



Hot Scoop Masthead by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum Association members

December 2008

MUSEUM NEWS

VOL XXI NO XII

Friday Campo Report (11/07/2008) *Larry Rose*



Brian Elmore filling in the drywall gaps in the new restroom

The big news today was the completion of the drywall and tile backer board inside our toilet building project. **Brian Elmore** and some friends completed all the drywall work on the walls and ceiling in five hours! Outside, **Bill Armfield** was cutting the new cement board gable end covering. This will go up Saturday when enough people show up to hang the heavy stuff. **Larry Rose** stayed late and swept and vacuumed the building, hauling the drywall cut offs and construction debris to the dumpster. The next step is inspection of the nailing by the County then tape and mud work can begin.

Up at the wood shop **Frank Stites** was working his third weekday in a row on the window woodwork for SD&A car 350. Frank is making all new window frames for the Plexiglas inserts. Keep in mind that this car came to us

without windows and many of the openings have different dimensions. Frank had to design the frames and then build them from scratch in our wood shop.

Robin Wonders, our gift shop manager, was running the Freedom Ranch clean up crew like he does every Friday. These men from the local correctional facility have been cleaning our train and

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public toilets for years.

Elsewhere **Will**, our live on work camper and caretaker, was putting the Case fork lift back together. Parts had been hustled all over town by **Larry Rose** and **Dave DiGiorgio**, including rebuilt heads, injectors and rocker arms. It's expected that this machine will be buttoned up and running this weekend.

While this was going on **Don Robertson** was working on our 80 ton loco 7285 changing out "O" rings that were causing a diesel fuel leak under the hood. Miss **Daisy Welch** was using a wire wheel to clean up the end platform railing on the Jim Crow car.

Al Brill and **Larry Rose** installed the rebuilt cab doors on the big ALCo locomotive 2104. Al had spent many months rebuilding these heavy doors, cutting out rust and welding in new metal. After the first door was put in place, with a lot of sweat and grunt work, we discovered that it was in the wrong opening. (Hey, this is Campo! It's how we do things!) The doors were switched and installed again. This time they fit better. How about that!

Last Saturday this locomotive was taken out on track one and run the length of our yard. This time the engine spooled up to run 8 with no short. Wood blocks were put under the main cables to the traction motors to keep them off the metal cable tray under the running boards. This did the trick and the short didn't happen. This big military engine needs some cosmetic work and a paint job next. New steel running boards is the toughest project left then paint and lettering in an SP "Tiger Stripe" scheme typical for SD&A locos of the past. This engine will be a great addition to our tourist railway roster. New member **Frank Chaco** went for a ride on 2104 and was duly impressed with the unmistakable "ALCo sound" that is basically a "spasmodic burble" that seems to be constantly ready to shut down.

One last thing. The short, but heavy, baggage cart was repaired and finish painted by Larry Rose who will now start to complain that it's taking up too much room in the wood shop. It still needs lettering and then will be taken down to the Campo Depot baggage room where it's career began 92 years ago.

November Operations Volunteers

Jim Baker	Randy Houk	Don Pope	Frank Stites
Robin Becker	Kyle Jensen	Don Robertson	Rich Paulus
Darrel Bivans	Jim Lundquist	Ann Ruppert	Dick Pennick
Ken Brown	Seth Miller	Bob Schussler	Daisy Welch
Don Getz	Bob Nickles	Sandy Schussler	
Tom Gray	Jack O'Lexey	Rob Stebbins	

North Pole Limited Trains a Big Success *Larry Rose*

The PSRM volunteers at Campo have gone to the wall again to show everyone a holiday good time. **Ron** and **Diana Hyatt** coordinated all the jobs and logistics required to launch a seven car train to Santa's Village starting each evening November 28, 29 and 30. A large group of volunteers were required to pull off this annual event for PSRM. Diana has the master list that will staff the trains that will run seven more times, ten trains in all, through December 20. A full report will follow after the last train has run, meanwhile, a photo is attached showing the first nights happy crowd boarding the train. This is PSRM's number one fund raiser and the first three train loads of happy people are already out telling their friends not to miss next years event!

Brakeman Training *Jim Baker*

Are you ready to become a member of the Museum's operating crew? Brakeman is the starting point. To qualify you need to take a rules class from Dave DiGiorgio, take a two-day "hands-on" class from me, and then operate successfully as a brakeman trainee for at least six days. Also, you need to be in pretty good physical shape, although an old guy (67) like me doesn't really have any problems doing the job. To be qualified, you need to be 18 years old, but younger people can take the class, and get qualified to work on switching in the yard.

