



Hot Scoop Masthead by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum Association members

November 2008

MUSEUM NEWS

VOL XXI NO XI

Restoration team goes for their first ride on the RS&S Jim Crow Combine!

Larry Rose

After finally getting the 122 year old combine painted a high gloss Pullman Green, the restoration crew went along for the ride as the car was switched from track 12 back to track 13 in the shop where most of the work was done over the last six years. The team had repacked the wheel bearings and the car rolled smoothly. Any wooden car moving in our yard is news so **Larry Rose** grabbed the photo below as **Ted Kornweibel** and **Harold Whalen** rode the platform. Also on the step is brakeman **Seth Miller**. **Jim Baker** is operating the blue car mover which has been doing most of the Museum yard switching lately. Next up for the team is restoring the clerestory windows the interior woodwork and reupholstering all the seats. Lets hope this tough job does not take another six years!



Larry Rose

October Operations Volunteers

Jim Baker	Bruce Deck	Kyle Jensen	Rob Stebbins
Robin Becker	Dave DiGiorgio	Helen Kollar	Frank Stites
Darrel Bivans	Alex Fiori	Jim Lundquist	Rich Paulus
Rich Borstadt	Don Getz	Don Pope	Dick Pennick
Ken Brown	Tom Gray	Don Robertson	Dave Tomeraasen
Roger Challberg	Randy Houk	Ann Ruppert	Daisy Welch

October Contributions

Fox, Marcia Ann	Rail Crane Fund	\$10
Marrot, Mr. Jean H.	Rail Crane Fund	100

President's Report *Jim Lundquist*

It looks like October is welcome home month for our work-camper volunteers at Campo. While last month we welcome new volunteers **Will** and **Helen**, this month we welcome back **Bill Armfield** along with **Don & Daisy Welch**.. All four, along with **Robin Wonders**, these five volunteers represent a tremendous work force for our Museum. Robin holds down the gift shop manager position which requires him in the depot Friday mornings, all day every Saturday and Sunday and those special operating days during the week. Will is working as a mechanic everyday. Helen works as a Docent on the weekends in the Display Building and/or the train, and a variety of other tasks during the week. Bill came back and will be taking on work around the Campo Depot – completing the work around the restroom and the upstairs baggage room restroom. I want to express our sincere appreciation to these fine folks who work hard for us as volunteers doing many tasks.

Also coming up during the week is **Larry Rose**. Larry has been recruiting other members to go up with him on mainly Wednesday and Friday, along with the more usual Saturday's. With all the work-campers now available, Larry and Co have been working on many different tasks.

On three consecutive Saturday's, we ran high ridership trains to Tecate. It's nice to see lots of happy visitors riding our trains again as the weather and gas prices cool down.

Brian Elmore and friends continue to make great progress on the new restroom. The inside walls, plumbing and electrical are all completed. The goal is to have the entire job finished up by November, when our North Pole Limited trains start rolling. I have been making many trips up to Campo during the week and weekend carting up tile for the floors and walls. Let's hope that this effort continues strong.

Speaking of our North Pole Limited trains, all ten trains are sold out. A major effort will be happening this next month to add two more coaches (#1509 is one) and be able to sell those seats as well.

I hope to see you soon at Campo or La Mesa as we work together.

La Mesa Depot Museum Report *Dick Pennick, Coordinator*

Many thanks go out to our staffers during the 3-day Oktoberfest celebration over the weekend of October 3-5th. As coordinator, I chose to not have staff available on Friday because of difficulty finding volunteers available willing to staff that day, and the expected lower public turnout. I chose instead to concentrate my available human resources on the more-popular weekend days – Saturday and Sunday. **Mike Retz** was the point man for Saturday, assisted by **Ed Smith** and

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Gerry Fackler. Duane Dubke almost literally walked off a plane from Hawaii and onto the depot grounds to staff the Sunday trick, with help from **Ray Lethbridge** (depot regular **Sid Saltzstein** was out of town).

