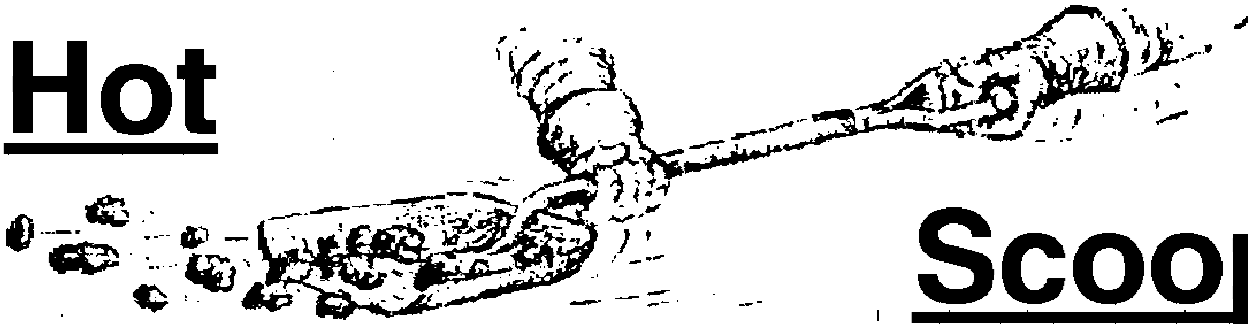


Hot



Scoop

HotScoop Shovel Logo by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum members

September 2005

MUSEUM NEWS

VOL XVIII NO IX

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

We had our great financial month in August, thanks to the long planned special operation to Tecate for the N gauge model convention, along with strong ridership on the regular Tecate and Golden State trains. The special hauled close to 250 happy visitors, and involved planning by operations and mechanical volunteers for the past 12 months. The strong effort by Ron Hyatt and crew had the required number of cars available for the charter train - no small feat. Our museum and our volunteer members continue to impress me with all the events we pull off. Thank you everyone involved.

We continue to welcome new volunteers in the operations department, as members come on for Brakeman training. There are several in the pipeline, with special classes offered as needed by Dave DiGiorgio. I would like to personally invite every member able to join the operating department and give us one day a month in operations. If we had just 15 members step forward, it would greatly reduce the potential burn out of the current members who are working 6+ crew spots a month. Come on members - we need you in operations - join with us as we operate real trains on a real railroad - the best all-volunteer railroad in the country! Call Dave DiGiorgio to get started at 619-334-5188.

I've received messages from the membership that some areas of the museum are going unpublished. I encourage you to write up your area and submit it to the editor of the "Hot Scoop", Randy Houk. Everyone would like to know what you have been doing for our Museum, so please tell us!

I hear from some members that they would like to participate but live out of town or can't get out to Campo or La Mesa. How about a job right in the comfort of your home? There are three jobs which jump out begging for your involvement. First, our Museum phone can be transferred directly to your home, and you can answer calls for a specific period of time for our museum. Our callers simply love to talk to a live person, and usually ask simple questions which you can learn in a matter of minutes. Right now, Jack O'Lexey takes some calls for us as he can, and we need others to share the load. Second, if you have a computer with internet access and a phone, you can do our group, cab ride, student train and private car reservations. Most of these requests come to us via email. Finally, with some training, you could be our Tecate ticket agent. This job requires the attention to duty more so than the others. If you can help us with these at-home volunteer positions, give me a call at 619-303-2435 or email at Jim@psrm.org

Our clothes washing machine is slowly dying at Campo. Do you have a large capacity clothes washer in working order that you can donate? Give me a call at 619-303-2435 or email me at Jim@psrm.org to arrange for the donation. Also, we are still looking for a good, useable Diesel pickup truck to install the hyrail gear we have on site.

Last month, I asked for feedback on our annual dinner. Most members liked what we are currently doing - a lower costing affair with member awards and a guest speaker. We'll plan for that type of event for February 2006 as well. In addition, we are trying a member's BBQ on Labor Day to see how you all feel about the opportunity to ride trains, eat, hear music and socialize amongst us. This experiment will tell us if that type of afternoon is what we are all interested in.