I will be teaching the two-day "hands-on" portion of brakeman training on January 31 and February 7. So I can have enough materials for everyone, please sign up prior to Jan. 15. To sign up, or if you have any questions, call me at 619-670-7441 or e-mail baker@psrm.org. For the rules class, contact Dave Digiorgio, run8@cox.net.

President's Report *Jim Lundquist*

By the time this issue of the *Hot Scoop* arrives to you, we should be well into the Holiday Season. Allow me to wish you and yours a Merry Christmas and a Happy New Year.

The Holiday Season is the busiest time of year for our Museum. During the four weekends between Thanksgiving and Christmas, we operate 10 night trains from Campo to the North Pole. The planning logistics for these trains started a few months ago, and builds and builds each day. A year ago, we lifted up #1509 to replace the wheels sets, in the hope that the old car would be ready to go for this years trains. Also, about six months ago, we started rewiring another SD&A coach, again, with the hope that it would be ready to go to the North Pole. Further, we had another wheel set to replace on yet another SD&A coach. We also had to coordinate the ticketing, cookies, groups which assist us, yard improvements, windows and floor boards in the #350, lights at the depot and a wide variety of tasks to pull this all together for these ten nights. Guess what? We did it! There are a great many volunteer members involved in pulling this off – way more than I can name by name and tasks involved. The leaders in this effort are **Diana Hyatt, Ron Hyatt, Dave DiGiorgio** and I. Adding to the challenge this year is the need to relocate the North Pole as the wooden bridge over Campo Creek east of the Campo depot needs inspection before we use it again. By now, we should be well into the operation of these trains, serving thousands of happy family members on their special night together on the train to see Santa Claus. Thanks to our corporate sponsor **Golden Acorn** again this year, for donating some of the cookies for our visitors in these hard economic times. I hope each of these efforts is written up in this issue of the *Hot Scoop* to document the hard work our volunteers have preformed. I believe that no other train ride to the North Pole in the Country is as good as ours – and we do it all with volunteers! Be proud, PSRM. You both earned it and deserve it.

Right after all these trains, we are scheduled to partner again yet this year to operate the "Christmas Train", a.k.a. the "Three Kings Train" to bring toys and gifts to the children of Tecate. We are pleased to participate in this effort, and hope the cheer we spread in Tecate carries throughout the New Year.

Brian Elmore, Bill Armfield, along with help by **Sabrina Lundquist, Frank Chaco, John MacMonagle, Jack O'Lexey, Larry Rose**, myself and others have been going full steam ahead on the restroom project. Insulation, exterior sheeting, painting and drywall were all completed prior to Thanksgiving. Given the dedication these hard working volunteers have been giving, working almost everyday on the new restroom, and the lag time between the time I wrote this article and your reading of it, there is no telling how much further along this extremely important project is! Dare I dream that it's in service? Time will tell, but I do know the efforts been there to open this facility to the public as soon as possible.

After a few weeks of hard work, including several times of parts going down the hill for a rebuild

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and returning back to Campo, Will was able to repair one of our forklifts and the backhoe as well. When we acquire these old machines, either through government surplus or as donations, they rarely are found by us to be in excellent condition. So, needless to say, keeping them running is one of the jobs we need to do seemingly every week. Thanks to all for a job well done.

Congratulations to the winners of Board positions for the election which just concluded. For the 2009-2010 years, our President will be Diana Hyatt, the Secretary is Sandy Schussler, Equipment Ron Hyatt and Museum Services Ted Kornweibel. There was a record number of ballots returned. All of these fine people were already holding positions on the Board. It's not too early to start thinking about your participation for the 2010-2011 Board. I believe that the sharing of the duties along with the new ideas which come from new people is good for any organization. In the meantime, let's give these fine folks our total support as we move forward with our Museum.

I would also like to express my appreciation to Larry Sterling, who has been providing legal advice and funding the legal effort to either have the refrigerator car stored at La Mesa Depot donated to the Museum or removed. It looks like this will be one of the last bit of clean-up left after the Board adopted the no personal storage of equipment on Museum grounds. The current timeframe is for this case to go forward to court in April. Thank You, Larry.

Next month, I will write my final article as I complete this term as President. The article will look back on the time period of December 2002 until January 2009, as well as review the challenges we have before us as the future unfolds. I've been thinking about the article for some time and it should be a fun read.

I'll see you soon at Campo. Be good to one another.