Vandals somehow managed to spring the sheet metal cover on our displayed steam locomotive's smokestack in early October just far enough to remove it from the stack. I took it with me to Campo on Friday, Oct. 10th for the SteamTeam's monthly gathering, in the hope of getting it reinforced so that it couldn't be easily removed again. Luckily, metal wizard **Al Brill** was onsite and took it under his expert wing. Al brazed lock-nuts at each bolt location and threaded the unthreaded shoulders of the stainless anchor bolts so that the bolts would have more reach. That should take care of the problem. The rebuilt cover should be back on the engine by the time you read this. Another minor security fix needed is to replace the long-gone wing nut that held down the cover on the engine's fuel oil tank.

In the depot, the fall decorations have been put up once again, to be replaced in about 1½ months with the Christmas decorations. The **La Mesa Historical Society** has again graciously invited the Museum to have a table at their annual Historic Home Tour shuttle terminal at Palm & Lemon on November 8th. If you would like to help me staff this table, let me know (phone number on the back of this Hot Scoop).

Any Budget Printing & Copying *Dave DiGiorgio*

I would like to offer my thanks to our friends at Any Budget Printing & Copying, who for years have been doing most of our print jobs. I have always found them to be fast, friendly and professional. A few months ago, when the full color "Rail Crane Fund" flyer was sent to you, this was made possible by Ron at Any Budget! Ron worked with me touching up the flyer to look better, and worked out a very special rate to assist in the fund drive. As I am sure you are aware, full color printing can be costly, but Any Budget Printing came to our aid and really came through for us. They also did all the addressing of the envelopes, which made for a much easier job for our volunteers.

If you need a printing job for your business or personal needs, I would like to suggest you contact Any Budget Printing and tell them the railroad museum sent you!

You can find Any Budget at www.anybudget.com or by calling 858-278-3151 in San Diego or 866-283-7644 toll free. They are located at 7257 Ronson Road, Suite F, San Diego, Ca 92111

SD&A Coach #253 Re-wired *Larry Rose*

John Shannon comes a long way to participate in the many projects going on at Campo. John lives in LaMirada and does a two hour commute each way every weekend. John is relatively new to PSRM's ranks of hard core volunteers but has had a major impact in a short time. John is tearing out the old frayed wiring in our 1926 vintage coach SD&A No. 253. The wiring in this ex Erie-Lackawanna commuter coach has not been touched since it was built.

The old wiring has that black cloth and fiber like wrap similar to what many of us have encountered in old houses as well as old rail cars. The wrapping gets brittle and falls off leaving exposed copper wires that can rub together and short out on the steel shell of the car. The wires are hard to get to running in the walls and in a tiny attic above the ceiling. John has been replacing these wires for several weeks and it is not easy work. He is installing new wire in plastic conduit and it is all very custom fitted.

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Many of our regular volunteers who live far away come down maybe once a month or even less with the increase in the cost of gas. John seems to come down every week and works way past dark every time. He says it's not worth it to drive all that way unless he can make a 12 hour day out of it with boots on the ground at Campo. John is our kinda guy and a shining example of how one person can have a massive impact on the Museum's never ending work load.



John with his hands full of conduit

Oct. 11th Tecate Train First to Refuel in Mexico *Dick Pennick*

For the first time ever, as far as I know, PSRMA made arrangements with **Servicios Y Combustibles Meza**, a Baja California petroleum products supplier, to deliver a truckload of diesel fuel to our big ex-Union Pacific diesel-electric locomotive No. 3873 while it was in Tecate with our second and last Tecate special of the month. This engine's 1600-gal. fuel tank is also used to transfer fuel to our other operating locomotives, including General Electric switcher #7285, the "Goat".

The price-per-gallon for the Government-subsidized fuel was a fraction of the U.S. price and a real bargain for the always-cash-strapped Museum. 1,268 gallons of the stuff was finally delivered to the engine an hour late. PSRMA Conductor **Dick Pennick** and Engineer **Don Getz** coordinated the delivery, with the assistance of **Admicarga** staff at the depot. As U.S. fuel prices continue to set records (diesel is now more expensive than gasoline), the Museum will likely continue to buy Mexican diesel fuel in this way in the future.

