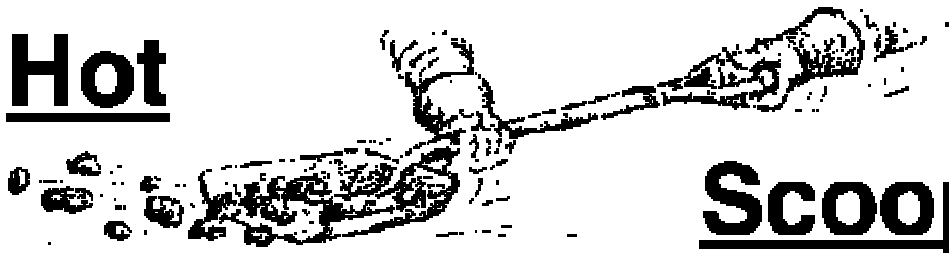


Hot



Scoop

Hot Scoop Shovel Logo by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum members

December 2006

MUSEUM NEWS

VOL XIX NO XII



The first *North Pole Express* was a big success on the night of November 24th. Here we see Santa **Robin Wonders** and three of his elves **Alana**, **Aaron** and **Cary Hyatt** after our 230+ riders disembarked at Campo. This event was the culmination of the efforts of many Museum volunteers, spearheaded by **Ron** and **Diana Hyatt** and **Dave DiGiorgio**. Each of these trains has two Santas who board at the North Pole (Miller Creek). Each Santa then works his way through the train towards the #1509 on the east end and the *Robert Peary* on the west end. **Mark Ovadia** played the part of the other Santa on this first train. *Randy Houk photo*

***** PSRM Restoration Director Praised at ARM Convention ***** *Larry Rose*

PSRM members **Larry Rose, Jim Baker, Bob Nickles** and **Dave Tomeraasen** attended this year's joint convention of the **Assoc. of Railway Museums** and the **Tourist Railway Assoc. Inc.** at Sacramento in mid November. It was a blast featuring rides behind steam and vintage traction sandwiched between terrific seminars on rail museum management and rail artifact preservation practice. With only four PSRM regulars in attendance it was hard to cover every base but one seminar I attended was special.

Rail preservation heavyweight John Hankey gave a super talk called "Mommy what's a train?" that focused on engaging 21st century audiences. He stressed diversity and he specifically mentioned **Dr. Ted Kornweibel's** new book and his expertise on black railroad history. He was well aware of Ted's Jim Crow restoration project at PSRM. The Black Story Tellers Convention in SD last week was mentioned at the seminar and that Ted would be hosting them at our Museum. A black theater group had a booth at the convention to promote their black railroad history related production. I was able to talk to them and it seems they, too, are well aware of Dr. Ted's efforts and the Jim Crow project. It seems everyone is aware of what Ted is doing at Campo with the Jim Crow car and the other railroad black culture activities he has going such as the group that will be visiting Campo Wednesday.

It seems our railway preservation efforts are followed closely by a lot more people than we thought, and Ted, our long time restoration director, is counted a superstar by many of them. It was great to hear Ted and our museum mentioned in front of every major rail preservationist in the USA, Europe, Australia and Canada.

This year's joint conference was packed with leaders from every rail museum and tourist railroad in the western world. An unsolicited mention of Ted and our museum was a real surprise. If Ted had been there he would have been asked to take a bow!

Be sure to congratulate Ted next time you are at Campo for helping to put PSRM so firmly on the rail preservation map.

***** 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 15 trains in November, carrying 1100 passengers.

Jim Baker	Robin Becker	Darrel Bivans	Ken Brown	Steve Clark	Dave DiGiorgio
Duane Dubke	Don Getz	Tom Gray	David Green	Randy Houk	Larry Hieshetter
Seth Miller	Jim Lundquist	Greg Luiz	Bob Nickles	Linda Ovadia	Mark Ovadia
Rich Paulus	Dick Pennick	Don Pope	Red Schmitz	Bob Schussler	Sandy Schussler
Frank Stites	Rob Stebbins	Robin Wonders	Dave Tomeraasen		

Congratulations to newly qualified motorcar operators **Dave Tomeraasen** and **Red Schmitz**.

*** North Pole Express Preparations ***



15 year-old **Alex Fiori** decorates one of our coaches for the North Pole Express. *Dave Tomeraasen photo*



A lounge-full of PSRM volunteers busily prepares packages for the first North Pole Express.



