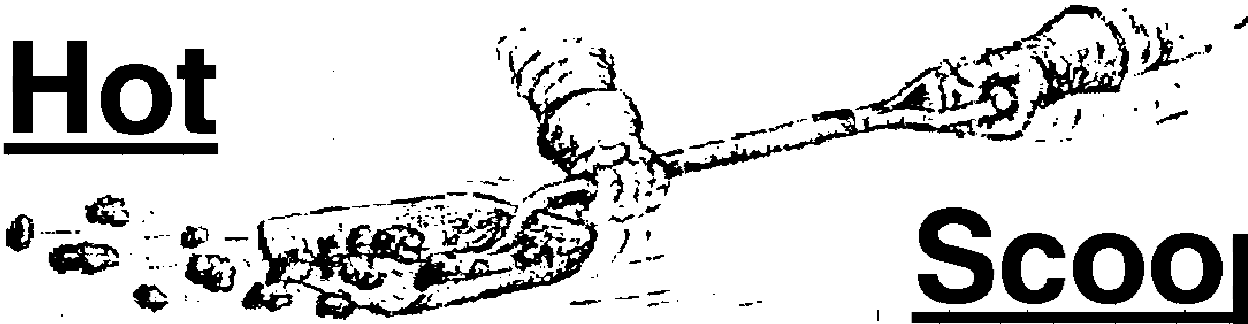


Hot



Scoop

HotScoop Shovel Logo by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum members

November 2004

MUSEUM NEWS

VOL XVII NO XI

*** President's Report *** *Jim Lundquist*

Why do we do what we do? Many family members, co-workers and friends ask me why I spend so much time at the Museum or dealing with Museum business. I'm sure many of you get the same question. Along time ago, I decided that I could positively impact our community with my hobby - trains, so, to my way of thinking, it's a great way of spending time with friends for a worthwhile cause. It is also great when we all hear a Thank You from the public who visit us. One such example came to us in late October. Our pumpkin trains were a huge success, thanks to some very hard working volunteers who pulled it all together. One of our groups who visited us was a Girl Scout troop. After the day was over, they took the time to send us this email:

"Just wanted to let you and your agency know that our Girl Scout Troop and their families had a great time today. The girls will be telling their friends about the trip for a long time. Thank you for having us on the Pumpkin express.
Cathy Hall, Girl Scout Troop 7003, Imperial CA"

Another visitor wrote:

"Thank you we went on Sunday and had a blast! What a great museum. Our two boys loved it. One is 8 and the other is 2 1/2. Thanks, we will be back and bring more family members next time! **Angela Bermudez"**

It is this type of positive feedback from the community that makes my day, and the long hours that go with my volunteer job with our Museum so rewarding. Allow me to **Thank You** for all you do. If you want to join us in the fun, please give me a call.

ARM: I had the pleasure to represent our Museum at the Association of Railroad Museum's annual conference in Ogden, Utah this past month. It was absolutely terrific to meet other "movers-and-shakers" at our sister railroad museum's across the Northern Hemisphere. Some of these people I've only talked to on the phone or via email. The morning seminars were very helpful and the afternoon field trips were fun also. Is there a more important historic site in the west than Promontory Summit, Utah? From the convention, I was reminded that our name is Pacific Southwest Railway Museum, and while we have done a good job with the railway portion of our name, we are lacking in the museum portion. Our focus needs to turn towards developing exhibits, signage and educational opportunities. Some of this effort has already begun - docents in the display building, large signs and more signs are on the way, and a computer simulator in a locomotive cab is coming. Additional ideas are coming forward, some of which will require improvements to the plant - at the depot and electricity to the display building. If you have the skills, time or financial resources to assist us, please give me a call.

Planning Meeting: There are planning efforts underway to review an overall site plan while looking at the best way to invest our recent large donations. This meeting is open to all members and is scheduled for Thursday, November 18th at the library at Trinity Church, 3902 Kenwood Dr, Spring Valley. Please give me a call for additional information, or simply show up and participate in your Museum's growth plans.