Steam Whistling *Jim Baker, Steam Foreman*

The October, 2008, crew wasn't large, but we got a lot done. On Friday, the 10th, **Larry Owen, Dick Pennick, Rich Paulus** and the Foreman got the "Coos Bay string" ready to move, so the **ROBERT PEARY** could be moved into the shop for work to get it ready for the North Pole Ltd. runs. The string consisted of a Santa Fe boxcar, the Steam Team UP boxcar, Coos Bay #11, and the GARX flat car, used for parts taken off of the Coos Bay locomotive. While Rich lubed the rods on the Coos Bay, Larry oiled the journals on the flat car, the ATSF box car and the pilot and trailing trucks of the Coos Bay. The foreman crawled under the Coos Bay, and with Dick handing him needed tools and oil can, he squirted steam cylinder oil on top of the grease blocks for all eight driving boxes. Then, with Dick at the controls of 7285, we moved the string from Track 10 to Track 12. That enabled us to go in and get the **PEARY** off of Track 10, and move it over to Track 5. The Coos Bay string was then put back to its starting point on Track 10.

In the afternoon, we moved the 26 superheater units belonging to SP 2353 from the GARX flat car down to the display building. The lower row of seven units was set back into the proper flues in 2353. They had been removed a year or two ago to prepare 2353 for its boiler inspection. The Foreman figured that back in the boiler is a better storage place than outside on the flat car, since it appears that any work on 2353 will be many years off, if at all.

Saturday morning, the 11th, our crew was **Rich Paulus, Bob Nickles** and the Foreman. With some additional help from **Jim Lundquist**, we got the remaining 19 superheater units placed

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back in their flues in 2353's boiler. We didn't reattach them to the header, since the first thing to happen if any further work is done on 2353 would be to remove these units.

In the afternoon, Rich and Bob started work on the "#104 string," while the Foreman got instruction from **Dave DiGiorgio** and **Alex Fiori** on the operation of the car mover. We moved the newly painted Jim Crow car from Track 12 in the shop over to Track 13, and then put the **PEARY** over the pit on 12.

The "104 string" consists of the SD&A #104, the CW #46, the E J Lavino #10, and the Brownhoist black crane. Rich and Bob oiled all the journals in the string, and started cleaning out all the grease fittings on the rods of the three locomotives. Old, dried grease was dug out, and the fittings cleaned in the parts washer. They completed the job on the side of the locomotives that faces the Display Building. We are doing this because this equipment needs to be moved once in a while so it doesn't get "frozen" in place.

The Foreman noted that someone had apparently stolen the two valve inspection plugs off of one of the steam chests on the #46. We found a couple of replacements. We noted that there were a number of inspection plugs and wash out plugs on the three locomotive that were on only finger-tight, which could lead to more missing ones. So, the Foreman put anti-seize on all of these, and tightened them with a wrench.

I have set the afternoon of November 15 for a meeting of the Steam group to discuss Dave Griner's report of the boiler inspections of SP 2353 and the Coos Bay #11. We need to decide what our priorities are for the coming year, and how we want to proceed with further inspection of the Coos Bay. The meeting will be in the Campo crew lounge, after lunch. The 15th is our regularly -scheduled work day, as is the day before. If you are interested in the future of STEAM at the Museum, please attend, and let me know if you will be there.

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



Photo catches Jim Crow Clerestory getting hand painted *Larry Rose*

Ted and **Frank** are shown here hand painting the clerestory window frames and soffit along the roof line of the Jim Crow car. A six year effort to restore the exterior of this car is finally coming to an end. The interior work continued today also with **Harold Whalen** working today inside the car rebuilding seat frames and floor boards. See Ted's Saturday report for the details.

Board Briefs October 16th, 2008 *Submitted by Sandy Schussler*

Pacific Southwest Railway Museum Association, Inc. Board of Directors Meeting was held on October 16, 2008. At that Meeting, Ken Brown presented the 3rd Quarter Income Statement and a September Financial Report. The Q3 report was sobering because it captures PSRM's slowest time of year. Increased patronage will be visible in the 4th Quarter reports. Work continues on refining Restricted Funds reporting. The Board thanked Brown for his continued efforts.

