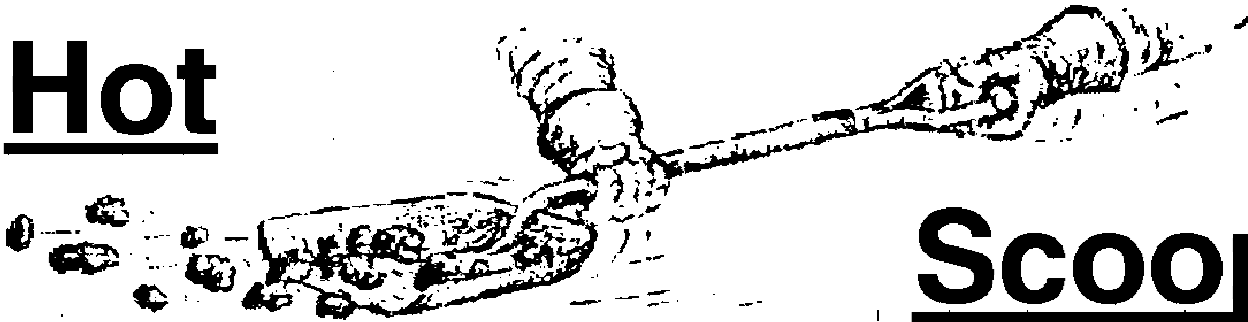


Hot



Scoop

HotScoop Shovel Logo by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum members

March 2005

MUSEUM NEWS

VOL XVIII NO III

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

Board Meetings changed - You are greatly encouraged to attend your Board meetings and observe how the Board does business. The schedule has been changed from the second Thursday of the month to the third Thursday, starting at 7:00 PM at the Trinity Church, 3902 Kenwood Dr, La Mesa.

SD&AE News - We regularly give a progress report at the quarterly SD&AE Board meeting. At the last meeting, there were several items of interest to our Museum. First, we asked the SD&AE Railway to contribute land between our property and the mainline railroad at Campo. The Board asked staff for an appraisal, and ask that we work with CZRy concerning their potential plans to add storage tracks on a portion of the land in question. Second, we asked the SD&AE for a long term lease for underused property in El Cajon for our library. The Board directed staff for an appraisal of this property as well. Our argument is to continue the public benefit use of publicly purchased lands. Keep thinking good thoughts about them. Third, it was reported that a tour company, Trains Unlimited Tours, is advertising a trip to the public from San Diego to Plaster City. It was pointed out that the Museum has exclusive rights for all passenger excursions on the SD&AE, and that we haven't authorized any such trip. CZRy also reported that they hadn't authorized any trip either. The SD&AE Board will be contacting the tour operator telling them that no passenger excursion trips have been authorized through the gorge, and that a great many issues must be resolved before any trips are authorized.

Tecate trains - Once the #3873 is put back into service after finding water leaks, the plans are for the Campo to Tecate trains to begin again. Check the web pages (www.psrn.org) for an official announcement.

Helen Russell - funds have arrived in the form of an \$11,000 life insurance policy. Perhaps this might be one way you can help us also - have you considered a similar policy yourself? Call me to discuss how we can make this happen for you, with a lifetime donation for our Museum.

Campo Depot - The restoration effort continues on the Campo depot. A major clean-up is underway, followed by a return to use of the upstairs baggage room. This room will be used as a gift shop and ticket office while the downstairs is being restored. We have a volunteer ready to reinstall the loading dock when we are ready. A final check with CZRy is underway for the dock placement.

Annual Dinner - We had a super time at the Annual Dinner. Great music, great program and great company were found. We truly have a super group of volunteers carrying our museum to greatness. It's not too early to start thinking about what we should offer next year. Let me know if you would prefer a week night or weekend, a more expensive affair with a local historical twist, or a low cost option with a train ride at Campo on a Saturday afternoon/early evening.

Transportation Corps - Your participation in the Museum's transportation corps is solicited. Each month, there are a variety of things to pickup and deliver for the museum - from the *Hot Scoop* to the post office, surplus donations from all over the state, and many other items. This month's need is to travel to Vandenberg and Sacramento to pickup a trailer full of materials. If you can drive and are willing to assist our Museum in this way, please call the Transportation Corps Captain - Jack O'Lexey at 858-274-4449. Also, thanks again to Rob Stebbins for his journey to northern California to bring back our donated trailer.

Clothes Dryer - Thanks go out to Ken Hansen for his solicitation of a dryer from his neighbor. This will make the necessary clothes washing task at Campo so much easier. Thanks also go out to Chuck Leix, the brother-in-law of Jim Lundquist, for his time to wire up an outlet for the dryer and a new security light in the shop.

