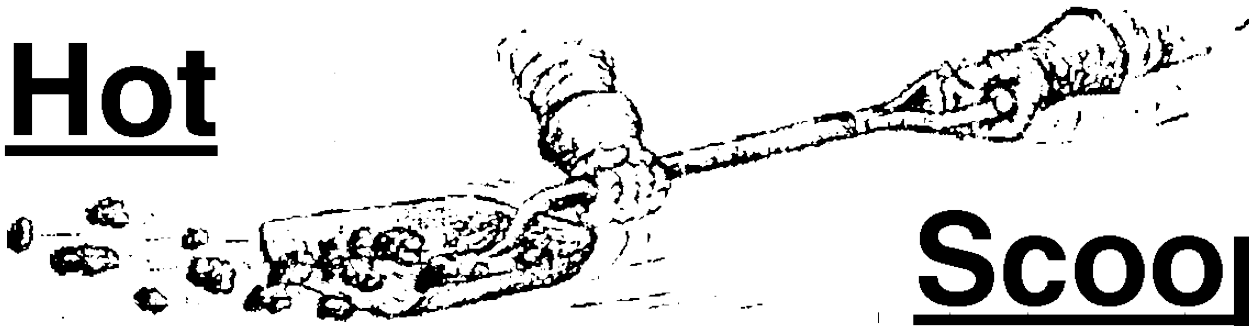


Hot



Scoop

HotScoop Shovel Logo by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum members

May 2005

MUSEUM NEWS

VOL XVIII NO V

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

April was a terrific month for us at PSRM. Allow me to highlight some activities.

After a few months off dealing with burnt tunnels and mechanical needs for locomotives, we restarted our popular Campo to Tecate trains. WOW - do our visitors love these trains! While the consist was reduced as work continues on the coaches, we sold out that train, and the May train is also sold out. The goal is to run Tecate trains every third Saturday throughout the year. If we can continue to sell them all out, our health will continue to be good as well. Our regular excursion trains are doing very well with ridership up as we have increased our advertising budget.

This month we welcome Bob Kleinschmidt as our newest Workamper. Bob's primary duties are to train as crew, assist the mechanical efforts at Campo and assist the Campo Depot project.

Speaking of the Campo Depot, progress continues to be made on this important project. The upstairs baggage room is being remodeled to serve as our giftshop and ticket window. The original tongue and groove ceiling up 10 feet high has been exposed. The interior walls will be replaced up to that height, with appropriate wall surface. It appears as though a board and bat finish was also used inside the baggage room when it was built, and that could be used for the rebuilding job as well. Plans are being finalized for a loading dock to be reinstalled after being removed many years ago. A new toilet structure is also in the early stages of planning. The depot area, which is the first impression our visitors see when they come onto our property, is extremely important to us. This effort will continue for some time as we make improvements.

Our new crane has arrived from the government surplus agency. It looks great, and Don Getz has already started making plans to put it into service. Don has also put our railcrane back into service, is working on the front end loader and our 30 ton crane. Don does most of this work during the week.

I have been called to Campo during the midweek a few times this past month. I am truly amazed at the number of volunteers onsite and the amount of work being done in the middle of the week. I've seen Tom Walker, Fred Carnathan, Al Brill, Dick McIntyre, Zac Armstrong, Workamper Dave, Don Getz, Seth Miller, Jim Baker, Larry Owen, Dick Pennick, Dick Cupp and a host of others - on a weekday! The other Saturday night, we had 13 volunteers overnight at Campo! WOW! Our volunteers remain our biggest asset - thank you. Speaking of volunteering during the week, don't forget our administration volunteers - Diana Hyatt, Dave DiGiorgio, Ken Helm and others all pulling together bills, tickets, reservations, etc for our Museum. THANK YOU.

Last month, I put out a call for large screen TV's and a diesel truck. Thanks to member Charles McMahon for donating the 25 inch screen TV. We still need a big screen TV for the Boxcar Theatre, and the diesel truck. Keep us in mind as some of you upgrade.

Working with a small movie company this past Saturday, we shot three short videos covering Campo history, the RPO and our steam locomotives. Thanks to Bob Schussler, Herb Kehr and Jim Baker for their on-screen efforts. When completed, we'll have a video presentation for our visitors during their stay - one at the boxcar theater, in the RPO and at #2353. In addition, we completed a commercial shot at the Museum during the weekday. It turns out that they gave me a speaking part - and my movie career is now underway! Thanks go out to the entire group working on steam, as well as Jim Baker, Seth Miller, Dick Pennick, Robin Wonders and Mark Ovadia for their help. If we find out the details on airing the movie, we'll pass it along.

