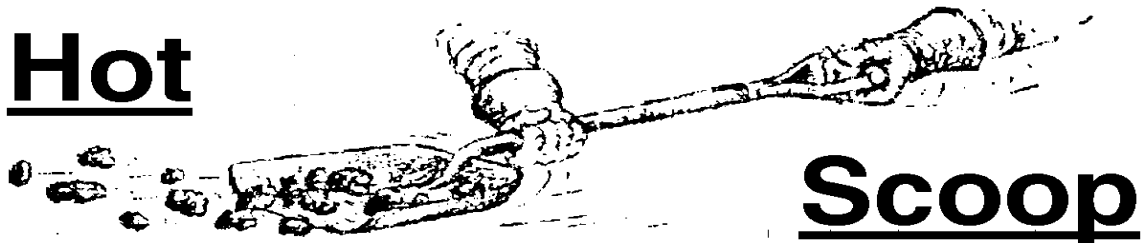


Hot



Scoop

Hot Scoop Shovel Logo by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum members

July 2007

MUSEUM NEWS

VOL XX NO VII

Another San Diego Locomotive for PSRM



Photo by Raymond Javier

The ALCo S-2 2381 aboard the QTTX 131423

The California State Railroad Museum in Sacramento has given PSRM a rare Santa Fe ALCo S-2 end cab switcher that spent much of its working life in San Diego. The 115 ton engine is now painted in the blue and yellow Santa Fe paint scheme but is remembered by local old time railroaders when it was black with silver Zebra stripes. No. 2381 was built by the American Locomotive Company in December, 1949, as part of the last order of S-2's from the Schenectady, NY based company. They were numbered ATSF 2378 to 2391 and all of them worked in California. Ours carries builders number 77928 and was retired from service in 1977. ALCo built 1,502 of the S-2 models from 1940 to 1950. These switchers were listed at 1000HP with a tractive effort of 57,600 lbs. Santa Fe kept the 2381 as part of its historic locomotive collection that were all eventually given to CSRM in the 1980's. ALCo went out of business in 1969. Thanks to long time member **P. Allen Copeland** for the historic information on this great acquisition. Museum president **Jim Lundquist** led the PSRM team that loaded this locomotive on a flatcar in Sacramento and his report is featured in this issue of the Museum's Hot Scoop.

Operations Volunteers

Jim Baker	Gerry Fackler	Randy Houk	Dick Pennick	Bruce Semelsberger
Robin Becker	Alex Fiori	Kyle Jensen	Don Pope	Ed Smith
Darrel Bivans	Bob Gerdes	James Kornweibel	Robert Rael	Frank Stites
Josh Breslow	Don Getz	Ted Kornweibel	Jose Ramirez	Dave Tomeraasen
Ken Brown	Elaine Getz	Jim Lundquist	David Roesch	George Toussaint
Fred Carnathan	Dave DiGiorgio	Seth Miller	Larry Rose	Laddie Vitek
Tricia Cates	Duane Dubke	Bob Nickles	Sid Salstein	Tom Walker
Bruce Deck	Hector Gonzalez	Jack O'Lexey	Tom Sefton	Harold Whalen
Lloyd "Pick" Dibbern	Larry Heishetter	Joe Pagano	Bob Schussler	Tom Whalen
Sherwin Dorris	Ken Hansen	Rich Paulus	Sandy Schussler	Page Williams

Donations

Ken Helm donated a set of new packing pads for the journals of the RS&S combine. Value=\$325.00
 Ken Helm donated an adlake and two Dressel switch lamps. Value= \$400.00
 Ken Helm donated three packing hooks. Value \$50.00
 Larry Rose donated an electric service truck (Cart No. 5) for the mechanical Dept. Value=\$3,800.00
 Larry Rose donated two SP switch stands purchased from local collector. Value= \$325.00
 Herb Kehr (PSRM Life Member No.1) doanted \$100.00 to our newsletter publication.
 Dave DiGiorgio donated the radio for the MT-14 motorcar mentioned in the last Hot Scoop. Value=\$300
 Western Light Source donated 35 four foot T-8 light fixtures for our shop. Value=\$3,500.00
 Ken Helm donated and antique brass Pullman door knob and latch for RS&S combine or AD&A 239. Value=\$200.00
 Ken Helm donated a telegraph bell ringer box for the Campo depot. Value= \$150.00