Board Petition: By now, you should have all received your petition to be turned in for a Board office. Please give some consideration to assisting your museum in this way. In addition, it most certainly is not necessary to be a Board member to serve the Museum, and we would welcome any involvement you can share with us. As you are aware, the new bylaws were approved by the members which calls for an elected eight member Board of Directors to govern the Museum. The next step in the Board process is to put together a ballot from the petitions, with the membership choosing our leaders by direct election of a Board of Directors. That effort should happen over the Christmas season, and the new Board of Directors should hold their first meeting in January, taking over from the old Board of Trustees. Until such time as we can complete that election process, the Board of Trustees will continue to govern, complete with recently elected Dave DiGiorgio coming onto the Board of Trustees on January 1, 2005. On that date, we say goodbye to current Trustees Barber, Gallagher, Houk, Owen and Ruppert.

Museum Tours: The Museum has contacted with STS International Tours to put together exclusive tours on behalf of the Museum. We hope to offer tours each of us is interested in, and raise funds as well. Details of our first tour will be coming soon in a flier in the "Hotscoop". I invite each member to consider joining us in your travels as we travel with friends to see and visit trains in foreign places together.

Upgrade Excursion Train: The Board directed our operations department to include our observation car, ATSF #1509 to rejoin the normal consist on our excursion trains, as well as operating road locomotives. The idea is to spice up the train consist and advertise the improvements to the public. We would like to entice additional volunteers to assist us in staffing the bar area of the #1509 - to look after the car as well as offering sodas and candy for sale to the public. The whole train experience will be improved with this effort. No training is required for the #1509 Trainman position, but each member is encouraged to go through Trainman class to be able to answer questions and point out historical items along the train route. **Jack O'Lexey** handles the scheduling of our train crews - give him a call at 858-274-4449 if you can assist us by signing up for a day on the train.

New Home for Kennecott car: The Museum acquired a former Kennecott wooden business car from Utah several years ago. The car didn't meet our main object of presenting San Diego and regional railroad history, and it was very unlikely that we could restore another wooden business car other than the SD&A #050. The Board asked us to find another good home for the car, and we accepted a \$1500 offer from the Sumpter Valley Railroad group, which promises to restore the car for their operations.

Pick-up truck still needed: The Museum could still use a pickup truck to assist in transporting materials from one end of our site to another (from the "back 40" to the front gate is over ½ mile!). If you have a used truck, or a co-worker or neighbor has one, we would be most pleased to accept such a donation.

Washer and dryer needed: Does anyone have either a large capacity washer and/or a dryer to donate to the Museum? The dryer must be electric. I don't care about color or matching, just in good working order.

To summarize, your museum is going and growing. As always, you are invited to join us in our efforts - your time, talents and treasury are always welcomed. I invite email at Jim@psrm.org or calls at 619-470-7553 from any member interested in our Museum.

***** Meet at Miller Creek ***** *Text and photos by Randy Houk*

On October 16th our second run to Miller Creek was followed by CZRy's empty sand train on its way to Jacumba. We took the siding, did our run around, and then waited a few minutes for the two GP60's pulling 18 empty sand hoppers to arrive. Matt Adams was the CZRy conductor, and museum member Michael Reneau was the engineer. This was a fine example of cooperation between PSRM and CZRy on the "Desert Line"!



*** Train Song Festival *** *Bob Schussler*

The annual Train Song Festival was held in Old Poway Park on Saturday, October 9th. Saturday was a fantastic day to listen to songs about trains and the legendary people who run them. We had the added benefit of sharing time with friends who helped to man the museum's booth where we had a constant stream of visitors. The sun was warm and there was a pleasant breeze that occasionally stirred up our array of flyers to keep us alert.

Sandy and I arrived a little before 9:00 am and set up the booth. Nothing real fancy, table covers, a basket of candy, and a banner borrowed from the La Mesa Depot. I assembled a display of photos and text to help our visitors understand what the museum is, and where it's located. It wasn't long before **Jack O'Lexey** joined us, followed by **Larry and Tanya Rose**, **Bruce Semelsberger**, and **Tricia Cates**. Everyone had a chance to get away from the booth and listen to some music, schmooze with friends and strangers, or try out some musical instruments from wash tub bass to banjo, and dulcimer to spoons. We believe we handed out more brochures than ever before, and met a lot of people who not only didn't know about us, but didn't know where Campo was. They do now! All in all, we figure it was a great success. See you next year.

