



Hot Scoop Masthead by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum Association members

October 2007

MUSEUM NEWS

VOL XX NO X

President's Report *Jim Lundquist*

Big Picture

Last month, I discussed the need to expand our property and make plans for a turntable and display roundhouse. There was more progress on this front this month.

I was able to speak with our neighbor to the immediate south of us in Campo. He stated quite clearly that his wife and he were very happy in their home, and, they were not interested in selling their property or moving anywhere. So, that leaves the property across from the depot with potential rail access as the primary site. I presented a conceptual layout to our Board in September, who directed me to continue gathering information and details. Everyone recognizes that this will be a multi-year project and will reach into the millions of dollars, but, all agree that we need to think big to be big. I have also had conversations with other interested parties for a portion of the property to see if we could team up and acquire the property, and, if so, at what cost.

ATSF 2381 Update

One major hurdle has been passed this month as the saga of moving one flatcar with our ALCo S-2 from San Ysidro to Campo continues. The Mexican Customs problems were addressed with pressure from the Mexican Consulate office here in San Diego. This past month, the locomotive was imported into Mexico and traveled all the way from San Ysidro to Tijuana! Ok, it was about a ½ mile – but – it was an important ½ mile. For now, the load is stored on the mainline in front of the Tijuana Depot while the next challenge is overcome.

That challenge is a very interesting one – one that reminds us that the SD&A travels through a foreign country. Over the past six years or so, illegal housing has been built along the tracks outside Tijuana. These people all steal electrical power from the government power company by tossing what amounts to a bare wire over the overhead electric lines and then running wires to their homes. In cases where the homes are on opposite sides of the tracks from the power, these lines have been strung over the tracks on 2x4's at just the height needed to clear the usual train. This practice has been allowed to carry on for years, and, the resulting situation is a mess! Our loaded flatcar is well under the FRA standards for loads, but, it is higher than the normal load. Moving the flatcar would conflict with these wires. The concern is for safety of the crews and the people living there, and, the repercussions that may occur if these economic challenged families were to suddenly not have power.

There are several solutions available for this problem. One is to remove the illegal power lines,

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another is to bury pipes under the tracks to carry the wires, still another is to use plastic pipes to push the lines over the locomotive. At press time, a decision of what is best has not been made. Whatever is chosen, the railroad will have to deal with this issue as the law requires railroads to accept common carrier loads that fall within the FRA standards, and, I am sure another high load will come down these tracks again in the future. Welcome to Mexico!

Shop Pit

Brian Elmore and **Red Schmitz** have been going great guns this month on the new pit. The entire new floor was poured, along with the blocks and rebar. **Larry Rose** and **Jim Lundquist** installed new wiring for the pit. Brian's family came over and installed new pipes for the wiring under tracks 13 and 14 inside the shop building. **Ken Brown**, **Bob Gerdes**, Red and Jim, with help from **Ted Kornweibel** removed the last section of track 12 inside the shop to allow for a new rail section to be poured. Please see the photos. It is expected that the new pit and track work will be in place and in service by the end of the month!



Photo by Randy Houk

Red Schmitz cutting concrete blocks for the pit



Photo by Robert Rael

Brian Elmore



Photo by Robert Rael

The Pit on 9/23/07

Work-Campers

We will welcome back **Bill Armfield** this month. Surprisingly, the projects he was working on are still there, including the Campo Depot. Bill spends the warm months with family in Colorado and migrates back to us in the winter. Bill looks forward to working with Brian and Red. Welcome back, Bill.

Signs

This month, some maintenance happened on the station and information signs along the San Diego & Arizona Railway. **Dog Patch** sign blew over a few months ago in a high wind. **Ken Hansen** took on the job of reinstalling the sign, which once again is standing proud on the tracks near the Highway 94 bridge. Then, **Jose Ramirez** and **Jim Lundquist** replaced the sign at tunnel 4. The old sign was burnt and lost when the fire from Mexico burnt the wooden tunnel portal. The new sign was installed just outside the tunnel on a new pole. The signs are used to convey information to both the crews and our passengers, and add to the railroad experience.