Anonymous	Library Fund	\$100.00
Anonymous	General Fund	10.00
Doering, Harry E.	General Fund	80.00
Kehr, Herbert G.	REPORT	100.00
Kehr, Herbert G.	RPO Car	100.00
Lorkowski, Richard A.	General Fund	30.00
Schussler, Bob & Sandy	General Fund	50.00
United Way of San Diego	General Fund	47.08

Railbus 'Aah-ooo-gah' Horn working again *Dave Tomeraasen*

Our 1932 Santa Maria Valley Railroad #9 Ford Railbus is celebrating its 75th anniversary this year. Last year the horn stopped working. **George Toussaint** volunteered to repair the horn. George is an automobile wiring expert and rewires antique vehicles, classic cars and hot rods. After complete disassembly of the horn, it was found to be reparable, and George made the horn like new. On June 4th, George reinstalled the horn on the Railbus. Again, it is fun to hear the 'aah-ooo-gah' horn working like new on the Railbus. Photos taken during the installation. Thanks George for all of your hard work.



George Toussaint

Photo by Dave Tomeraasen

Trainman/Docent Class *Bob Schussler, Chief Trainman*

In recognition of a critical need for trainmen and docents, and in response to the increased interest of our members, we will hold a Trainman/Docent class at Campo on July 28th. The course will begin at 09:00 and end at 16:00 (4:00 PM). The morning session will cover the roles and responsibilities of the trainman and will provide a detailed description of their tasks. Emphasis will be placed on visitor and volunteer safety at the museum. In addition, we will discuss the history of the Campo area, the San Diego and Arizona Railway, and the Pacific Southwest Railway Museum. The afternoon session will take place on the regular Golden State run, and will emphasize the operational aspects of the course. A final safety exam will also be administered.

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Course material will consist of about 50 pages of reference material, and will require extensive self study. Although there will be no charge for this training, we suggest that each student approach the event with a sincere desire to apply his knowledge for the betterment of the museum. We also welcome brakemen or any other volunteers desiring a short background introduction to the museum. Since the material requires some assembly and reproduction, I must know how many packages to prepare. Please contact me if you would like to matriculate. Bob Schussler, schus1@cox.net (619) 698-1458.

President's Report – Jim Lundquist, President

The work at the depot has continued this month by **Brian Elmore** and family. Brian has completed the upgrade to the electrical service at the depot, and soon will be turning on our new panel.

We have welcomed Lynn as our new work-camper. Lynn will be our Docent in the Display Building, as well as a variety of jobs we have around our Museum. We have a need for a live-on work-camper who will be an additional handyman and an additional mechanic. All "jobs" trade work at the Museum for a trailer site complete with utilities. Contact Jim Lundquist if interested.

The Museum also still has old ties which are available ONLY for a desert fire – NOT for landscaping, not for steps, not for fence posts (those were taken years ago). Also, there is still some oak tree left – but you'll need a three foot long chain saw for it. Stop by the depot on a weekend with your truck to load up.

We have partnered with the Outdoor World Retreat campground in a joint promotion. There are plans for a magazine advertising in San Diego as well as radio ads in Yuma.

This summer, we will be offering excursion trains on Saturday's and the Railbus on Sunday's. Please call up to Robin at the Campo Depot (619-478-9937) prior to your visit to see what is operating that day.

The clean-up in the back 8 continues, with me, **Ken Brown** and **Ken Hansen** as helpers. This is a multi-year ongoing effort which may actually end before I get too old to climb up on the forklift and/or loader. Then again, who knows? Maybe not! The immediate goal is to establish the electrical panel for the library, then regrade the road and establish pads for the library site. This involves removing and moving years of "stuff" which is around in the back. It takes time and is my fill-in work during mainly Sunday afternoons.



Photo by Josh Breslow

There are many mechanical projects and restoration of equipment and buildings always ongoing. If interested, well, you know what to do by now.

We are putting together the plans for our evening North Pole Limited trans again for this winter. Our partners will again be the Mountain Empire High School and Golden Acorn Casino.

See you at Campo.

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

(Part 11 of a series)

In last month's installment, I and my volunteer crew continued work that 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. (There was no installment in June **Hot Scoop** because this writer was preparing to return to Chama for the 2007 season).

