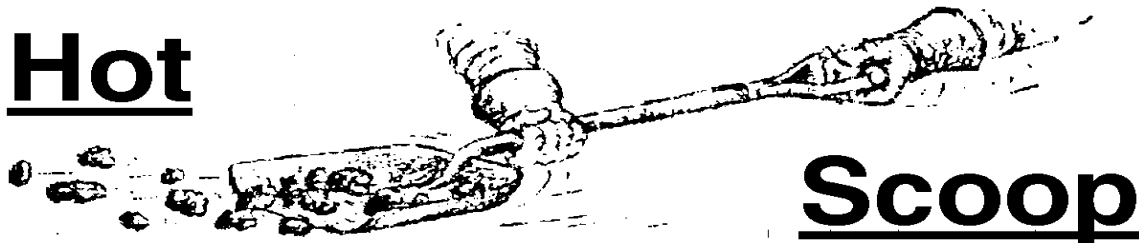


Hot



Scoop

Hot Scoop Shovel Logo by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum Association members

August 2007

MUSEUM NEWS

VOL XX NO VIII

The SDA 7285 Gets a New Paint Job *Dave DiGiorgio*



Photo by Dave Tomeraasen

For quite some time, one of our main locomotives, the SDA 7285, has been in need of a paint job. Finally two of our volunteers decided that talk is cheap, and they decided to get the job done. This project was led by **Larry Rose** and **Ken Helm**, with lots of support from others such as **Jim Lundquist**, who helped line up supplies and people. This project was funded by **Ken Helm** who took a weeks vacation and flew out from Kentucky to work and **Larry Rose**, who also took a week off for this. Both guys spent all week at Campo during a quite warm week. Prior to this week there had been work done by others starting several months ago, doing some sanding and prep work. I believe the people doing that were **Sandy Schussler**, **Dick Pennick** and **Jim Lundquist**. The radiator shutters were removed; sand blasted, made them functional, primed and painted by **Brian Elmore**. **Bob Nickles** did some mid-week work needle gunning the surfaces that the shutters mount to. If I have missed anyone I apologize, it was not intentional. Saturday morning before the locomotive went into service for the first time with the new paint, **Jim Baker**, **Jim Lundquist**, **Brian** and **Annette Elmore** and **Seth Miller** removed all the masking. Then after it ran for the day, **Jim Lundquist** did some touch up painting Saturday night and Sunday. There will be more touch up work to be done, but I expect much of that will get done this next weekend. The paint job that was chosen was a typical Southern Pacific early diesel paint scheme, referred to as "Tiger Stripes." For full color views, please visit the www.psrn.org Web site for updated photos. Better yet, come on out to Campo and see the work yourself!

On behalf of the entire museum and in particular the Operations department, I would like to thank all who were involved with this project, I am sure our guests will enjoy this locomotive more now.

Operations Volunteers

Jim Baker	Alex Fiori	Kyle Jensen	Dick Pennick
Robin Becker	Don Getz	Jim Lundquist	Don Pope
Darrel Bivans	Elaine Getz	Bob Nickles	Jose Ramirez
Ken Brown	Hector Gonzalez	Eilene Noquez	Rob Stebbins
Bruce Deck	Tom Gray	Tori Noquez	Dave Tomeraasen
Dave DiGiorgio	Randy Houk	Rich Paulus	

Donations

\$100 for the SP 7304 ALCo RS 32 from **Carl Casale**
\$450 for the Hot Scoop from LCDR **Charles D. Finney**