*** La Mesa Depot Museum Report *** *Dick Pennick, Depot Coordinator*

La Mesa Merchants Association's annual **Oktoberfest** celebration was held over the long weekend of October 1 - 3 this year in downtown La Mesa. Our **La Mesa Depot Museum** has traditionally "shirt-tailed" on the commercial advertising for this event and opened the Depot to the many visitors attracted to La Mesa on this weekend. The Depot was open 10 a.m. to 6 p.m. on Saturday, and 10 a.m. to 5 p.m. on Sunday. Lots of great food, drink, music and booths were available just steps away. Visitor traffic was heavy both days and we handed out lots of brochures and Tecate train flyers. Many were introduced to PSRMA and its program of education and historic preservation.

Helping with the staffing were **Mike Retz**, **Sherwin Dorris** and **Sid Saltzstein**. **Dick Pennick** had agreed to help with staffing on one or both of these days, but at the last minute was called for train duty at Campo to assure the trains would run as scheduled.

Long-time Depot staffer, **Bruce Semelsberger**, continued to work at shining up our train display with liberal amounts of a miracle product called "elbow grease". The lower third of the 1941 caboose's siding on the street-side was scrubbed with a commercial rubbing compound, effectively removing 95% of the paint oxidation. The rest of the siding and the ends were scrubbed with a common household cleanser and water. Although this did not remove as much of the oxidized paint, it still greatly improved the overall appearance. More work needs to be done, but Bruce has made a significant dent. Ultimately, the car will need to be repainted and relettered.

Thanks are also due my September docents for a job well-done: **Dr. Sid Saltzstein**, **Duane Dubke**, **Sherwin Dorris**, **Mike Retz**, **Bruce Semelsberger** and **Dick Pennick**.

On Sept. 11th, **Dave DiGiorgio** -- Chief Operations Officer for PSRMA's San Diego & Arizona Railway - held one of his monthly Operations Orientation sessions "near" the Depot. After **Dave** and **Duane Dubke** arrived early to open up and cool off the caboose - the original venue - for the session, **Duane** and his wife **Carol** graciously offered to host the group in their air-conditioned condo across the street! By all reports, the session went well.

Wanna be involved in this "in-town" activity? I could use your help. Give me a call (619) 463-2276.

*** Library Search Committee Update *** *Dick Pennick, Chairman*

The first meeting of the ad hoc **Southwest Railway Library Site Search Committee** in several years was held Monday evening, Sept. 13th at the home of **Duane & Carol Dubke** in La Mesa. This committee was re-established by the PSRMA Board of Trustees at the request of Trustee **Dick Pennick** to build on the excellent work done several years ago by former chairman **H. Chalmers "Chop" Kerr, Jr.** In August, the Board gave the committee an additional 6 - 9 months to continue to search for suitable quarters for PSRMA's research archives collection, the second-largest collection of its kind in California (currently, the archives of the State Railroad Museum at Sacramento are larger). In the meantime, the Board will investigate the requirements for placing a new library building at the **Campo Railroad Museum**, as a fall-back position.

This outstanding collection - which many current museum members probably have never seen -- contains historical records and data of the AT & SF, Southern Pacific, San Diego & Arizona, SD & AE, and many other local and out-of-state railroad and transit companies. Many of the documents are original company records, some dating to the earliest west coast railroad surveys in the mid-19th century. The photographic collection is currently housed temporarily in La Mesa, and is available for limited research use by appointment. Call PSRMA Research Director **Bruce Semelsberger** (619) 264-7282 for appointment information.

After years of searching for free or low-cost space for the collection in the greater San Diego area, the effort is still without a solution. Many sites investigated were suitable for library use, but the cost was always the problem. The least-expensive suitable site was offered on a lease basis at \$0.75 per square foot - a bargain in today's San Diego commercial real estate climate, but still beyond the means of PSRMA. The consensus was to spend any available resources on a permanent home rather than rent, unless suitable "free" space became available on a long-term basis. The collection has been moved at least six times during the past 40 years.

Kerr provided a summary of the effort to the end of 2002; **Pennick** summarized more recent efforts, including NTC's new Promenade Center, McMillin company property, county library space, the new Carrier "Midway" floating museum, even a suggestion from the Jacumba Historical Society.

Also heard was a proposal from the local contingent of the **Santa Fe Historical & Modeling Society** to help preserve its Santa Fe Railway research archives in the San Diego area. The Society's collection is slated to be shipped to Temple, Texas unless a suitable home can be found for it by the end of the year. Because of the collection's importance to the San Diego area, it was the consensus that the PSRMA Board be approached for temporary space at its **Campo Railroad Museum** until more permanent quarters are available for both the Santa Fe collection and the museum's **Southwest Railway Library** collection.

