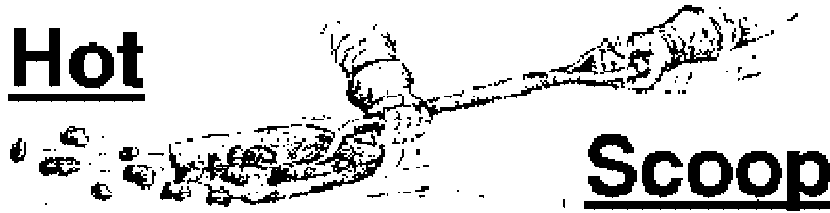


Hot



Scoop

HotScoop Shovel Logo by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum volunteers

August 2003

MUSEUM NEWS

VOL XVI NO IV

***** Quarterly Membership Meeting ***** *Jim Lundquist*

Our next quarterly general membership meeting of our Museum will be held on Friday night, August 29th. We are pleased to announce that our Restoration Superintendent Ted Kornweibel will present the program. It's a PowerPoint slide presentation of the restoration of the Railway Post Office Car titled: "Rust-Bucket to Royalty: The Cinderella Story of Santa Fe RPO 74."

This excellent restoration project has been nominated for the annual TRAIN (Tourist Railway Association, Inc) rolling stock preservation award. Come hear all about this success story of our volunteers and how it all came to be.

August 29th at Trinity Church, 3902 Kenwood Dr, Spring Valley Time 7:00 PM

***** Trustee Nominations Solicited ***** *Lew Wolfgang*

*** Nominating Committee ***

In accordance with the Bylaws of the Pacific Southwest Railway Museum, there are three trustee seats up for election by the membership for a three-year term starting January 1, 2004.

To that end, a nominating committee has been formed to oversee the election process and to seek nominations from the membership.

*** Seeking Nominations ***

The Nominating Committee requests that all people seeking nomination to the Board of Trustees present a petition **that is received no later than August 31, 2003**. This petition shall contain the name of the nominee, the nominee's consent to serve, the seconding signatures of ten members, a brief (250 words or less) biography and a statement of candidacy. All qualifying petitions will be included on the ballot for the fall election.

Petitions should be sent to:

Pacific Southwest Railway Museum Association
Attn: Nominating Committee
4695 Nebo Drive La Mesa, California 91941-5259

***** Membership Requirement ***** *Jim Lundquist*

If you are a working volunteer at our museum, either at Campo or La Mesa, our insurance requires that you must be current on your membership dues. Please check your expiration date under your address, and send in your dues to the La Mesa Depot address if necessary.

***** Departmental Meetings ***** *Jim Lundquist*

Continuing this month our department meetings (Facilities, Operations, etc.) are held on the **second Wednesday** (August 13th) at 6:30 at the San Diego Model Railroad Museum in Balboa Park. These separate department meetings end at 8:00, and are followed by a meeting of everyone together until 9:30.

Directions: From Park Blvd turn west on Space Theater Way, find parking in the three lots. The back door to the SD Model RR Museum will be open (it's signed), enter, turn right and go upstairs.

***** Volunteer Bookkeeper Needed ***** *Brenda Bailey*

We need someone to assist Brenda in her La Mesa office 3 to 5 hours each week, two blocks from the trolley station. Desired qualifications include:

- a) Posses a basic knowledge of the Quick Books Accounting System, such as knowing how to make deposits, journal entries and prepare the bank reconciliations.
 - b) Open weekly envelops, verify the cash to the weekend reports.
 - c) Prepare the report that we use to enter the financial information into the accounting records and then enter the data into Quick Books.
 - d) Take the deposits to the bank.
 - e) Keep the filing of the bank reports and invoices paid, up to date and organized.
- We need to keep the bulk of the receipts and invoices at the La Mesa Depot, which is only two blocks from Brenda's office.

***** Campo Handyman Needed ***** *Jim Lundquist*

The Museum is looking for a handyman/security person, perhaps retired, with an RV to work onsite at Campo. We would offer the RV site, supplied with electricity, sewer and water in exchange for at least 20 hours of work per week. This volunteer is expected to live onsite and commit to at least a one-year period. The handyman should be able to be trained to operate the forklift, be handy with tools and like to be around happy, friendly volunteers. Do you have a friend or neighbor interested?

Contact Jim Lundquist at Jim@sdrm.org for further information or call (619)470-7553.

***** July 4th South Bay Event ***** *Ed Kravitz*



On Friday July 4th the Museum was represented at J Street (Marina Drive) and the Coronado Branch in Chula Vista. Historical materials about the SD&AE and Coronado Branch were displayed, as well as a velocipede and a speeder. The proposed speeder operation was cancelled due to excessive insurance costs that would have been incurred, however thousands of locals walked or drove past the display on their way to the fireworks display. This was a wonderful outreach to the people of Chula Vista who now better understand the importance of this rail line. Thanks to:

Ed Kravitz
Bob Recks

Diana Hyatt
Bernie Weiss

Lamar Scheuerman
Mitch Beauchamp

Jayne and Lazarus Sanders
Dave and Linda DiGiorgio

Handouts from the Museum and Operation Life Saver were passed out. A large banner proclaiming "Save the Coronado Branch; Gateway to Imperial Beach" was hung over the tracks. Be sure to see the new T-shirts with J.D. Spreckels saying "PUT IT BACK."