There are many untold members doing many projects in our community. I hope each and every one is written about in the next "Hot Scoop" so we can all celebrate our achievements together. One project completed this past month - the operations trailer is up and running on the property at Campo. This brings all of our department needs together in one place.

Thank you for all you do - see you soon at Campo.

\$5,000 GRANT AWARDED FROM COUNTY

The County of San Diego has awarded our Museum a grant of \$5,000 towards the planned public improvements at the Campo Railroad Museum site. Our request was for financial assistance for public restrooms at the Campo Depot, along with upgrades to the electrical system in the display building. The need for public restrooms at the depot has been previously identified in this newsletter and is one of the two ongoing fundraising activities for us. We are certainly happy for the grant, and we appreciate the assistance of our friend at the County, Supervisor Dianne Jacob, for her continuing efforts to assist us any way possible. Thank you, Supervisor Jacob.

MAJOR FUNDRAISING REPORT

Last month, we announced our two fundraising efforts - \$5,000 towards the depot restroom project and the land acquisition fund with our goal of \$1,000,000. Both are still awaiting their first donation. Will you help us out?

***** 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. We ran 18 trains in August, carrying 1010 passengers.

Jim Baker	Robin Becker	Darrel Bivans	Rich Childs	Dave DiGiorgio
Sherwin Dorris	Marcus Ferrill	Don Getz	Elaine Getz	Matt Gorney
Larry Hieshetter	Randy Houk	Jim Lundquist	Seth Miller	Bob Nickles
Jack Ohmstede	Linda Ovadia	Mark Ovadia	Dick Pennick	Don Pope
Jerry Reed	Bob Schussler	Sandy Schussler	Rob Stebbins	Jason Stern
Frank Stites	Robin Wonders			

Congratulations to newly qualified conductor **Dick Pennick**. Dick has been in operations for many years, and has been either near or at the top in number of trips made each year on our Miller Creek demonstration trains. Thanks, Dick.

There will be a meeting for all interested operations volunteers at the home of Randy and Connie Houk on Friday, September 23rd. Dinner at 6:00, meeting at 7:00. We'll probably have pizza and salad, with donations welcome.

RSVP by Sept. 21st to Randy@sdrm.org or (858) 672-0111.
10984 Avenida Maria, San Diego, 92129.



This is the crew that brought back our two SD&AE flatcars from Miller Creek on 8-13: (L-R) **Bill Palmer**, **Rob Stebbins**, **Marcus Ferrill**, **Dick Pennick** and **Randy Houk** (photographer). We used #7285 to carefully bring these cars with damaged wheel bearings to Campo. Bill and **Al Brill** had repaired the bearings the previous day.



Jim Lundquist and Brian Elmore work on building a new giftshop entrance platform at the Campo Depot. Randy Houk photo.

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

We had another good work weekend, August 12 & 13.

On Friday morning, August 12, **Larry Owen** and the foreman hooked up a step-down transformer to 2353's electrical system, and changed a few of the light bulbs. Now we can plug her in, and all the head end and cab lights come on. Looks pretty good. In the afternoon we were joined by **Fred Carnathan** and **Tom Walker**. We started assembling a PVC frame for a display panel to explain 2353.

On Saturday, **Bob Nickles** spray-painted the entire underside of the E.J. Lavino's saddle tank. He even provided the paint; a couple of gallons at over \$50 per gallon. Thanks Bob!

Mike Lucek and the foreman completed the display panel for 2353. This panel has a photo with the key parts of the locomotive numbered, accompanied by text that names the parts and briefly explains their functions. Next month we hope to assemble a second panel that will have a cut-away drawing of a steam locomotive, along with photos of the inside of the boiler and smokebox and superheaters to explain how these function.

At our meeting on Aug. 14, we decided to submit the following to the Board to include on their list of top priorities for the Museum:

To investigate the feasibility of having an operating steam program. This investigation would include, but not necessarily be limited to:

- 1) Background issues: Insurance; MTS restrictions; CZRY restrictions; marketing methods; financial feasibility for operating costs vs ridership; possible destinations (Miller Creek/Division; HiPass; Tecate; Tijuana; Jacumba; Gorge), possible sources of financing.
- 2) Mechanical Issues: Fully investigate the costs of restoring 2353 and Coos Bay 11 and/or other possible candidate locomotives. At this point, we feel that we need at least two operating locomotives to guarantee steam on a given day.
- 3) Support equipment needed; i.e acquisition of additional real property, construction of an engine house, installation of the turntable, a stationary boiler, water supply, water tower, rearrangement of the existing track layout to ease the curves.