The Committee has also petitioned the Board for a "seed money" grant to construct a new permanent library building, at the **Campo Railroad Museum** or other owned site. These proposals were heard at the Board's October 21st meeting. Hopefully, at long last, this rare and unique collection of archives will find its new home.

Proper Clothing For Train Crews

Over the last several years, there has been a noticeable trend by some of our volunteer train crew away from the appropriate clothing typical of the era (circa 1940 - 1960) the museum is supposed to be recreating.

Part of the problem has been that there are no published guidelines. It's been generally absorbed by osmosis. More recently, the Trainman classes taught by **Bob Schussler** have provided guidance for the Trainmen (Car Docents), but not for the Brakemen, Conductors and Engineers.

Recently, the museum Operations Department has made note of the deteriorating clothing issue, and has reinforced the need for historical accuracy, consistent with applicable current safety rules. SD & A Railway locomotive engineer, **Dick Pennick** - a long-time student of local rail history and the clothing worn by crews on the SD & AE, SP and Santa Fe in the southern California region - has offered to provide some historical guidance for the museum's train crews. His comments and insight will be covered in installments in the HotScoop over the next several months. Comments and contributions are encouraged.

Train crew clothing, from a historical perspective (Part One)

In the latter days of passenger service on the SD & AE (discontinued in 1951), typical crew was an engineer and fireman on the locomotive (steam until the end) and Conductor and Brakeman back on the train. Connecting SP trains were the same, sometimes using two brakemen. All trainmen (conductors, brakemen and flagmen) riding the passenger cars were required to dress in black coat, sometimes a black vest (which had a watch pocket to carry the crew member's railroad pocket watch), black long pants, polished black shoes, and a black "pill box" hat with the appropriate name badge affixed to the front. The pill box hat came in two styles - "summer" and "winter". The summer hat had a ventilating lattice-work around the entire circumference, above the hatband.

In the latter days of passenger service, from the 1930's to the end, the name badge was a nickel-plated brass "skeleton" style - the letters joined by a horizontal bar running through the middle. A similar pin - marked "S-D-&A" or "S-D-&A-E", depending on the period - was worn on each coat lapel. The original pins had sharpened threaded posts and screw-on nuts to hold them to the uniform.

Up on the engine, the engineer and fireman wore bib overalls over a durable long- or short-sleeved work shirt (depending on the individual engineer and the time of year) and long work pants. Footwear was durable leather closed shoes or boots. Hats and caps were almost exclusively the traditional "square" - or rounded "Kromer" - style, also frequently worn by switchmen, section laborers, baggage handlers, and other railroad workers. The square style was the most common.

All railroad crafts were - any many still are - unionized. The Brotherhood of Locomotive Engineers (BLE) covered the hoggers; the BLE or the Brotherhood of Locomotive Firemen & Enginemen (BLF&E) covered the firemen; the Order of Railroad Conductors (ORC) or the Order of Railroad Trainmen covered their respective employees, etc. Not surprisingly, the clothing worn by these employees was "union-made" - with a tag on the garment verifying it was made by a "union shop" - a manufacturer represented by the United Garment Workers Union, AF of L, CIO.

This series will be continued in future issues of the HotScoop. (Dick Pennick)

Sefton Toy Train Exhibit Opened In August

Thomas W. Sefton, member of a pioneering San Diego banking family and former President of the San Diego Trust & Savings Bank, collected toy trains and other railroad and Americana items for 30 years. He was also for many years a member of PSRMA, and his non-profit Sefton Foundation helped support a number of early museum projects. The PSRMA Board of Directors met for years in the plush surroundings of the Bank board room until the bank was sold. The family still owns the former Soo Line Pullman rail car renamed "Cyrus K. Holliday", which is stored in San Diego in operating condition.

In late 2001, Sefton's family donated his extensive and internationally-recognized collection of 20th Century toy trains - especially early Lionel; Buddy "L" riding toys and railroad-related artifacts - comprising over 7000 individual items -- to the California State Railroad Museum at Sacramento, Calif.

In October, 2002, a design and construction contract was awarded to a Michigan firm to design an appropriate display venue for this rare collection. The new "Thomas W. Sefton Gallery" was opened to the public this year, with the first exhibit - *Small Wonders: the Magic of Toy Trains* - opening on August 14th. This exhibit is billed as "America's most comprehensive toy train exhibit". (Dick Pennick, with excerpts from *On Track!*, the newsletter of the Calif. State RR Museum)

***** Steam Whistling ***** *Jim Baker, Steam Foreman*

We made lots of progress on assembling 2353 this month!

