer efforts to preserve the City's rich railroad heritage for future generations to see and enjoy". **Dick Pennick**, La Mesa Depot Museum Coordinator, accepted the commendation on behalf of the Museum from Council-member Ernie Ewin in a special ceremony.

Immediately after receiving the commendation, Dick surprised the Council members and staff by presenting them with a "Certificate of Appreciation" for the City's critical support during the restoration project 25 years ago. Dick explained to the Council that "what goes around comes around", and the project would not have been possible without the city's support.

On **Saturday, April 14th**, the anniversary was shared with the public during the 112-year old depot's weekly opening from 1 – 4 p.m. Our volunteer docents **Sid Saltzstein**, **Ed Smith**, **Sherwin Dorris** and docent-trainee **Gerry Fackler** handed out free lemonade and cookies, Museum brochures and flyers, and provided liberal doses of depot history to the visitors. Sid provided a special "25th Anniversary" banner for the occasion, and good times were had by all. Earlier, Sid had replaced a faulty retaining bolt in the temporary plywood window cover on the south end of the caboose exhibit and was able to remove some of the paint oxidation on the sidewalk side of the caboose.

Late last month—Sunday, March 25th — La Mesa again staged its annual “La Mesa Village Antique Street Faire”, and we had our venerable old depot again open to the public. It was a busy day for the docent staff, consisting of **Sid Saltzstein, Duane Dubke, and Ed Smith**. There is a current imbroglio involving competing groups sparring over the very popular annual “Oktoberfest” celebration, with concerns being expressed about the extent of alcoholic beverages, etc. We hope the annual 3-day affair will not be abandoned, as we enjoy a significant uptick in visitors during that event (and I would have a severe bratwurst withdrawal!).

*** Some Corrections to April *Hot Scoop* ***

In April's edition of *Hot Scoop*, several minor errors cropped up. In the article about the Senior lunch program at Campo, the dates for the breakfasts should have read “**second and fourth Saturdays**” instead of “first and third Saturdays”. The Senior Nutrition lunches are served Wednesday – Friday each week, promptly at noon.

The article on the annual Rail Symposium at the San Diego Model Railroad Museum in Balboa Park on March 31st should have stated that PSRMA vice-president **Larry Rose** was the coordinator for our table and presentation at that event. Sorry, Larry, for the slight.

The drunk who damaged our Sheridan Road fence at Campo on Feb. 22nd was an ex-military man but about 35 years too young to have been a WW II vet. A temporary replacement fence was noted in place on Sat., April 14th.

And finally, Charter member **Bill Wooten** is still very much among the living, currently residing in Ontario, Calif. He had been inadvertently left out of the list of remaining Charter members in the article about PSRMA's upcoming 50th anniversary (sorry, Bill!). (D. Pennick)

*** Santa Fe History Group Offers Preservation Funds ***

The national **Santa Fe Railway Historical & Modeling Society**, based in Midwest City, Oklahoma, has recently taken “additional measures to help protect and preserve the Santa Fe legacy”. At its February Directors' meeting, the Board approved the creation of the **Santa Fe Equipment and Structure Preservation Fund** “to collect resources for the preservation and rehabilitation of former Santa Fe [Railway] equipment [and structures]”.

According the group's 1st quarter 2007 issue of its newsletter “Running Extra”, “monies from the fund would be available to groups, preferably 501(c)(3) charitable organizations [like PSRMA], that are preserving or rehabilitating historic Santa Fe equipment”. It said the Board would review the merits of each application for funds, and in certain cases may also authorize a general appeal to the **SFRH & MS** membership to support a project of particular or extraordinary merit.

The **SFRH & MS** Board has encouraged its members to submit proposals for consideration, and there should be no dearth of worthy projects. Some of **PSRMA's** membership also holds membership in **SFRH & MS**, so there is an opportunity for us to acquire some much-needed funding for one of our own Santa Fe heritage projects. We currently own at least ten former Santa Fe rolling stock items, including both passenger and freight cars and the former San Diego-based ALCo S-2 1000-h.p. Diesel-electric switcher being obtained from the California State Railroad Museum at Sacramento, in a trade. There won't be a great amount of money in the pot at first, and given the expected large number of projects to be submitted, awards initially will likely be relatively small. (D. Pennick)

*** Volunteering Prolongs Life ***

Those of us who regularly volunteer at one or more of our two Museum venues always knew there was a “quality of life” component to giving a little of our ourselves to a cause we enjoy and believe in. But now we have another reason we can point to.