It is election time again and the Board reminds members to be sure to complete and mail their
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ballots by Thursday, November 20. Make sure to follow directions and sign your outer envelopes to ensure your vote will be counted.

Some long-term members will cooperate in identifying potential honorees for the Museum "Hall of Fame". Participants will help define the unique attributes honorees have displayed which can be applied to future candidates.

The Board continues to resolve the question of potentially privately owned property on Museum grounds. This includes the refrigerator car in La Mesa and a Cotton Belt motor car and shed at Campo. The Board is looking long term at ways we can continue to grow with a future expansion of our Real Estate holdings. This is not currently feasible. Also looking ahead, plans are in the works for a major celebration of the Museums 50th anniversary in 2011.

Recognizing that the future of the Museum is tied to the recruitment and advancement of train crews and volunteers, more training sessions are being scheduled for the near future. Keep an eye out for announcements in the "Hot Scoop" and other media. Dave DiGiorgio has been named as the Federal Drug and Alcohol Program Manager.

The Board reviewed the Museum's Endowment account, and in light of the current financial impacts, the Board will meet with the fund managers to consider adjustments in the current mix, possibly assessing a more conservative investment approach. Lundquist will request a presentation at the November BOD Meeting.

The Chief Manakaja 14' Bar stored in the Horse Express car will have a new home in the Baggage car, where it will be used as a sales counter. The Bar appears to fit well into the car, but if it is found to be interfering with Customs and Border activities it will be removed.

With the sellout of the Christmas trains, efforts are being made to bring one or two more cars on line. An expert has been contacted to work on getting wheels on the 1509 and 254. The North

Wednesday Campo Report (10/08/2008) *Larry Rose*

Seth Miller and **Tom Walker** were my companions Wednesday and quite a lot got done. Tom started extending shop air lines into the new wood shop addition. This job requires that he take the main air line across the room to the South side where the new work bench will be. Lucky for us we have most of the fittings and all of the pipe on hand. Tom just needs to tap into the plug he left near the wall that separates the old shop from the addition. All of this has to be done on a tall ladder in dim light. Tom expects to complete the job Friday.

Elsewhere Seth Miller painted the frame on the new La Mesa depot roof sign that I had two coated with white a week ago. He also started sanding down the vestibule doors that **Jack O'lexey** had removed from the ATSF heavyweight Chief Manakaja before he hurt his leg.

While this was going on I Installed the long missing door window in the Army guard car G-10 in the display building. Ken Helm had ripped out the plywood plug when he was out here from his home in Kentucky last month. Ken hates plywood plugs in window openings



Tom Walker extending shop air

Larry Rose

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as it takes just as long to fix the window as it does to install a plywood plug. This plug had been in the door between the guard car and the ATSF RPO for at least ten years if not more. This was the second and last plywood plug to be removed and replaced with the proper glass window in G-10 in the last few weeks. The windows were built from scratch in our wood shop.

Will, our new work camper caretaker, got the gantry fork lift running and it sounds good. He even got the front headlights working. He has a few more things to do to get this lift ready for duty. Will also took the heads off the Case articulated fork lift and I loaded them in my truck to take them to town for surfacing. **Ron** and **Diana Hyatt** met me at my house to take them to get inspected and overhauled.



Larry Rose

Seth Miller sanding down a vestibule dutch door leaf off the Chief Manakaja. Seth has removed the brass hardware which he will polish up for installation when the door has been refinished in Pullman Green



Seth Miller

Larry Rose installing the latches on the long missing window in the East end door of the Army guard car G-10. Seth Miller snapped this shot just as the last screw was being set.

Friday Campo Report (10/10/2008) *Larry Rose*

Today there was a big gang at Campo. **Tom Walker** and **Fred Carnathan** installed a new air drop in the wood shop addition. They also left a valved spare air line to set a drop in the West end of the car shop someday.