Well, today is Thursday – the next-to-last day of the project week for this project in 2006. The time has gone fast, as time always does when you're involved in something you enjoy. The routine of "up early, breakfast, work all morning, lunch, work all afternoon, shower, supper, bed" is already well set after only three days. At this altitude, you're pretty well spent by the end of the day. If it wasn't for the steam engine coal smoke filling my nostrils periodically throughout the day, and the aroma of hot valve oil, I might not make it!

Yesterday, the decision was made by the team leader to completely remove the lower portion of the seriously-abused right spreader blade support arm and use it as a pattern to fashion a new one in the C & TS machine shop over the winter. With the help of the welder's truck-mounted winch, we removed the blade arm and chained the remainder of the arm to the blade until next year. The new piston seals were successfully placed in the two cylinders that move the blades in and out, and the cylinder walls were coated with brake-cylinder grease. New piston packing was installed in the packing glands.

At lunch break, I walked over to the depot and purchased my train ticket for the trip over the C & TS to Antonito, Colorado on Saturday. Fortunately, the rumor that Saturday's trip was sold out was false. The Friends of the C & TS annual dinner was held tonight at the High-Country Inn in Chama, with the annual meeting to follow at the Chama Valley Middle School auditorium. The meeting speaker was one of the operators of the commercial tourist railroad that runs today through the Royal Gorge on former D & RGW standard-gauge track. His name has somehow escaped me, but he was a former owner/operator of the Georgetown Loop narrow-gauge railroad between Central City and Silver Plume, Colo.

Friday, June 16th – the final day of this project for the year – dawned bright and sunny. The new steel C-channel for the right blade arm was delivered today. Not much constructive work was accomplished as most of the day was devoted to cleaning up the work site, gathering up and returning all of the Friends tools that had been checked out of the tool car, securing the spreader for another New Mexico winter, and trucking the decking lumber and other pieces and parts down to the storage car – a restored rare narrow-gauge wooden refrigerator car – at the south end of the yard. We passed around cameras for the obligatory group photos, shook hands, traded business (or affiliation) cards, and promised to meet again next year. Many of the team would be riding the Antonito train tomorrow, so for most of us, this would be the first of a two-part "goodbye".

A total of 484 Friends volunteers participated during the 2006 project season, May through August, compared with 470 the previous year and a 180% increase over 2004. Although PSRMA doesn't currently have steam locomotives running on its property, it could field a program similar to the Friends program if : (1) It had a well-defined project list; (2) each project had a Team Leader/Coordinator; (3) a detailed work plan/restoration plan was prepared for each project; (4) a detailed materials list was assembled; (5) all of the necessary tools and materials were procured and onsite when the project begins; and (6) the necessary funds were available to see the projects through to completion. In the case of the Friends,

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another qualified volunteer who does not participate directly in any one project, serves as the overall coordinator/trouble-shooter for all projects. In addition, the Friends have several narrow-gauge boxcars being used as Tool Car, Nut & Bolt Car, Paint Car, Pipe Car, etc. so that almost any needed item is available to the volunteer crews.

Next time: In the final installment of this series (mercifully, for some of you!), I will take you with me on one of the most spectacular train rides anywhere.

La Mesa Depot Museum *Dick Pennick, Coordinator*

A big "Thank You" to docents **Sid Saltstein**, **Ed Smith**, **Sherwin Dorris**, and trainee **Gerry Fackler** for their important services at our in-town museum.

This year, the **Cumbres & Toltec Scenic Railroad** in northern New Mexico again graciously provided a small boxful of bituminous locomotive coal from its yards at Chama, New Mexico. I collected the lumps – which are scattered all over the railroad property – when I was there this May, and hauled them home when I left. They were safely delivered to the coal hopper in our ex-Southern Pacific caboose at La Mesa on May 29th. We now have enough coal to last for several Christmas seasons, thanks to the C & TS management.

"Dia de los Niños" Train a Big Hit *Dick Pennick*

In Mexico each year, April 30th is set aside as "El Dia de los Niños", or "Day of the Children".

This year, PSRMA was privileged to be able to participate in this wonderful program by providing a special 4-car train to transport 275 children and their chaperones from Tecate, Mexico to the Pinelli Lumber Products plant at Kilometer 51.9, about 8 kilometers to the west.