A yard full of North Pole Express

The fully assembled and tested seven-car train waits on track #10 for the conductor's signal to head for the depot. The *Robert Peary* is closest, with two coaches, baggage #6700, #350, another coach and finally AT&SF #1509 on the east end. GP9 #3873 easily pulled this 620 ton, 600 foot-long train to the North Pole. *Randy Houk photo*

*** ARM-TRAIN Convention Great Fun at Sacramento *** *Larry Rose*

Every five years the **Association of railway Museums (ARM)** and the **Tourist Railway Association Inc. (TRAIN)** hold a joint convention. PSRM is a member of both organizations and usually sends a representative to both group's national conventions held at various museums and tourist railway operations around the country. This year's bash was held in Sacramento hosted by the **California State Railroad Museum** for a full week in mid November. It was the best attended such event I can recall and was handled in first class fashion by CSRM. One of the really fun events was a ride behind steam at the State run **Sierra Railroad** in nearby Sonora. A roundhouse tour was part of the festivities in one of only two old-time steam era roundhouses left in the country. The machine shop features intact machinery driven by overhead belts. Only the narrow gauge East Broad Top in Pennsylvania has a similar original 1880s round house and machine shop with belt driven tools. Four PSRM regulars made the trek this year to rub shoulders with fellow rail history buffs and excursion train operators. It was an incredibly fun time for all. See article elsewhere in this issue for additional details.



Classic Baldwin consolidation No. 28 is turned on the Sierra Railroad roundhouse table at the conclusion of its run with ARM and TRAIN conventioners. This railroad, and its vintage equipment, have appeared in more western movies than any other railroad in the world.
Larry Rose photo

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

Above and Beyond the Call to Duty – There are several volunteers who need to be singled out this month for duties “above and beyond.” These volunteers went the extra distance to make sure that our train equipment was ready for the *North Pole Express*. The leader of the effort is **Ron** and **Diana Hyatt** with the whole family. Ron organized the late night and weekday effort to bring SD&A coach #252 into service. Working with Ron late and often were **Mike Chisholm**, **Dave DiGiorgio** and **Mark McCrae**. Working past 11:00PM on the weekends and weekdays work is what it took to get the coach into service, to accommodate the sold out *North Pole Express* passenger trains. Many thanks to all involved.

Another behind the scene's hard worker is **David Roesch**, our Treasurer. There are many different sources of income to watch over and many checks which have to be issued each month to keep the business end of our museum up and running. Thanks, David, for all your work.

Also regularly giving much more time than is the minimum are the on-site workampers – namely **Mark, Linda, David, Bill, John** and **Red**. There are many jobs which happen during the week – cleaning the passenger train, cleaning the restrooms, cleaning the giftshop, stocking the giftshop, the ongoing improvements to the depot with new siding and paint, watering the new plants, unloading material which is brought up during the week, working with the fuel truck people, working with movie and photos crews, cleaning the kitchen, working on passenger equipment, and the list goes on and on. All of these fine people deserve our thanks when you see them.

Congratulations to our newly re-elected officers for the 2007 and 2008 years, namely **Ron Hyatt** for Equipment, **Sandy Schussler** as Secretary, **Ted Kornweibel** for Museum Services and you also re-elected me as President. A goal for our Museum should be to identify new volunteers for all areas in our Museum – including new managers. Speaking strictly for myself, while I am happy to volunteer and support the Museum in any area of need, my goal isn't to be the President for Life. I would hope we can identify new managers to help spread the load out for all involved. In addition to the officers, we also passed the motion of finding a new museum home for the C&O caboose, and that effort has already started. Also, we passed the revisions to the bylaws.

In the operations department, it has become apparent that our visitors appreciate a variety of train operations. The Tecate trains have been regularly selling out, we sold out all eight North Pole Express trains and the pumpkin trains did very well. We will be running a special train from Campo to the outskirts of Tijuana (Garcia) on March 24th. We will also be trying Sunday brunch trains this Spring. In addition, we will be adding evening trains this summer to Tecate as well as to either Division or Miller Creek. These types of trains are popular with our visitors, and we hope are also popular with our volunteer crews. Please watch for fliers and our web pages to book in advance on these trains, as many become sell-outs.

It is heart-warming to see new volunteers at Campo and La Mesa Depot. Please recognize that we can use volunteers with any level of experience. We can use mechanical help, operations help, trainmen and docent help, cleaners, office help, you name it, we can use it help. Many thanks to **Dave DiGiorgio** for his service as ticket agent, and to **Paul Lundquist** for recently stepping up and taking messages off the office phone as well as reservations of groups, cab rides and private cars. There are more jobs available waiting volunteers. If you want to assist our Museum, please give me a call at 619-417-7059 and we'll find you a job.