Operations on the SD&A

Thanks go out to our many volunteers who report for duty at Campo and run our trains each weekend. These include the Trainmen, Brakemen, Motorcar Operators, Engineers and Conductors. Without these volunteers, we couldn't run trains and we wouldn't have visitors. Many thanks to you all.

As you can see, it continues to be a busy time for our railroad museum. I always welcome your calls, emails or visits. See you at Campo.

Donations

Anna M. Dickinson	General Fund	50.00
Herbert G. Kehr	Report	100.00
Ralph J. Staunton	General Fund	250.00

September Operations Volunteers

Jim Baker	Dave DiGiorgio	Rich Paulus	Rob Stebbins
Robin Becker	Tom Gray	Dick Pennick	Frank Stites
Darrel Bivans	Randy Houk	Don Pope	Dave Tomeraasen
Ken Brown	Kyle Jensen	Jose Ramirez	Robin Wonders
Bruce Deck	Jim Lundquist	Bob Schussler	
Don Getz	Bob Nickles	Sandy Schussler	

Trainman / Docent Course *Bob Schussler*

Trainman/Docent course. On July 28 we held the long promised Trainman/Docent training course at Campo. **Bob Schussler** was the instructor and nine interested and enthusiastic members attended. We began with a practical exercise in setting up the train and then returned to the classroom where we discussed the background of the museum, the duties of the crew members, responsibilities of the trainman, and basic rules of safety. Extensive handouts were provided to enable the trainman to carry out his prescribed duties. Included were scripts detailing the history of Campo, American railroading, and the SD&A. Also provided were descriptions of the equipment on site and pertinent facts about the rolling stock in and around the Visitor Center. The afternoon was spent on the train practicing boarding and debarking procedures, and identifying safety responsibilities. Finally, a safety test was taken and passed by all hands. Our goal is to have a QUALIFIED trainman on every run. All of the students will attest that being a trainman entails much more than simply buying a pair of black pants and announcing your availability.

Congratulations to the nine stalwarts who braved the heat and dust. They are: **Ken Brown, Trisha Cates, Bruce Deck, Richard Lorkowski, Lynn Montague, Jose Ramirez, Dave Tomeraasen, Ann Ruppert,** and **Dick Ruppert**. See you on the trains.

Online Membership Purchases are Here! *Dave DiGiorgio*

We have a new addition to the Dynamic Ticket Solutions (DTS) package that we started using earlier this year. You now have the ability to purchase and renew memberships online. This option does have a cost of \$5 per membership purchase or renewal to pay DTS for the service. This however is just an option, all the previous options for membership purchases are still available, so the fee is only assessed to those who choose to take advantage of the convenience of the system. The \$5 charged to those who choose to use the system is the only fees we pay for the use of this service.

Anytime an online purchase is made, it will email **Ken Helm** and **Tanya Rose**, so they know to send the membership packet. If an "area of interest" has been selected when the transaction is completed, the system will automatically send those department heads an email, so they know that a new member has joined and is interested in their department. This will allow for a quick contact by that department head to reel in the new volunteer!

To renew your membership online, you will need your member number, which is located below the mailing label on your Hot Scoop.

For access to our online membership system or to print out a membership form to mail in, please visit <http://www.psrn.org/member.html>

PSRMA loses it's last founding member, Bill Wooten *Larry Rose*

On July 4th of this year PSRMA lost it's last founding member, **Bill Wooten**.

On April 16, 1961, an outfit called the **San Diego County Railway Museum** was formed. The name was soon changed to the **Pacific Southwest Railway Museum** as the group sought to broaden it's scope. The first exploratory meeting was held October 18, 1959. In early 1960 the first issue of "Report" was issued to tell the area railroad news to the local railfans. It was a one page flyer. Issue number three had the news of the April 16, 1961, launch in detail. The founding members were: **Alan Diamond, Doug Duncan, Terry Durkin, Wally Duthie, Fred Finke, Charles Gerdes, Lyle Judd, Eddie Junghans, Gene Lindsay, Bill Morrison, Eric Sanders** (First Report editor) **Jack Stodelle** and **Bill Wooten**. (**Dick Pennick** would have been a founding member but the young kid was away chasing vintage steam in Mexico at the time. Dick became very active upon his return and served many years as president in those early days of constant struggle.) These guys levied the first dues on themselves at \$10 a year with a one time \$5 initiation fee. A \$5 dollar donation was such a big deal in those days that it would get a two paragraph acknowledgment in the newsletter!