On Friday, Oct. 8, the **foreman, Dick Pennick**, and **Seth Miller** accomplished:

- 1) Checked the type, to replace, if necessary, the union on the air crossover line, fireman's side. It was ok.
- 2) Installed all four sanding lines.
- 3) Installed the running board section above air the compressor.
- 4) Installed the air compressor governor, air tubing, and steam lines. We couldn't find the governor drain line; we'll look some more in November.
- 5) Installed the bell air regulator.

On Saturday, **Mike Lucek** and the foreman:

- 6) Installed the injectors on top of the water and overflow pipes.
- 7) Installed the water delivery pipes the run between the injectors and the boiler checks. The boiler checks are in place, we need to find the mounting studs.

To do all the above work, all the necessary piping had to be retrieved from the ATSF boxcar, and cleaned before installation.

Next will be to finish the boiler checks, install the steam lines to the injectors, the electrical conduit to the headlight and other front-end lights, and start on the blow-down valves and piping. Also, try to find the air compressor drain line.

At our last meeting, Sept., 20, we decided that we only need to meet on a quarterly basis. Our next meeting will be Jan. 10, 2005. Our next work weekend will be Friday and Saturday, Nov. 12 & 13. COME AND JOIN US IN CAMPO! LEARN SOMETHING ABOUT STEAM!

Need more info? Call the foreman, 619-670-7441.

***** Collections Committee Meeting ***** *Larry Rose*

We will get together Tuesday, Nov. 30, to evaluate the rolling stock collection and prioritize restoration, etc. The committee as currently made up is Ted Kornweibel, Dave DiGiorgio and Larry Rose. Two permanent committee spots are open for interested members. All members are invited to attend. Location to be determined. Call me at 619-469-3064 or e-mail railrose@aol.com for info.

***** PSRM Membership Info *****

Please check the expiration date on the cover page of this issue. If your membership is soon to expire, please send a check made out to "PSRM". Also, please consider upgrading your membership level.

\$20: Senior or Student	\$ 75: Supporting	\$1000: Gold Spike
\$30: Individual	\$150: Sustaining	\$5000: Benefactor
\$40: Family	\$300: Senior Life	Note: Students are 18 and younger
\$50: Contributing	\$750: Life Member	Seniors are 62 and older

Mail your check to PSRM, 4695 Nebo Dr, La Mesa CA 91941-5259

***** Operations Volunteers ***** *Randy Houk*

We have a group of extremely dedicated, hard working people who continue to make the trip to Campo each Saturday, Sunday and School Train Tuesday to keep our demonstration trains running. These folks ran 20 trains and led the walking tours in October. Many of them filled in where the callboard was vacant, or where a crewmember was not able to make his assignment. We owe them our gratitude.

Zac Armstrong	Jim Baker	Robin Becker	Darrel Bivans	Dave DiGiorgio
Don Getz	Tom Gray	Larry Hieshetter	Randy Houk	Ray Lethbridge
Jim Lundquist	Seth Miller	Bob Nickles	Linda Ovadia	Mark Ovadia
Jack O'Lexey	Dick Pennick	Don Pope	Larry Rose	Ann Ruppert
Bob Schussler	Dawn Shaffer	Frank Stites	Robin Wonders	Lew Wolfgang

***** Evolution of Railroad Couplers ***** *Dick Dawson*

Here's some information on the evolution of couplers (including our Jim Crow car's Janney coupler) from link and pin to the present. Ted Kornweibel

When I was writing the section on couplers, draft gears and hydraulic cushioning devices for the 1997 Car & Locomotive Cyclopedia, I came across a reference to a manufacturer who advertised in the early 20th century the availability of 119 different designs of coupler knuckles. This reflected a key problem with the "standard" knuckle couplers then in use.

When the Master Car Builders Association adopted in 1888 the coupling face contour lines of the 1879 Janney coupler patent, they ensured that all couplers built to the MCB standard would be able to couple with each other. They did not, however, standardize the dimensions of the various parts of the coupler - the knuckle, lock, interior of the coupler head, etc.

Consequently, all cars equipped with MCB couplers could operate together, but maintenance of those cars in interchange became a real problem. When a car showed up at a repair track with a defective knuckle or coupler that the shop did not stock, the shop had two undesirable options - send the car home for repairs or wait for compatible parts to be shipped to the car.