Diesel pickup - Our next need is for a working, diesel powered pickup truck. If you or a neighbor can donate one to the cause, please call me.

Operation classes soon - Join the best all volunteer railroad crew in America as we tackle the mountain railroad grades of the SD&AE each weekend with our passenger trains. Classes start soon. Give me a call to join our team. I'll match our railroad and our safety record with any operation out there!

You are invited - There are, of course, many other worthwhile projects underway all over our museum. As always, we welcome your involvement - by either stopping by and helping or mailing in your checks. Both are needed and welcomed.

As always, I welcome your email (Jim@psrm.org) or phone calls (619-470-7553 evenings). See you soon at Campo or La Mesa.

***** 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 16 trains in February.

Zac Armstrong	Jim Baker	Darrel Bivans	Dave DiGiorgio	Don Getz
Matt Gorney	Tom Gray	Larry Hieshetter	Randy Houk	Greg Luiz
Jim Lundquist	Mike Mendoza	Seth Miller	Bob Nickles	Jack Ohmstede
Linda Ovadia	Mark Ovadia	Jack O'Lexey	Dick Pennick	Don Pope
Ann Ruppert	Bob Schussler	Rob Stebbins	Robin Wonders	

***** 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

*** Donations ***

\$100	Herb Kehr	for the "Report"
\$400	Greg Luiz	General Fund
\$ 25	Margaret Stahl	General Fund

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

We made MAJOR progress on assembling 2353 this month!

Fred Carnathan, Tom Walker, Mike Lucek, Larry Owen and Jim Baker were present on Friday, Feb. 11. We finished installing the last strap on the jacket, the steam lines to and from the fireman's manifold, the turret valve remote operators, both water glasses and their drains, the try-cock funnel and drain, the engineer's steam and air gages (no piping to the air gages yet), lights to the gages, the cylinder cock remote operator, and both remote operators for both injectors.

On Saturday, **Bob Nickles, Larry Owen, and Jim Baker** were there. We installed the power reverse and blow down controls, and got the brake stand in place. We started connecting the many copper lines that run to and from the brake stand and the gages. The remaining lines will have to be done next month.

About the only other tasks to do are to install the fire door (after cleaning a lot of "stuff" out of the firebox, the throttle handle, and the oil can tray. Then we'll connect the tender. The last job will be to hoist the dynamo up to its position on top of the boiler, just ahead of the cab. The foreman anticipates that we will be pretty much done with this in March. Then will come the Big Move to the Train Shed (Display Building). This will require LOTS of switching, and will probably take several days. We will need to rearrange the Train Shed and car barn. To do this we'll need to move stored equipment off of about six different tracks. We'll try to do the actual move of 2353 on a sunny day, so we can give her a good bath, and let her dry in the sun.

Our next quarterly meeting will be April 11, unless an earlier one is needed to plan the Big Move.

Our next work weekend will be Friday and Saturday, Mar. 11 & 12.

Hope to see you there! Need more info? Call the foreman, 619-670-7441.

*** Annual Dinner A Blast! *** *Jim Lundquist*

The Museum's Annual Dinner was held on February 24th, and all the usual active members were there, along with some new members who could join with us. We enjoyed the recap by each department head, looking back at a terrific financial year for 2004 and looking forward to 2005. We recognized the hard work done by all our volunteers. Some were singled out for special recognition - a special shirt for Diana "Don't mess with the volunteer cook" is what I remember. We enjoyed a great meal with terrific views of downtown from Tom Ham's Lighthouse. We were entertained with music by our members - Larry & Tanya Rose, Walt Richards, Paula Strong and Ted Kornweibel. Ted then presented the Silver Spike award to long time restoration extraordinaire Harold Whalen for his woodworking and metal working magic. Finishing off a great night was a slide presentation of the San Diego, Cuyamaca & Eastern Railway by Bruce Semelsberger. All-in-all, a great night with great people. Hope to see you at next year's dinner - which might feature a change of venue or dates to accommodate even more volunteers.

*** IN MEMORIAM *** *Dick Pennick*

Robert M. "Bob" Hanft, a resident of Paradise, Calif., noted author, historian, and dedicated rail hobbyist -- and Life Member of PSRMA -- passed away November 29th in Paradise. He was 90. His wife of 57 years, the former Annabelle Lester, had preceded him in death on December 11, 1999.

Bob was born March 17, 1914 in Arinette, Wisconsin. He began collecting railroad photos as a teenager in the 1920's, and during the Great Depression rode freight trains hobo-style, seeking work with thousands of other unemployed men and women. He founded Lakeside Photo Service in Brainerd, Minnesota in 1939 and after Pearl Harbor, enlisted in the U.S. Army. He was assigned to a photographic unit and spent much of the War in Hollywood making Army training films.