***** Notes from July 14th Vision Meeting ***** *Jim Lundquist*

A special meeting was held for all members to bring together our thoughts on the plans and direction our museum is going for the development of our Campo site. These issues were all discussed and a consensus was reached regarding all of these issues:

1. Contact Caltrans to move SR-94 signs closer to Forrest Gate Road.
2. Better signs guiding our visitors to the Museum site including a simple "PSRM Welcome to Campo Depot" sign.
3. Light overhead RR signal at entrance or other location near display building.
4. Freight train with steam locomotive facing west on old siding on left as visitors enter museum site.
5. Install a fake siding/street crossing to display old crossing signals, light.
6. Install some shade trees in the parking lot. Provide an asphalt parking lot for our visitors. No parking adjacent to the depot for visitors/crew on either side.
7. Restore the Campo Depot: all lower level open to public with two bathrooms and a ticket counter with photos and small displays, upper back into baggage room with giftshop and two bathrooms, loading dock, removal of display trailer and toilet trailer, install loading dock.
8. Locate wooden SP coaches immediately south of depot between the two power poles.
9. Reinstall cattle pen/loading ramp, look for existing pens to relocate to save \$.
10. Restore section houses, one as a house for track gangs, one as a display of track workers tools, maybe one as an operations office, maybe others as potential overnight lodging for our volunteers.
11. As a high priority, install additional covered buildings - poles barns, steel buildings, extend the display building immediately east of the existing display building.
12. Construct a 40' X 120' restoration shop over track 9, stub off track 10. Ted has plans for this shop building.
13. Use concrete ties in shop buildings.
14. Cover the space between the two shop buildings making it one building.
15. Reroute tracks serving track 11-15 near oak trees.
16. Install turntable: 1. On pig farm, 2. On Bangs property, 3. Not near oak trees.
17. Construct round house as display building around turntable.
18. Review State Park plans.
19. Move small steamer and small Diesel near relocated wooden coaches at depot.
20. Move speeder and ore car into picnic area at depot.

***** Donations ***** *Jim Lundquist*

Thank you **Theodora Davis** of Campo for your \$100 to "help the cause" for our Museum.

Thank you **James VanderLaan** for your \$150 check.

Many thanks go out to two of our members for their donations, both for the "Round-up" fund to help kill weeds. The weeds at Campo will not be happy to hear about this!

Frank Kalchuk sent in \$200 and **Wayne Bohannon** sent in \$50.

***** Big Steel Bridge Gets "Thumbs Up" for Our Trains ***** *Jim Lundquist*

Mark Creveling, P.E., Simon Wong Engineering

Wednesday, July 16, 2003

On behalf of the volunteer members of the Pacific Southwest Railway Museum, and the many visitors we serve in the Museum, I would like to express our sincere appreciation to you and your firm for your **donation** of the inspection of the bridge over Campo Creek. I was certainly pleased to learn that we could continue our plans for expanding the length of the train rides to include this bridge. We will continue that effort based upon this good report.

Please accept our appreciation to everyone involved. You and the firm have our deepest thanks for your donation.

***** Janaya Joins the Army ***** *Randy Houk*



Janaya Prokupek, our gift shop and ticket sales employee for the last couple of years, is joining the United States Army for a 6-year enlistment starting this month.

Janaya has done a terrific job for us, and I'm sure that she'll excel as a soldier for our country.

Good luck, Janaya. We will miss you!

***** San Diego County Donates \$2,000 ***** *Jim Lundquist*

Dear Supervisor Jacob:

On behalf of all the volunteer members of the Pacific Southwest Railway Museum and the many visitors we serve from our railway museum in Campo, thank you for your support of our cause. The County's contribution of \$2,000 will go towards completing our display building. In fact, that effort has already started. I hope you can visit with us again this year.

As I explained in my two-minute speech in June, the Museum is also looking for a good home for our library collection. We need 3,000-5,000 sq. ft rent-free to allow us to set up our research library. We find closed banks might just fit that bill exactly. If you happen to hear of such an opportunity, I would appreciate your passing that along to me - via e-mail at Jim@sdrm.org or telephone at (619) 470-7553.

Again, THANK YOU for your continued support. We hope we can continue our joint effort towards building a first class local railroad museum for everyone to enjoy.

***** La Mesa Depot Open and Staffed ***** *Dick Pennick*

Our 1894 La Mesa Depot Museum, in downtown La Mesa, has been open and staffed by Museum volunteers since June 5th this year, and it looks like this will continue through the end of the year.