With our Tecate trains restarting, the calls to our answering machine at Campo have increased. I've been thinking about seeing if any of our members would be interested in having the phone transferred to their house during the day to allow our public the ability to talk to a live person. I can arrange to remotely transfer the calls, but, it would require your phone to be answered "Pacific Southwest Railway Museum" when calls are coming in. If we could find volunteers to answer phones, I could pass along information they need to answer 95% of the calls. If you are interested in assisting our Museum from the comfort of your home and at no cost to you, please give me a call at 619-470-7553. If 5 people agreed to answer calls one day a week, we would have 100% coverage during the weekday. Further, the weekends would also be handy to have coverage. Call me if you are interested.

If you want to join the finest group of dedicated, hard working volunteers anywhere, I invite you to come up any weekend at Campo, look around, find a project which meets your skill level and join in. It's that simple!

*** 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 in April.

Jim Baker	Darrel Bivans	Rich Borstadt	Roger Challberg	Mike Chisholm
Bruce Deck	Dave DiGiorgio	Don Getz	Matt Gorney	Tom Gray
Randy Houk	Bob Kleinschmidt	Jim Lundquist	Mike Mendoza	Seth Miller
Bob Nickles	Linda Ovadia	Mark Ovadia	Jack O'Lexey	Dick Pennick
Don Pope	Ann Ruppert	Dick Ruppert	Bob Schussler	Rob Stebbins
Robin Wonders				

*** Donations ***

\$100	Herb Kehr	RPO Fund	\$ 10	Walt Richards	General Fund
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*** New Promotional Banner For PSRMA ***

Thanks to the generosity of new member **Steve Blake**, owner of SignDesign in La Mesa, the Museum finally has a brand new 8 ft. long promotional banner with the correct Museum name prominently displayed. It replaces a couple of tattered, 15-year old banners that will continue to be used temporarily at our **La Mesa Depot Museum** until special La Mesa Depot banners can be made.

Steve, a long-time friend of the Museum and a driving force in the La Mesa Kiwanis, gave a tidy discount to the Museum for the new banner. It was first used for our booth at Kid's Expo at Qualcomm Stadium April 1st - 3rd. It is available for any valid Museum promotional use. Contact **Dick Ruppert** - Vice-President of Museum Services for availability. (Dick Pennick)

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

WE DID IT!!

Since I took over as steam foreman in late 2003, our main goal has been to get 2353 reassembled and moved down to the Display Building. It took 15 months of hard work, but this task is essentially complete. It sounds like a long time, but since we worked only two days each month, it was really only about 30 working days. The details follow.

Dick Pennick, Seth Miller, Larry Owen, Tom Walker and Jim Baker were present on Wednesday, April 6. We removed the belly wash-out plugs, and installed all the other washout plugs. We drove out the pins that attach the valve stems to the valve cross head; disconnected the valve stem and shoved the valves forward. This was to prevent unnecessary wear on the valves when we moved her around for Friday's movie shoot. Lubed around, cleared Track 13, and moved 2353 outside and steam cleaned it. Then we started building the movie consist on Track 1: West to East; 3873, coach 254, RPO 74. In the evening, Seth and I helped unload the Museum's new crane.

On Thursday, **Dick Pennick, Seth Miller, Larry Owen, Tom Walker, Fred Carnathan and Jim Baker** were present. We did a complete lubrication of the locomotive per specs, except for appliances that wouldn't be used in the movie, and used ATF in the cylinders and piston rod drippers. Also lubed the curve of track 13 to ease '53 around; then moved her to the head of the movie consist, and made a couple of test runs.

On Friday, **Bill Palmer, Dick Pennick, Tom Walker, Mike Lucek and Jim Baker** of the Steam Team, along with **Darrel Bivans, Zac Armstrong, Jim Lundquist, Robin Wonders, and Mark Ovadia**, participated in shooting "Bat and Wyatt; Return to Dodge City." When shooting was completed at about 3:00, we did all the switching necessary to return the RPO to the display building, and get 2353 into her new home on Track 3 in the display building! We also got the consist for Saturday's Miller Creek train put back together.

On Saturday, **Mike Lucek and Jim Baker** removed and inventoried all the wash out plugs and put them in the boxcar. We helped the restoration crew (**Zac Armstrong; Phil Gorney; Matt Gorney; Dick McIntyre, Dick Cupp, Mark Ovadia, and Ted Kornweibel**) move an MOW trailer and a speeder from one track to another in the display building, and they helped us move a very heavy set of stairs from the center of the building to the fireman's gangway of 2353. We cleaned up the cab and set up a display of some information flyers and the calendar photo of 2353 in action in 1955. Also gave a couple of talks about the engine to our visitors. 2353 really looks good there! While we still have quite a bit of work left to do to finish up the display, come on out and take a look! Over the next few months, we will make the cab safely accessible to visitors (it is presently closed), hook up its lighting system, and set up some explanatory displays.