After the War, he attended UC-Berkeley on the G.I. Bill, graduating with a BA in Psychology. He subsequently earned an M.B.A. and a PhD. in Philosophy and was associated with Theta Gamma Sigma fraternity. He was employed by Standard Oil of California and later took up teaching at CSU-Fresno and, in 1967, CSU-Chico, where he retired as an emeritus professor of Transportation. In addition to PSRMA, Bob was a member of numerous rail-history organizations from Maine to California. He authored a number of articles and three rail books including *Pine Across the Mountain* and *Red River: Paul Bunyan's own Lumber Company and its Railroad*. But his final book, *San Diego & Arizona - The Impossible Railroad*, published in 1984, was his most notable work from our perspective.

Although not a great literary or historical masterpiece - Hanft himself wrote in the book's acknowledgement: "Someday a great deal more can be written, but I couldn't wait" - it nevertheless brought together in one volume the general historical fabric of the local railroads and included information on the San Diego Trolley and the Pacific Southwest Railway Museum Association. Hanft acknowledged the importance of earlier works in this endeavor, including Bulletin #71 of the Railway & Locomotive Historical Society and the original work on San Diego railroads and rapid transit, *Rails of the Silver Gate* by San Diego author and historian Richard V. Dodge. Dodge was the son of an early California Southern Railroad locomotive engineer and a fellow member of the Railway Historical Society of San Diego (RHS of SD was the predecessor of PSRMA). To preserve Dodge's private research collection in San Diego after his death in 1962, the private "California Southern Railroad Library" was formed, later renamed "Southwest Railway Library" and eventually deeded to PSRMA as the beginnings of its own renowned research library of the same name. Today, this collection is the second-largest of its kind in California.

Mr. Hanft did not utilize, for example, the tremendous collection of original records that had been transferred, at my suggestion, to the San Diego Historical Society by the UC-San Diego Special Collections Dept. in the early 1980's. Nor was he aware of the large amount of data, photos, artifacts and employee interviews in my personal collection and other private collections. He did manage to hook up with long-time PSRMA members **Larry Rose**, **Al Copeland** and the late **Norm Hill**, and visited our new Campo venue during its infancy. Larry provided him with some source material and historical photographs from the Museum's Southwest Railway Library collection, and information about the Museum. Copeland checked rosters and other details for the book.

Hanft also visited our La Mesa Depot Museum on Feb. 9, 1985, not long after its restoration was successfully completed, and I was able to have him autograph my copy of his new book. When I told him I had been collecting data for years and planned someday to write the "definitive" book on the SD & AE Railway, he wrote: "I got tired of waiting for you to do it!!!".

The Museum was gifted several years ago with all remaining unsold copies of his SD & A book by the publisher, Trans-Anglo Books of Glendale, and were available for \$95 each, first come-first served, until they were gone.

Mr. Hanft is survived by a niece in Sarasota, FL and two grand-nieces. May all the grades be easy and all the lights be white. (Ms. Connie Brown of the Paradise Post contributed to this article). DP

Sugi Slater 1945 - Jan. 23, 2005

Veteran Museum members recently mourned the passing of Sugi (Sonka) Slater, wife of PSRMA Life Member and long-time Museum Conductor, locomotive engineer and restoration project manager **David Slater**. Mrs. Slater died of complications from knee surgery at Pacific Regents Convalescent Center in San Diego on Jan. 23rd. She was 59.

Sugi, a former resident of Fletcher Hills in the El Cajon area, was an artist, student, and at one time the only female welder at General Atomic. She was studying social work at SDSU at the time of her death. In 1965, she met U.S. Army Master Sergeant Dave Slater in Frankfort, Germany and they married in 1966. The Slaters located in San Diego after his retirement from the Army. Dave later found PSRMA and was involved in military acquisitions for the Museum, as well as coordinating the operating restoration of several of the Museum's old diesel-electric locomotives and spearheading the fundraising.

Mrs. Slater is survived by her husband, Dave, of Allied Gardens, three daughters, three brothers, and their extended family. A celebration of life was held in Sunset Cliffs on January 29th. Condolence messages may be sent to: Dave Slater, 4914½ Old Cliffs Rd., San Diego, CA 92120-1146.

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

In January, the Committee prepared a concept proposal for the lease of a Transit System-owned parcel in El Cajon, for use as a site for our proposed Southwest Railway Library research facility.

This exploratory proposal was presented to the SD & AE Railway Co. board of directors at its meeting on Feb. 15th. The Metropolitan Transit System representative expressed concern about the commercial value of the 2.2 acre site versus the nominal lease suggested by the Museum, and suggested that the property be appraised before any decision is made on the Museum's proposal.