Seth Miller continued to sand down and fill the dutch doors to the Chief Manakaja. He also got another coat of paint on the La Mesa depot roof sign frame. While he was doing this I went down to the Army Guard Car and painted the interior of the door with the new window installed Wednesday.

Don Getz and I went out to the new East spur track, installed last month in the far end of the North Forty, and installed a set of Buda track bumpers. This involved some big bolts, a sledge hammer and some big wrenches. We still need to do some back hoe work for drainage along our mainline and the new spur. The run off from the neighbors property is undermining our track in several places.

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The steam crew was out in force working on Number 11 and I talked them into helping me install the exhaust stack on our ATSF ALCo that **Ken Helm** and I wrestled out of the cab and on to the gangway two weeks ago. **Seth Miller** and **Rich Paulus** got on top of the loco while **Jim Baker**, me and **Dick Pennick** hoisted up the heavy and awkward stack. Seth and Rich then worked it into the hole and over the studs below. Jim Baker and I then tightened down the nuts. Still to do is fashion a custom sheet metal stack cover.

In the shop **Al Brill** banged away on a number of equipment repairs as he usually does. I saw sparks flying at the grinder and saw the welding torch going but I was too busy to go see what he was doing. Rest assured that it was all good as usual.

Ten volunteers labored at Campo today! A super turn out for a weekday.

Rail crane Fund Update

Donations slowed down quite a bit in October, but a few came in. The top donor was General Atomics making a donation on behalf of George & Debra Haverly who made a \$500 donation in September. General Atomics apparently felt this is a very worthwhile acquisition and made a \$1500!

We are still working on getting the crane moved, just as we were getting the route setup to go via the Puget Sound & Pacific Railroad to the Union Pacific to the CZRy to Campo (the preferred route due to low power lines in Mexico), CZRy embargoed the line east of Campo for trestle work. Other options are now in the works, such as finding a place to unload it in San Diego or San Ysidro, and take it to Campo on its own wheels. The only reason it can't come all the way down on its own wheels is it has a 36 mph restriction on its wheels, and BNSF requires a speed of 45 mph minimum. Unless we wanted to hire a special train at a cost of about \$150,000, it will have to be loaded on a flatcar. Most likely we will end up bringing it into San Diego somewhere and unloading it onto the rails. This will most likely push the total cost up to \$30,000.

I expect to have more info for the next Hot Scoop, possibly with some info as to load dates or movement dates.

October Donors

General Atomics	\$1500
George & Elizabeth Bramblett	\$100
Marcia Fox	\$100
Michael Retz	\$100
Dave DiGiorgio	\$50 (\$150 Total)
David Scofield	\$50
Jeffery Trimble	\$30
Eric Vonderhorst	\$25

Total Collected \$19,327

Pumpkin Express Trains *Dave DiGiorgio*

The weekend of October 18 & 19 kicked off our Pumpkin Express trains for 2008. Due to **Ron Hyatt** being ill, we started the weekend off not quite as well setup as we usually are. Prior to last weekend some work had been done setting up by **Ron, Diana, Cary** and **Alana Hyatt**, as well as **Steve** and **Daniel Webber** (friends of **Dave Tomeraasen** who rode the Tecate train a few weeks ago with him), stuck around and helped position bales of straw and other decorating duties. During the week, some more work was done by work-campers **Helen** and **Will**, and the returning **Bill Armfield**. Saturday morning (10/18), we were in much better shape than I had expected, and several other people joined in to help. **Ann Ruppert** was a docent for the day, and really assisted decorating and keeping the event operating well. New volunteers **Junique Marino, Diane Baker** and **Rita Peters** were joined by **Bruce Deck** and "The Horde" **Ton, Johnson, Kevin, Thin & Ray** (neighbor friends of Bruce). Also helping, and I really hope I don't forget anyone, was **Kyle Jensen, Helen & Will**.



All photos this page, by Randy Houk

trip through there.... and I didn't have to run and hide... so I assume they were happy!