We are still working two days per month, with three to four volunteers each day. We have several other steam locomotives that need lots of TLC to preserve them. Come out and join us!

Our next work weekend will May 13/14 (the foreman won't be there on the 14th.) Next Meeting: Aug. 14, a Sunday. July 11 would be the scheduled date, but the foreman will be out of town. Also, Mike Lucek has suggested that the meetings be moved to Sunday evenings, so he could attend. So, it was decided that the next meeting will be the evening of Aug. 14.

For further info or questions, please contact the Steam Foreman at baker@sdrm.org. "Hope to see you there! Need more info? Call the foreman, 619-670-7441.



SP #2353 in the Display Building, impressing our visitors
Photo by Jim Baker



Retired RPO clerk Herb Kehr
Photo by Randy Houk

***** One Member's Opinion ***** *Mike Lucek, Steam Team Crew*

I was having scrumptious lunch (thanks again Sandy!!) this afternoon in the crew room with a few folks. Sandy Schussler made an interesting observation about doing volunteer work. She said that out of the 100's of volunteer opportunities there are - e.g. art museum docent's, the zoo, etc. she keeps coming back to Campo, even though it's usually tough, dirty work. The art museum/zoo has million \$, we have very little \$\$, so why bother? Her answer has stuck with me all day.

Sandy stated, "Because here [at Campo] I feel like what I do matters."

In its simplicity, she said soooooooo much. I don't know if our museum has a mission statement (or something like that), but in my mind a museum's purpose is to preserve, protect, restore and educate others about whatever the subject matter is - in our case railroading. Without RR museums (or any type of museums) those links to our past will be lost forever for current and future generations. So many people I've talked to have no idea how important railroading was/is in the development of the U.S over the last 150+ years. I won't wax poetic about that topic, since I think we all have a passing familiarity with that subject. When I mentioned that I help out with restoring a steam locomotive, quite a few folks ask what that is!! So I show them a picture or one of my short videos just so they know what I'm talking about.

I've been helping Jim Baker and the steam volunteers put the 2353 back together for the last year, not really thinking about what an impact it would have. I've climbed all over and under the 2353, bolting parts on, strapping pieces together, coaxing reluctant brackets and doo-dads to behave, putting in many hours of toil and sweat. Jim told me when I first joined the steam crew that what we're doing is putting a huge puzzle back together and the best way to learn about steam loco's is to get down and dirty with them. He could not have been more correct. I've learned so much about steam engines that I could NEVER, EVER pick up in a book or just looking at them.

When we had the 2353, her tender and the rest of her consist (RPO, coach) out on the line yesterday in the sun, she looked GREAT !! It was extremely satisfying to me to see her looking so grand, knowing I had a small part in that. Even had a silly little thrill getting a "cab" ride too. What's the cliché ? "Standing on the shoulders of giants...." The giants in this case were all the museum folks who restored the 2353 to running condition in the 1990's. Same goes for the RPO, coach, 3873. After we put the 2353 into the display barn yesterday (Fri), I couldn't help but stare, I was really amazed at how good she looks there !! This morning (Sat) with all the light, she looked even better, I can't help but still be impressed, and she really just dwarfs everything and everybody.

When the first group of visitors came thru this morning, a couple of the little boys were just staring at the 2353 with their mouths open in awe!

So, do I feel like what I do matters? The answer to that would be a resounding, YES ! Seeing results like the 2353 this weekend, the restored RPO car, the great progress from Ted and crew on the Jim Crow car, great hot lunches from Diane/Sandy/others, the ongoing train crew, the diesel guys, the depot folks, the folks helping out wherever there's a need, bits & pieces of the museum seem to be coming alive again, etc. over the last year makes me feel proud to be part of this museum. Even something as simple as this morning, we had 8 or 9 guys helping move that stairway as a team to the other side of the 2353, and moving those other rail carts around too. I derive a great sense of satisfaction seeing the oft-times immediate results of our handiworks. I like the fact this is a working museum, not a tomb or time capsule. That sense of satisfaction is one of the things that keeps me coming back every month, even though I live a 3-hour drive away. There's places closer to me that I could work at, but I don't think I'd get the same satisfaction there.

This turned out longer than I had planned; guess I had a lot on my mind, so thanks for reading.