Plans are currently at the County of San Diego for the new restrooms at the Campo Depot. **Ed Duling** has taken on the task of getting our permit with the County. When approved, the work will start in earnest, with member **Brian Elmore** as the lead volunteer on the project. I am looking forward to starting this project.

Our evening *North Pole Express* trains were a first class operation for the first weekend. I was happy to be Santa for one train. Always enjoyable. Members, it simply doesn't get any better for an all volunteer operation. Thank you to all involved. Please try to get onboard one of these adventures next year.

See you at Campo.

*** In Memoriam ***

Thomas Wolcott “Tom” Sefton Oct. 8, 1917 – Nov. 7, 2006

PSRMA, the San Diego business and charitable community, and the rail preservation and toy train fraternity mourn the loss of another of their flock. Retired San Diego Trust & Savings Bank president, Thomas W. Sefton, passed away late Tuesday, November 7th, at his long-time family home in Mission Hills after an extended illness. He was 89.

Sefton was born in New York City, at the beginning of World War I, but orphaned almost immediately. Pioneer San Diego banker Joseph W. Sefton, Jr. and his wife, Helen, adopted the 2-month old waif and brought him to San Diego, where he grew up. His new adopted father was the son of Joseph, Sr., who had founded San Diego Savings Bank at 5th & F streets, San Diego, in April, 1889. When successor company San Diego *Trust* & Savings Bank was sold to First Interstate Bank in 1993, it was the oldest savings bank in town, with 104 years of continuous Sefton family leadership. Today, the 14-story Italian Romanesque Revival building at the northwest corner of 6th & Broadway – SDT & S’ final home -- is the Courtyard by Marriott.

Sefton grew up on the family’s El Monte Ranch, where condos, apartments, shopping centers and the campus of Cuyamaca College now sit in the Rancho San Diego area of East County. The long, palm-lined driveways leading to the ranch-house were a familiar landmark until the area was sold for development in the 1980s.

Following service as a troop-carrier pilot in the U.S. Army Air Corps during WW II, Sefton returned to the family’s bank as Assistant to the President and later Executive Vice-President. He married the daughter of former San Diego Mayor Harley Knox and began his world-renowned collection of classic Lionel toy trains and the high-end Buddy ‘L’ outdoor trains that ran on 3 ¼” gauge track. He also collected the trains and trolleys of other makers such as Ives, American Flyer, Maerklin, Bing and Voltamp. He went to extraordinary lengths to search out the very finest specimens that were available, and no nook or cranny was too obscure to escape his relentless quest. He was also a dedicated fan of the 1930s – 1940s comedy duo, Stan Laurel and Oliver Hardy.

In the bank’s centennial history – published in 1989 – Sefton explained: “People are important to me. I find them fascinating. Perhaps that’s why I collect things, because the objects tell a story about people.... By collecting and owning these special items, I learn about the way people lived in other times”. He also collected rural early-American hand tools, cooking utensils and related items, World War II memorabilia, mechanical penny banks, and firearms. In the 1960s and ‘70s – as an Endowment Member of the National Rifle Association – he often advertised in NRA’s member magazine for old toy trains to add to his growing collection.

Tom and his family eventually purchased a remote cabin in the San Juan Mountains near Durango, Colorado – a well-known “old-west” tourist railroad town – and the family used it as a relaxed get-away from the bustle of the city and the rigors of the business world. In addition, the family had the use of a large suite at the top of the historic Strater Hotel in downtown Durango, within sight and sound of the steam trains arriving and departing the 1880s depot. PSRMA members **Barbara & Corky Thomson** -- who resided in Durango at that time -- would often be invited to join the family at the suite when they were in town.

Sometime in the mid-1950s, Tom joined the new **Railway Historical Society of San Diego** and was a supporter of the acquisition and movement of former SD & A/SD & AE Railway steam locomotive #104 and former John Spreckels Business Car “Carriso Gorge” to the San Diego County Fairgrounds at Del Mar. These two museum pieces now reside at PSRMA’s Campo Railroad Museum in Campo.

In 1961, the late **Jack Stodelle** – local ad executive and RHS of SD member (and one of the founding members of PSRMA) – brought together ten San Diegans interested in purchasing recently-retired Soo Line (Minneapolis, St. Paul & Sault Ste. Marie Railroad) Business Car No. 52 for use as a private railcar. A privately-held corporation -- All Aboard, Inc. -- was formed and Sefton was seated as president; Jack Stodelle was named a vice-president. In all, at least half of this new corporate family later became members and supporters of PSRMA.