The Depot is open Thursday evenings (through August) from 6 p.m. to 8:30 p.m. and on Saturday afternoons, on a trial basis from 1 p.m. to 4 p.m. Sunday afternoons were tried as a trial recently, but have been discontinued due to lack of patronage. It is expected that the Saturday time slot will prove more fruitful, as the first trial on July 19th seems to suggest. The adjacent Southern Pacific caboose is also open to visitors on most days, staff permitting.

Response to my appeals for docents has been encouraging, 11 members having taken their turn at this relaxed, fun, close-in promotional activity. I could still use more docents, so if you would like to try it, give me a call at (619) 463-2276 and I will add you to my list. All necessary training and information will be provided.

The Kiwanis Club of La Mesa repainted the La Mesa Depot exhibit last Fall with a paint donation by Larry Rose, and it really sparkles! It is City of La Mesa Historic Landmark #6. Also, I recently discovered a very rare photograph of the station agent sitting at his telegraph desk in the operator's bay. The picture, apparently taken through an open side window in the bay when the building sat across the track from its present (original) location, shows the position of the Morse "bug", sounder, clock, and a liberal complement of misc. papers, forms and smoking pipe. The photo appeared on P. 61 of the February 1940 issue of RAILROAD Magazine, forerunner of today's Railfan & Railroad Magazine. An attempt will be made to digitally-enhance the coarse-screened illustration and display a framed copy in the Depot.

***** New Museum Media Coordinator Kept Busy ***** *Dick Pennick*

I knew when I accepted this job that there was a pressing need to coordinate the Museum's media relations effort and to unify its public face. Since I had performed this task for the Museum years ago, and since I have attempted to monitor our "media face" over the years in a wide variety of publications throughout the U.S., I was able to pretty much "hit the ground running", as they say.

One of the Museum's current principal promotional tools is its excellent website - **www.psrm.org**. Another great tool -- often overlooked as a promotional tool by Museum volunteers - is our interpretive train ride experience at Campo. How the public perceives us can be greatly affected by their one-on-one experiences at Campo, our principal venue.

As part of this ongoing effort, two new Museum handouts have been created. One is a two-sided 3½" x 8½" card with brief information on the Campo train ride experience, with prices and a map. This is ideally suited for display in brochure racks at hotels and other places where tourists congregate, and on the counters of local merchants. If you know of a place where these can be displayed, give me a call.

The second handout is a 4-fold multi-informational Goldenrod-colored brochure that contains detailed and expanded information on the Museum and its activities, with a membership application. This brochure is better suited for handout to our visitors at Campo, La Mesa and other venues where we want to encourage them to take the next step and become a member of our rail-heritage family.

If you would like quantities of either or both of these handouts, give me a call and I will see that you get them. All Campo Trainmen and docents should have a quantity of these in their pocket to give to passengers (one per family group), either on the train or during the guided tours. There will usually be some in the rack on the wall of the Gift Shop as well. Like the American Express Card, no one should leave the property without one.

***** Campo Hills Subdivision Back On Track ***** *Dick Pennick*

A new partnership is currently in escrow to purchase the stalled Campo Hills residential development adjacent to the Museum's northerly property line (RR east). Grading has been completed on the site for months, and the County-required Sheridan Road improvements are mostly complete, including the portion adjacent to the Museum's east property line. A new sewer outfall was originally planned to be built across a portion of the Museum's property along our northeast fence line, to connect with the old existing Camp Lockett sewer that runs through the Museum property and along the west (Track 9) side of the enginehouse. This pipe actually runs beneath the enginehouse Tool Room!

Acting as the Museum's agent, I had attempted over the past two years to broker a land swap with the former Campo Hills developers, hoping to acquire a small wedge-shaped parcel at the southwest corner of Campo Hills' property, adjacent to our East Lead. In return, the Museum would grant Campo Hills a sewer easement over our property for the outfall connection.

For unknown reasons, negotiations broke down last year, and Campo Hills found another routing for its sewer that apparently better suited its needs. It had been hoped that acquisition of the wedge-shaped parcel would facilitate the installation of a roundhouse lead from the existing East Lead to serve the proposed site of our Santa Fe turntable and roundhouse in the "back 40". Although other options exist for constructing this new lead without restrictive track curvature, the Campo Hills plan would be the simplest to implement. Hopefully a dialogue can be restarted with the new owners once escrow closes and construction is resumed. A portion of the site along the SD & AE mainline is currently unbuildable due to its floodplain location.

*** Old Oak Inn To Reopen On Labor Day *** *Dick Pennick*

The venerable Old Oak Café at Cameron Corners, 1 ½ miles east of our depot, will reopen on Labor Day, 2003, after more than a year of remodeling. This popular hangout for the Campo locals as well as generations of Museum regulars, will open the bar portion soon, with the restaurant to follow in about 90 days. The bathrooms have been remodeled and new flooring installed. The bar area will be non-smoking. A new 67" HDTV will feature all major sporting events.