Steam Whistling *Jim Baker, Steam Foreman*

The November, 2008, crew was one of the larger turn-outs we've had in a while.

On Friday, the 14th, regular Steam guys **Rich Paulus** and **Bob Nickles**, joined **Don Getz, Will Kollar, Don Robertson** and **Larry Rose** in working on getting more cars in service for our North Pole Limited trains. Rich reported that they accomplished the following:

1. The steps are back on 252.
2. Steel brakes installed on the west end truck of 252.
3. Installed the the cut off rigging and air hose on the east end of 1509.

They also put the brake rigging back on the east wheel set of 253, aired up both 252 and 253 and did a set and release. The brakes on the west end of 252 did not set tight against the wheels. They adjusted them and did another set and release. Ready for inspection.

On Saturday, the 15th, we had our Steam meeting. In addition to the foreman, the following people were present: Equipment Division Director **Ron Hyatt**, CMO **Bill Palmer**, Chief Operations Officer **Dave Digiorgio**, **Mike Lucek**, **Bob Nickles**, **Jack O'Lexey**, **Larry Owen**, **Rich Paulus**, **Dick Pennick**, and **Dave Tomeraasen**.

We discussed Dave Griner's report in regard to the boiler on SP 2353. It was a consensus that we agreed with the report in that an entirely new boiler would be needed to put that locomotive back into operation. We also agreed that Coos Bay #11 appears to be the best candidate for restoration to operation because of both its condition, and suitability for our type of operation. However, a significant amount of work is still needed to determine if it is in good enough condition to attempt a restoration.

The foreman had earlier presented a list of tasks, asking the group members to be prepared to discuss and prioritize at this meeting. The list, with priorities added (in ***bold italics***) is shown

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below.

STEAM PRIORITIES

2353

Lube and move to exercise bearings

clean to look better

varnish rods to prevent rust/look better

new boiler (\$500,000) **not at this time**

exercise air pump so it will stay usable (for 2353 or Coos Bay)

All of the above should be done in February, to coordinate with some other work being done in the display building.

104

pressure wash & paint **Input on this priority needed.**

Lavino, 46, 104 String

Lube and move to exercise bearings **The lubrication was completed on Nov. 15, and the entire string moved to Track 1. It will be moved back after the North Pole Ltd. trains have been run. Maybe we should consider putting #104 further east in the string, to enable access with the pressure washer?**

CB 11

Remove throttle **1**

Remove "burner shelf" in firebox **2**

better interior cleaning - needle gun/wire brush interior of boiler **3**

buy ultrasound gage **4**

ultrasound test the boiler **5**

Remove heads/inspect valves and cylinders **6**

Remove remaining flues **Don't bother**

Storage, Etc.

Boiler steel plates in North 40: heat numbers? QC certificate? Store/sell? **Keep; foreman will look for QC certificate next week. Bill P. Said painted numbers are faintly visible on sheets; need to stamp in. #1**

Get a trailer or cargo container **2**

clean out box car **3**

Store CB 11 parts that are on the flat car **4**

Move CB11 to Track 13 inside shop **No space.**

For December, all members are encouraged to come out to Campo on the days the North Pole Limited trains are running (5, 6, 7, 12, 13, 19 & 20). While the operating crew slots are pretty well taken care of, there is LOTS of prep and clean up work to do every day. Contact Diana Hyatt for more information. There will be no Steam work this month; come out and help with the NPL.

Our next regular work weekend will be Friday and Saturday, January 9th and 10th, 2009. That is the second Friday on the month and the following day. Please mark your new 2009 calendars for those days for the rest of 2009.

Monday Campo Report (11/24/2008) *Larry Rose*

Frank Stites and **Larry Rose** started early at Campo Monday. The project was to cut 18 Plexiglas sheets into windows for SD&A car 350. Larry brought the sheets up Saturday and stored them near car 350 not knowing they had not been cut to size by the supplier. After muscling them into the wood shop a five hour cutting binge got them all cut to size using a variable speed jig saw. There are four different window sizes in car 350 so Frank's careful measurements had to be closely followed. The idea is to seal the normally open air car for winter operations on the Holiday trains we call the North Pole Express.