The all-steel 83’-long open-observation railcar was built in the Soo Line shops in March, 1921 from a frame and parts supplied by American Car & Foundry of St. Charles, Missouri. At the time of sale, the air-conditioned car included two staterooms, a dining room, galley, Porter’s room, Secretary’s room, and an observation lounge complete with two sofas, six chairs, two sections and an attached washroom.

Stodelle flew back to Minneapolis in mid-September, 1961 to ride the car out to San Diego in a succession of freight trains. It arrived here shortly after midnight on Tuesday, Sept. 26th. At an Oct. 16th dedication ceremony near the Santa Fe Depot in San Diego, the car was christened "Cyrus K. Holliday" in honor of the first president of the Santa Fe Railway. In 1963, the car was the venue for the first meeting of the newly-formed **California Southern Railway Library** (with Mr. Sefton in attendance), an incredible collection of research material which years later became a property of PSRMA as its **Southwest Railway Library**. After much use by the owners and their families – including Sefton – over the years, the immaculately-maintained "Cyrus K." presently resides in a warehouse in Old Town. The car was moved down to the Santa Fe station in 1994 to take part in the Museum's grand celebration of the 75th anniversary of the completion of the San Diego & Arizona Railway in 1919. A select group of distinguished Museum members and supporters were hosted on the car by Sefton and treated to wine and hors d'oeuvres in plush surroundings.

When the original **San Diego County Railway Museum** – organized on April 16, 1961 – was renamed the **Pacific Southwest Railway Museum Association** in 1963, Sefton came onboard and offered free space in his bank for the monthly meetings of PSRMA's directors. He also provided space for the new library archives. Later, the Bank's plush boardroom, with its 18'-long polished wood table, was made available until the bank was sold in 1993.

Not long after the first of our steam locomotives arrived in San Diego on June 10, 1967 (Feather River Ry. Shay No. 3), it was steamed up at the foot of Crosby Street and operated over 300' of an industrial siding. Tom was in the cab for one of those brief but thrilling rides. Sefton continued to support the Museum's efforts through the 1960s and '70s, both personally and through his J. W. Sefton Foundation. In December, 1979, the Foundation kicked off the fundraising to buy the new Campo museum property with a \$5,000 grant. A whopping \$25,000 grant followed in the summer of 1981. Thanks in large part to Mr. Sefton's support, eight acres of land and one large building had been acquired, and the rest is history (and an unbelievable amount of "sweat equity"!).

Sefton continued to support the Museum through the years. He provided a safe haven for the gold spike that was driven by John Spreckels in 1919 to complete the SD & A Railway, after it had been loaned to the Museum by its owner. The bank exhibited it at many of its branches throughout the area (this incredibly-historic engraved spike was later officially donated to PSRMA and it is brought out for display on special occasions). In 1977, he donated tie plates and other track hardware from the narrow-gauge Rio Grande Southern R.R. in Colorado, a historic 1890s rail line that was abandoned in 1953. He also gave a large collection of original wicker-covered seats from early scrapped San Diego trolley cars, and a small collection of mine dump-cars and rail, some of which is currently displayed at our Campo Depot.

On January 27, 1985, Sefton helped the Museum stage a fund-raiser at the Del Mar home of family friends Ralph and Marian Staver. The highlight of this event was rides on the Stavers' 2000'-long 1½ " scale backyard railroad. The event raised \$4,160.

In the early 1990s, PSRMA was heavily involved with the restoration of former Southern Pacific Lines steam locomotive No. 2353 to active service, and Tom helped support that tremendous effort. Later, on one of the restored engine's operating days, Tom rode in the hot cab with the Museum crew and had the time of his life. Soon, Tom was diagnosed with a health problem that would eventually end his life.

In late 2001, realizing that a suitable home would be needed eventually for his immense toy train collection and other artifacts, his family made arrangements to donate the more than 7,000 individual items to the **California State Railroad Museum** in Sacramento, together with a significant one-time cash gift to assist with the appropriate interpretation and display of the collection. When the new exhibit – called "Small Wonders: The magic of toy trains" – opened to the public on August 14, 2004, it became America's most comprehensive toy train display.

We have all lost a great and good man and a passionate preserver of America's history and heritage. Sincere condolences are extended to his family. May he ride forever on the back platform of that parlor car of the afterlife, and may all the lights be white. (Compiled by Dick Pennick from various sources: misc. issues of REPORT, DISPATCHER, ON TRACK, news articles, misc. historical data, interviews and personal recollections).