With the passing of **Terry Durkin**, in September of 2003, **Bill Wooten** became the last man standing of those first visionaries who organized the outfit that soon grew into PSRMA. Bill was primarily a trolley fan and soon drifted off to become an activist at OERM which had a three year jump on us and had already purchased 10 acres of property just outside the town of Perris in Orange County.

The first 14 years of PSRMA were very difficult times. **Durkin, Stodelle** and **Eric Sanders** carried the main burden of keeping the outfit going along with **Dick Pennick**. Meanwhile, **Bill Wooten** had become track foreman at OERM. I joined in 1974 and only met Wooten once in 1975 when I joined OERM. I never saw him again. By that time the founding members had dwindled to just those four guys. Sanders passed away next, then Stodelle. 15 years later Durkin passes and now the last founder is gone. All of the living founders were granted special Life Founding Member status in 1975 when the Museum Association finally felt it may actually survive. After reading the first 100 issues of the "Report" just now I'm amazed that it did. There were no regular rank and file Life Members until 1976 when **Herb Kehr** became lifer No. One and **Larry Rose** grabbed No. Two shortly there after. Of the first 100 Life Members, 31 have passed away. Next time you guys see **Dick Pennick** at Campo thank him for having the toughness to hang in there for the last 46 years. Dick is not a life member but has paid his yearly dues longer than anyone else on the roster. He is the only one left who was there in the early 60's and is still very active in our organization.

Tenth Annual Train Song Festival

Hear the sweet sound of train songs inspired by the history and culture of railroading. The Tenth Annual Train Song Festival will be held on Saturday, October 6th from 10:00 AM to 4:00 PM at Old Poway Park. The park is located at Midland Road in Poway (Thomas page 1190 F2). This unique event features Train songs, train related vendors, a model railroad display, arts and crafts, a train robbery, and rides on the 100 year old #2 steam locomotive. Best of all, it's free.

Our museum will staff a booth from which we will provide information about our operations, and recruit new museum members. All museum members are welcome to come out to help us or to just visit- we really need your support. See you there! Bob and Sandy Schussler

Steam Whistling *Jim Baker*

We accomplished quite a bit in August and September. For the first August project, the foreman attached a hose from the top of the chemical toilet vent to an exterior roof vent on coach 350. I used a 4" clothes dryer flexible metal hose; it matched up perfectly with 350's vent pipe. However, the roof of the toilet is folded into the top of the toilet vent pipe. I used a short piece of metal ducting, cut it lengthwise so I could fit it inside the toilet vent, then clamped the dryer hose to the outside. The fit is not very tight, so it may have to be glued in later. The toilet was moved a few feet west to line the toilet vent directly under the coach vent. It also moved a few inches further away from the wall. I asked Conductor **Rob Stebbins** to report on the odor situation on Saturday, and he reported that there was just the slightest of odors - - much, much better than prior trips. The odor situation was quite good on the following week's Tecate trip, too.

Then, **Dick Pennick** and I wire brushed each end of all the small tubes (160) on the Coos Bay, and vacuumed out the soot with my shop vac. Collected about 7 gallons of soot! It appeared that we were all ready to start cutting the tubes next month.

But, as I sat there looking at the front end of the Coos Bay, I kept trying to visualize how we'd get them out, and how much of a hassle it would be to cut out the superheater flues, and cut them into pieces short enough to pass out through the steam dome. Then I remembered a conversation I had with **Dennis Daugherty**. He said one method he used was to cut off the tube at the firebox end, then cut a couple of holes in the flue as far back from the front sheet as he could. Also cut some longitudinal slits near the front end, to allow the tube to collapse a bit. Put some hooks on a chain into the two holes he'd cut, and pull the tube out with a come-along through its own hole.