Soon **Daisy Welch** showed up and started finish painting the wood window frames that Frank had cut over the last few weeks. Daisy had been painting them for several days. In the afternoon she hauled them out to coach 350 about the same time Frank and Larry hauled out the Plexiglas sheets that they had numbered for each window opening. About this time Don Robertson showed up and assisted in installing the windows. This involved cutting and fitting frames in a few openings while others went together quickly. Daisy had laid out the frame "kits" for each window so a system was soon in operation. It started getting dark before more than four or five windows could be installed so Frank and Ted will be out Tuesday to finish up the installation. Frank has designed a very neat and clean window system for 350 that really looks good. When car heaters are installed our North Pole Express passengers will stay toasty warm. Many thanks to Frank and all who worked on this project.



Frank and Don installing windows

November Board Briefs (11/20/2008) *Submitted by Sandy Schussler*

Pacific Southwest Railway Museum Association, Inc. Board of Directors Meeting was held on November 20, 2008. At that meeting the Board reviewed the Endowment Account performance in view of the current economic environment. It was decided to remain with the current path even though the account was under-performing. Because of unforeseen personal commitments there was no Treasurer's Report, but it will be available in a week or so.

The Crane Fundraising effort is nearing its goal. There will be one last push to include an appeal for donations in the December "Hot Scoop"

Museum Services is working on a "Hall of Fame" plaque, to honor people who have made a large impact on the Museum. The plaques will be prominently displayed at Campo. They are also planning a PSRM 50th birthday celebration in 2011. Museum Services Restoration has nearly completed work on our Jim Crow car. Some interior work is needed, but it should be able to be on display early in 2009.

Through the work of 18-20 volunteers, the 1509 is on its wheels and needs only some brake work. The 253 requires a wheel set, and the electrical is done.

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The ground problem on the 2104 has been resolved. Planning lists include trucks for the 252 and cosmetics for the 104.

The Board approved the acquisition of a diesel powered truck which will allow us to install our hyrail wheels for a work truck. The Board authorized the expenditure of \$1,800 from the Steam Fund to acquire an ultrasound capability.

With the change in the office of the President, the Board needs to establish the meeting dates and the meeting location for future meetings. D. Hyatt will be working out the meeting schedule and potential locations for the coming year. Most Board members prefer meeting on the 3rd Thursday of the month and remaining in the same general area as we have been meeting. There is no scheduled BOD meeting in December, all changes will be implemented for the January meeting. The January BOD Meeting is tentatively scheduled for January 19, 2009.

The results of the election for Officers and Board members for the 2009-2010 term was certified by the Board. The number of ballots received was 212. Of those, 9 ballots were unopened and uncounted for lack of confirming signatures. D. Hyatt running for President received 196 votes and 7 votes withheld. S. Schussler running for Secretary received 197 votes and 6 votes withheld. R. Hyatt running for Equipment Director received 198 votes and 5 votes withheld. T. Kornweibel running for Museum Services Director received 199 votes and 4 votes withheld. It would be nice if some members who chose to withhold their votes would step up and run for office next year.

Saturday Campo Facilities Report (11/08/2008) *Larry Rose*

A lot got done on the toilet project Saturday. **Bill Armfield, Frank Chaco** and **Larry Rose** finished the hanging the East end cement-icious finish panels and finished the ceiling panels at the East entrance to the new building. See attached photo of Bill and Frank cutting panels for the entrance ceiling.

They had some help from **John McGonagle**, a Campo neighbor of **Brian Elmore's**, who seems to be taking more than a casual interest in the various Museum projects. John is a welder, metal fabricator and ship fitter who works at the Nassco ship yard down town. He looked at our 2104 loco project too and offered to help with the welding of new steel checker board running board deck.

In the late evening Bill and Frank started cutting the small eave protection panels getting several installed after dark. This is the last of the fire protection measures to be done on the toilet project exterior and will take two people a day to do. The end scaffolding will remain up so we can install the batts to match the depot and get everything painted. This won't need to be done till last as it is just a cosmetic treatment. The next inside priority is setting the wall and floor tile. Brian Elmore should start this chore this week. A small amount of insulation batt work is left in the attic. We have a pull down ladder in the toilet's store room so we can store a lot of depot seasonal decorations, etc., up there in a dry and dust free environment. The attic has a large floor and even has it's own lighting.

There was a large group working on the Jim Crow car Saturday. See Ted's report elsewhere. It was nice to see **Jack O'Lexey** back at Campo after his knee injury three months ago that had cramped his style. Jack helped Ted's crew in the wood shop all day and into the night.