The Committee is hopeful that the SD & AE board will eventually look with favor on the Museum's proposal for this site, since many of the railroad's original operating, right-of-way and legal records are included in the Library's extensive archives.

***** Semelsberger Elected V.P. Of Congress Of History *****

PSRMA congratulates Museum Research Director, **Bruce Semelsberger**, on his election February 19th as First Vice-President of the Congress of History. PSRMA is an organization member of the Congress.

The Congress of History is a networking organization of approx. 200 regional historical societies, archives, and other history-related groups, with a goal to assist each other in unity and joint effort. They sponsor an annual History Conference each March, and Bruce has been a presenter on numerous occasions. Its 2005 Conference will be held March 4/5 at the Museum of San Diego History in Balboa Park, and is open to the public for a nominal registration fee. Bruce will again be one of the featured presenters. If interested, call Helen Halmay at (619) 469-7283. (Dick Pennick)

***** We Get Letters! ***** Dick Pennick

PSRMA receives complimentary (and some not so complimentary!) letters and e-mails throughout the year. Although appreciated, many never see the light of day in print.

I received a personal letter recently from a member of the Age of Steam Museum in Dallas, Texas, who was responding to a long letter I had written her earlier about her story in the newsletter of the Nevada Northern Railway Museum in Ely, Nev. She had visited the Ely museum last year and had ridden in the cab of one of its coal-burning steam locomotives. It was obvious that she had enjoyed the thrill of a lifetime. But it was also obvious that, either she had been given bad information by the Ely crew or she had misunderstood what they told her about railroading and locomotive operation. I was compelled to fill in the gaps and inaccuracies in her information and, hopefully, raise the bar on her understanding of things steam and the iron road. Excerpts from her response follows:

"Thank you for your thorough and insightful feedback on the article... Your [information was] much more detailed than any I received from the crew or museum staff and, as a layperson, ... appreciate your furthering my education. I will use your suggestions/comments for the Age of Steam's printing of this article. [We] one day hope to venture to the Campo Railroad Museum!" In support of the Nevada Northern museum and the great work they do over there, I suspect this naïve visitor may have mis-remembered some of the important details. After all, an operating steam engine, at first exposure, can be somewhat overwhelming to the uninitiated!

The moral of this story is: we are in the education business as much as the history business, and all of us as members need to strive to educate the lay visitors at our various venues. Otherwise, we are nothing more than a bunch of adults playing with a collection of full-size toy trains.

***** Equipment Restoration ***** Ted Kornweibel

February 5, 2005: Saturday featured the inauguration of our African American Railroad Heritage Month displays. I want to thank all those who helped make this a reality. The displays look marvelous. There are four eight-foot long story boards, with a total of 38 historic photos. I selected the photos from my collection (gathered for my book) and wrote the captions. Bruce Semelsberger and I mounted the photos and captions onto the story boards. Frank Stites and I sandwiched the story boards between sheets of Plexiglas and Harold Whalen, Frank Stites, Joe Shelly, Mark Ovadia, and David Green helped mount them in their frames. During the previous two weeks Harold Whalen constructed the frames, while Bruce Deck constructed the metal bases into which the frames' legs fit. Mark Ovadia and David Green painted the bases white, to match the PVC frames.

The Rockdale, Sandow & Southern Railroad #3 Baggage/Coach Combination car looks great. Joe Shelley draped satin cord over the seats to prevent visitors from sitting in them. Mark Ovadia had put up a display in the baggage section, and I added an additional story board and supplied tape recordings of black railroad songs and "gandy dancer" work chants, which were played throughout the day. We also have fliers for visitors to take with them, describing the history of the car. Plan to visit the Museum and view our exhibit. I know you will enjoy it and learn a lot about the black railroad experience.

In the afternoon, Harold Whalen worked on the clerestory windows on the north side of the car (near the 050) and got all the nails out of the sheet metal which keeps the windows in place. Next week we will try to remove all the windows for repairs. Frank Stites and Joe Shelley re-installed the half round moldings on the south side of the car, covering the cracks where each piece of paneling joins its neighbor. And I continued sanding one of the sliding baggage doors. Bruce Semelsberger is following up on getting someone to cast new pieces of clerestory glass.

All in all, it was a great day, and the museum made a major stride in interpretation. It couldn't have been done without the labors of many, and please join me in thanking everyone mentioned in this report. We're getting close to painting!