The Old Oak, affectionately referred to by Museum troops over the years variously as the "Old Choke" or just "the Choke", is owned by Zoe Straub, owner of Zoe Straub Enterprises in Alpine. ZSE publishes the monthly newspaper "Alpine & Back Country News Monthly". (excerpted from Alpine News Monthly, Vol. 8, No. 8, July, 2003).

*** Mechanical Update *** *Ken Helm*

Locomotives:

#7285 (GE, dual engine, 4 axel, 500 hp): There continued to be some nagging electrical loading problems with the locomotive. **Ron Hyatt, Tony Neece** and **David DiGiorgio** worked the problems, with Ron spending many hours pouring over the electrical diagrams trying to identify and correct the glitches. The bugs with engine loading continued and **Randy Houk** became involved, finally having to go back to tracing individual wires out to the governor on the engines. The governors had been "upgraded" at some point in the locomotive's history to electrical rather than mechanical types. (I'll take the mechanical types every time!) Randy had to "think digitally" as there are three fuel solenoids, each with a larger fuel flow, used to regulate engine speed. Eight throttle positions controlled by three solenoids? Yes, think digitally! By different combinations of one, two, or three solenoids open, all eight throttle positions are covered. Ah, the joys on working on obsolete equipment! Randy corrected the wiring, and the engines now run beautifully. Randy Houk is now the locomotive electrician by default. Also, Dave DiGiorgio and **Dave Houk** changed out the fuel filters as this engine is extremely sensitive to even partially blocked filters. This engine continues to give sterling service as our only currently "blue carded" locomotive.

#3873 (EMD, GP-9, 4 axel, 1750 hp): This locomotive is receiving continued attention and is now very close to returning to service. **Dave Houk** has spent some "quality time" mucking out the "V" area between the two cylinder banks. If this has been neglected over time it gets all sorts of dirt, oil, gunk and goop in it. It is a mess to clean up but is necessary for a safe and reliable engine. **Ron Hyatt** and **David DiGiorgio** traced down a sander problem and fixed it. The two important problems that Ron and David are working on the speed recorder, the engine overspeed, and the engine protection device. On our little run up to Miller Creek you wouldn't think we needed an engine overspeed device. However, items such as these are Federally regulated so that if they are on the locomotive, they must work. So the choice is, make it work or remove it from the locomotive. We are a museum, so we will make it work! The same also applies to the toilet located in the short nose of the locomotive. Do we need it? No, but we are a museum, this is how the engine was in Southern Pacific service, so we will make it work. Another job was sweated out by **Bill Palmer** and David DiGiorgio, an air leak in a pipe going under the engine. It looked like it was going to be a nasty job, close quarters, hard to get at, pipe cuts and grinding and welding. Ugh! They dove into the job, and got lucky. At some time in the past, whoever had worked on it before had failed to properly tighten up a fitting. Bill and David located the offending part, tightened it, problem solved and bullet dodged. Additionally, in preparation for the return to service of this beautiful engine, **Brenda Bailey** and **Sandy Schussler** have spent considerable prepping time in the cab of the locomotive readying it for a new "pea green" paint job. They have been grinding bad welds, stripping old paint, and sanding. **Larry Rose** will shortly follow up with a beautiful paint job. This engine is going to be a beauty!

#1820 (EMD, MRS-1, 6 axel, 1600 hp): **Ken Kahan** has been working on the brake valves. They are many and complicated, and he has taken several components home to carefully service them. Many times Ken has provided replacement parts at his own cost. As is said around the yards, you can always "not go", but you can never "not stop". A big thanks to Ken for working this locomotive's brakes and all the others he does.

Rolling Stock

#350 (AC&L, 6 axel, open window sight seeing): **Jim Lundquist** has taken on the job of repainting this passenger car and making it presentable. He painted the exterior with an undercoat, then, on a following weekend he and **Tom Meatzie** shot the ends of the car with a paint gun provided by **Jack O'Lexey**. In August, the car will receive a primer coat, then a color coat. This will hopefully act as an example as it is the first piece of SD&A passenger equipment painted in 10 years. Lot's more to go!

#250 (Pullman, 4 axel, 84 seats): **Dick McIntyre** and **Fred Carnathan** have been busy fixing a handbrake on this passenger car. The handbrake parts were essentially all worn out. Dick and Fred removed the worn parts, built them back up, and then re-machined them. This was a very important fix as it held the car out of service. Also, in preparation for the installation of the new, railroad correct, Microphore toilet, **Tom Walker** and Fred Carnathan removed a few seats from the car to make space. This toilet facility will make a very "civilized" difference for our train set.