I pinched hit as the event coordinator for the weekend, and will be doing that again this weekend. It was a great help having the assistance of the fine people listed, without each and every one of them, this would not have been possible.



Friday Campo Report (10/24/2008) *Larry Rose*

Today we had a great turnout at the Museum. Member **Bill McNabb** made his first work session ever and helped Miss **Daisy Welch** take apart and repair our small baggage wagon. This is the one donated by a local rancher a few months ago whose granddad had it in the family barn for 60 years. This wagon is supposed to come from the Campo depot when it went dormant right after the end of W.W.II. This wagon will be part of our new baggage room display at the Campo depot. These two cleaned years of crud off the wheels and metal parts and prime painted them. **Larry Rose** pounded out the bent push handle made of 3/8 inch steel bar stock. It is expected this wagon will be painted and reassembled in a few days.

Daisy was also busy cleaning and painting the wall behind the new ice maker early in the day. This project involved some new drywall patches by Larry and grew into a project that will see the

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painting of the entire lounge anti room where the ice maker is. Seth and Larry put another coat of paint on the safe below the new ice maker first thing in the morning so it would be dry for the machine placement in the late afternoon.



Larry Rose

Will, Larry, **Don Robertson** and **Al Brill** hoisted up the new ice maker and placed it on the newly painted pedestal as soon as the paint was dry. This machine was a lot heavier than it looks. Will hooked up the water line with a new shut off valve. He also hooked up the drain line. (See attached photo) The next step is a sanitizing exercise that **Dave DiGiorgio** will do first thing Saturday to bring the new machine on line.

While this was going on **Seth** was working on the roof of the 1875 vintage SD&A coach body No. 240, down by the depot. Seth hopes to save this car, the oldest railroad artifact native to SD County, and the oldest piece in our collection, for a future repair and restoration team. Coach 239 next to this coach has already been "winterized" with window plugs new paint and a roof job. This work was done by **Red Schmitz** and **Hector Gonzalez** last year. Of the five antique SD&A

wooden coaches used at Jacumba as bunk houses for 80 years, only two of them are savable. We have had these two at Campo for about 12 years and they are the rarest of the rare.

Saturday Campo Report (10/25/2008) *Larry Rose*

Today we started off with the sanitizing treatment for the new ice maker in the members lounge. **Daisy Welch** did the honors. I asked how she knew what she was doing and she pointed at the instructions written on the inside of the cabinet! Gee, why didn't I think of that!? While Daisy was mixing the sanitizing solution the drip pan drain started to leak. I took it apart and fixed it with some silicone sealant and a short piece of electrical tape. By this time Daisy had ice pouring out of the system almost faster than we could catch it in a pitcher and toss it out. She soon had gone through each of the 21 steps to prepare the ice machine for regular use by our volunteers on another hot day at the Museum. Just in time for lunch (Thanks Alex!) the machine was fully on line and makes ice like crazy.

Meanwhile **Jack O'Lexey** was back at Campo for the first time in two months since a ladder accident wrenched his knee. He was wearing a leg brace and hobbling about working on rebuilding the doors of our ATSF lounge car Chief Manakaja. He completely disassembled one of the dutch doors and drilled and set the frame for new dowels supplied by **Ted Kornweibel** from his restoration stash. Jack used some large bar clamps to hold everything together while the glue set. The frames were then sanded down on both sides to reveal mahogany in remarkable condition.

Down in the other end of the wood shop new member and volunteer **Frank Chaco** was pulling wire through some conduit he mounted to energize the new shop addition. (See photo attached) Frank is a multi talented guy and is already enthusiastically jumping into the swing of things with both feet. His electrical and mechanical skills are many and his pipe bending first class professional quality. Frank came up Friday night and will stay over to Sunday night. Frank worked from dawn to well after dark in the shop pulling wire as if a 12 hour day was no big deal. Frank then cleaned up and went for a late dinner with the guys at a local restaurant. Sounds pretty hard core to me, rare for a new recruit to our ranks, but we are big fans already!