February 5th, the beginning of African-American History Month in the Campo Display Building. Photos by Randy Houk



RS&S #3 Baggage/Coach Combination



RS&S #3 Baggage/Coach Combination



Ted Kornweibel



Mark Ovadia



February 12, 2005: Although it was chilly and rainy, we made great progress in restoring #3. We were joined by an old-but-new volunteer, Bob Patillo. Bob volunteered for the Museum nearly two decades ago, and was amazed to see all our progress. Best of all, he pitched right in again. He spent most of the day carefully removing the entire inside hardware on the clerestory windows. Each window has a brass mechanism for opening it so far, and then locking it in the open position. (In each pair of clerestory windows, one opens to the right, the other to the left, so that, no matter which direction the train was traveling, half the windows could be open without admitting great quantities of smoke and cinders.)

While Bob Patillo was removing the hardware, Bob Schussler and I were on ladders removing the nails that affix the sheet metal roof to the exterior of the windows, which prevented their removal. Each window had 15-20 nails, so the entire process of preparing the windows for removal meant removing between 450-600 nails (there are thirty clerestory windows total.) This was one of the most tedious jobs on this project. Harold Whalen removed nearly half of them the previous week. We have a lot of window repairs ahead of us, and undoubtedly some are too far gone and will need to be replaced. As we took the windows out, Frank Stites carefully removed the glass panes (four per window). Each original piece of glass is a beautiful blue, with a wonderful raised flower-like design cast into it. Quite a number of the panes were cracked, so Frank had to be extra careful in his removal. The glass was held in with red putty, which, after a hundred+ years, was really hard. This, too, was not a quick task. Next week we will remove the rest of the windows, and get the remaining glass panes out.

Now here's an urgent plea: There is very gratifying work for someone who wants to work at home, off and on. There are several dozen panes of the clerestory glass which need gluing. In some cases the glass is in two pieces, in others, three or four. If you like to do detailed, meticulous work, this is a perfect project for you at home. I'm not interested in speed, but in precision. I know there are a number of you out there who can do this. Then there are other panes of glass which were painted gray on one side (fortunately, usually the flat side), and I need someone to patiently use a chemical stripper (good ventilation, of course) to remove the paint. Once again, speed isn't necessary, simply careful work. So: calling all detail work-at-home persons. Give me a call (619-461-0098) or email and I'll get you started in a week. This is your chance to make a substantial contribution to our project. Plan now to join us at Campo for further window work on #3. We're making great progress. And the fellowship is always great. Please welcome returning volunteer Bob Patillo, who asked for a membership application. That's the PSRM spirit.

February 19, 2005: We had another great restoration day, working on #3. It rained off and on during the day, but that didn't deter us. We warmed ourselves mid-day with a delicious spaghetti dinner prepared by Diana Hyatt. The restoration crew was Joe Shelley, Harold Whalen, and I. We spent the entire day on the clerestory windows. Joe and I removed the last 8 windows (Joe actually did the bulk of the work). Harold and I carefully removed each individual piece of cast blue glass, for later re-installation after repairing the windows. This was a time-consuming job, because the old red-lead putty glazing was rock-hard. And we had to be careful not to damage the glass. Harold then started window repairs, gluing up a half dozen of the windows (there are 30 total). I sanded several of the windows following glass removal. Meanwhile, Joe began trimming the sheet metal on the roof which had been nailed into the windows, so that, when re-installed, the windows will open and shut.

February 26, 2005: Bob Schussler and I had a great day working on #3. We first worked on removing glass from the clerestory windows. We removed the last of the cracked panes, from about 8 windows. We then used paint stripper, scrapers, and wire brushes to remove the gray paint from the back sides of about a dozen panes of glass.

With this done, we could finally inventory how much glass is intact, how many panes can be glued back together, and how many panes we need to replace. There are a total of 30 clerestory windows, each with five panes of glass, for a total of 150 panes. We have 60 completely intact panes, which can be re-installed as soon as the windows are repaired. In addition, there are 15 panes which are cleanly broken into only two pieces. We hope to be able to glue these up well enough so that the cracks are inconspicuous. We need 75 replacements! That's a tall order.

But here's the good news. Bruce Semelsberger has located someone who can cast new panes for us in resin, achieving the same color and detail as the originals. We have been unsuccessful in finding anyone who could duplicate them in glass for less than several thousand dollars, which is way beyond our budget. So resin is the way we will go. We should cast a few more than we need, so that we have replacements should our glue jobs not be presentable. So we will need to build seven new windows. This will be a major project, but not impossible.

So we had a very gratifying day. Ron and Diana Hyatt (she wearing her new "Be Nice to the Lunch Lady" T-short) served a delicious hot lunch--Sloppy Joes, beans, salad, and pudding. And in the afternoon we had an unexpected blessing. One of our visitors was a contractor from Chandler, Arizona, who had some helpful hints for restoration. I asked him to put in a donation if he thought we were doing good work. When I looked in the "kitty" later, I found a crisp \$50 bill. I wish I had his name.