Motorcars:

Tom Meatzie, **David DiGiorgio** and **Dave Houk** worked on and returned to service our little "jewel" M-19 motorcar. This motorcar had been restored to factory fresh 15 years ago by **Larry Rose**, **Joel Cox**, and **Ken Helm**. **Larry Hieshetter** worked on some motorcars and fixed a leak in the fire trailer. For those of you who have never been around motorcars, you might find it hard to understand why everyone is laughing so hard when they are around them. These motorcars, used by the railroads right up to the late 70's, are primitive beyond belief. A single cylinder 8 hp contraption with the crank and piston rod fly around out in the open going pop-bang. You run in reverse by stopping the motor and starting the motor up in opposite rotation. The Wright brothers would consider it too crude for their Wright Flyer. The sight of one of these running brings belly laughs to everyone around them.

Support Equipment:

Don Getz got two important pieces of equipment running again. He helped with mechanical repairs to the forklift, and **Larry Rose** footed the repair costs. Don then fixed a pump on the front-end loader and footed the \$650 rebuild cost himself. (Some people are kicking in some money to defray this cost) **Darren Apedaile** worked on the rubber-tired crane for a while, got it running, and then performed some lifts as needed. **Stan Paulson** built a custom-made locomotive battery charger, which he donated to the Museum. Darren went up to Seal Beach to pick it up after the hat was passed for \$50 in gas money. These are the kinds of equipment that are essential for the operation of the Museum, but often get neglected, as they are not "railroad stuff".

As you can see there is lots to do. The more help we can get, the faster and the better our equipment will be brought up to the standards that we can be proud of. Consider coming out to lend a hand. Don't worry about your skill level, we'll find something for you to do!

***** Restoration News ***** *Ted Kornweibel*

July has been one of the most productive months I can remember for Restoration. We've worked mostly on RS&S Jim Crow combine #3. **Harold Whalen**, our second "metal magician," is spearheading work on the Janney couplers, one missing a knuckle. He took both couplers apart, straightened out a bent shaft for the uncoupling mechanism, and built up its shank with welds to restore its original hexagonal configuration. Harold has also made a beautiful wood pattern for the missing knuckle and, if we can't locate an exact duplicate, we will have a foundry cast one out of steel.

Needless to say, it's great to have a true expert, in both the technical but also the engineering aspect, working on this.

Joe and Troy Shelly and **Ted Kornweibel** have put in many hours sanding, spackling, and priming the south side of the Jim Crow car. Joe is a careful worker, and he really does a fine job. Now Joe and Ted have attacked the west open platform, and have that more than half done. At the same time Troy and Ted removed all the windows from the south side so they can be repaired, painted, and reinstalled. **Bob Schussler** did a great job of sanding the entire south-side window sill (actually spanning all of the windows), and then priming it. This was a major accomplishment. We now have the entire south side of the car sanded from the window sills down to the bottom of the car body

One of our big challenges was the rotten lintel over the baggage door on the south side of the Jim Crow car. It was attached with many nails and spikes, but Troy and Ted managed to remove it, with Troy expertly using sawzall and hand saw. During the week **Frank Stites** and Ted milled a new lintel out of a 4x8 header. Before it could be installed, however, Frank had to restore the left side support beam for the baggage door opening. It was quite rotted at the top, so he saturated it with "Rot Fix". Seven days later the formerly spongy rotten wood was hard as rock. That enabled Frank and Troy to install the lintel.

With the top of the damaged vertical member now stable, Frank used "Sculpt Wood" to recreate the top of the piece, expertly curving it to fit its quarter-round profile. The following week Troy sanded it smooth. Once painted, no one will know how rotten it was.

Half the concrete has been poured in the Display Building. **Rich Warner** not only graded the area, but worked with **Larry Rose** to run conduits for electrical receptacles in the middle of the floor and power at the ends of each track so we can light the interior of cars. Many thanks to **Don Getz** and **Wally Barber** for honcho-ing the concrete project, and to everyone who contributed monetarily to make it possible. The second half will be poured once the new concrete has fully cured.

Whether the next step is more concrete, or bringing electrical service to the Display Building, we are on the move. Museum Life Member and longtime Restoration supporter, **Col. Bill Niedrich**, who contributed \$5,000 to the concrete fund, was so pleased with the result that he wrote an additional \$2,000 check for further work on the building. If you've been wondering how you could contribute, how about adding a contribution to the Display Building fund. **Don Getz** is shown below with the new concrete.



***** SECOND QUARTER REPORT FOR 2003 to MTDB ***** *Jim Lundquist*

Dear Sirs: We continue to deal with leftover issues - deferred maintenance, environmental issues and our ongoing dealings with CZRy. Here are the highlights:

1. Using all volunteer crews, we continue to operate our 11 AM and 2:30 PM trains to Miller Creek every Saturday and Sunday. We are in our 18th year of this operation. This quarter, we ran 56 Miller Creek trains with 2,995 passengers. The gross tickets sales were \$27,806.32; our check #6279 for \$278.06 is enclosed representing 1%.
2. The entire Museum continues under the management and operation of all volunteer members with the exception of one part-time gift shop employee.
3. There were no reportable accidents during this quarter.
4. CZRy has promised to assist with the "dirty dirt" from our property. The majority is the responsibility of CZRy when they were operating out of our site. They have promised to remove 12 barrels and ½ of the remaining, however, this promise remains unfulfilled. The expected HAZMAT visit is scheduled for later this month.
5. We continue our operations with just one locomotive - #7285, our 80 tonner. Work continues on the deferred maintenance issues with #3873, our GP-9. We hope to have this locomotive back in service soon.
6. We reached an agreement with CZRy regarding the replacement of the outside rail at Brown Dog curve (MP 69.2). The agreement is to replace the outside rail with an upgrade from 75# to 90# rail using rail purchased by the SD&AE, while replacing 250+ ties purchased by the Museum. CZRy promised to pass along a contact name and number of #1 relay ties, but that remains unfulfilled. We ask that SD&AE support the upgrade of rail at this location by purchasing heavier rail from SD&IV.
7. The Campo Depot is in need of a major rebuilding. The Museum is proposing a \$10,000 grant this year from the SD&AE matched volunteer labor. A preliminary budget for this work is:

ITEM	SD&AE \$	Value of donated labor
top roof shingle	\$500	(professional installation)
repainting of the exterior	\$1000	\$1000
replacement of wood (west end)	\$500	\$1000
three new windows - west end	\$1500	\$1500
six new doors and hardware	\$1900	\$600
underground elect and phone	\$1500	\$2500
replace of wood (all ends)	\$1500	\$3000
two new toilets/sinks	\$1200	\$3500
upgrade electrical baggage room	\$300	\$700

These are estimates and are included to outline the work expected to be completed. Additional funds will be required to complete the restoration of the depot. The Museum will provide receipts for all materials purchased and/or contracted. We solicit the financial support for this work from the SD&AE.

8. The Museum is still waiting for the two donated flatcars from the SD&AE.
9. Cleanup of the site continues. The volunteers have been removing lots of junk from our facility - selling what we can, recycling what we can, and throwing out what is left. We are still waiting for CZRy and Gary Sweetwood to remove their last stuff off the property - an old car and a truck trailer. This has been promised by CZRY but remains unfulfilled.
10. We have continued looking into expanding our normal excursion route to include the Campo Creek Bridge, the 5th crossing of Campo Creek at MP 77.27 We await the written report from a bridge engineering firm which has donated their services. I hear that the inspection went well. We should open up dialog with the SD&AE to discuss an extension of our passenger operating rights eastward.
11. We continue to be interested in operating a special train east of Miller Creek to Hipass or Jacumba. When we last asked, CZRy indicated they were busy with repairs to the line and were running work trains, which would preclude such an operation at that time. We await word on when such an operation could be run after CZRy's work has been completed. CZRy has promised that such specials would be allowed within the month. We will soon be proposing a special through the SD&IV.
12. CZRy has two freight cars still under a rental agreement with us - a tank car and a flat car. These were promised to be returned by July 1. This promise remains unfulfilled.
13. We have been promoting our museum and our train rides with advertisements in the Reader, Imperial Valley Press and the Yuma Sun. Also, we had a nice article on the locomotive engineer program in the Union Tribune.

We continue our thanks to MTDB, SD&AE and SD&IV for your support.

***** Weeds and Fires ***** *Jack M O'Lexey*

I am still seeing people filling the fire trailer full of water. CDF has stated if we use more than 100 gallons of water on a fire we are fighting the fire too long. Experience I had with a fire a few years ago with two fires 50 feet apart a 5 gallon pressurized extinguisher worked very well. Dave Houk was the operator and worked both fires with it. I used a shovel and through the dirt at the base of the fire like we were trained by CDF. The fire flaming up to 5'+ would drop to the ground, but each time I went to get another shovel full it flared up again. Then Dave Houk came along with his pressurized extinguisher and got it when it was on the ground.

We were able to knock down both fires completely and we had no smoke visible when CDF arrived. Point being we didn't even have 100 gallons to put on the fire on the train that day. So before you get done with 100 gallons you have already lost control of the fire and should be stopping. If you have even 5 more gallons you are fighting the fire more than specified with CDF. And if you had 200 gallons you won't stop until all the water is gone more than likely and the fire is likely to be way out of control within minutes. CDF are the professionals and we need to listen to them about what we need to be doing. In most cases the Conductor should make sure one person is on lookout to make sure the fire does not surround our people fighting the fire.

People fighting the fire and riding on the Fire Motorcar MUST be wearing cotton clothes, long pant, long shirt and gloves with a hard hat. Boots should be worn also, but if they have steel toes they might get heated up by the fire and burn your toes. Ron Hyatt has indicated to me he wants two people on a Fire Motorcar.

Please send donations for weed killer to Brenda Bailey marked 'ROUNDUP' on the check.

***** June 27rd Board of Trustees Meeting Minutes ***** *Steve Bovee*

The meeting was called to order at 7:00 pm by Lundquist.