Consequently, the MCB Coupler Committee asked the coupler manufacturers in 1911 to cooperate with the Committee in the development of a coupler, all of whose parts would be interchangeable regardless of manufacturer. After reviewing nine submitted coupler designs, the MCB selected two, submitted by American Steel Foundries and National Malleable Castings, for further development. The revised National design, the Type D, was adopted as the new standard coupler in 1916. A licensing arrangement was developed by the coupler manufacturers under which all had access to each other's patents and all could produce the standard coupler and its parts. While the D coupler provided a number of benefits relative to prior couplers, such as greater strength, its primary benefit was the complete interchangeability of all parts.

Further development led to a coupler which offered significant advantages relative to the Type D but whose parts could not be made interchangeable with those of the D. This became the Type E coupler which was adopted by the ARA (successor to the MCB and predecessor of the AAR) in 1930 and advanced to Standard in 1932. 74 years later, the Type E is still the most widely used coupler. Today's E couplers are improved in many respects, such as the use of higher grade steel, but the parts are still interchangeable with those of a 1930 coupler. Passenger cars now use interlocking couplers based on the AAR Type H and rotary dump cars use Type F interlocking couplers, but the vast majority of freight cars built today are equipped with Type E couplers with shank lengths appropriate to the car configuration.

***** October 21 Board of Trustees Draft Meeting Minutes ***** *Jim Lundquist*

Held at Trinity Church, 3902 Kenwood Dr, Spring Valley, CA

OPENING

1. Called to Order at 7:05 PM by Lundquist.

Present: Gallagher, Helm (phone), Houk, Lundquist, Owen, Pennick, Rose, Ruppert, Wolfgang
Excused absent: R. Hyatt (work), Luiz (work)
Absent: Barber, Getz, D. Hyatt, Schussler

2. Introduction of Guests and Guest Speakers - Lundquist introduced Ian Scoot (agenda item 23), Dave DiGiorgio attended from 7:45 PM to 8:48 PM (AI #20, 22)

3. Additions and corrections and Approval to Agenda

Items 29 - Awards, Gallagher; 30 - Endowment Fund, Pennick; 31 - Iron Road of the Californias, Ruppert and 32 - Congress of History, Ruppert were added.
MOTION by Rose, Pennick - approve agenda - PASSED 9-0-0.

4. Approval of Minutes of September 9, 2004 Board Meetings
MOTION by Gallagher, Pennick - approve minutes as submitted - PASSED 8-0-1 (Owen)

(Taken out of order)

23. Outside Travel Services - Lundquist

Ian Scott of STS International Tours spoke of his firm offering exclusive trips for our Museum members. The idea is to offer these services to our members with a markup for fund raising, as well as an opportunity to sit down over a trip and explain the museum and our needs to our members. There is no cost associated with the program to PSRM.

MOTION by Pennick, Owen - authorize the President to enter into an agreement for these services - PASSED unanimously.

20. Computer simulator - Lundquist & R Hyatt

The idea of setting up a locomotive cab with a computer simulator has been discussed over the past few months. For less than \$1000, we could purchase a computer program and controls that connect to a computer. The purchase of a locomotive cab and the installation/set up of the project will increase the cost.

Dave DiGiorgio informed the board of his efforts to acquire a locomotive cab for scrap value, and that Zac has expressed an interest in assisting. Their idea was to install the cab in the display building. Another idea is to acquire two and install one with a sound machine at the depot.

MOTION by Pennick, Gallagher - express interest, ask Dave DiGiorgio to bring back additional information - PASSED 9-0-0.

22. SD&A Excursion Train Consist - Lundquist & R. Hyatt

Lundquist: After almost two years, we have completed some repainting of our existing equipment on the train, along with some advertising. Our ridership remains flat, at about 10,000 visitors per year. Our peak was around 20,000 back in the late 80's and early 90's. In order to make additional improvements to our excursion experience, Lundquist suggested that we add the #1509 to the consist and try to run a road locomotive when possible. The #1509 could also be rented for exclusive occupancy for \$100 extra. This will require one additional crew person - as a docent on the car. This person will not need to be trained in any particular position, however, the trainmen course would prove valuable. The docent could also sell items behind the bar. The additional wear and tear on the equipment should be offset with additional riders. However, the sun is doing the major damage to the car with or without riders inside - carpet, curtains, chairs, etc are all being damaged by the sun. As it takes sometime for the word to spread about of train, it was proposed a least a year of the improved consist to see if this brings additional people. Further, a press release and advertising of these improvements should be also undertaken.