***** The 2005 Golden Spike Driving Re-enactment ***** *Frank Unmack*

Since 1958 I have driven from San Diego to my home town of Deer Lodge, Montana at least once a year. Since purchasing a second home in Montana I sometimes make the drive three times a year. For 46 years I have passed the sign directing one to the Golden Spike site, however never stopping until October 2004. Passing the site so many times and with the site having so much historical significance to those interested in railroading is really an enigma on my part because I was raised in a small Montana town which was at the center of the Milwaukee Road's 440 mile electrified Rocky Mountain Division. The Milwaukee shops there maintained steam locomotives (self propelled boilers), the electric locomotives and later diesels. By living in a small town that was nearly 100% railroaders it was impossible not to acquire an interest in railroading, if nothing than just by osmosis from all the RR talk around one. My grandfather, father and I, at one time or another, all worked for the Milwaukee or the Northern Pacific.

One page 3 of the latest Hot Scoop in an article by Dick Pennick "... the legendary photographer and author, Richard Steinheimer ...". Steinheimer also wrote "The Electric Way Across the Mountains" which talks a lot about, and shows pictures, of my fellow Milwaukee Deer Lodgers. Required reading for those of us who feel that Rudolph Diesels engines that are presently in the majority here in the USA will be on their way out and will be replaced by electrics, as they are in most of the other industrialized countries.

I find it interesting to follow the evolution of engineering and manufacturing processes by observing a chronological evolution of some machine's technology. I follow the evolution of gas engine and tractor technology having restored an early 1900's gasoline engine. When showing it at antique engine and tractor meetings I observe the advances in design and manufacturing of other antique internal combustion engines and farm machines on display.

Attending the Golden Spike re-enactment will give one the unique opportunity to observe the evolution of the self propelled boiler machine and compare the design of the following three self propelled boilers.

Read Dick Pennick's excellent article on engine SD&A No 104 and then view 104 at our museum. Have a camera, take a few shots of important design features such as valves, reversing mechanisms, connecting rods, lubrication methods and in-cab controls.

Then compare them with the two steam engines on display in Utah and in action and that were produced only 36 years before 104. Per Pennick's article SD & A No 104 was built in 1904 by Baldwin. It is a 2-8-0 with 57 inch drivers and weighed 207,000 pounds, (fuel, water, sand, tools and 2 crew members). [at 207,000 lbs. why bother with the weight of the crew, whether or not on the Atkins Diet also the weight of the front brakemen is not included].

The two operating steam locomotives participating at the re-enactment are not the original engines. They are faithful re-productions whose very interesting historical research, re-design and fabrication story is best learned by attending the re-enactment and viewing the test and displays at the excellent Visitors' Center. These re-created locomotives were christened with water from the Atlantic and the Pacific and were dedicated on the 110th anniversary of the Last Spike ceremony, May 10, 1979. This ceremony drew 14,000 people to the site that is billed as one of the "must see 25 top USA historical sites."

The wood burning Jupiter was manufactured by the Schenectady Locomotive Works in September 1868 and was one of the first of 28 engines ordered by the Central Pacific. It was a 4-4-0 with 62 inch drivers and a "total engine weight of 65,400 lbs. It is not clear if "total engine weight" included crew and the contents of the tender, as with the weight of No 104 in the Pennick article.

The coal burning Union Pacific No. 119 was one of 5 UP engines built by the Rogers Locomotive Works of Patterson, NJ. It was a 4-4-0 with 57 inch drivers and with a total engine weight of 68,400 lbs.

The final owner of the Jupiter was the Gila Valley, Globe and Northern. Despite efforts to save her, the Jupiter was scrapped in 1906 netting \$1000. No. 119 continued in freight service for the UP and went to the scrap heap in 1903, fetching UP a \$1000 recycle rebate.

It is interesting and perhaps useful to compare the operating life of some older, low stress, but also of poorer alloys, machines VS present day machines. My 1 HP early 1900's Aeromotor gas engine weighs 200 lbs, but is capable of still providing many years of useful work. How soon will your present auto be relocated to the scrap heap and what will be your recycle rebate in 1903 dollars?

In October I was impressed with the displays in the Golden Spike Visitor Center and the nearby cuts, fills, grades and trestles made in the 1860's by both railroads as they worked past each other laying parallel track. One can drive or walk on the old roadbeds and compare them with more modern roadbeds.

I have a truck-mounted Lance Camper and we intend to start our return to our other home on the Flathead Lake in Montana on May 8th. Per our usual plan we will drive to Jean, NV, park in the lot of the Gold Strike and have a casino prime rib dinner. The 9th we will drive to Ogden, Utah and again stay in a large parking area off 21st St. that is adjacent to the two large motels and a restaurant. Then early up and drive 53 miles to the 10AM re-enactment of the driving of the Golden Spike.