In attendance: Ken Hansen, Rich Warner, Larry Owen, Diana Hyatt, Ron Hyatt, Steve Bovee, Ken Helm (phone 7:pm), Jim Lundquist, Don Getz, Randy Houk, Ed Duling, Lew Wolfgang, Larry Rose, Tanya Rose, Corrine Gallagher, Rita Cloud, Dick Ruppert, Rita Cloud, Scott Thompson, Absent: Dwight Koller, Dave Houk, Larry Williams, Corrine Gallagher, Dan Robirds, Brenda Bailey, Wally Barber,

1. **Introduction of Guests:** Guests were introduced by Lundquist: Paul Lannen, Richard Hamilton, Joel Cloud, Mike Reading, Dave DiGiorgio, Ed Kravitz
- Guest Speakers:** Ed Kravitz presented status update of the Chula Vista July 4 festival.
- 1.5 **Additions and corrections and Approval to Agenda**
Add Item 28, Santa Maria Valley Ry letter, Item 29, Postal Heritage Days Item 30, BOT direction regarding lease.
2. **Minutes of May 23, 2003 Board Meeting**
Minutes of May 23, 2003 BOT meeting was presented by Bovee. Motion to approve by Getz seconded by L. Rose. Unanimously approved with corrections.
3. **Presidents' Report**
Presented by Lundquist - Campo Creek bridge inspection results coming soon from Simon Wong. Inspection indicates that bridge is safe for occasional excursion use. Received a request from Dick Pennick to open the La Mesa Depot. This request is turned over to Museum Services for response.
4. **Vice President, Administration Report:** Presented by Wolfgang
5. **Vice President, Operations Report:** Presented by Ron Hyatt
6. **Vice President, Museum Services Report:** Presented by Ruppert.- No written report provided. Visited several other railroad museums to review their display operations. Museum Services Committee meeting was held. Fund raising for concrete work has been very successful. Jim Lundquist presented an update to the county board of supervisors. Anticipating the grant check soon. Reviewing exhibit master plan for the next five years. Discussed plans for display building. Performing some work on the guard car. Lundquist - How about spacing cars to allow walk around of cars.
7. **Vice President, Finance Report**
Presented by Thompson - Brenda Bailey is on vacation. Looking into IRS bill. Still trying to determine why the assessment and penalties.

8. **Treasurer's Report:** Tabled
9. **Vice President, Facilities Report:** Presented by Rose
- COMMITTEE REPORTS**
10. **MTDB/T&T Rights Ad hoc Committee Report:** Tabled
11. **Organization Chart Committee Report:** To be dropped until further notice
12. **Coronado Line ad hoc Committee Report**
D. Hyatt -Discussion of July fourth activities. Looking into static display. Operation options using speeders limited by insurance restrictions.
13. **Mission Statement Committee Report:** Dropped until further notice.
14. **Committee to review joint PSRMA/Czry agreement:** Barber- tabled
15. **Volunteer policy review committee:** Dropped until further notice.
16. **Bylaws Committee:** Thompson - Discussed newly written conflict of interest policy. Sending out electronic copy of forms to be filled out by board members.
- OLD BUSINESS**
17. **Division Meetings**
Lundquist: The next department meeting is July 9. This item will be dropped from now on.
- NEW BUSINESS**
20. **National City Depot.**
Motion by D.Hyatt to send letter of interest to National City. Second by Duling.
Lundquist - Depot would be a good location for library until visitor traffic increases.
Motion passes unanimously.
21. **Merger with SDERA**
Motion by Bovee to explore merger of PSRMA with SDERA. Second by Getz. Motion passes unanimously. Bovee to meet with SDERA board to discuss.
22. **Fund Raising and Donation Policy**
Motion by Ruppert that VP of Finance develop a fund raising and donation policy.
Second by D. Hyatt. After discussion, motion withdrawn.
23. **Board Member Terms**
Motion by Ruppert to establish staggered terms for trustees. Second by Getz. Motion passes unanimously. Board members who have agreed to one year terms are as follows: Cloud, Duling, Bovee, Hansen, Warner, T. Rose and Dave Houk. The following board members will have terms expiring in 2004: Ruppert, Thomas, Lundquist, Barber, Robirds and Gallagher. The following board members will have terms expiring in 2005: L. Rose, Getz, R. Hyatt, Koller, Bailey and Helm. The board must elect three new trustees.
Lundquist - motion to establish nominating committee. Second by Ruppert. The committee is to contact members and solicit interest as nominees to fill 3 vacant positions. The nominating committee is to be Rita Cloud, Corrine Gallagher and Larry Owen along with Dick Pennick, Dave DiGiorgio and Duane Dubke. Bylaws to be followed. Motion passes.
24. **Executive Minutes**
Helm - Motion by Helm to require executive minutes. Second by D. Hyatt.
After some discussion this issued was tabled for discussion with legal counsel.
25. **Engineer for an hour program**
Motion by Ruppert to grant one year membership to purchasers of this program. Second by Lundquist. It was clarified that one membership would go with each engineer for an hour.
Motion passes with R. Houk and Hansen dissenting.
26. **Acquisition of SDC&E motorcar**
Motion by L. Rose to investigate acquiring this McKeen motor car which ran on the line to Lakeside. Second by Lundquist. Motion passes unanimously.
27. **Tour Advertising**
Motion by L. Rose to include tour advertising in the museum newsletter form two tour firms, Overlands Trail, and Mountain Outings, in return for ten percent of tours sold.
Second by Lundquist. Motion passes unanimously.
28. **Santa Maria Valley Historical Society letter**
This museum has contacted PSRMA about acquiring the Santa Maria Valley motor car. After some discussion it was agreed that loaning or selling SMV#9 was too difficult to pursue.
29. **Postal Heritage Days**
Motion by Ruppert to support Postal Heritage days by selling tickets at a discount to postal workers and relatives. Adult tickets would be \$10 and children would be \$3.
Second that revenues from the ticket sales would go to the RPO fund. Second by Bovee.
The postal workers union will support advertising for this event. After some discussion the proposal to direct ticket revenue to the RPO fund was withdrawn. The motion was restricted by modification to two days for the special ticket sales. The motion, as modified, passes unanimously.
- CLOSED SESSION**
- Carry Forward:** None
- ADJOURN** Meeting adjourned at 10:50 PM June 27, 2003