Also at the West end of the shop was the "small" baggage cart (200 lbs) that was taken apart Friday by member **Bill McNabb** visiting from the Bay Area. Daisy showed up this afternoon after

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her ice machine work and started in painting the wheels and metal parts of this antique contraption that Bill had cleaned up the day before. Assisted by Larry Rose and Frank Chaco the wheels were soon remounted and the bearings cleaned and greased. Larry had painted the oak frame Railway Express Agency Green just prior to this action. The prep work for this was done by Larry and Daisy late Friday afternoon. The many rusted bolts holding the cart together were treated with Kroil penetrant and tightened up as Daisy showed her considerable wrench skills. The cart was put back together while upside down and when flipped upright was a knockout with it's bright red wheels on REA green. Some minor repairs to the top remain with some more green paint to be applied. Daisy is pumped up to do this "fun little project" that when completed will be used in the Campo depot baggage room where all evidence indicates is the spot where it began it's working life about 1916!

Down at the depot area **Jim Lundquist** and **Bill Armfield** were hanging drywall in our new toilet building. The building now has a water tight roof and the doors are installed and locked keeping our supplies dry and secure. **Brian Elmore** has just about finished the electrical and plumbing and is waiting for final inspection from the County Building Department. Jim and Bill also spread a lot of fill soil around the new building in preparation of building a brick walk from the depot picnic area and baggage platform.

This was also Pumpkin Express day and a large crowd of kids were treated to a train ride, a haunted museum display building, and the traditional pumpkin patch. Many Thanks to Jim Baker, Don Pope and The rest of the operating crew that I was too busy to see. Helen and Will manned the display building and pumpkin patch.

Ken Brown, Alex Fiori and **Dave DiGiorgio** spent the day rebuilding the brake pistons on our business car Robert Peary that has also been in our shop for two weeks. Late in the day they did a successful air test and rolled the 1927 vintage heavyweight outside. **John Shannon** was out there working all day on rewiring one of our SD&A ex Erie Lackawanna commuter coaches. John has been pounding away on this car for weeks and can see the light at the end of the tunnel. John has a 2-1/2 hour commute each way to get to Campo. That's awesome dedication!

All this went on while Ted and a full crew of his restorers came and went from the wood shop doing things on the RS&S Jim Crow car parked on Track 13 nearby. (See Ted's report elsewhere) Eight people in the wood shop working on stuff and many projects going on elsewhere with at least a dozen volunteers involved. So many I didn't get all their names. What a great day!

In Memoriam: John P. "Jack" Starkey *Dick Pennick*

President and CEO of Starboard Development Corp. **Jack Starkey** passed away on Sept. 23rd after complications from a stroke. He was 80.

Starkey was the son of the founder of San Diego's First Federal Savings & Loan and was involved in a number of civic, museum, commercial and philanthropic activities throughout the San Diego area. In the late 1990s, the colorful and energetic entrepreneur served as President of PSRMA's (then called by its dba name: "San Diego Railroad Museum") Board of Trustees, had strong connections with the community's movers and shakers, but was a sometimes controversial member of the Museum's management team during that period. At that time, the Museum's office and research library was downtown in the historic Santa Fe station. Among his many interests, in addition to railroads, was flying as a private pilot.

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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

Your Board usually meets the third Thursday each month, 7:00PM at Trinity Church in Spring Valley. Museum Services meets the third Tuesday each month, 7:00PM at the Kornweibel residence.

Dates of Note

	November	December
School Train	TBD	TBD
Tecate Train	8	None
Board meetings	20	18
Museum Services meeting	18	16
Hot Scoop Article Submission	26	19

Article Submissions *Robert Rael, Editor*

Please submit all articles to hotscoop@psrm.org. If you are including photos to go with your article, please submit them in high resolution, and choose the three (3) best ones. Please include proper attribution for each photo. Also, please note the due dates for articles have changed in an attempt to get the Hot Scoop out earlier each month.

Web page info *Robert Rael, Editor*

Visit <http://psrm.org/members/> (username: **volunteer**, password: **2353**) to download the *Hot Scoop* with full color high resolution photographs.

Website: <http://www.psrn.org>