Thinking about this further, it seems to me that if we cut out all the small tubes first, there would be nothing to support the flues as they were pulled out. So, now my thought is that we should first try pulling out some flues, before we do the tube cutting. Maybe the three flues on each side in the first vertical row on each side. That would allow someone access to the entire boiler after we cut out the small tubes. So, the September project would be to get some of the superheater flues out of the Coos Bay.

Rich Paulus was there, and he did some final needle gunning on the ends, hand rails, and trucks of 2104. **Larry Rose** has already prime coat painted most of the engine. I understand that the next phase of work on this engine will be to remove and replace the rusted diamond-plate decking.

The next day, because of the problems we had with the tube cutter we rented in June, I figured I'd better get some more exact measurements of the inside diameters of the tubes on the Coos Bay and 2353. So, using an inside caliper, I measured the I.D. at both ends of all the small tubes on both engines - 700 or so measurements. Most of the tubes on the Coos were between 42 and 44 mm, but one as small as 41 and one as large as 50 mm. All the tubes on 2353 were between 42 and 43 mm, and that difference could have been because of the dirt in them. Definitely in better shape on the '53. The specs from Fraser was that the tube I.D. was 44 mm. Now, when I order a tube cutter, I can specify what diameters we'll be working with.

Finally, I measured the dimensions of the flat car we are using to store some of the Coos Bay's parts. The cheap tarp we put on a year ago is totally in shreds, and needs replacement. **Larry Rose** has given us access to one of the tarps he used to cover the Jacumba cars for this purpose. We'll try to get it in place in October.

In September we finally made some real progress. We got the first superheater flue removed from the Coos Bay!

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First, using the method mentioned above, we cut the firebox end several inches behind the sheet with a torch. We then cut a couple of holes near the smokebox end, about 6" behind the sheet, that we could use to attach chain hooks to the flue. We also made several longitudinal cuts from just behind the sheet for several inches. The latter were supposed to allow the flue to collapse a bit so it could be pulled out. We attached a chain to the coupler at the far end of the flat car that is ahead of the engine, and attached a chain hoist to that chain, at the end of the flat that was near the smokebox. We then attached the chain hoist to the chain that was hooked in the holes in the flue, and pulled. Nothing happened. Both **Dick Pennick** and **Fred Carnathan** were of the opinion that this wouldn't work. I guess they were right!



Larry Owen pulls the flue with the chain hoist.

Photo by Jim Baker

Then we tried using an air chisel to force the bead away from the sheet. That succeeded in making some "dings" that will need to be fixed before a new flue is installed.

Finally, we cut the flue about 3" behind the sheet with the torch. Then, using a Sawzall, we cut about a 1" segment out of the remaining stub that was in the sheet (Two cuts, about 1" apart). A third cut was made about 180 degrees from the first two. The air chisel then easily popped the 1" segment out, than collapsed the remainder enough to take the whole thing out. Turns out that these flues were installed with copper ferrules between the sheet and the flue.



Larry Owen and Alex Fiori with the first

That ended Friday's work. I was assisted by **Dick Pennick**, **Larry Owen** and **Rich Paulus**. **Alex Fiori** arrived late in the afternoon.

Saturday, we ground off some of the "dings" that were projecting into the flue hole until it was smooth. Then we hooked up the chain hoist, and the flue pulled right out! This was the top flue of the outside column on the engineer's side.

We then moved down one flue, cut the poles for the chain, cut the flue a couple of inches behind the sheet, made the three cuts in the stub, and popped it out. We started cutting at the firebox end; it is

about half done. It was getting too hot for me, and I was getting tired, so we quit at about 3:00. I was assisted by **Alex Fiori** and **Larry Owen**.