***** Equipment Department Report ***** *Ron Hyatt*

MECHANICAL

SDA 7285

This small but reliable locomotive continues to pull our weekend Demonstration trains without fail and has not required any attention aside from general maintenance.

GP-9 SP #3873

Mike Chisholm and Ron Hyatt determined the actual cause of the dynamic brake problem and the parts have been ordered to repair it. This locomotive reliably pulled our first Tecate train of this year on the 16th of April. General maintenance has been performed on this locomotive.

Alco MRS-1 #2104

Dave Roesch and Ron Hyatt are in the process of prepping this locomotive for Paul Kennedy to work on. Injector nozzles have been ordered and gaskets for an exhaust leak on the number three cylinder have been obtained; this work will be performed by Paul. Frank Unmack has been assisting with determining the location of the high-voltage ground and with troubleshooting. Steve Clark continues to work on needlegunning the exterior. Al Brill continues to perform work on the cab doors replacing rust-damaged areas. Al will then sand and prime the pieces for painting.

SDA Coach #253

Bill Palmer, Dave Green (workamper), Steve Clark and Ron Hyatt continue to remove unnecessary conduit and piping. Bill removed the steps on the A-end of the car, both sides and Dave broke them down: separating the steps from the sidesills. Dave DiGiorgio has been visiting various metal fabricators to see if new ones can be made reasonably; so far, prices have been unfavorable and the work may need to be performed in-house.

ATSF 1509

Mike Chisholm, Jim Lundquist and Ron Hyatt have been servicing the toilet holding tank on a regular basis since the unit was put back into service and a honey pot was purchased for this purpose.

SP boxcar

Jack O'Lexey and Zac Armstrong completed the installation of the donated Home Depot racks. Jack continues to spear-head the re-organization and storage efforts in this car where parts are catalogued prior to storage.

STEAM

SP 2353 was used in a low-budget movie shoot during the early part of April. Thanks to Jim Baker and the Steam Crew who stepped up their preparations on this locomotive it was readied for the movie shoot and then placed on exhibit in the Display building. Everyone agrees it looks fantastic in there.

SUPPORT EQUIPMENT

Motorcars

Dick McIntyre and Dick Cupp worked with Zac Armstrong on the 105. There are some engineering issues with the drive axle which Zac has corrected. Zac had 105 operating in the yard last Saturday, (April 16th). There are a few minor tasks left which will be accomplished by Dave Roesch as Zac has moved back to his home state of Texas.

Fuel Truck

Dave Roesch replaced the water pump and rebuilt the carburetor, cleaned the entire engine and repaired the hose reel retractor drive. The main crank bearings on the engine are failing and need to be replaced; The Mechanical Department is looking for someone willing to take on this project, if interested, contact Ron Hyatt.

Case Backhoe

Larry Hieshetter continues to maintain this important piece of equipment in operating condition.

Rail Crane

Don Getz and his crew replaced the flywheel gear on the main engine and the pinion gear and pinion on the pony motor with new parts that were obtained by Dave DiGiorgio through extensive internet searches. This vital piece of equipment has been returned to service.

Gantry Crane

Dick McIntyre, Dick Cupp, David Green and Zac Armstrong worked on this important piece of equipment last Saturday, April 16th. Dick McIntyre came up with the idea to install an add-on motor to the shaft of the burned-up motor. Dick located a motor in the "North Forty" and cleaned it up and prepped it for service. The motor was then installed into the gantry crane using the now operational rail crane operated by Don Getz.

Large Case front-end loader

Don Getz has had the turbo-charger rebuilt in preparation for it to be installed; this should eliminate the oil problem which was rumored to be a blown cylinder.

15-ton crane

Jim Lundquist, Bill Palmer and Ron Hyatt traveled to Vandenberg AFB to inspect this crane and were very pleased with its condition. It has new tires and batteries and is in excellent physical condition. The crane was trucked to Campo but the main boom ram was shipped separately and arrived this week; it is rumored to have a bad seal but is yet to be inspected. There are a few minor maintenance issues before this crane is placed into service and our crane guru, Don Getz, is working on them.

***** Roster of Qualified Trainmen *** *Bob Schussler***

Confusion has existed for some time as to who may serve as a trainman on the Miller Creek/Tecate runs. This position entails direct contact with the public, and requires specific skills and qualifications. In the past, well meaning members have occasionally "filled in" as trainmen with decidedly mixed results. In order to clarify the issue, Museum Services is compiling a list of museum personnel qualified to perform trainman duties on the Miller Creek/Tecate runs. Employment of personnel as trainmen is still the prerogative of the conductor, but Museum Services suggests that conductors utilize only those personnel appearing on the list.