MOTION by Wolfgang, Lundquist - regularly run #1509 to Miller Creek on a one year trial basis, and increase the exclusive charter rates to \$200 + at least ten adult tickets. - PASSED 6-2-1.

MOTION by Wolfgang, Houk - to the extent possible, use a larger road unit on our excursion passenger trains - PASSED 8-0-1.

OLD BUSINESS

10. Signage on the side of the Display Building - Lundquist

At the September, the Board discussed painting "railroad museum" or something similar on the side of the display building to attract attention. Along these lines, Lundquist has been considering something like placing a caboose along SR-94 with a similar sign to attract attention to our site.

The Board asked Museum Services to bring back additional information. Museum Services recommended against the idea.

MOTION by Pennick, Gallagher - approve the painting of "Railroad Museum" on the rail side of the display building - PASSED 8-1 (Ruppert)-0.

11. Kennecott Car - Lundquist

We have received two offers from other Museum's for this car:

Sumpter Valley Railroad offers \$1500. BC Steam society offers Barber trucks off a retired 55 foot flat car with good flange and tread which could be put into use without repair and/or 1 set of friction trucks off a 1920's tank car.

MOTION by Pennick, Lundquist: Accept the Sumpter Valley Railroad offer of \$1500.00 for the Kennecott business car in "as is" condition, subject to SVRR assuming all responsibility for leading, preparation for movement, movement and insurance. PSRM to assist with loading and preparation to the extent it is able to do so, as requested. - PASSED 9-0-0.

12. Amtrak #1500 and other equipment - Lundquist

At the September meeting, the Board approved a discussion of a swap with CSRM (California State Railroad Museum) offering the #1500 for the 1931 model A SD&A/SD&AE fire truck. CSRM has not accepted that offer, but, has countered with a former SP commuter coach or a former ATSF Baldwin locomotive: DS 4-4-1000, a 1000 horsepower switcher.

MOTION by Pennick, Wolfgang - express no interest in trading the #1500 for either a commuter coach or a Baldwin DS 4-4-1000. PASSED 9-0-0.

Lundquist to continue dialog with the Golden Gate Railroad Museum in former SP commuter coaches, former SP baggage cars and the former SP F units.

13. Establish a Collections committee to bring forth ideas of what items the Museum should be seeking to add to the collection in keeping with our Mission Statement. - Lundquist

MOTION by Pennick, Ruppert - Establish an Advisory Committee to be called "Collections Committee", comprised of five members in good standing, with one nominated by the Board, one appointed by Operations, one appointed by Museum Services and two from the membership at large. PASSED 9-0-0.

The Board appointed Larry Rose. Museum Services appointed Ted Kornwiebel. Larry Rose will call the first meeting with a notice in the Hot Scoop.

14. Substantial donation - Lundquist

At the September meeting, the Board appointed a vision committee of Rose, Lundquist, Schussler and a member from Museum Services to bring back a plan for the Board's consideration of items to be completed, estimated costs and priorities for the donation of \$210,400 received. The committee has not met as yet.

Museum Services has appointed Ted Kornwiebel to represent them. No meeting has been set. A notice will go out in the Hotscoop for the meeting day and time.

NEW BUSINESS

21. Investment Ad-hoc Committee - Lundquist

Our current investment of trust funds should be investigated with a report back to the board. There are several firms available to meet with and discuss options. Can we identify a Board member to organize a committee and report back to the Board before the end of the year? Owen offered to research and bring back information to the Board.

24. Election Results - Schussler

The results of the election which closed October 14, 2004 on the new bylaws and the Board positions were presented: Of the 212 ballots returned, 189 were counted. The bylaws passed 165-19-5. For the three Board of Trustee positions, Lundquist (151), DiGiorgio (125) and Wolfgang (85) were elected. Additional details are included in Schussler's report.

MOTION by Ruppert, Pennick - accept report. PASSED 8-0-0 (Helm left).

25. November Board Meeting - Lundquist

The next meeting is scheduled for Veterans Day, November 11th, a state holiday. Is that a conflict for anyone? The Board had no concerns and left the 11/11/04 meeting date.