Next month, Oct. 12 & 13, now that we know how to do this, we should be able to get several more out. We need to get a minimum of 7 removed; the two columns of three on each side of the boiler, and the bottom center one. That should make it relatively easy to remove all the small tubes. If we have time, we'll try to get about 12 out. The remaining ones will remain in place to support the sheets.

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Tom Walker and **Fred Carnathan** were there too in both August and September. They worked on re-securing the electric conduit for the wheel lathe to the west side of the shop building, and re-securing a set of shelves to the wall inside of where the conduit is.

We'll schedule having a tube cutting tool on site in November to get all the small 2" tubes cut.

Remember, our regular work "weekend" is the second Friday of the month and the following Saturday. More help would really be appreciated.

For further information or questions, please contact the Steam Foreman at baker@psrm.org or 619-670-7441. All are welcome to come out and get dirty with us. Hope to see you there!

Narrow-Gauge Steam in the High Country – volunteering with the *Friends of the Cumbres & Toltec Scenic Railroad* at Chama, New Mexico (14th in a series) *Dick Pennick*

In last month's installment, I boarded the daily steam-powered narrow-gauge train at Chama, New Mexico – about 100 miles northwest of Santa Fe – for a thrilling 64-mile ride east to Antonito, Colo., in the San Luis Valley.

Soon after the train left Chama, I donned my wide-brimmed Brakeman's fedora, applied some sunscreen to the critical areas, and staked out my space in the open gondola car ("gon" for short), which would be my "home" for the next 6½ hours. Articles have been written (the most recent one in the May, 2007 issue of TRAINS Magazine) and annual conventions have presented workshops on the importance of explaining the relevance of all that museums do and the stuff they collect, basically answering the question: "Why does all this stuff matter?"

I was reminded of this question as our train passed legions of onlookers and photographers lining the shoulder of the paralleling highway for about a half-mile, at each of the small handful of easily-accessible grade crossings, and at various promontories overlooking the track. One of my gon-mates – obviously not a railfan – turned to me, and with total sincerity, asked: "Why are all those people taking pictures of the train?" Makes you wonder how many of his fellow passengers – including those already asleep in their seats – had the same question but were too shy or disengaged to give it a voice (a 9 –10,000 square foot visitor's interpretive center is currently in the planning stages for Chama, which should help to address this need).

Our two coal-burning engines were really working now, overcoming the negative gravitational forces of the 4% ruling grade. Timing the frequency of the puffs of black smoke from their stacks, I determined the two hard-working firemen were shoveling fresh coal into the incandescent fireboxes about every three minutes. If the popular phrase "No rest for the wicked" is true, these two sweaty fellows were really pushing the envelope for "wicked." When they finally get a breather at Cumbres Pass, they have each hand-shoveled about 3 tons of Colorado's best into those hungry maws and converted about 2,500 gallons of water into steam.

At CUMBRES, the "road" engine (the one nearest the passenger cars) spotted itself opposite the water plug and the helper engine cut off, to return down the hill to Chama after we left. We now had just one locomotive for the much more gradual descent to our lunch stop at OSIER station. Before departing CUMBRES, our fireman dropped to the ground and climbed up onto the rear deck of the tender to open the water hatch, swung the big gravity-fed water spout over the hatch opening, and opened the water valve. As the water gushed into the tender tank, he pulled a package from the head-brakeman's "doghouse" shelter on the tender and measured out a dose of chemical water treatment to discourage the formation of metallic salts – known as "scale" – in the boiler.

Next time, we drift downgrade through the beautiful alpine scenery on a much-flatter 1.4% ruling grade to OSIER station and a hearty lunch.



Photos this page by Robert Rael

Jose Ramirez and Jim Lundquist install a new sign at Tunnel 4, at Division (See Page 2, *Signs*)

Volunteer Time Reporting *Jim Baker*

Using time cards submitted through August 10, I have compiled data on the Museum volunteers' time for the first half of 2007. A total of 3,625 hours were reported. At a rate of \$40.00 per hour (a rate commonly used to report volunteer time for matching grants), that time was worth \$145,000!! While this is slightly lower than the 3,885 hours reported by this time last year, the number of volunteers reporting has increased from 19 to 27. The "average volunteer" has reported 134 hours. The top five reporting volunteers were Larry Rose (473 hours); Don Getz (461 hours); Bob Nickles (295 hours); Seth Miller (258 hours); and Jim Baker (249 hours).