PSRM Gets New Reservation System *Dave DiGorgio*

Our Museum sells a variety of train tickets online. In an effort to improve our online ticketing system, I did an Internet search for "online reservation system" and what popped up, a company in New Jersey named Dynamic Ticket Solutions, I looked into it, and much to my surprise DTS was a service designed exclusively for the tourist railroad industry! WOW imagine that! So I made contact with them, and found their prices to be acceptable, and a better option for us than the other services I had found. I knew that we have challenges that would certainly put this to a halt, since we are the only museum operating trains in two countries; we are surely the only museum that needs to collect information for US Customs from our passengers. In talking with DTS, they indicated they would be willing and able to make it work. A meeting was scheduled with Mike Kuhel and Lou Mene from DTS and myself; we talked about all the special features we would need in our system. They said no problem. The next day they came to Campo and met with many of the volunteers and saw our operation. Then I wrote a proposal to the PSRM board and it was accepted. Over the next month, Mike (DTS) worked closely with me and Lew Wolfgang to get this system working and operational for us. Finally, just before the end of May, we were live and selling tickets with DTS! Our first actual online purchase with the new system came in on May 29 at 8:38 PM! Since then we have sold approximately 1200 tickets online for the combined events sold with DTS, which are cab rides, Golden State, North Pole Limited and Ticket to Tecate! There are many more improvements in the works and being planned which will really help me serving our customers.

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The next major step is DTS will take over managing our membership roster, which will allow for online purchases of memberships, as well as all board members will have immediate access to the full and most current roster.

I would like to personally thank Mike Kuhel for the many hours spent catering to my picky requests, and to Lew Wolfgang for taking care of the changes and ongoing maintenance of our website. Please visit our website at www.psrn.org and click on Excursion Calendar near the top to get a first hand look at the Dynamic Ticket Solutions calendar for purchasing tickets. While you're there feel free to make a reservation for your family and friends to come out and join us on the Ticket to Tecate, Golden State, cab rides, Halloween trains, or North Pole Limited (hint hint, those tickets are selling FAST as we are already 40% sold out, in only 4 weeks!)

Sales went much stronger than expected, and most of the Saturday's are listed as sold out. If you wish to book, and you need a Saturday please email us at Santa@psrm.org and let us know what date you need and for how many. We have set aside 10% of the available tickets each night for members, and will not release them to the general public until September 1. We will make every attempt possible to fill your needs.

Down at the Depot – Action at the Railway Museum *Jim Lundquist, President*

We are pleased to announce the County of San Diego has granted our Museum a total of \$5,000 which will be used to purchase materials for handrails at the historic Campo Depot. The materials will soon be on site to complete the job. If you and some friends can spare a day or two to install the handrails, please stop by the depot some weekend and ask for **Jim Lundquist**. We can always use another helping hand to continue the multi-year project of building a great museum.

Speaking of hard working volunteers, **Brian Elmore** and family have continued this past month at the depot. A new electrical service is being installed in the back 40 at the Museum. When all the panels are in and inspected, we will be turning on the power and retiring the old service at the depot.

Last month we told you we were looking for a live-on work-camper. We welcome **Lynn Montague** on site as our docent in the Display Building. Can you spare one weekend day a month?

We still have desert fire ties and 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. The old tank truck is still available for scrap value.

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 now selling tickets for our popular evening North Pole Limited trains, with our partners, Mountain Empire High School and Golden Acorn Casino. All of these trains sold out last year. If you would like to purchase tickets, go online at www.psrn.org as tickets will not be available at the Campo Depot. Also on sale are our Pumpkin Express trains during October.

See you at the depot.

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

(Part 12 of a series)

In last month's installment, I and the rest of the volunteer crew wound up another annual week-long work session 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.

As I mentioned last month, part of the payback for all of the hard work during the week was a ride on the Saturday steam passenger train to Antonito, Colorado, in the San Luis Valley, 64 beautiful and winding miles to the east.

The railroad had not reinstated the discount policy for ***Friends*** members for several years (a 25% discount was finally initiated in 2007), so I was forced to pay full fare. But it was still worth every penny!

The "through" trains leave at 10 a.m., and I always like to be onsite early to watch the train being made up. This day, the train was heavy enough to require a steam "helper" (additional locomotive) for the climb up the 4% grade (211 ft. rise each mile) to the crest of the pass at Cumbres Station (10,000 ft. +/- above sea level). Being a part-time railroader at our museum here in San Diego, I have come to appreciate and enjoy the human element of railroading as much as the mechanical component. I find it fascinating to watch the Brakeman signal the "road" locomotive Engineer to back up and make a coupling with the train, see the Engineer yank the big "Johnson Bar" reversing lever into his lap, grab three toots on the whistle cord and ease the throttle arm out a notch or two, as he simultaneously reaches for the Independent (locomotive) brake valve handle, prepared to stop.