26. Temporary home for Santa Fe Railway Historical & Technical Society archives - Pennick

Formally, both groups shared space in the Santa Fe Depot. The SFRHTS now stores their material in a rental space. The library committee supports making space for the SFRHTS collection.

MOTION by Pennick, Ruppert - PSRM to provide a suitable enclosed 400 square feet of floor space for use by the non-profit Santa Fe Railway Historical & Modeling Society on Museum as an interim home for the SFRHMS research archives, subject to an approved written agreement to be provided at the next Board meeting. PASSED 8-0-0.

27. Allocate at least \$150,000 into restricted account for construction of library - Pennick

Pennick request from the library committee is to set aside these funds to construct an appropriate research library facility at a location to be determined.

Consensus to refer to the committee set up in agenda item #14.

28. New phone answering system purchase - Lundquist

Each month, we have approximately \$100 bills from our telephone answering system in rental and phone fees. It appears that we can purchase our own computer and answering system for approximately \$750. If approved, the system should pay for itself in less than eight months.

MOTION by Rose, Pennick - authorize up to \$750 to purchase a phone answering system for our main phone number. PASSED 8-0-0.

29. Awards - Gallagher

Gallagher asked which awards we should be offering for the Museum. The consensus was to limit the awards to Railfan of the Year for the volunteer member awards, and, on an occasional basis, a Railfan of the Decade. A suggestion of naming the awards after other members was discussed. Gallagher asked for input, and will bring back a recommendation to the Board.

30. Endowment fund - Pennick

MOTION by Pennick, Lundquist - 10% of all monetary donations not specifically designated shall be deposited in the permanent endowment fund, unless objected to be the donor, retroactive to the receipt of the \$210,400 donation. PASSED 8-0-0

31. Iron Road of the Californias - Ruppert

MOTION by Pennick, Rose - appoint Bruce Semelsberger to represent PSRM in the committee. PASSED 8-0-0.

23. Congress of History - Ruppert

MOTION by Ruppert, Pennick - appoint Bruce Semelsberger to represent PSRM. PASSED 8-0-0.

REPORTS

40. Presidents' Report - Lundquist submitted a written report, plus passed out handouts of the ARM meeting he attended, asking all members to consider attending ARM next year in Strasburg, PA. Also, Lundquist passed out a letter from CZRy to SD&AE asking to passenger rights on the SD&AE. He will be fighting very hard to retain those rights for the Museum, as our very existence as a Museum is at stake.

41. Treasurer's Report - D. Hyatt

42. Vice President, Administration Report - Wolfgang

43. Vice President, Museum Services Report - Ruppert had a written report.

44. Vice President, Facilities - Rose. Lundquist asked for a progress report on the Campo Depot, electrical in the display building and the platform at the depot. Rose asked for more help and time.

45. Vice President, Operations Report - R. Hyatt submitted a written report.

46. Coronado Line/National City Depot ad hoc Committee Report - Wolfgang reported on the continued interests of Ed Kravitz.

47. Library Ad Hoc Committee - Pennick

48. Marketing Committee - Ruppert reported on the advertising in the Union Tribune.

50. CLOSED SESSION

60. CARRY FORWARD - Items 13, 14, 20, 21, 26 & 29.

70. ADJOURNED at 10:48 PM by Lundquist.

10/23/2004 10:59 PM

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

We have new photos of trainmen Frank Stites and Larry Rose at:
<http://www.sdrm.org/gallery/people/trainmen/>. Don't forget that our web page has a link for our volunteers: www.psrn.org/members/ You can see old issues of the "Hot Scoop", the "Report" and crew callboards. The username is "volunteer" and the password is "2353".

***** Year 2004 Dates of Note *****

	Nov	Dec
Planning Meeting	18	
School Train	16	21
Tecate Train	20	
Volunteer lunch/BBQ at Campo	--	--
Board of Trustees meeting	11	9
Museum Services meeting	16	21
Steam meeting	15	20
Deadline for Hot Scoop articles	28	28

Your Board of Trustees meets the 2nd Thursday each month, 7:00 PM at Trinity Church.
Museum Services meets the 3rd Tuesday each month, 7 PM at Ted Kornweibel's

***** Article Submissions *****

Please submit articles in pure text (.txt) or MS Word (.doc) format. E-mail to hotscoop@sdrm.org is preferred. **The deadline for article submissions is the 28th.**

***** Phone numbers and e-mail ***** Web: www.psrn.org or www.sdrm.org

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