The veteran 2-man Museum crew for this special train included conductor/ brakeman **Dick Pennick** and hogger **Jack O'Lexey**. As big GP-9 #3873 was still in the Campo shop for repairs, G.E. yard goat #7285 was called on to do the honors. In a departure from normal practice, the train's Mexican pilot – conductor **Jesus Santos Duran Rios** – climbed aboard at Campo rather than Lindero, Mexico, and the special train was soon on its way to Lindero – just over the International Border — to rendezvous with the Mexican escort motorcar.

Pulling to a stop at Lindero station, the crew noticed two huge gates being installed at the east portal of Tunnel #3, evidently to discourage undocumented immigrant traffic along the rail corridor. At Lindero, the crew also picked up Sr. Martín Santibáñez Ahumada, a civil engineer and consultant (railroad procedures and planning) who maintains an office in Mexicali, Baja California.

At the Tecate station, the train boarded a car-full of handicapped children – mostly Downs Syndrome kids – from Centro de Atención Múltiple de Tecate, and filled the rest of the train with smiling First to Third grade children from different schools in the area. Once everyone was aboard – and the chests of cold water, sodas and snacks were loaded – the "Tren del Niños" highballed to KP 51.9.

At the Pinelli plant, the Museum train was lined into the siding there, the engine was cut off and run around to the east end of the train and tied down to await the return to Tecate. Organizers had set up several hundred folding chairs in a portion of the dirt parking lot. For the next couple hours, the children were entertained by Mexican "payasos" (clowns). Afterwards, the group broke candy-filled piñatas and dined on soft drinks and 45 Domino's pizzas.

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By 2:45 p.m., the happy kids and their chaperones were loaded back onto the train and – with its motorcar escort – returned to Tecate. The kids were very well-mannered and were a delight to be around. The Museum was delayed a short time by a meet with a westbound freight train at Tecate, which “went in the hole” (took the siding) to allow the Museum train to finally proceed back to the U.S. and Campo.

PSRMA thanks Dick and Jack – both retired — for making themselves available for this fun mid-week special train.

New Unloading Facility Underway at Campo *Dick Pennick*

After first appearing on a Museum site development plan more than 20 years ago, ground was finally broken for the loading/unloading bulkhead in the cut bank between Tracks 8 and 9 in the Museum yard at Campo. The reinforced-concrete footing for the retaining wall/bulkhead was placed the morning of June 2nd.

The catalyst for finally getting this work done was the pending arrival of an ex AT&SF Railway S-2 Class diesel switcher from Sacramento. The historic engine was acquired in a trade with the California State Railroad Museum last year, and worked for many years in downtown San Diego. Unlike the “old days”, equipment like the S-2 can normally no longer be shipped on its own wheels but instead must be loaded onto a highway trailer or railroad flatcar for the movement. Thanks to **Don Getz, Jim Lundquist, Larry Rose** and others for jump-starting this project.



Photo by Robert Rael

Acquisition of ATSF 2381 *Jim Lundquist*

The arrival of ATSF ALCo S-2 #2381 involves the longest time frame and most investment of my man-hours in all my years of volunteering with the Museum. It's long story, which I will summarize here.

Back in the 1970's, the AT&SF Railway had an official within the company who recognized the value in saving a portion of the proud company's history. That official went about saving representative samples of various locomotives from the Santa Fe in a roundhouse in Albuquerque, New Mexico. These locomotives were a Texas type 2-10-4 and a Northern type 4-8-4 steam locomotives, as well as the M-190 Doodlebug and various diesel-electric locomotives, including the ALCo S-2 #2381. As it turns out, the 2381 was the locomotive assigned by AT&SF to work the yard in downtown San Diego for many years, as the “yard goat.”

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In 1975, while working for Amtrak in Gallup, New Mexico, I rode in the cab of the *Super Chief* from Gallup to Albuquerque one day, and saw the tenders of the steam locomotive sticking out the rear of the roundhouse. Having been known as a curious railfan, I went exploring the area upon arrival between trains. I found all these historic locomotives fascinating.