In the meantime, the Fireman on these 80-year old hand-fired steamers has been dressing up his fire, bringing the boiler water level up above the half-way mark on the sight glass, and cleaning all of the stray chunks of coal off the cab floor and gangway. Stepping on a chunk of coal on a pitching locomotive has been known to break ankles and occasionally toss a careless Fireman off the engine! He has intentionally kept the steam pressure just below the maximum in an effort to eliminate the startling noise created when the "pops" (boiler safety valves) open, while visitors are in the area. Once the coupling is made and tested, the Brakeman steps between the rear of the tender and the first car to lace up the airbrake hoses and open the angle-cock (air valve) to begin charging the train's airbrakes.

This done, he walks ahead to perform the same ritual for the helper engine. Our engine crew this day was **Marvin Casias**, engineer, and his son **Max Casias**, the scoop artist, on the road engine. The helper had **Soni Honnigger** at the throttle and **Jose** (forgot his last name) as his Fireman. Our veteran train crew included Conductor **Alan Loomis** (one of the few "Anglos" on the crew roster) and Brakeman **Ray Martinez**. The road engineer had made a brake application and cut out his brake stand in the cab. When he signaled this act to the helper engineer with his whistle, the helper hogger made a similar brake application and acknowledged with his own whistle that he now had control of all of the brakes on the train. After the required brake test, the assemblage was ready to depart.

Next time, in a cloud of steam and fury, we embark on the journey of a lifetime through the aspen and spruce forests of the San Juan Range.

Board Briefs -- PSRM Board of Directors Meeting held June 23, 2007 at Campo, CA. *Sandy Schussler*

- * The Treasurer reported that because of reduced ridership during the Summer months, and the demands of unforeseen project emergency expenditures, funds will be restricted to essentials for the next few months.
- * A Storage and Use Agreement of Passenger cars with Tierra Madre Consultants, Inc has been finalized with only the effective date of the agreement to be determined. The agreement provides for the cancellation of the agreement, by either party, for any reason with a 75 day notice.
- * D. Getz requested information on the progress of the investigation into the incident on June 3. The consensus of the Board was to request that Lew Wolfgang perform the duties of the Safety Officer in this matter, and that appropriate members be encouraged to write their statements about the incident and to cooperate fully with the Safety Officer.
- * Departments have been requested to formalize policies and procedures for the use of major pieces of equipment, how operators will be qualified for what equipment, and what restrictions and safety rules need to be in place.
- * The offer by Dr. Dan Marnell to donate the refer car in La Mesa to the Museum, which would also allow him to use a portion of the car for personal storage, was approved in concept, with the stipulation that the storage stipulation would end upon Dr. Marnell's demise. The Museum would also offer storage space for Dr. Marnell's caboose on Museum property at a cost of \$25 per month, with full responsibility for maintenance and upkeep to be Dr. Marnell's. The Museum would be allowed to use the caboose as an exhibit and for special operations. The agreement approving storage of the caboose would be contingent upon the caboose being donated to the Museum upon the passing of Dr. Marnell.
- * The rearrangement of cars to provide more displays in the rail yard was discussed, as well as ramp locations and the development of a fire lane around the display building. More discussion will take place at the July meeting
- * There was a discussion of Operations Calendar and naming of our North Pole Limited trains. Prices were set at \$30 per adult, and \$20 per child for evening North Pole Limited trains. D. Hyatt will investigate copyrighting of the "North Pole Limited" name. It was confirmed that Golden State operations would not be run 12/22, 12/23, 12/29 and 12/30, and that the Museum grounds will open at 3:00 pm with no rail bus operations.
- * The Tecate "Christmas Train" delivering gifts is planned for January 6, 2008 and the Museum plans to provide a free train again this year.
- * For some time the Board has been contemplating the redesign of our web site. One of our members, J. Breslow has offered to do the work at no cost. J. Lundquist and D. Hyatt will monitor the progress and the design and report back to the Board.
- * The Board moved to approve the expenditure of up to \$2,000 from the restricted RPO funds to obtain side bearings for the Postal Car
- * G. Luis reviewed regulations that the Museum must be aware of. The discussion included the concept that putting a passenger on a motor car makes the motor car a conveyance subject to all the rules of a passenger train.