The Board has included this on their initial draft of a priority list, although we understand that the list is fairly large and will need to be cut back to a more attainable number.

Our next work weekend will be Friday and Saturday, Sept. 9 and 10. Come out and join us.

For further information or questions, please contact the Steam Foreman at <"baker@sdrm.org">. or 619-670-7441.

Hope to see you there!

***** Volunteer Time Records ***** *Jim Baker*

It has been my opinion for quite some time that we ought to keep track of the time our volunteers spend volunteering for the Museum. There are two major reasons for this:

- 1) Volunteer recognition. There are a number of volunteers who do a lot of work "behind the scenes," and don't get much recognition. Also there are some who don't do something spectacular to get one of the annual awards that we give out every year, but put in lots and lots of hours. Awards based on time given to the Museum would give these valuable people some recognition.
- 2) Grants. Some granting agencies, in addition to wanting to see records of our financial history, want to see how much time is being donated to the organization. Keeping such records would enable us to apply for such grants.

At the August meeting of our Board, I was asked to develop a program to keep track of our volunteer hours. I will be asked to present to the Board, a proposed mechanism for obtaining hours from the membership, what kind of time cards to use; what will be done with the information, and benchmarks for various awards for time. These awards would be presented at the annual meeting.

The Board has said that this program is to be entirely voluntary; we won't make turning in time cards mandatory. But, we will highly encourage it.

Now, here's where you come in. Please give me suggestions as to how you'd like me to collect this information. Examples: e-mail to me; time cards at various locations at Campo and La Mesa; mail-in sheets like have been included in the "Hot Scoop" in the past. I'm willing to work with any and all of these methods. Also, what time benchmarks should we use and what type of awards would be appropriate. And, to help me get started in setting up my system, please send me, in any form, the time you have spent in the last few months or for the remainder of this year.

I plan to work with the Treasurer who will be elected later this year to use the same breakdown for time categories as he uses for income/expense categories. That way we could jointly issue a report that says something like Operations had an income of \$xxx last year; expenses of \$yyy, and zzz volunteer hours were spent.

Hopefully, with your help, I can have everything set up and ready to go by Jan. 1, so we can have complete records for the year starting 2006. Thanks.

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

It's that time again! Saturday, October 1 from 10:a.m. to 4:00 p.m. at Old Poway Park. The park is located at 14134 Midland Road, Poway.

Every year the city of Poway celebrates the history of railroading through song and story at the annual Train Song Festival. This is a day-long event featuring songs of men and machines associated with the history of railroading. The event features singers on several stages, booths with arts and crafts, railroad memorabilia, and even some great food. The Poway railway will also operate its always popular steam train rides during the festival.

As we have each year, the Pacific Southwest Railway Museum Association Inc. will sponsor a booth to publicize our museum and to make new friends. Literally hundreds of people stop at our booth, many of whom have never heard of us. We provide information to the curious, invite them to visit us, and also provide the opportunity to join our museum. Bob and Sandy Schussler are the coordinators for this event, and volunteers are both welcome and needed. If you're interested in helping, please call (619) 698-1458. Come on out to hear the music, and drop by our booth. We might even put you to work.

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

Metropolitan Transit System (MTS), owners of the SD & AE Railway, has completed an appraisal of its property on North Marshall Ave. in El Cajon. PSRMA has requested that a portion of the 2.2 acre site be leased to the Museum on a long-term / nominal cost basis for construction of a new research library facility.

An MTS spokesman reports that there are some unresolved usage issues at the site by the current freight contractor, San Diego & Imperial Valley Ry. These issues are in the process of being resolved, and an update on the status should be presented at a future meeting of the SD & AE Ry. corporation board.