A couple of years later, after ending my employment with Amtrak and returning to San Diego to complete my delayed college education, my roommate from Gallup, Dave Wiegand, called me and said that there were rumors abounding about a ATSF merger with SP and the locomotive collection. I was active with our Museum then and started down the path of finding a donor who could erect a display building at Campo as well as making contact with the AT&SF offering Campo as a new home for the collection. Our member **Tom Sefton** showed interest in the project, but, before I could put it all together, the collection was donated to the then-new California State Railroad Museum in Sacramento, even though AT&SF never served Sacramento! I recall watching the "hospital train" pass through Barstow as the equipment was moved from Albuquerque to Sacramento.

Alas, the best laid plans of CSRM was not funded, the new MORT building, where the collection was to be housed and displayed inside, did not come to pass. The majority of the AT&SF equipment was stored outdoors in a real shady part of Sacramento, where the "economic challenged" locals found out these old locomotives had copper wires which could be ripped out from them and sold for scrap. Slowly, the collection was partially scrapped in place.

Now, fast forward to 2005, where I attended the TRAIN convention in Chattanooga, Tennessee as a representative of our Museum. There, I had lunch with an old friend, Dennis Daugherty of CSRM. Dennis asked if we were still interested in the AT&SF collection, as CSRM might be looking for good homes for a portion of the ATSF collection. I took this information to our Board, and we developed a list of equipment which had local interest and history in San Diego and southern California. The ALCO S-2 ATSF 2381 was on that list. We sent a letter to CSRM asking them to donate these locomotives, and CSRM approved the donation of 2381.

Now, how to move a plain bearing 115 ton locomotive from Sacramento to Campo when the railroads no longer interchange plain bearing equipment? That's was the subject of hundred's of hours of search, phone calls, emails and letters. Early on, the cost of trucking was found to be cost prohibitive. That meant flatcars. There is a flatcar currently tied up with moves to/from Western Pacific Railway Museum in Portola which was offered to us. I made contact with the Orange Empire Railway Museum, who offered their ex-military heavy-duty flatcar. I was able to get all the railroads on the move, the Union Pacific, BNSF, SD&IV and the CZRy to agree to donate the movement of the flatcar. OERM's flatcar arrived to Sacramento, where Dennis determined that the deck needed to be replaced before loading. Oak decking or steel decking was very expensive. So, I made contact with the TTX Corporation, and they agreed to donate the use of a heavy duty car. The OERM flat car was sent back home. By now, all the free move orders had expired, so, multiple contacts with UP and BNSF were required to begin the process again.

Once the TTX flatcar arrived in Sacramento, it was time to call in the volunteers to assist in loading. Work schedules and vacation schedules were in conflict, so, with very little notice, **Lloyd "Pick" Dibbern**, **Jim Lundquist** and **David Roesch** left for Sacramento, with Pick leaving a few days before us via Amtrak. We were joined by **Laddie Vitek**, a (now) new member from Oakland, and **Dennis Daugherty** of CSRM. Over a week's period of time with the five people, the locomotive was loaded on the flatcar and tied down ready for movement. This required welding down rails on the flatcar, taking off the stack, cleaning out the cab of broken glass, cutting wheel stops, making hold downs, welding all hold downs and wheel stops and clamping down cables.

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As David drove to get back home for a Memorial Day event, myself and Pick stayed through Monday afternoon, and had the pleasure of an ALL NIGHT Greyhound bus trip from Sacramento to San Diego, with stops at Stockton, Merced, Madera, Fresno, Tulare, Delano, Bakersfield, Los Angeles, Oceanside and San Diego. We were accompanied on this trip by a young lady, about two years old, who loudly called for attention every hour. I do not believe the designers of the bus laid out the seats with a 6'4" 250 pound guy in mind. But, we did get home, and we saved the Museum hundreds of dollars compared to the last minute "deal" the airlines offered on Memorial Day.

On the Wednesday after our weekend, both the UP and BNSF inspected the load and approved it's movement. CSRM put the flatcar out for interchange, and the UP picked it up and took it to Roseville. From there, UP transported it to Stockton, where it was sidelined for a "Cash Customer." Once we notified UP that this was a free move, it was moved over to the BNSF on June 18th. As of today, June 19th, our locomotive was on the flatcar waiting to be moved to San Diego by BNSF.

The next issue of the *Hot Scoop* will feature the final chapter of the acquisition of the fine exhibit of industrial history here in San Diego.