We invite you to join us in viewing the historic re-enactment and if you wish to visit Yellowstone, Glacier or see the Flathead continue on with us. If there are those who wish to stay in RV parks or to drive a non-RV, I can provide information to assist you.

Contact www.nps.gov/gasp for additional information on the Golden Spike National Historic Site.

Frank and Marilyn Unmack unmack@earthlink.net (619) 670-6780

***** February 10 Board of Trustees Draft Meeting Minutes ***** *Sandy Schussler*

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

OPENING

1. Call to Order - Lundquist

The meeting was called to order at 7:05 pm. Directors present were D. Hyatt, R. Hyatt, J. Lundquist, R. Pennick, R. Ruppert, L. Rose, S. Schussler. G. Luiz had an excused absence for work.

2. Introduction of Guest and Guest Speakers - Lundquist

Don Getz and Wally Barber were present. AGEdwards Account Executive Don Lincoln was scheduled to make a presentation and was delayed.

3. Additions, Corrections and Adoption of Agenda - Lundquist

Item 38: Scout Proposal was added by Dick Pennick, and the Agenda was approved. Motion by D. Pennick, seconded by L. Rose passed 7/0/0.

4. Adoption of Minutes

A. Board of Trustees Meeting January 13, 2005 - Motion to adopt the Minutes by D. Pennick second by D. Hyatt passed 5/0/2.

B. Board of Directors meeting January 13, 2005 - Corrections, additions, and clarifications were submitted by D. Pennick. The Minutes were approved with the incorporation of D. Pennick's suggestions. Motion by D. Pennick, second by J. Lundquist 7/0/0.

OLD BUSINESS

10. Investment advice - Pennick

AGEdwards Account Executive Don Lincoln scheduled to make a presentation regarding our endowment fund. (This item was taken out of sequence, after item 11.) D. Pennick introduced Don Lincoln, the PSRM's current Account Executive (at 7:43 pm.) Both D. Pennick and D. Lincoln cited prior lack of action and decision as a hindrance to maximizing performance on PSRM account. Mr. Lincoln emphasized a need for an Investment Policy Statement to define return versus risk that will define future investment strategy.

A committee of D. Pennick, L. Rose, and S. Schussler will work on the Policy Statement for presentation at the March Board meeting.

11. Temporary home for Santa Fe Railway Historical & Modeling Society Archives - Pennick

The 2nd Draft of the Occupancy and Storage Agreement was discussed. Some suggestions were made to finalize the agreement for final approvals by both parties.

12. Substantial Donation Planning Ad-hoc Committee - Cost estimates and Specs - L. Rose

There is a standing request for more specific information on electrical requirements and cost estimates for completion of the Display Building. It was decided to move ahead, starting with the electrical installations with a budget of \$2,000 approved.

13. Approve the Site Plan for the Major Use Permit - L. Rose

Although the site plan is near finalization, the County of San Diego is in the process of rezoning the Campo area. This item will be temporarily removed from the agenda until more complete information is obtained.

NEW BUSINESS

30. Restart of Tecate Trips - Lundquist

Now that the Tunnel Portal has been deemed safe, PSRM will again be running to Tecate. It is planned to run on the 3rd Saturday of the month starting in March 2005.

31. Tecate Fares - Lundquist

There is an interest in revisiting Tecate Fares. There is specific interest in establishing a Child's fare and a fare for exclusive use of the #1509. On a motion by J. Lundquist, seconded by L. Rose a child fare of \$20 will be available for children 3-12 years of age. The motion passed 4/3/0.

A group rate for the #1509 was set by consensus at \$400 for the car plus a minimum of 10 full adult fares @ \$40 each.

32. Board of Directors Meeting Schedule - Ruppert

Due to some schedule conflicts, the Board of Directors' Meetings will be moved from the 2nd Thursday of the month to the 3rd Thursday starting in March 2005.

33. Budget Requests for 2005 - Ruppert

This request for Budget increases was withdrawn by D. Ruppert.

34. Organization Chart - Ruppert

A motion by D. Ruppert was withdrawn. Board members were asked to prepare position descriptions for their responsibilities and departments for presentation at the March Board of Directors' meeting.

35. Financial Report - Ruppert

The question is when a Report of 2004 will be available? D. Hyatt is working on a report format and in the process of defining the end of year position. Work on this project was delayed by a new baby.

36. County of San Diego Community Enhancement Grant Application - Lundquist

A motion by L. Rose seconded by D. Ruppert to approve the filing of the President for this grant was passed 6/0/1. The discussion involved basing the application on need for advertising and possible need for restrooms in the Campo Depot. D. Hyatt and D. Pennick will complete the application.