*** Model Railroaders Take Ride Over SD & AE And Former Tijuana & Tecate ***

On Thursday, August 18th, 243 camera-toting model-train enthusiasts enjoyed a beautiful back-country day riding our vintage passenger train through the mountains to Tecate, Mexico and return.

The 2005 National 'N' Scale Convention was in town, and a ride on our train was one of the many activities offered to the attendees, who had traveled from all over the world. They were transported to Campo in commercial tour busses. "N" scale is 1:160, approximately 1/16" = 1 foot (about half the size of "HO" scale).

The special chartered train -- which included EMD GP-9 #3873, three coaches, the open car #350, a baggage car with doors open and barred, and our beloved old Santa Fe observation car #1509 -- was the longest train the Museum has handled to Tecate since we began running our own trains into Mexico last summer.

After departure from Campo at 9:15 a.m., the 'N' gaugers took full advantage of the beautiful sunny weather, hanging out of every opening to photograph our train negotiating the many twists and turns of this common-carrier mountain railroad, and the cool darkness of Tunnels 3 and 4. It was truly gratifying to see so many eager passengers enjoying the unique historical opportunity that PSRMA provides to the public, entirely with volunteers, throughout the year. At Tecate, many of the passengers took advantage of the opportunity to visit the cab of the big 1750-hp Diesel and share information with the "hoghead".

On the return to Campo, the model railroaders were treated to a tour of our indoor displays and rolling stock collection before returning to San Diego. It was obvious that they had a great time on the SD & A, and many took the time to congratulate the crew on a job well done.

The Museum expresses its appreciation to the following volunteers who answered an early call to make this special run a flawless performance and an unforgettable heritage experience: **David DiGiorgio** - PSRMA Chief Operations Officer, who handled the unbelievable number of details required to run these international trains; **Ron Hyatt** and his small, hardworking volunteer mechanical staff, who continually make sure locomotive and cars are up and running each operating day; **Seth Miller** - Conductor; **Don Getz** - locomotive engineer; **Dick Pennick** - Brakeman; **Sandy and Bob Schussler** - Trainmen; **Elaine Getz** - on-train assistant; and **Jerry Reed** - fire-protection motorcar operator.

The Museum also thanks the staff of freight contractor Carrizo Gorge Railway for providing dispatching and Track Warrant services for the movement, and the staff of Ferrocarriles Peninsulares del Suroeste -- the Mexican freight contractor -- for their help and support south of the Border.

PSRMA is the only non-profit railroad museum in the entire United States that operates its museum trains across an international boundary. If you would like to get involved in this "one-of-a-kind" experience, log on to our website - www.psrma.org, or call us at (619) 465-7776 - and enjoy vintage railroading over 21 miles of a true mountain short-line railroad in a "living history" environment ! (Dick Pennick)

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

Our jewel in the "Jewel of the Hills" - the 1894 La Mesa Depot Museum - was again open each Saturday afternoon this past month for visitors. In addition, the Depot was open from 5 - 8 p.m. each Thursday evening to take advantage of the many visitors drawn to La Mesa for the annual "Back to the '50s Classic Car Show" promotion.

Making this possible were PSRMA docents **Sid Saltzstein, Bruce Semelsberger, Terry Clark, Randy Gibson, Duane Dubke, Sherwin Dorris, and Dick Pennick.**

August 25th will be the final "Car Show Thursday" for another year, and we will resume our every Saturday - and other times by appointment - schedule until October, when we will have the exhibit open and staffed during the three days of La Mesa's annual Oktoberfest celebration.

Would you like to help? If you would enjoy talking to complete strangers about PSRMA and local rail history, we could use some extra bodies. Call me at (619) 463-2276 and I will arrange training for you.

***** Recent Donations To Research Archives *****

The Museum's **Southwest Railway Library** was the recipient of the following recent donations:

Members **Will** and **Anna Whittaker** in Northern California recently donated a number of "journals" written by museum Life Member and rail author **Bob Hanft**. Bob passed away last November.

The Whittakers were pleased to be able to provide these unedited, unpublished typed "memoirs" of Bob's many rail travels throughout the world during the past 15 - 20 years. Some of our readers will recall that **Hanft** authored the book "SD & A -- The Impossible Railroad" in 1981, a book that gave much credit to our museum for helping to preserve the history and lore of America's railroads.