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Saturday was also a Tecate Special train day. I had time to chat with engineer Randy Houk. He said the Mexican pilot crew, that we pick up at the border, just kicked back in the cab and let him run the engine the whole way. We don't need these guys at all, of course, but it's just part of doing business in Mexico. Randy said it was a great ride in perfect weather. Other crew on the special were Bob and **Sandy Schussler, Daisy Welch, Don Robertson** and **Rich Paulus**. **Dave DiGiorgio** was the PSRM volunteer in charge of setting up the trip and working with the US Custom officials. I'm sure I missed somebody but I'm winging this as usual.

The phenomenon of new member and rabid volunteer **Frank Chaco** continues. After working till dark at the toilet project, Frank worked with **John Shannon** on the electrical wiring on SD&A coach 253 for several hours by the light of the moon. After 9:00 PM he took on the wiring mess in our paint storage shed and had it fixed by 10:00 PM. Frank put in a nice 14 hour day for PSRM doing expert work on electric stuff and carpentry. He also found time to fix the two outside lights at the East end of the car shop. He said it was easy taking him only about five minutes! Frank is the living proof that one person, with a little drive and talent, can have a major impact on our Museum in a very short time.

Another talent Frank has is lock smithing, his day job right now. When we found the doors to the toilet building project locked he used his custom "burglar tools" to get the building open in less than 30 seconds!

Elsewhere, our work camper / care taker **Will Kollar**, finally has all the parts to rebuild our big Case fork lift. Dave and Larry rounded them up from several companies in El Cajon. Getting the heads surfaced and rebuilt and the injectors and rocker arm bearings too, was an expense we did not have budgeted. This will hurt paying for other services and monthly bills. Any members out there that can help with about \$400 bucks donation to cover this would be greatly appreciated and help out the usual volunteers doing the work who dig into their own pockets for this kind of thing. Strong hint: The toilet project needs additional funding too. :-)

SD & AE Combo 175 a Movie Star *Dick Pennick*

Former **San Diego & Arizona / San Diego & Arizona Eastern Railway** coach-baggage combination car #175 – now owned by Orange Empire Railway Museum of Perris, Calif. – was picked last fall to join other old railcars, representing a late 1920s Los Angeles area passenger train for a recently-released period movie, "The Changeling", set in 1928.

This 1915 car, with stained-glass transoms – which ended its years on the local line as a caboose and to protect the remaining passenger agreement on the Mexican portion of the railroad — was finally retired and sold for scrap in 1960. Rescued from a Long Beach scrap yard and purchased by railfan **Ray Ballash**, it was moved to OERM's museum site in Riverside County for preservation. #175 was one of the group of new steel cars acquired by the SD & A that eventually retired all of the second-hand wooden cars purchased in 1916 from the Southern Pacific (two of these wooden cars reside today at Campo, east of the depot, saved from almost certain destruction at their former site at Jacumba).

Long-time PSRMA member **Dick Pennick** staffed #175 at OERM several years ago as part of a Day Out With Thomas® event. The car was repainted and lettered "San Diego & Arizona Eastern" for the "shoot", using as a guide the original lettering still visible under the new paint. Filming was done in the San Bernardino yard of the BNSF October 23 – 25th last year using OERM's ex-Ventura County Ry. 2-6-2 steamer #2 – relettered "AT & SF 1153". This engine has a tie to our museum, as it was owned at one time by the late **Terrence E. "Terry" Durkin**, one of the founding "Life Charter" members of PSRMA and a long-time Board member. Terry, a former Santa Fe locomotive engineer, later sold the engine to OERM.

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After the movie work, #175 was returned with the other equipment to Perris, where – after years of outdoor storage – it was finally placed in one of OERM's several carhouses. (Thanks to OERM's newsletter, "Gazette", for some of the material in this story).

The "Unloved" Spur gets its first resident *Larry Rose*

During this summer **Larry Rose** and **Ken Helm** funded a new storage spur in the North Forty. This was to be a storage spot for equipment in our collection that is near the bottom in priority for

restoration. They called this the spur of the "unloved." Our main yard is plugged with locomotives and cars and another spur was needed to store freight cars and a 1920 vintage crane low on the list of things to do and that were constantly in our way.



With limited funds and very few restoration volunteers, many artifacts won't see any work for many years. A few pieces are not fit for public view right now so they needed to be stored in a place not so visible like our main yard is. A spur at the far end of the material storage area we call the North Forty was the answer. The Museum could not afford to build this spur so Larry and Ken came to the

rescue. Larry kicked in \$3500 for some additional hired track labor and Ken donated \$500. **Don Getz** and **Wally Barber** supervised construction of the spur using some of the Museum's stock of ties, 110 pound rail and trim.