We are requesting that all personnel desiring to be considered for trainman duty submit their names and qualifications to Bob Schussler at bob-schussler@sdrm.org. Bob will coordinate inputs, and selection will be made by the Museum Services Committee. As a reminder, trainmen must be qualified and willing to prepare the train for passengers, deliver a short history talk, enforce safety and point out landmarks, conduct walking tours, and clean the train after use. Anyone reluctant to perform all these functions should not apply, however knowledgeable he may be.

As always, we are seeking enthusiastic volunteers to become trainmen. We will provide extensive training and support to anyone interested. The position of trainman is one of the most important, and certainly one of the most rewarding, activities of our museum. Please contact Bob Schussler for additional information or to schedule training classes.

***** Restoration News ***** by Jim Lundquist for Ted Kornweibel

(Author note - Ted regularly posts emails after his weekend work parties. These are a summary of those emails shared for all members to enjoy - Jim)

April 2 - As predicted, it was a beautiful spring day in Campo. The restoration troops consisted of Harold Whalen, Frank Stites, and I. We were assisted by David Green in the afternoon. Harold, Frank, and I spent the morning preparing for our new Restoration tool and supply room, to be located in the far eastern corner of the wood shop (in the car shop). We removed an unneeded workbench and parts carousel, and made plans to install a "cage" with a door so we can keep our tools and supplies secure. The RS&S #3 will be moved to the car barn for the remainder of its restoration. Harold, Frank, and I sorted through all the clerestory windows on the RS&S #3 to determine how many new ones need to be built, and which ones need repairs. Harold will both build the new ones and repair the others. He's an amazing craftsman! I used oak putty to fill the nail and screw holes in the clerestory windows. Then David Green and I removed the old shellac from one of the two end doors (i.e., doors opening onto the end platforms).

Frank and Harold did a great job installing the baggage doorway threshold on the south side of the car. Both thresholds are now in place, and ready for the strap iron which kept them from being gouged as trunks and baggage, etc., were loaded and unloaded. We all enjoyed a delicious meal of meatloaf, potatoes, string beans, and salad, prepared by Diana Hyatt. And we all partook of Jim Lundquist's birthday cake (his 50th) for dessert.

April 9 - We didn't get much work done on the RS&S #3 today, but we did get a lot accomplished in the Display Building. When we arrived, SP 2353 was well-placed on track 3, with the Santa Maria Valley railbus in front of it. A large crew spent the entire morning getting other displays in place. We moved the MOW speeder trailer from track 2 to track 6, overland (i.e., not on the rails). We then moved the AT&SF motor car from the middle of the concrete in the Display Building onto track 2, again overland. We also moved the stairs, which had formerly been used at the RS&S #3 baggage door, to the north side cab steps of 2353. (This took a great deal of work, as it had to be maneuvered down the concrete, around the tender of 2353, and up between tracks 2 and 3.) Participating in all three moves were: Zac Armstrong; Mike Lucek; Jim Baker; Phil Gorney; Matt Gorney; Dick McIntyre, Dick Cupp, Mark Ovadia, and Ted Kornweibel. (I hope I didn't forget anyone.) It was great to have McIntyre and Cupp visit us, now that they're "retired" from active work for the Museum. They joined us for lunch, and we all enjoyed a great meal prepared by Sandy Schussler. During the morning, David Green did a great job of removing plastic pipe from inside the Display Building, bundling it up so that it could be fork-lifted to the "back forty." He also stacked neatly all of the timbers for concrete forms. After lunch David and I worked on some of the clerestory windows. Then Larry Rose and I took the SP Harriman coach's window frames from the Display Building and placed them back into that car.

David Green and I finished the day removing the home-built window frames from the west end of the depot. I took measurements, and will place an order for three new wood windows (just like the originals) to be installed on the west end. Dick Ruppert, meanwhile, did a test set-up in the Display Building of the train simulator, which depicts the SD&A route from Jacumba to Ocotillo. This simulator was a very popular hands-on exhibit at the Kids Fair held last weekend, and when we can figure out how to keep it securely in the Display Building, it should be a great attraction. Harold Whalen did not join us today, because he was working all day in his home shop on clerestory windows, repairing some, and building a number of new ones to replace those which had totally disintegrated. During the week I got a terrific price on good-quality oak at Lane, Stanton & Vance (in El Cajon); they charged half of what other hardwood dealers were asking.

The Display Building looks awesome. 2353 dwarfs everything else, and was an immediate hit with visitors. The Steam Team plans to touch up its paint and bring electrical power to its lights. Maybe they can install the "steam whistle" donated by Paula Strong and Walt Richards, so that its sound can echo through the building.