Larry Keen, of Henri's Stamp Shop - San Diego's oldest postage stamp collector's store - donated an interesting collection of railroad-themed U.S. and Canadian postage stamps, commemorative "covers" (envelopes), and other related items dating to 1860. One of the most interesting items in this collection is an 1860 New Brunswick one-cent stamp featuring an early funnel-stacked 4-4-0 steam locomotive - "the first train stamp ever issued", according to **Keen**.

Member **Paul Straley** donated a copy of the book, "Reflections - A History of the San Diego Gas & Electric Co. 1881-1991", by Iris Engstrand and Kathleen Crawford.

The Library is indebted to the above donors for their much-appreciated contributions to railroad history. (D. Pennick)

***** Museum Spreads the Word At Buena Park Collector's Show *****

Museum volunteers **Rob Stebbins** and **Dick Pennick** journeyed to the city of Stanton, near Buena Park, on Sunday, August 7th to host a PSRMA exhibit at the California Express summer railroading show.

Museum Marketing Director **Dick Ruppert** had made all of the arrangements for the table and the computerized train simulator. **Stebbins** -- one of the Museum's newest qualified brakemen and a staffer at our earlier booth for Fullerton's Railroad Days - and **Pennick** arranged to get all of the gear together, including our new Museum banner, and transport it in **Dick's** pickup to Buena Park Sunday morning before the 9 a.m. opening. During the previous week, **Pennick** had designed and constructed an 8' high by 8' wide free-standing framework using 1½" PVC pipe that can be erected and taken down in a matter of minutes. This framework is designed to display the Museum banner so that it doesn't have to depend on the availability of a wall or other surface.

They began setting up at 8 a.m. **Rob** took care of the simulator setup and **Pennick** handled the story boards and the banner. By the 9 a.m. advertised opening, the booth was up and running. The show is primarily a venue for selling railroad paper and hardware collectibles. PSRMA was the only group there selling nothing but themselves. Our 2' x 8' banner was clearly visible from anywhere in the room, and was the only one onsite.

Our hosts handed out many information brochures, Tecate train flyers, and information on train crew opportunities. They talked about the Museum, dispelled the myths, provided information on the status of freight operations, made lots of new friends, and had a great time. At 3 p.m., they packed it all up and returned to San Diego.

The Museum and its Marketing Dept. thank **Rob** and **Dick** for making this event happen and providing the warm bodies to make it a success. More such promotional shows are in the offing. If you would like to help, contact **Dick Ruppert** at ruppert@sdrm.org, or reach us at (619) 465-7776. (Dick Pennick)

*** SD & AE, MTDB, SD & IV, ABCD: Who Owns / Operates What? *** *Dick Pennick*

Museum volunteers at La Mesa, Campo and the various public shows we do, are often asked questions about the ownership of the track we operate on, who operates the freight trains, is the line open through the Carriso Gorge, what about the Mexican portion, etc., etc.

In an effort to unravel the convoluted mess of owners, operators, contractors, etc., I will begin with the track itself.

When the railroad was completed in 1919 between San Diego and a connection with the Holton Inter-Urban Ry. at Seeley, in the Imperial Valley, it was called **San Diego & Arizona Railway (SD & A)**, except for the 44-mile piece lying south of the International border with Mexico. That portion was incorporated under Mexican law as the **Tijuana & Tecate Railway (T & T)**, and leased to the SD & A for 99 years. To this day, this 44-mile stretch of the track has always been owned by the Mexican government, although the name has changed several times over the years.

In 1932, the Southern Pacific Railroad (SP) - which had been a minority stockholder of the SD & A from the beginning - became the sole owner by purchasing the controlling shares of stock from the Spreckels family. SP filed new incorporation papers, changing the name to **San Diego & Arizona Eastern Railway (SD & AE)**, a wholly-owned subsidiary of the SP.