The Saga of AT&SF 2381 *Jim Lundquist*

In last months *Hot Scoop*, we left the donated AT&SF ALCo S-2 locomotive 2381 on a QTTX flatcar in Stockton, CA, awaiting pick up by BNSF. BNSF did indeed pick up the flatcar, and it traveled quickly down the great Central Valley to Bakersfield, then over Tehachapi Loop, through Mojave and into Barstow. From there, our locomotive came down Cajon Pass and arrived San Diego on Sunday night, June 24th.

From the San Diego yard, San Diego & Imperial Valley (SD&IV) picked up the flatcar and it went down the SD&AE main line to San Ysidro smartly. The locomotive was set out on the track closest to the San Diego Trolley main. So far, so good.

Now the story turns bad. The earlier promises made to haul the locomotive on flatcar evidently didn't take into account permission from the Mexican government nor Mexican Customs. It turns out that both need to grant permission for a loaded flatcar to travel through Mexico. While it used to be common place back when John Speckles and Southern Pacific owned the San Diego & Arizona and the San Diego & Arizona Eastern, evidently everyone who knew how this was done is either dead or long gone.

Multiple calls, emails and meetings with CZRy, Admicarga, Mexico Customs and brokers on both sides of the border over a four week period didn't make much headway in getting the locomotive moved. Somewhere in the process, we learned that if we took the locomotive off the flatcar, it could move without a problem. So, calls were placed to crane companies asking for help, and quotes of \$6,500 to \$8,500 plus came back. So, no help there. On July 19th, I contacted SDIV, BNSF and UP to see if they could take the load from San Ysidro to Plaster City via Colton, to avoid travel through Mexico. Immediately, SDIV said yes they would. The next day, UP called for more information on the routing and background on the reasons. BNSF said they would haul it back to Colton, but, the UP said they would not be able to do that move for us. I also learned that a value of the locomotive by an appraisal might make a difference in Mexico, so, I made contact with an old museum friend, Steve Zuiderveen, and started down that path. We were able to get a value from a locomotive dealer to Mexico later that week.



ALCo S-2 in San Ysidro

Photo by Dave Tomeraasen



The ALCo S-2 #2381 at the San Diego Yard

Photo by Robert Rael

At press time, our locomotive is still on the flatcar in San Ysidro – waiting for it's next move.

Theme Trains Now Scheduled

Visitors to our Museum appreciate the opportunity to participate in variations of our basic train rides. While these new trains can consume hundreds of hours of our volunteers time, we are rewarded with sold out trains and new visitors to our Museum who might not else wise come out to see us. This article will outline those special trains and invite your participation – either by volunteering or purchasing tickets. These are in addition to our regular Golden State trains and Tecate trains.

On Saturday evening, October 13th, our Museum will partner with the Campo/Lake Morena Business Association to put on a Twilight train, hold up, dinner and play. This will involve multiple players from the Campo area and will also serve to build relationships with our neighbors in Campo. For tickets call Randy Lenac at 619-478-5403. Plan on joining us in the evening, and bring a neighbor or officemates. It should be a great evening.

On two weekends, October 20, 21 and October 27 and 28, we will be presenting Pumpkin trains. We set up a pumpkin patch in our Display Building and allow children to take home a pumpkin. We can always use assistance in transporting pumpkins, set up and docents.

Starting Friday night, November 23 at 5:00PM and for the next four Friday's and Saturday's, our famous North Pole Limited's will run out of Campo to the North Pole. Once again we have partnered with the Mountain Empire High School and sponsorship from the Golden Acorn Casino to present a wonderful evening for the whole family. These trains feature cookies and hot cocoa, caroling, book reading and a visit from Santa. Last year we ran eight trains, and all were sold out. This year we are going to operate eight trains again, and, we hope all sell out. For tickets, go to the web site at www.psrn.org, or, to help, call Diana Hyatt and offer your services. What help do we need? Clean up crews, baggers of cookies, set up trains, lights at the depot, lights on the train, lights on the locomotive, hot cocoa makers – no special skilled needs – if you have two arms and legs, we can use you.