County Grant Approved

The County of San Diego has approved a grant for \$5,000 towards completing the Campo depot improvements, such as handrails. This grant was through the efforts of our Supervisor, Dianne Jacob, and her looking for funding for us. This should allow us to complete the baggage room improvements needed to open the upstairs to the public later this year. This grant is the second year in a row for us from the County. Last year, we received \$40,000 for the bathroom project, now fully under construction.

We are truly grateful that our Supervisor has been able to find funding for our various projects at Campo. Mixing the funds with our talented volunteers is building a great Museum together at Campo.

Thank you Supervisor Jacob.

PSRM's Newest Brakemen



Ken Brown and Rich Paulas shake hands on SP# 3873

Photo by Dave Tomaarsen

Steam Whistling *Jim Baker, Steam Foreman*

Our last work weekend of June 8th & 9th was extremely disappointing. I'd arranged to rent a tube cutter that was supposed to cut out a tube in 15 seconds. If it worked as advertised, we planned on cutting out all the small tubes on the Coos Bay, and enough on 2353 to gain access to the boiler. Well, it didn't work. It turned out that this machine is designed to cut off the ends of NEW tubes, before rolling. Used tubes are too non-uniform in inside diameter for the cutter to work properly. We (**Bob Nickles**, **Alex Fiori**, and the Foreman) spent about four hours on Friday, and got two tubes cut. We'll be looking into other tools, and other cutting torches to figure out which will be the best way to go.

Also on Friday, **Rich Paulus** made more progress on needle-gunning the 2104. He reported that he's about 99% done! All that remains are the radiator shutters and some hand rails.

Fred Carnathan and **Tom Walker** worked on cleaning up the wheel lathe, so we can get some of our worn wheels re-profiled.

Since the tube cutter failed, we worked the rest of Friday on trying to get the throttle out of the Coos Bay. With Bob manning the gas valves, and Alex with a water hose at the ready for safety, I squeezed into the boiler past the throttle with the torch. I heated the two bolts, each with two nuts, that hold the throttle onto the dry pipe. I also heated a pin that holds the throttle reach rod onto a bell crank. Those items were heated red hot, then allowed to cool overnight.

Since we couldn't do much else on the Coos Bay, while things were cooling off in the boiler, we spent the last hour fueling the 7285 from the 3873.

On Saturday, Bob, Alex, and I went back to the Coos Bay. With Alex handing me tools, etc., I used a die grinder with a wire wheel to get a lot of the now-brittle scale off of the parts that were heated on Friday. Bob was cleaning "gunk" off the outside of the engine, while standing by for my safety. After the wire wheel got things about as clean as I thought it would, we got the torch back out and heated things up again.

We spent the afternoon taking brake rigging off of the 3873, to allow the wheels to be re-profiled by our contractor. I also spent some time "docenting" at the display building.

Next month, we'll continue to try to get the throttle out, and hopefully, we'll have a better method to cut out tubes.

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!

Restoration Report *Ted Kornweibel*

The Restoration Department has had a productive spring. Many hours of volunteer labor have been put in by new member **Bob Gerdes** (now a veteran); **Frank Stites**; **Harold Whalen**; and **Ted Kornweibel**. In addition we had a volunteer from Massachusetts, **Joe Pagano**, who Ted worked with over 35 years ago on the Valley Railroad in Connecticut, and his daughter **Page Williams**, who lives in Carlsbad. **Bruce Semelsberger** also helped out one day, as did **James Kornweibel** and **Tom Whalen**.

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Most of our work has been on the Jim Crow car, preparing it for painting. We had done sanding, more sanding, and more sanding, some with power sanders, others by hand. In between we've applied lots of polyester putty, sculptwood, and rot-fix. Harold and Frank have custom-made wood patches. Bob filled a lot of gaps, after I plugged them with steel wool. We have also caulked a lot of seams, so that the paint will not expose too many fine cracks. We are in the midst of repairing some broken wood on two of the steps. Many trim pieces have been attached. In the short time Bob has been working with us, he has learned many new skills, and is a valuable member of the team.