In 1970, SP relinquished its lease interest in the T & T, and the Mexican portion fell under the control of **Ferrocarril Sonora-Baja California** (Sonora-Baja California Railway). After heavy hurricane damage in the mid-1970s, SP filed to abandon the U.S. portions of the line but was denied. The SD & AE Railway corporation and most of its holdings were subsequently sold in August, 1979 to the **Metropolitan Transit Development Board (MTDB)**, a public regional transportation agency created in 1975 by California Senate Bill 101. The portion of the SD & AE from Plaster City east to El Centro (18 miles) was not a part of the sale, so it remained SP.

When MTDB assumed ownership of all of the railroad on the U.S. side of the border, it reorganized the SD & AE as a non-profit Nevada corporation, keeping the same name. It immediately contracted with a private short-line railroad operator, Kyle Railways, to operate the freight service over the branch to El Cajon and over the old Mountain Division to Plaster City. It operated the Mexican portion under contract to the Mexican government. Kyle kept the SD & AE name for its U.S. operation, and actually lettered some of its locomotives this way.

After the Main Line from Division (six miles west of Campo at the International Border) to Plaster City - the so-called "Desert Line" -- was again heavily damaged by weather and fires, Kyle moved on. In 1984, MTDB hired another private short-line operator, San Antonio-based **RailTex**, to take over operation of the freight trains. The name label RailTex assigned to the local operations was "San Diego & Imperial Valley Railroad", but the railroad name remained SD & AE Ry. RailTex provided its own motive power, lettered "SD & IV".

RailTex never repaired the damage on the Desert Line and confined its operations to the western segment from San Ysidro north and, by agreement with Mexico, the 44 miles of track south of the border. By this time, new electric light-rail vehicles were operating over the SD & AE mainline from San Diego to San Ysidro, and on the former SD & AE El Cajon branch (now called the "La Mesa Branch" for freight purposes). Freight trains were allowed to run only in the evening hours, after the trolleys tied up. The ownership of the branch is also still SD & AE Ry.

In 2000, **RailAmerica Inc.** - currently the largest owner/operator of short-line railroads in America, based in Boca Raton, Florida - purchased RailTex but kept the existing San Diego operating name: SD & IV. RailAmerica had no interest in spending several million dollars to open the "Desert Line" for freight service, although they had first right to do so if they chose to.

In the meantime, a new railroad company was formed to provide freight train services on both the Desert Line and the Mexican portion, and planned to open the railroad to Plaster City. This new company - **Carrizo Gorge Railway (CZRy)** - entered into a sub-contract with RailAmerica to operate freight trains from the Mexican border west of Campo to Plaster City (CZRy president Gary Sweetwood is a Life Member of PSRMA). The company also successfully negotiated a contract with the Mexican government to operate freight trains on the Mexican portion between Tijuana and Tecate. To do this, CZRy formed a Mexican operating subsidiary: **Ferrocarriles Peninsulares del Suroeste (FPS)**. It interchanges freight with the SD & AE (SD & IV) at San Ysidro and with the SD & AE (CZRy) at Division (MP 60.3). Since FPS and CZRy are essentially the same ownership, trains crossing the border at Division do not stop to exchange cars.

Through all of this - since January, 1986 - the **Pacific Southwest Railway Museum Association** has operated its demonstration passenger trains for the public. Initial service was provided between Campo and Miller Creek, 7.5 miles, every weekend. The name assigned to this museum train operation was "**San Diego & Arizona Railway**" (the line's original corporate name), although the railroad was - and is - still SD & AE.

In 2002, most of MTDB's functions were absorbed into the **San Diego Association of Governments (SANDAG)**, a regional planning agency, and in early 2005 MTDB changed its name to **Metropolitan Transit System (MTS)**.

Today, PSRMA operates its vintage trains over 21½ miles of the SD & AE (currently owned by MTS) and the former Tijuana & Tecate between Tecate, Mexico and Miller Creek station, Calif., in the mountainous & scenic back-country of San Diego's east county. For an all-volunteer, non-profit museum activity, this is one of the most unique rail heritage experiences anywhere.

So, the short answer is: **PSRMA** operates museum passenger train service - and **CZRy** operates commercial freight train service as a sub-contractor to **SD & IV** - over a portion of the **SD & AE**, which is owned by **MTS** !!