Photo by Dave Tomeraasen

Michael and Alex Fiori with Santa

As you can see, this is the beginning of our busy time at Campo. We welcome your participation and/or ticket order. Join us.

Poway Midland Railroad Visits Campo *Dick Pennick*

We were honored recently at Campo with the presence of two trainmen from the City-of Poway-owned Poway Midland Railroad.

Two of our passengers on the June 30th "Golden State" out of Campo were husband-wife engine crew **James & Kim Keeline**, who are among a group of volunteers that fire and run the little 0-4-0 Porter steam locomotive at Old Poway Park and also operate the model railroad layout there. James has been a locomotive engineer there for some time, but his wife has just recently qualified as an engineer on the tiny engine. Stop by some weekend and take a ride!

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A former owner of the park – the late Col. John Porter (no relation to the locomotive) – built the railroad about 30 years ago and some PSRMA members volunteered time there in the early days, including current Vice-President of Equipment/Mechanical Foreman **Ron Hyatt**. Porter provided a temporary storage space on the site in the 1970s for our two ex-20th Century-Fox wooden passenger cars until the Campo site was sufficiently developed.

New Member Victim of PSRMA Spell *Dick Pennick*

It was all over for new member **Bob Scott**, when he rolled into our Campo Depot parking lot on the afternoon of July 14th towing a trailer with a track motorcar on it.

As soon as Scott appeared around the platform side of the depot just before train time, SD & A Conductor **Dick Pennick** – who had noted the motorcar – greeted the unsuspecting new member and explained the virtues of Museum membership, including the free train ride privileges. At that point, poor Bob was a goner, and after signing up in the depot, proceeded to enjoy his first “free” ride!

Bob reported he had recently been looking for a motorcar to buy, but both the price and the distance of the available units had discouraged him. Finally, he got wind of a unit in the Sacramento area. Both the price and the distance were agreeable and he jumped in his truck, grabbed a trailer, and drove non-stop to Sacramento before the seller changed his mind. Welcome, Bob, to our rail heritage family. We hope to see more of you real soon!

La Mesa Depot Museum *Dick Pennick, Coordinator*

The every-Thursday night “Back-to-the-‘50s” car show promotion by the La Mesa Village Merchants Assoc. is in full-swing again, with our depot museum open from 6 – 8:30 p.m. on these nights. This is in addition to our normal Saturday afternoon schedule.

John Vigil, Asst. Manager, First Republic Bank in La Mesa, stopped by on July 5th to give me a “head’s up” on the planning for the Merchants’ Assoc. “Christmas in the Village” promotion this year (nothing like getting an early start!). The promotion will be a single weekend, Friday, Dec. 7th and Saturday, Dec. 8th. We will plan to again decorate the depot with Christmas lights (and maybe the train display, as time permits), and pass out free cookies, hot chocolate and hot apple cider. The big donation jar will be prominently displayed, as donations for the “free” stuff have generally run over \$100 in past years.

Lowell “Buzz” Block, long-time franchise-holder of an Ace Hardware store in my neighborhood of Casa de Oro, recently lost his lease after many years and closed out the store. He donated two merchandise display racks for our new, enlarged gift shop at Campo and gave us a very good price on a three-shelf glass display cabinet for the La Mesa Depot. This cabinet was delivered and installed recently inside the Waiting Room by **Michael** and **R.J. Warner** and myself. The case replaces an older single-shelf cabinet that I later delivered to the Display Building at Campo for use there. The new case provides about 4 times the display space but does not project as far into the room. So visitor circulation in the tiny Waiting Room will be improved. As time permits, fresh new educational displays on local rail history will be installed.

At the urging of PSRMA President, **Jim Lundquist**, I have finally found time to begin preparation of bid documents for the installation of a metal fence around the train exhibit adjacent to the depot. It is anticipated that this fence will mirror the style used by MTS to fence the adjacent trolley tracks, and is hoped to discourage local youngsters from climbing on top of the exhibit. A similar proposal is in the works for replacement of the wood shingle roof on the depot with a “faux” shingle that is almost indestructible.