April 17 - Things were really humming at Campo today. It was a beautiful day, getting into the eighties. The lunchroom was so crowded, everyone enjoying Diana and Ron Hyatt's delicious spaghetti and meatballs meal, that at first I couldn't find a seat. What a wonderful feeling of fellowship and good cheer. If you haven't been out on a Saturday, come join us for a great time of building our Museum community. I thought Dick McIntyre and Dick Cupp were retired. At least that's what they told me a few months ago. Imagine my surprise to see those two octogenarians repairing the raven-fouled motor on the bridge crane. More specifically, McIntyre was up on the top of the crane, with David Green, no spring chicken either, assisting him. Cupp handled matters from the ground. McIntyre and Cupp are amazing guys. They found a "new" motor with a chain drive on an old pump in the back forty, and are hooking it up. Those guys are the most inventive persons I know.

The Restoration crew had a very productive day. Frank Stites and Joe Shelley began down at the depot, unearthing the pad for the RPO car's mail crane. They and I then trucked the mail crane down from the display building and mounted it in place, in preparation for mail pickups "on the fly" next weekend, April 23-24, Postal Heritage Days. Dave DiGiorgio drove most of the spikes. Back in the Display Building, Tricia Cates and Bruce Semeslberger spent the ENTIRE day cleaning the RPO car. They dusted and polished everything inside. Bruce then cleaned off the roof. The car looks much, much better. And as Bruce remarked, it was not nearly as dirty as last year, because the concrete floor has dramatically reduced the amount of dust. The car now is truly sparkling inside, and our visitors next week will see it at its best. Thanks, Bruce and Tricia.

A significant amount of work was accomplished on RS&S #3. Joe Shelley sanded the northwest and northeast corners, which had not been previously worked on, then puttied up the imperfections, sanded again, and finally primed both areas. Harold Whalen showed up with a number of clerestory windows, both repaired and new. The most wonderful work was in repairing the originals, fabricating new pieces (including duplicating the compound curved edges) and fitting them together with new mortises and tenons. His craftsmanship is absolutely superb. He also made several entirely new windows which are equally impressive, but which actually took less time to construct than it took to painstakingly repair the others. He still has more windows to repair plus build several additional new ones. I did some window sanding and Frank Stites began to shellac the windows. In just a short while, we can begin to re-glaze them. I don't know what we would have done without Harold, other than spend thousands of dollars to have new windows made commercially (and no shop would have repaired the original ones). Harold spent much of the day custom-cutting and installing vertical trim pieces on RS&S #3. He also re-installed one of the baggage door thresholds which was not fitting properly. Frank and I used Sculpt Wood to fill some of the gaps on both thresholds, and will sand them next week. I also began installing the metal straps on the thresholds, after Joe primed both thresholds I also started sanding the east end platform. So RS&S #3 is looking better and better each Saturday. I'm thrilled at the progress we made today. And concerning the new and repaired clerestory windows, Harold Whalen put in many hours in his shop at home during the past two weeks on this project. Frank Stites took home a dozen or so windows for further shellacking this week, while I've got some of the clerestory glass panes to finish cleaning, in anticipating of glazing. In short, much work goes on during the week, in addition to the hours on Saturdays at Campo.

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

At its meeting on March 31st, the Museum's research library Site Search Committee was informed that the Railway Museum board turned down the Committee's request for "seed money" funding earlier this year. It was hoped that the Board would provide "earnest" money from the recent \$210,000 donation to kick off a major library fund-raising campaign to construct a new building.

In spite of that setback, the Committee voted to continue to pursue its proposal to lease and develop a 2.2 acre El Cajon site, owned by the Metropolitan Transit System, for the library. New member **Paul Straley** was given the task of spearheading the preparation of a more comprehensive look at the Museum's research library collection and its historical and cultural importance to the region. **Paul** will be assisted in this effort by committee members **H.C. "Chop" Kerr, Roy Pickering, and Bruce Semelsberger**. Committee Chairman **Dick Pennick** will oversee the final product.

The new information will be provided to President **Jim Lundquist**, our representative on the SD & AE board, for submittal -- along with a supporting PowerPoint presentation - to the Board at its upcoming meeting. No action was taken on the proposal at the previous SD & AE Board meeting, other than to recommend to MTS that the subject property be appraised to determine its current fair market value.

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.

In the meantime, most of the collection - the second-largest of its kind in the State -- molds in steel storage containers at the **Campo Railroad Museum**.