37. Annual Awards - Lundquist

The Board needs to establish guidelines for awards for the Annual Dinner. It was suggested that only 2 or 3 major awards be given: "Rail fan of the Year"; and "The Golden Spike. Specific guidelines for these awards still need to be established.

Department Heads would still be able to recognize their high performers with certificates. That would be left to Department Heads.

The date for the Annual Dinner meeting (3rd Thursday in Feb. or 2nd Tuesday in March, etc.) Final inputs should be submitted by the next Board of Directors' meeting in March.

38. Scout Proposal - Pennick

D. Pennick presented a proposal to provide a Boy Scout / Girl Scout outing experience on the SD & A Railway as one of PSRMA'S "Focus-on-Youth" activities. A motion to accept this proposal, in concept, was made by D. Ruppert, seconded by R. Hyatt and passed 7/0/0. Plan will be reviewed by Operations and Museum Services Departments.

REPORTS

40. Presidents' Report - Lundquist

In an oral report, J. Lundquist informed the Board that PSRMA had acquired a travel trailer to expand volunteer overnight capacity. Some of the mini-rail is being traded for work on the Loading dock. According to J. Lundquist, requests have been received to larger Work Camper spaces than are currently available.

J. Lundquist proposed giving gift one-year memberships to the new residents in Campo Hills development. The Board agreed.

J. Lundquist announced that the SD & AE meeting would be held Tuesday 2/15 at 10:00 am in the Mills Building at 12th and Imperial. It is expected that several item of interest will be discussed including property rights and Trains Unlimited excursion listing by CZRy.

41. Treasurer's Report - D. Hyatt

D. Hyatt is currently working on simplified formats for end-of-year reports. She is also looking at performance to last years financial and budget goals.

42. Vice President's Report - D. Pennick

In a written report, D. Pennick addressed Archiving meeting minutes; the possibility of renewing membership in the California Association of Museums; and Press passes for Tecate trips.

D. Pennick also mentioned that The Association of Fundraising Professionals workshop, held February 4, was attended by new Member and grant writer Paul Straley. Of specific interest were the Accounting and Financial Reporting, and The Non-profit Integrity Act workshops.

The report stated that Former Museum Vice-President Lew Wolfgang in maintaining a dialogue with the Electric Railway group. Finally, there was an article in "Sunset Magazine" on State Highway 94 favorably mentioning the Campo Railroad Museum.

43. Museum Services Report - D. Ruppert

D. Ruppert lauded the new "Blacks in Railroadng" exhibit opened and dedicated February 5. There was some encouragement to keep the display up since we are not currently inundated with displays.

Future exhibits may be developed for Railroad Workers in celebration of Labor Day, and Camp Locket display for Veterans' Day.

44. Facilities Report - L. Rose

In an oral report, L. Rose said good progress was being made with shelving in the boxcar for record storage. He delineated efforts to preserve the Jacumba Cars, and plans for Jacumba Cars signage.

45. Operations Report - G. Luiz

R. Hyatt stated that we had received verbal approval to discontinue motor car fire protection until conditions change.

46. Equipment Report - R. Hyatt

In a written report, R. Hyatt outlined progress and status of Locomotives SDA 7285, GP-9 SP #3873, ALCO MRS-1 #2104. Additional work has been done on the ATSF 1509 and the SP Boxcar to be used for storage of ATSF 2098 parts.

The Fuel Truck was vandalized and repairs are in process. The Locomotive Crane is inoperable. The arc Welder is being repaired. A recent acquisition is a military surplus air compressor in good condition. The Backhoe is undergoing maintenance.

The Steam Team, under J. Baker is busy putting #2353 back together and will probably be moved to the Display Building by April.

The restoration crew, under the direction of T. Kornweibel, continues to make great progress on the Jim Crow car. It's looking very good.

47. Library Ad Hoc Committee - D. Pennick

This committee has not met in a while. D. Pennick is still working on a possible El Cajon location on railroad property.

48. Marketing Committee - Ruppert

The next Marketing Committee meeting is Monday, Feb. 14.

60. CLOSED SESSION

No need for a closed session this month.

70. CARRY FORWARD

Item 10: Investment advice. (D. Pennick, L. Rose, S. Schussler)
Item 11: Temporary Home for Santa Fe Railway Historical & Modeling Society Archives. (D. Pennick)
Item 37: Annual Awards Dinner meeting (All Directors)
Item 38: Scout Proposal (Review by R. Hyatt, D. Ruppert, G. Luiz)

80. ADJOURN

2/13/2005 2:54 PM

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

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 2005 Dates of Note *****

	Mar	Apr	May
School Train	15	19	17
Board meetings	17	21	19
Museum Services meeting	15	19	17
Steam meeting		11	
Deadline for Hot Scoop articles	28	28	28

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

***** 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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