We've also put our shoulders to other projects. In the Display Building, we've made repairs to both track workers' velocipedes. Harold Whalen took the lead here, fabricating a new seat for one, and a new handle for the push crank on the other. Several others participated in attaching these new pieces. Harold and Ted built a permanent stand, out of PVC pipe, for a new display panel on the Goat

Canyon Trestle, designed and executed by **Dick Pennick**. And down at the Depot, Ted and Frank have assisted **Larry Rose** in working on railings for the stairs into the baggage room.

Also in the Display Building, **Bruce Semelsberger** and **Trish Cates** have spent considerable time trying to keep our display cars clean and presentable. Trish also did a marvelous inventory of the lettercases in the RPO car that lack letters.

For the three months from March 10 through June 9, we had 14 true restoration days (there were a few Saturdays with no Restoration work underway, or days when we worked on non-Restoration projects). The Restoration Team put in nearly 240 hours, for an average of 17 hours per work day, with an average of 2.5 persons per work day, which comes out to nearly 7 hours per volunteer per Saturday. This is a record of which we are proud.

The Restoration team always has fun and good fellowship. If you're looking for a niche in the Museum, give us a try. We're at work most every Saturday, and our aim is to enjoy ourselves. We think you will too.



Photo by Robert Rael

Board Briefs from the May 19, 2007 meeting held at PSRM Campo

- The Treasurer reported that April was a high expense month, with wheel turning, wheel purchasing, weed spraying and the insurance down payment all paid in April. In addition, the refunding of Tecate charters for the #1509 has hurt the income stream. The recommendation was to slow down on expenses until we get caught up.

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- Adopted the advanced reservation refund policy found on our reservation Web pages.
- Voted to hold board meetings at PSRM Campo on Saturdays to increase participation.
- Reviewed a Storage and Use Agreement of Passenger cars with *Tierra Madre Consultants*.
- Reviewed potential acquisitions from other museums.
- Authorized the selling, scrapping or trading for the old fuel truck, Ford pickup and John Little's RV for like value. -0.
- Approved the election results of deaccession of the Porter locomotive.
- The election results were 212 Yes, 9 No, 2 did not indicate, 2 withhold vote, 2 unsigned ballots = 237 total ballots returned. The deaccession passes.
- Revisited the summer excursion schedule as requested by the Operations Department to run trains on Saturday this summer. By consensus: from June 18th to September 24th - on Saturdays, we will run either Golden State train or the Tecate Special with the Railbus; on Sundays, we will run the Railbus. As usual, the schedule will be posted on the Internet and on the phone system.
- Approved \$6,265 using steam locomotive restricted funds to purchase a tube cutter and roller.
- Moved that each Gold Spike Life member is entitled to two free passes and two guest passes on one Tecate Special train each year. Each Life Benefactor member is entitled to two passes and four guest passes, to ride one of the SD&A Tecate Specials each year. Advanced reservations required.

Speaker's Corner - Our Speaker's Bureau continues to spread the word!

Bob Schussler

Bob Schussler gave a presentation on the history and operation of the PSRM to the Chula Vista Chapter of the Military Officer's Association of America. About fifty of our information pamphlets were distributed to a very enthusiastic audience. He was followed by **Sandy Schussler**, who spoke about their recent trip to Washington D.C. as part of the "Hold Their Feet to the Fire" effort.

On June 3rd, **Bruce Semelsberger** was a speaker at the Olaf Wieghorst Festival in El Cajon, where he discussed the Cuyamaca Railway. The festival was part of the El Cajon Western Days celebration, which attracted a large and attentive audience for Bruce's always interesting presentation.

Have any other members made presentations related to the Museum? Would anyone like to give or receive a presentation? Please notify Bob Schussler at schus1@cox.net.

Web page info *Randy Houk*

Don't forget that our Web page has a link for our volunteers: <http://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

	July	August	September
School Train	17	21	18
Tecate Train	21	18	23
Board meetings	28	25	29
Museum Services meeting	17	21	18
Hot Scoop Article Submission	27	27	24

The next board meeting will be Saturday, July 28th, 2007 at 9:00 AM at PSRM - Campo

Your Board usually meets the last Saturday each month, 9 AM at PSRM - Campo.

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 plain text (.txt) or MS Word (.doc) compatible formats. E-mail to hotscoop@psrm.org is preferred. When sending images, please feel free to send them full size if they will be used for printing. Attachments up to 20 megabytes are allowed.

Contact Information

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