***** SEMELSBERGER RECEIVES AWARD OF MERIT FROM CONGRESS OF HISTORY *****

PSRMA congratulates Museum Research Director, **Bruce Semelsberger**, on his receipt of a coveted "Award of Merit" by the San Diego Congress of History, at its annual history symposium on March 5th. **Bruce** was also a presenter at the symposium. PSRMA is an organization member of the Congress.

The Congress of History is a networking organization of approx. 200 regional historical societies, archive libraries, 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. (Dick Pennick)

***** Annual County Community Enhancement Grants To Be Awarded *****

Each year, the County of San Diego doles out certain tax revenues to a variety of non-profit and other charitable causes.

A comprehensive application and hearing process is required to apply for a share of these funds. Earlier this year, PSRMA Vice-President **Dick Pennick**, with the assistance of Treasurer **Diana Hyatt**, worked heroically to complete the application process in time to meet the filing deadline.

Funds have been requested to complete the tenant improvements in the Campo Display Building and for construction and upgrade of new public restrooms at Campo Depot.

Applicant hearings are due to begin in June before the County Board of Supervisors. PSRMA President **Jim Lundquist** is slated to make the presentation for the Museum. (Dick Pennick)

***** April 21 Board of Trustees Draft Meeting Minutes *** Sandy Schussler**

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

OPENING

1. Call to Order - Lundquist at 7:00 pm

Board members present: D. Hyatt, R. Hyatt, G. Luiz, J. Lundquist, R. Pennick, R. Ruppert, L. Rose, S. Schussler. G. Luiz joined the meeting at 8:20 pm.

2. Introduction of Guest and Guest Speakers - Lundquist

Guests included Andrea Zinko and Bill White for a presentation on web-site improvements. Dave DiGeorgio attended to participate in the Closed Session.

3. Additions, Corrections and Adoption of Agenda - Lundquist

The agenda was approved with the stipulation that some items may be taken out of sequence. Pennick moved that starting with this meeting, the BOD meetings should end at 10:00 pm unless the Board votes to continue beyond that hour.

4. Closed Session

The session discussed Management issues and philosophy.

Back in open session, the Board agreed to adopt the Mediation Agreement with some changes 7/0/0.

It was moved by D. Hyatt, 2nd by Luiz, to authorize Lundquist to pursue the of a opportunity to acquire a parcel of real estate for \$5,000. Passed 8/0/0.

5. Adoption of Minutes for meeting February 10, 2005 - Schussler (Carry over from March 17th Board meeting.) The minutes were amended and approved 7/0/1. It was suggested, and agreed upon by consensus, that we would obtain a CD recorder to run during the meetings as a permanent archive and to assist in preparing written minutes. Dave Di Georgio volunteered to obtain the recorder.

6. Adoption of Minutes for meeting March 17, 2005 - The minutes were approved with amendments 7/0/1.

OLD BUSINESS

10. Investment advice - Pennick

D. Pennick was asked to present a final analysis at the next Board meeting. He was supposed to gather any additional information that he required. Item is still in work.

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

The Agreement is still being reviewed by SFRH&MS. This item was tabled until the agreement is also reviewed by an attorney.

12. Scout Proposal - Pennick

In a proposal to provide a Boy Scout / Girl Scout outing experience on the SD & A Railway as "Focus-on-Youth" activities was approved, in concept. The Operations Department and the Museum Services Department have had the opportunity to review this proposal and Pennick was given a go-ahead to plan for such outings with input from departments.

13. Organization Chart - Ruppert

Board members were requested to provide their position descriptions at the next Board meeting and agreed to do so by consensus. D. Ruppert has only received only 3 inputs. Board member are again requested to respond.

14. Non-Profit Integrity Act - Pennick

With the definition of terms, it appears that PSRM is in compliance with the Act.

15. Trolley pre-opening fundraising trip - Ruppert

D. Ruppert is still waiting for a commitment from Judy Lightner on the trolley. The current plan involves a meal catered by SDSU around June 18. D. Ruppert has some conflicts and could use some help in finalizing the plan and coordinating things.

16. La Mesa property lease - Lundquist

A response from the City of La Mesa is awaited. This item will be carried forward.

NEW BUSINESS

20. Toilets at Campo Depot - Lundquist - No action taken - carried forward.

This idea is to construct a toilet at Campo Depot, with a professional installation of equipment inside. The total estimated cost needs to be identified. The proposal is to solicit donations and grants as a priority and track these in our newsletters and on a board at Campo. We need a financial statement from the Treasurer to see the balance of the major donation funding to see what could be allocated from that source.

Campo Depot is the first impression our visitors see when they finally get to us, and nearly 100% use the bathroom there. A clean toilet is considered the #1 priority for all visitors at all public places. Therefore, the toilet should truly be our #1 in terms of serving our visitors.