Saturday, November 22 saw the first artifact moved to the end of this spur. Our 1920 vintage self propelled crane was the first customer. (See this web site link for the historic details: <http://www.sdrm.org/roster/equipment/rc-7036/index.html>) With the spur facing opposite to the ladder tracks of our main yard, two locomotives were required to make the move. Our 80 ton switcher, SD&A 7285, plucked the crane out of the yard and our blue car mover machine followed behind and placed the antique crane at the end of the spur. (See attached photo showing 7285 waiting on the Museum main line and the blue car mover backing out of the spur while the brakeman sets blocking and a skate.) Engineer on 7285 was **Jim Baker**. His brakeman was **Rob Stebbins**. The car mover was piloted by **Dave DiGiorgio** with **Don Robertson** as brakeman.

The next piece that will be placed on the spur is the SD&A tank car that has been off it's trucks near the depot for the last 15 years. It can be lifted back on it's trucks with our big ex Navy locomotive crane that can also push the tanker into the new spur. When that will happen is not clear but it will for sure be after the our holiday train rush now underway.

Saturday at Campo Sees Big Turn out (11/13/2008) *Larry Rose*

A large group was active at Campo Saturday. The lunch room was so stuffed the 1509 dining room was used as an overflow seating area! Thanks to the Hyatts for feeding such a large group. Many thanks to **Daisy Welch** for cleaning up the kitchen. It's great to see **Ron Hyatt** up and about

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after his serious illness of last month.

The 1509 consumed much of the Saturday available labor with **Dick Pennick**, **Mike Lucek**, **Rich Paulus**, **Bob Nichols** and others I didn't see, working on the brake rigging and equalizer bars mounting. **Jose Ramirez** and his girl friend, **Dawn Thomas**, were back for the second time in the last month after a long absence to help out where needed. It's great to see Jose back active.

Frank Chaco, **Mark McCrae** and **John Shannon** continued the wiring work on car 253. We are blessed to have four good electricians volunteering at Campo on a variety of projects. **Brian Elmore** worked on the toilet project again today with Bill Armfield. Brian is also an ace electrician and a fine carpenter among his many talents. Bill finished the fire proofing all around the exterior of the new public restroom, painted the gable ends and is helping Brian where ever needed.

Ted and his entire restoration team were out in force. See Ted's report elsewhere on our blog.

Bruce Semelsberger and **Bob Underhill** worked out in the North Forty installing new carpet in our library trailer. Note the heavy joint bar being used as a carpet stretching tool! More volunteers are sorely needed to help the library team as the work ahead of them is intimidating. The destruction wreaked on our library in 2003, by the Museum of Contemporary Art, has turned out to be the "gift" that keeps on giving.

Dick Ruppert was active in the exhibits storage room cataloging our small artifacts all day while **Ann Ruppert** was serving as a Trainman (Trainperson?) on our regular excursion trains. Dick located and boxed up a mint condition matched set of Santa Fe marker lamps. These kerosene lamps are of a design unique to the Santa Fe and will one day grace one of our many Santa Fe passenger cars or cabooses. These markers are so rare that they are kept locked deep inside our most secure room where the SD&A china collection rests inside a heavy safe.



Bruce and Bob installing new carpet in the Library Trailer

Larry Rose

Jack O'Lexey spent part of the day painting the dutch doors on ATSF baggage lounge dormitory car "Chief Manakaja" that he has been rebuilding for the last few weeks. **Seth Miller** has also been working on these doors for the last month or so. A restaurant remodel of long ago nearly wrecked this car but these two guys are determined to bring her all the way back. This 1927 Pullman graduate is a veteran of the Santa Fe "Chief" and was also seen on LA to Del Mar race trains later in it's railroad career.

The entire "steam team" and their leader **Jim Baker**, was at Campo Saturday for a special meeting of the group, along with mechanical department regulars, to respond to the steam loco survey reported here some months ago. They decided that the boiler on 2353 is too far gone to spend any of our scarce resources on it at this time. They will concentrate instead on our 2-8-2T No. 11 as they have been for the last couple of years. If a "sugar daddy" shows up with half a million (ha ha) then maybe they will work on 2353 again. Meanwhile this old steamer is all dressed up and on display in our un named museum building. It looks complete but the many boiler patches and missing stay bolts on the fire box tell the tale.

Work on #1509's Trucks...



(All photos this page by Dave Tomeraasen)

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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

December

School Train	TBD
Tecate Train	None
Board meetings	None
Museum Services meeting	16
Hot Scoop Article Submission	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.psr.org>