*** Web page update *** *Randy Houk*

New this month is a photo update to our La Mesa Depot page: www.sdrm.org/la-mesa/. Our latest volunteer BBQ is also covered with photos and videos by Jack O'Lexey.

Don't forget that our web page has a link for Volunteer Services. You can see old issues of the Hot Scoop and a link to the Code of Federal Regulations. The username is "volunteer" and the password is "2353".

*** Year 2003 Dates of Note ***

	Aug	Sept	Oct	Nov	Dec
School Train	19	16	21	18	16
Volunteer lunch at Campo	9	13	11	8	13
Volunteer BBQ at Campo	16	20	18	15	20
Board of Trustees meeting	22	26	24	TBA	TBA
Museum Services meeting	13	TBA	TBA	TBA	TBA
Operations/Mechanical meeting	13	TBA	TBA	TBA	TBA
Facilities meeting	13	TBA	TBA	TBA	TBA
Deadline for Hot Scoop articles	31	30	31	30	31

Your Board of Trustees meets the 4th Friday each month, 7 PM at Trinity Church.
Museum Services meets the 2nd Wednesday each month, 6:30 PM at the Model RR Museum.
Operations/Mechanical meets the 2nd Wednesday, 6:30 PM at the Model RR Museum.
Facilities meets the 2nd Wednesday each month, 6:30 PM at the Model RR Museum.

*** Article Submissions ***

Please submit articles in pure text (.txt) or MS Word (.doc) format.
E-mail to hotscoop@sdrm.org is preferred. Send address changes to the editor.

*** Phone numbers and e-mail ***

Web: www.sdrm.org or www.psrn.org

PSRM ADMINISTRATION

Business Office	(619) 465-PSRM	
Report Editor, Larry Rose	(619) 469-3064	larry-rose@sdrm.org
Hot Scoop Editor, Randy Houk	(858) 672-0111	randy@sdrm.org
Reservations, Lew Wolfgang	(619) 662-1963	wolfgang@sdrm.org
Agent, Diana Hyatt	(619) 390-9045	dihyatt@juno.com
Media Coordinator, Dick Pennick	(619) 463-2276	
La Mesa Depot Coordinator, Dick Pennick	(619) 463-2276	
Campo Depot / Campo Car Shop	(619) 478-9937 / 478-9451	

DEPARTMENT HEADS

President, Jim Lundquist	(619) 470-7553	lundquist@sdrm.org
VP Administration, Lew Wolfgang	(619) 662-1963	wolfgang@sdrm.org
VP Facilities, Larry Rose	(619) 469-3064	larry-rose@sdrm.org
VP Finance, Scott Thompson	(619) 466-2402	thompson@sdrm.org
VP Museum Services, Dick Ruppert	(858) 459-2573	ruppert@sdrm.org
Restoration Supt, Ted Kornweibel	(619) 461-0098	kornweibel@sdrm.org
Research, Bruce Semelsberger	(619) 264-7282	
VP Operations, Ron Hyatt	(619) 390-9045	ronhyatt@aol.com
Chief Operations Officer, Dave DiGiorgio	(619) 334-7541	run8@cox.net
Chief Mechanical Officer, Bill Palmer	(760) 749-1082	bllpalmer@yahoo.com

BOARD OF TRUSTEES

Brenda Bailey	Wally Barber	Steve Bovee	Rita Cloud	Ed Duling
Corrine Gallagher	Don Getz	Ken Hansen	Ken Helm	Randy Houk
Diana Hyatt	Ron Hyatt	Dwight Koller	Jim Lundquist	Larry Owen
Dan Robirds	Larry Rose	Tanya Rose	Dick Ruppert	Scott Thompson
Rich Warner	Lew Wolfgang			