***** August 18 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 7:06 pm. Board members present were J. Lundquist, R. Pennick, L. Rose, R. Ruppert, S. Schussler. D. Hyatt and R. Hyatt arrived at 7:21. G. Luiz arrived at 8:40.

2. Introduction of Guest and Guest Speakers - J. Lundquist

Guests present were Paul Straley and Ted Kornweibel.

3. Additions, Corrections and Adoption of Agenda - J. Lundquist Items 32, 33, 34, and 35 were added to the agenda, and the revised agenda was adopted by consensus.

4. Adoption of Minutes for meeting July 14, 2005 - S. Schussler

After 2 minor changes, L. Rose made a motion, 2nd by R. Pennick, to adopt the BOD Minutes for July 14, 2005, as emended. Motion passed, 4/0/1. R. Ruppert abstained because he was absent from that meeting.

OLD BUSINESS

10. Endowment Fund advice - R. Pennick / L. Rose

(This item was listed as "Investment Advice" on previous minutes). R. Pennick contacted D. Jacobs. In response to the Board's policy statement, Mr. Jacobs believed another account manager would be more responsive to PSRM's investment desires. The recommended agent is expected to appear at the next BOD meeting in September and provide a brief presentation of our plan.

11. Organization Chart - R. Ruppert

At the last BOD meeting, two inputs were still outstanding and they still have not been received. R. Ruppert said he would set a deadline for submittals, and if there are still outstanding inputs, he would start building the Organizational Chart with assumed duties and responsibilities.

12. La Mesa Depot property lease - J. Lundquist

There has been no further feedback from the City of La Mesa. Efforts to contact the city Attorney have failed. A motion was made by R. Pennick, 2nd by R. Ruppert for Jim to again make an attempt to contact Mayor Madrid, perhaps working through staff, and ask for help to move this lease forward. Motion was passed 7/0/0.

13. Fund Raising Efforts - J. Lundquist & D. Pennick

Board members and committee chairs provided lists of their top 10 priorities for the museum to work on. The following items, not in any particular order, were taken from those lists.

- | | | |
|-------------------------|---------------------------------|----------------------------------|
| - Steam locomotive | - library | - round house turntable and land |
| - 050 restoration | - Buy land | - cosmetics of 104 locomotive |
| - realignment of Arco | - expo booth | - covered on-track storage |
| - display concrete | - billboard I 8 | - finish display building |
| - Interpretive Displays | - recruitment | - Campo Depot improvements |
| - equip locomotive shop | - paint shop | - equip air brake shop |
| - equip wheel shop | - landscape | - restoration shop building |
| - paint shop | - librarian/archivist/historian | |

It was determined that the list could be allocated across functional lines including Administration - Library/archives - interpretive/education - physical plant - historic preservation. These categories can be used to seek out grants, awards, endowments and such.

14. Leasing #6088 - a 15" gauge steam locomotive (Hudson - in Bell Gardens). - D. Hyatt & L. Rose

Still investigating this possibility.

15. Storage of non-Museum owned equipment by Dan Marnell - L. Rose

Pending is more information concerning D. Marnell's plans for his caboose and our request for the removal of a lien held by D. Marnell that was paid off many years ago. There is also the question of #1061 refer car in La Mesa.

L. Rose offered to contact D. Marnell about lifting the lien and try to address only one of these items at a time.

16. Campo Depot Tree - L. Rose

The Board has asked L. Rose to contact R. Gibson and T. Clark concerning action taken by them on the tree.

17. Modesto and empire traction locomotive - J. Lundquist

Still looking at a GE 70 tonner #5119 - SP.

18. SP Sugar Beet Car - Western railroad museum - T. Kornweibel

T. Kornweibel has found an SP Sugar Beet Car that may be available in talks with Rod McClure of Feather River - Portola. The Beet Car was used in the Imperial Valley to transport sugar beets.

NEW BUSINESS

30. Trading USN #65-00608, our 44 ton locomotive, locally run on 32nd street, category 1, to Western Railway Museum for ATSF baggage car. - L. Rose

A motion by R. Pennick, 2nd by J. Lundquist, the BOD will not consider ever trading the 44 tonner. Motion passed 7/0/0.