21. Display Building toilet costs - Rose - No action taken - carried forward.

Pat Donovan quoted a price of \$38,000 for the inside toilets and that includes the mezzanine and stair construction for the exhibits lab.

22. This item was removed from the Agenda.

23. Art Train - Lundquist - No action taken - carried forward.

There is a Government sponsored Art Train which travels around the Country. In 2006, it will feature Indian Art. The train is 450 feet long.

The idea is for one or more of the local bands to sponsor the train, then host it on track 1 at Campo for 7 - 9 days. We can charge admission, or use it to increase exposure for our museum.

24. Proposal for PSRM Website - Lundquist - taken out of sequence

The Board is being asked if our website needs a redesign, update, make-over or other enhancements? If the answer is yes, what is the best approach and how much of our resources need to be allocated to "fix-it"?

It was suggested that both Wolfgang and Houk deserve a great deal of praise for their work on Museum sites. It was also decided that a committee be formed to review the proposal submitted by Zinko and White and coordinate efforts. The committee would include D. Hyatt, D. Pennick, and if agreeable, R. Houk and L. Wolfgang.

25.A. Gate at Passenger entrance at Campo Depot - Ruppert

"I move that the Facilities Department consider installing Plexiglas over the section of fence at the sliding gate at passenger entrance at the Campo Depot, and either install it within one month or report to the board at the next meeting why it should not be done." The Board agreed that this item should be resolved by appropriate departments outside of the Board Meeting.

25.B. Gate at Section House - Ruppert

"I move that the Facilities Department consider installing a Gate across the road at the Section House, and either install it within one month or report to the Board at the next meeting why it should not be done." The Board agreed that this item should be resolved by appropriate departments outside of the Board Meeting.

26. Dusters Policy - Ruppert

"I move that the Operations Department consider instruction all conductors that when there are people who are buying tickets and/or cars entering the parking lot, that they must wait at least ten minutes to accommodate these almost made-its." The Board agreed that this item should be resolved by appropriate departments outside of the Board Meeting.

27. Ticket to Tecate; Reconsider Children's Fares - Ruppert

"I move that after the June Tecate trip, we eliminate the special children's fare of \$20, and require that all small children, who may ride free, must share seats with an adult." It was moved by D. Hyatt, 2nd by D. Pennick that Operations will determine fares for future Tecate trips. Passed 8/0/0. The child's fare will continue, but the current surcharge will cease because of refund problems.

28. Tracking Promos - Ruppert

"I move that the operations department, in conjunction with the Treasurer, devise a method of keeping track of the ticket sales that result from the various coupon and discount offers that we have for our demonstration trains." The Board agreed that this item should be resolved by appropriate departments outside of the Board Meeting.

29. Meeting Minutes: Standing Rule topic - Ruppert No action taken - carried forward.

"I move that all Department Directors and museum Committee chairs send draft copies of all meeting minutes to the Secretary and to the Museum Library within fifteen days of each meeting, and that the Secretary create an archive of these minutes. Copies of final, corrected minutes may be submitted for archives up to forty five days after the meeting."

REPORTS

30. **Presidents' Report - Lundquist**

31. **Treasurer's Report - D. Hyatt**

D. Hyatt presented a Budget for the coming year.

32. **Vice President's Report - D. Pennick**

The Vice President's Report discussed the difficulties in recording and accounting for volunteer hours, volunteer perks, and parking overflow.

33. **Facilities Report - Rose**

34. **Operations Report - Luiz**

35. **Equipment Report - R. Hyatt**

36. **Museum Services Report - D. Ruppert**

The Museum Service Report covered Special Events, a Trainman Policy and the anticipated Trolley party.

37. **Library Committee - Pennick**

38. **Marketing Committee - Ruppert**

A Marketing Report included Union Tribune proposal to advertise with inserts. It also mentioned participation in the Kids Expo in April, Fullerton Railroad Days in May and NMRA swap meet, also in May.

40. **CLOSED SESSION** (taken out of sequence as item 4.)

50. **CARRY FORWARD**

Items 10, 11, 13, 15, 16, 20, 21, and 23.

60. **ADJOURN 10:15 pm**

4/27/2005 9:08 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".

We now have video clips of RPO #74 performing mailbag catches on April 23rd.
See them at: <http://www.sdrm.org/mpegs/>

***** Year 2005 Dates of Note *****

	May	June	July	August
School Train	17	21	19	16
Tecate Train	21	18	16	
Board meetings	19	16	21	18
Museum Services meeting	17	21	19	16
Steam meeting				14
Deadline for Hot Scoop articles	28	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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