I'd like to encourage all volunteers to take a couple of minutes each day that you volunteer to fill out a time card. Documentation of volunteer time can help us to get grants. Blank time cards are kept at La Mesa Depot; in the Campo shop, on the wall to the left of the telephone; and in the Ops Trailer. Lists of project numbers are located near the time cards. Leave the completed cards in the slot next to the blank cards. Instead of filling our hard copy cards, feel free to e-mail me the same information. If you have any questions about the time cards, please let me know.

As you may recall, at the 2007 annual dinner, I gave out photo tee shirts to volunteers at different levels of time reported for 2006. The photos were of different locations in the Museum. If you have any good photos that you think would be good for the awards for 2007, please submit them to me electronically. The highest resolution that you have would be best for enlarging to tee shirt size.

Board Briefs *Sandy Schussler*

Because the Board agreed to return to the meeting schedule of the third Thursday, there were 2 BOD Meetings in September. Board of Directors Meetings were held September 1, 2007 at 9:10AM at Campo, CA. and on September 20, 2007 at 7:00 pm at Trinity Church; 3902 Kenwood Drive, Spring Valley, CA.

At the September 1, 2007 meeting, all five Board members present had questions on the Financial reports and there is now confidence that all issues will be resolved soon.

The Board has reaffirmed the standing rules to store privately owned cars on Museum property without Museum control. This affirmation specifically applies to two privately owned cars located at La Mesa Depot and at Campo.

The Museum has received a request to display and run the SDMVRR #9 Railbus at the Santa

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Marie Valley RR on April 5, 2008. The Railbus needs work to improve reliability, and some restoration work. Donated labor and supplies will result in our ability to participate in the event with a Railbus we can be proud of at minimal cost. The SMVRR has offered to pay for fuel and hotel expenses. Lundquist and Elmore will make the trip and run the Railbus.

The construction on the pit in the Car Barn is underway and is a great improvement over its predecessor. Work continues on the tracks leading to the pit in the car barn.

The Board approved expenditures for matching funds for the Campo Depot handrails, and other projects. Funds were allocated for a transfer fuel pump, the air conditioner on the Robert Peary, and the hiring of professional help to install new wheels on the #1509. Your Board also authorized up to \$1000 to rebuild engine on motorcar UP 2644.

It is election time again so be on the lookout for your Ballot.

Mark your calendar and reserve March 6, 2008 for the Museum Annual Awards Dinner to be held at Tom Hams. If you have items to donate as door prizes contact Diana Hyatt. Your Board would also like to know if you have any suggestions for a Speaker or Program for the event. Let your Board know.

Should any Museum Members be interested: the Tourist Railway Association Inc annual meeting is November 6-11 in Harrisburg, PA. (www.traininc.org/conventions/convention_forms.html) The Association of Railway Museums annual meeting is October 3-7 in Washington, PA

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SD&A 050 Carriso Gorge to get Stained Glass Repairs *Ted Kornweibel, Supt. of Restoration*

The main focus of restoration is, and will remain until completed, the Jim Crow car. Given the limited manpower available for restoration, the "philosophy" of restoration is, by necessity, to concentrate on one major project at a time, and not open up multiple projects. Nonetheless, limited work can be authorized on other projects if there is guaranteed funding for specific tasks, or the commitment of sufficient labor to finish a limited, well-defined project.

Some time ago, a descendant of John D. Spreckels donated several thousand dollars to be used in restoration of the *Carriso Gorge*. Given that the total cost of restoring the car has been estimated to be a third to a half million dollars, this donation was only a tiny fraction of the amount needed, and was not sufficient to warrant starting a major restoration of the car. Nonetheless, the donor certainly expected results, and we would be remiss if we didn't "produce" some tangible progress. Upon reflecting on all the possible projects, repairing the car's extensive stained glass was a natural choice.