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Under the heading, "Interesting People You Meet While Talking about the Museum", we were visited on a recent Thursday night by a son of the late English novelist, **Cecil Scott Forester**, who wrote "African Queen" and "Horatio Hornblower" – among others – both of which were made into films during his lifetime. The elder Forester died in 1966.

A big "Thank You" to docents **Sid Saltstein, Ed Smith, Sherwin Dorris, Gerry Fackler** for their important services at our in-town museum. And "Welcome back" to former Museum Crew Caller and docent, **Mike Retz**, who recently celebrated his 50th wedding anniversary with wife, **Rachael**. Mike is a former Navy helicopter pilot and currently edits the Mountain Empire Historical Society newsletter, "Mountain Heritage", which features a regular column on PSRMA written by **Dick Pennick**.

Steam Whistling *Jim Baker, Steam Foreman*

We had another slow weekend on July 13 & 14. We (**Bob Nickles, Alex Fiori**, and the Foreman) were there on Friday, again working on the Coos Bay. With Bob manning the gas valves, and Alex with a water hose at the ready for safety, I again 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. After allowing the parts to cool, I worked on the scale some more with a needle gun and a wire brush. The scale looks pretty well removed now, so these parts were coated with a good dose of KROIL before closing things up. Maybe next time we can get the nuts to loosen.

Also on Friday, **Rich Paulus** made more progress on wrapping up the needle-gunning the 2104. **Fred Carnathan** and **Tom Walker** worked on the wheel lathe, and got an old wheel set in position for making some practice cuts. **Dick Pennick** was also there, and did some general clean up work.

Everyone was either unable to get out to Campo, or was on train crew on Saturday, so no further work was done.

At the time this is written, I am working on several contacts with tool companies to see if I can find a satisfactory tool for cutting out the tubes. A couple of them look like they may work out. Museum member **Gay Bedell**, who volunteers at the USS MIDWAY museum, called and told me that they had recently obtained a cutter that might do the job. I arranged to meet with him at the MIDWAY to take a look. It was a plasma cutter, but the cutting head was too large to fit inside out tubes.

Next month, we'll continue to try to get the throttle out, and hopefully, we'll have a good 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 Gains New Volunteers, Makes Great Strides on Jim Crow Car

Ted Kornweibel, Supt. of Restoration

Restoration of the Jim Crow car has speeded up in the last month, thanks to the addition of **Joe** and **Crystal Ambrose**, a great father-daughter team. Joe is a skilled woodworker, and woodwork is what we're about on our ancient car. The other members of the team are mainstays **Frank Stites, Harold Whalen, Bob Gerdes**, and **Ted Kornweibel**.

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We arrived at the painful decision to replace the original wood panels on the south side of the car. It was our intention to retain them, so that as much of the car as possible was original material. The panels had thoroughly dried out over their 120-year life, and most were cracked vertically, to varying degrees. We had patched these cracks with polyester putty months ago, but discovered to our dismay that a couple of the patches had failed—i.e., the cracks had re-appeared. In other words, with normal expansion and contraction due to temperature changes, there was no guarantee that any of the vertical patches—some of them nearly the entire length of the boards—would hold up over time. We faced the prospect that within a few years after painting the car, cracks would reappear, and we would have to try to repair what was intended to be a restoration “for the ages.” Frankly, no one wants to have to return to the car in five or ten years and start over again. Hence the decision to replace the panels.



Photo by Ted Kornweibel

Our friends at Lane, Stanton & Vance Hardwood Lumber Co. in El Cajon came through for us again, donating smooth-surface maple plywood for the new side panels, a donation of over \$1,000. (If you need to purchase hardwood, patronize this fine business.) In one day Frank and Harold took the old panels off, and in one day they and Joe and Crystal put on the new panels. I don't remember progress this rapid!

Other progress of note includes Bob and Frank rebuilding two of the steps on the Jim Crow car. This involved custom millwork, and the result is so fine that, when painted, it will be indistinguishable from the original wood around it.

Meanwhile, Ted has begun stripping layers of old paint from the east end of the car. The west end will get similar treatment. These are the only areas that require stripping. We are using heat guns rather than chemicals. The work goes relatively fast.