Possible acquisition proposed for the #1772 ATSF, original and somewhat unique Baggage Car -

Motion by R. Pennick, 2nd by L. Rose, to make an offer of no more than \$4000 for the #1772 ATSF acquisition and transportation. The motion passed 5/3/0 with J. Lundquist, D. Hyatt and S. Schussler against.

31. Proposed policy for reservation and refunds for private cars and cab rides. - J. Lundquist

K. Helm has been asked to review our advanced reservation and refund policy for private cars and locomotive cab rides. Questions concerning a "no refund" policy, vouchers, and reselling cancellations are still unresolved. A motion was made by G. Luiz, 2nd by R. Ruppert, to remove the statement "has contacted before departure time". The motion passed 8/0/0. The policy is to make an effort to resell cancelled reservations, and provide a voucher for some future date when fair notice of cancellation is given. The BOD affirmed that there is no reservation without payment, and, if someone is a "no show", payment is forfeited.

32. Request for the hiring of a consultant, R. R. Peterson, to provide a program to satisfy FRA Drug and alcohol requirements. - G. Luiz D. Hyatt will provide a written agreement. G. Luiz also has been working on and submitting filings to fulfill other FRA requirements.

33. It is not too early to look for a guest speaker for our annual dinner - R. Pennick

R. Pennick will investigate the feasibility of inviting a known railroad speaker, and personality, to address our membership at our annual dinner.

34. PSRMA should adopt a Policy to make time sheets available for all museum activities. - R. Pennick

R. Pennick proposes to reinstate a program to record volunteer hours. He said J. Baker has offered to work on the program. The Board would like to support this effort once J. Baker defines his requirements.

35. Change Membership perquisites for 2006 calendar year. - R. Pennick

R. Pennick suggested 4 ideas for changing members perks. S. Schussler recommended these ideas be reviewed by the Membership Chairman, T. Rose since she has spoken to so many members she might have some valuable feedback.

REPORTS

40. President's Report - J. Lundquist

J. Lundquist announced that PSRMA has received a grant of \$5,000 from San Diego County towards improvements at Campo which may be applied to current facilities projects.

41. Treasurer's Report - D. Hyatt

D. Hyatt reported on expenditures to date against the major contribution received last year.

42. Vice President's Report - R. Pennick

R. Pennick reported on a local proposal to form some sort of Campo Business Association.

43. Facilities Report - Rose

Operations has now moved into a new trailer and is totally operational with a new window, lighting, desks, radios, phones and fax. Restoration's new tool crib, located at the east end of the carpentry/wood working area, is progressing well with solid pegboards for tools. New shelving will be next.

44. Operations Report - Luiz

Regulatory requirements are being answered. There are 2 new engineers in training for certification. In process are revisions to the air brake book and the formalization of the engineer training program.

45. Equipment Report - R. Hyatt

GP #3873 completed it's 92 day inspection with some air work found.

46. Museum Services Report - D. Ruppert

Starting in September, a new women in rr exhibit is planned. There is still restoration work going on. November will focus on Camp Locket and December is the time to celebrate the Campo Anniversary. The Tecate handout with the map has been updated once more. It would be good to have the original on a disc for updating. A. Ruppert will now be handling plans for special trains such as holidays and RPO. C. Gallagher will help coordinate excursions such as Tecate.

47. Library Committee - R. Pennick

We are still looking at the MTSB sight in El Cajon. There will be a SDAE meeting next week.

48. Marketing Committee - R. Ruppert

Working on expos and other exhibit venues. Recently displayed at Buena Park and will set up at the Poway Train Song Festival again in October. Making efforts to coordinate a hwy 94 community .

50. CLOSED SESSION None

60. CARRY FORWARD Items 10,11,12,13,14,15,16,17,18, 30, 32, 33, 34, & 35.

70. ADJOURN - Meeting adjourned at 11:26 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 *****

	Sept	Oct	Nov	Dec
School Train	20	18	15	20
Tecate Train	17	15	2 & 19	17
Board meetings	15	20	20	15
Museum Services meeting	20	18	15	20
Steam meeting				
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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