The *Carriso Gorge* has four distinct "sets" of stained glass panels. Three sets are interior panels and are removable from the interior. These include 9 half-moon and 30 quarter moon clerestory windows. Fourteen interior elongated half-moon and 14 matching elongated outside half-moon panels fit over each of the car's main windows. All of these stained glass panels are in beautiful mahogany frames. The glass panels need to be removed from the frames, cleaned, broken and missing glass replaced, and deteriorated zinc replaced where necessary. Because the exterior panels were exposed to the weather, they will be completely taken apart and rebuilt with new zinc.

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The restoration crew—**Bob Gerdes, Frank Stites, Harold Whalen, Bruce Semelsberger, and Ted Kornweibel**—are presently removing the interior elongated half moon panels. A stained glass restoration firm in San Diego has bid us a very fair price for performing the repairs, and will do one set at a time. The cost of repairing all four sets is almost exactly the amount of the Spreckels donation. The mahogany frames still have military green paint on them, from when the car was used as a medical inspection car during World War II. If anyone would like a neat home project, carefully (and safely, non-toxic) removing that green paint, please contact Ted Kornweibel at (619) 461-0098. It would be a very satisfying project, and save us many hours of work at Campo.

Work continues on the Jim Crow car: Old paint removal is almost completed, which will be followed by priming, and then calling in our professional painter to paint the car. We're getting close. Stay tuned for more exciting news.

Help Wanted *Diana Hyatt*

If you have been waiting for some good CLEAN fun involving volunteering your time at the Museum, NOW is your opportunity! We are currently hiring in all positions for the following, upcoming, special events:

Pumpkin trains: Saturdays, October 20th and 27th
Sundays, October 21st and 28th

This job involves a strong willingness to have fun and interact with kids and their parents. Dressing up in a Halloween costume is optional. Applicants should report to the Display Building in Campo by 10:00AM ready to check tickets, help kids pick out and choose decorations for their pumpkin and have fun! Minimal cleanup may be necessary at the end of the day.

North Pole Limited trains: Fridays, November 23, 30th, December 7th and 14th
Saturdays, November 24th, December 1st, 8th and 15th

If you love play-acting, singing or serving people, this job is for you! If you don't, there are behind-the-scene positions available also! A more entailed list of specific jobs will be forthcoming in the November Hot Scoop.

PSRM Annual Dinner: Thursday, March 6th, 2008

All this event requires is a willingness to attend! If you are able to donate railroad-related paraphernalia or gift certificates to local establishments or events these would be gratefully accepted as well!

Bunny trains: Saturdays, March 15th and 22nd
Sundays, March 16th and 23rd

Opportunities here include helping the Easter Bunny visit children on the train and hide eggs in the Display Building for an Easter egg hunt after the 11AM and 2:30PM train rides. Participants will help kids select an Easter basket they can make themselves and coordinate the Easter egg hunt so that everyone enjoys themselves. Minimal cleanup may be necessary at the end of the day.

PSRM's 3rd Annual Garcia trip: Date to be announced-probably early April, 2008
Volunteers for the 2007 Garcia trip had a fantastic time and enjoyed an organized experience feeding 250 people with food prepared onboard the train. There are many positions available! For any of the above positions, please apply in person, on the phone or by e-mail to Diana Hyatt (619)390-9045, ronhyatt@aol.com.

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Chief Operations Officer, Dave DiGiorgio	(619) 334-5188	run8@cox.net
Chief Mechanical Officer, Bill Palmer	(760) 749-1082	blpalmer@yahoo.com
Steam Foreman, Jim Baker	(619) 670-7441	baker@psrm.org

The next board meeting will be Saturday, October 27th, 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 Trinity Church in Spring Valley, October 18th.

Dates of Note

	October	November
School Train	16	20
Tecate Train	6	10
Board meetings	27	24
Museum Services meeting	18	15
Hot Scoop Article Submission	25	24

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. Articles received after the submission deadline may not be included.

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*.

Web: www.psrn.org