Finally, work has begun on repacking the Jim Crow car's journals. Ken Helm showed Frank how to do it, and the two of them got two journals done (i.e., one side of one truck). We will repack the rest of the journals under Frank's leadership, as time permits, in the next few months.

New Unloading Facility at Campo Ready for Use *Dick Pennick*

Although it may not be “100%” finished, the new railcar unloading ramp at Campo is ready to receive our latest acquisition – ex-Santa Fe Railroad Class S-2 diesel-electric switcher #2381.

On Saturday, June 30th, Life Member and contractor **Walter H. “Wally” Barber, Jr.** and his crew of gifted tracklayers put the finishing touches on the upper and lower-level tracks that will serve the new timbered unloading bulkhead. The flatcar – TrailerTrain Corp. (TTX) #131423 and its historic load (shown in last month's Hot Scoop) is presently on its way to its new home in Campo via the old Tijuana & Tecate Railway portion of the SD & AE. It may be onsite by the time you read this, after experiencing some paperwork and jurisdictional problems south of the Border.

The importance and appropriateness of this new acquisition for our museum cannot be overstated, as the engine not only has San Diego roots but was originally chosen by the Santa Fe Railway management to represent its motive power history at a never-realized corporate museum. Prior to being given by the railroad to the California State Railroad Museum, it was rubbing shoulders with some pretty rare and unique company, including 1901 2-6-2 #1010 — one of the steam engines used by **Walter “Death Valley Scotty” Scott** for his famous cross-country speed trip. The Museum is indebted to CSRM for allowing us the opportunity to acquire this rare exhibit, and to all of the volunteers and donors who made it possible (See a wrap-up of this saga on page 6 of this issue).

More Donations Come To Museum *Dick Pennick*

Romayne (Mrs. Terry) Bowers, a daughter of the late SD & AE Brakeman and Conductor James F. "Jimmie" Rogers and his wife, Catherine, recently donated an additional group of items collected by Rogers during his years of service on the SD & AE and as a local labor union official.

Included in this donation were rule books, instruction manuals, labor union material including rules of procedure, picket posters, newsletters and other items; misc. hardware items including metal cans for the storage and use of kerosene and other fluids, tie date nails from the SD & AE, electric Brakeman's and Switchman's lanterns, and related items.

Mrs. Bowers' mother, Catherine (who passed away last December) had earlier donated a large collection of Jimmie's railroad and union materials. Most of these items will join other archival material in the Museum's ***Southwest Railway Library*** research facility at Campo.

Member **Barbara Thomson**, widow of the late longtime local railfan and modeler, **Seeth L. "Corky" Thomson**, donated a large collection of Corky's miscellaneous hand tools to the Museum's ***SteamTeam*** group. Also included were several professional 16mm movie films from the archives of the Southern Pacific Railroad, and 8mm films shot by Corky under their "SeeBar Productions" label. One enticing label on a film box identified the contents as a 16mm copy of the original SD & A 1920s promotional silent film, "Carriso Gorge, the Magnificent", but the box was empty. Not to worry, as Barbara had previously donated the missing copy to PSRMA. The films will be preserved in the library archives.

Member **James Royle, Jr.** donated two early Amtrak passenger train timetables from the 1970s.

Life Member **Walter L. Hayward** in Utah, recently donated about 400 copies of a self-published paperback book entitled "A Glossary of Words, Terms & Expressions used by Trainmen During the Days of Steam Railroads"; three 3-ring binders of the PSRMA publication "REPORT"; 42 misc. copies of the magazine "The Railroadiana Express"; and 37 misc. copies of the magazine "Key, Lock & Lantern"; and other items.

Member **Anna Whittaker** of Mill Valley, Calif., widow of the late PSRMA member, long-time photographer, collector, historian and railfan **W. C. Whittaker**, continues to send us materials collected by Will over his lifetime. The latest donation includes photographs, railroad-theme post-cards, and other interesting items, which will also join the library research collection.

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

	August	September	October
School Train	21	18	16
Tecate Train	18	8, 23	6
Board meetings	25	29	27
Museum Services meeting	21	18	16
Hot Scoop Article Submission	27	24	25

The next board meeting will be Saturday, August 25th, 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

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