According to a recent report in the **San Diego Union-Tribune**, a UC-Berkeley researcher studied almost 2,000 people aged 55 and older -- filtering out other contributing factors like physical health, exercise, gender, smoking and marital status – who volunteer for two or more organizations, and found that the group had a 44% less likelihood of dying than those who apparently gave their time to just one or fewer causes!

PSRMA is careful to make no claims that giving a few hours a month of your valuable time will necessarily prolong your life, but as the volunteer lunches at Campo continue to be a highlight of a typical volunteering weekend, we are sure your “quality of life” will definitely be enhanced. Come out to Campo or La Mesa some weekend. We can guarantee that we have a job to match any skill! (D. Pennick)

*** New Brakeman Students a Joy to Behold ***

an editorial by Dick Pennick, PSRMA locomotive engineer, conductor and brakeman

To us “Old Heads”, watching and working with some of our new crop of student Brakemen at Campo is often a satisfying as well as a déjà vu experience.

The satisfaction comes from seeing men and women raised in the Age of Technology willingly and eagerly embracing the “technology” of an earlier era. Almost every weekend, our train crews are blessed with at least one – and sometimes two – students working diligently to master the art of hand-signals and two-way radio protocol while lacing up air-hoses and conducting brake tests.

At the beginning, the whole process seems a little overwhelming to most students, since the bulk of us never had had the benefit of receiving a railroad paycheck. And, from time to time (although rare), a student is so overwhelmed or such a hazard to himself and others that we are compelled to find a better, safer way for the member to volunteer his or her services (and the choices are many and varied).

This underlines a fundamental precept that not everyone is necessarily cut out to grasp the exciting and varied challenges of getting a trainload of passengers safely “over the road” week after week in a mountain railroad setting. Although the Brakeman position often requires planning, judgement, and a certain level of physical strength and agility, it's not rocket science, and in fact new Brakeman hires in the '40s and '50s generally barely had a high school education.

Two recent graduates of the PSRMA Brakeman Academy – **Ken Brown** and **Rich Paulus** – have been making a number of student trips with our regular crews over the past month or so, and are making real progress and having fun at the same time. It's very satisfying to me to see them properly outfitted in the traditional railroad trainman attire of the period (blue denim bib overalls, long-sleeved blue cotton work shirt), conducting an Initial Terminal Road Train Air Test under the watchful eye of their trainer.

Watching them, it's déjà vu for us because when they stumble or have a mental lapse, or express frustration over a “dumb mistake”, it reminds us of our early training days, when on some days we wondered if we would ever get it all together. The key, of course, is to remember the “5 ‘Ps’”: patience, persistence, and practice, practice, practice.

If interpreting vintage 1950s short-line railroading on 21 miles of mountain railroad is something you would really like to learn to do – as a train-crew member or motorcar operator – PSRMA's competent training staff would be delighted to talk to you!

*** Some Helpful Vocabulary for our Mexico Train Crews *** *Dick Pennick*

Last October – on one of our monthly special trains to Tecate, Mexico – I was handed a list of English railroad terms with their Spanish equivalent by one of our Mexican railroad counterparts, essentially a Mexican “cheat sheet”. I felt our crew members who regularly work the Mexican trains might enjoy and appreciate a few key words and phrases from this list, and I have included them here:

<u>English</u>	<u>Spanish</u>	<u>Pronunciation</u> (capital letters show accent)
That will do	suficiente	soo-fee-cee-N-tay
Railroad switch	cambio	KAHM-bee-oh
Main line	via principal	VEE-a preen-see-PAL
Siding	ladero	la-DARE-oh
Locomotive engineer	ingeniero, or Maquinista	een-hane-YARE-oh mah-kee-NEE-sta
Conductor	conductor	cone-duke-TOR
Locomotive	maquina	MAH-kee-nah
Track	via	VEE-ah
Railroad	ferrocarril	ferro-car-REEL
Train	tren	tren
Cars	carros	CAR-rows
Speed	velocidad	vel-low-see-THAHD
Air hose	manguera de aire	mahn-GWARE-ah day I-ray
“going in” or “red zone”	acuplando	ah-koo-PLAHN-doh
How are you?	Como estas?	ko-mo a-STAHCE?
Let's go, “highball”	vamonos	VAHM-oh-noce
Kilometer	kilometro	kee-low-MET-trow
Kilometer post 70	posta kilometro setenta	PO-stah kee-low-MET-trow say-TEN-tah

*** Web page info *** 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 the 26th of each month.

	May	June	July	Aug
School Train	15	19	17	21
Tecate Train	19	16	21	18
Board meetings	17	21	19	16
Museum Services meeting	15	19	17	21
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@sdrn.org is preferred.

The deadline for article submissions is the 26th.

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

Web: www.psrn.org or www.sdrn.org

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