***** National Association Of Black Storytellers Visits PSRM *** *Ted Kornweibel***

Two bus loads of delegates to the National Association of Black Storytellers convention, meeting in San Diego, visited the Museum on Wednesday, November 15, 2006. They came to tour the Jim Crow car, see a slide presentation on African American railroading, and view the African American railroad heritage photo display.

Our visitors were impressed by many things. They were awed at the rolling stock in the Display Building (clearly, many had never before been to a railroad museum). A number were very impressed to learn that we are an all-volunteer outfit. Our hospitality was also greatly appreciated. Numerous people told me that they learned a great deal from my slide presentation, several admitting that they knew nothing about the African American railroad experience before my talk, and were determined to seek out such stories. So we admirably fulfilled our educational mission today. (For those of you who haven't seen my presentation, its 250 slides cover nearly all aspects of the black railroad experience: slavery; MOW and convict labor; brakemen and firemen; porters, cooks, waiters, and redcaps; railroads and black migration; Jim Crow segregation; railroad imagery in black art, fiction, poetry, drama, and all manner of music; and blacks in contemporary railroading.)

People were very interested to walk through the Jim Crow car. Most were too young to have experienced or remembered riding in Jim Crow cars, so it was a meaningful experience.

Our visitors also enjoyed the photo displays. (These were the African American Railroad Heritage story boards normally in the Display Building; we moved them up to the car barn, where they stood between the rails on track 12.) Visitors also viewed a map and other visuals concerning Camp Lockett. They didn't know beforehand that they would be on historic Buffalo Soldier ground.

Each visitor was presented with a fund-raising packet, challenging them individually, and as black storyteller organizations, to (a) do oral histories of black railroaders; and (b) collect the artifacts of the black railroad experience (uniforms, employee passes, employment documents, keys and lanterns, etc.), donating them to a museum which highlights black railroad history (such as PSRM). Finally, we invited their monetary sponsorship of the interior restoration of the Jim Crow car. Each cushion will cost \$100 to re-upholster (total 29); each new piece of clerestory glass (not a resin replica), cast in a sand mold, may cost as much as \$50 (eighty pieces needed). And unless we can find original gas lamps, we may have to have all five replicated, for at least \$1,000 per fixture. So each guest was challenged to go back to their organizations and consider sponsoring us. (I've got more of these fund appeal leaflets. If any of you reading this belong to any organization which might consider sponsoring some part of the interior restoration, I'd be pleased to give you the materials.)

This was a grand day. We had beautiful Fall weather. Our friendly guests were eager to learn railroad history. It doesn't get any better than this, in fulfilling our educational mission. We did ourselves proud.

Many people made this event a success. Frank Stites composed new Jim Crow car leaflets; helped clean up that car on the previous Saturday; came out again on Monday to set things up, and was part of the staff for the day. He gave a talk on the Jim Crow car and answered a lot of questions, and stayed afterwards to help break down the displays.

Ann Ruppert and Rich Bostadt were also part of our staff for the day. Ann handed out leaflets, interacted with the guests, and helped break down the displays at the end of the day. Rich helped set up on Monday, and spoke to visitors about Camp Lockett and the Buffalo Soldiers. He also helped break down the displays and loaned the large screen for the slide show from the Stone Store Museum. I provided the overall coordination, interfaced with the NABS tour organizers, gave the slide presentation, interacted with visitors, and participated in Saturday and Monday preparations.

Others also helped make this a success. James Kornweibel spent all day Saturday cleaning the Jim Crow car and doing last minute repairs. Bob Schussler provided the slide projector. Bob Underhill provided the back-up projector, which, thankfully, we didn't need, as well as an extension cord for the slide "clicker." Mark Ovidia interacted with visitors and drove people around on the electric cart, especially to the bathrooms. David Green helped put away folding chairs, and also interacted with visitors. Tanya and Larry Rose picked up printing for me and furnished a music stand to use as a podium. I wish I knew who to thank for cleaning the bathrooms in the car barn before the event. Finally, thanks to Father Joe's Village for delivering and picking up folding chairs.

Some of you reading this may be thinking, "I'm not able to be active at Campo, but my checkbook can be active." If you would like to sponsor the upholstery of seat cushions, or the purchase of clerestory glass panes or a replica gas lamp, I'd love to hear from you.

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

The **La Mesa Historical Society's** first annual Historical Home Tour was staged on Saturday, November 4th. Co-sponsored by the City's Historic Preservation Commission, the tour was a fund-raiser for the society.

Society President (and former PSRMA Trustee) **Gordon Jones** was the coordinator for this event, and it appeared to be very well organized and thought-out. Shuttles, provided by the Old Town Trolley, ferried ticket-holders to the various historic venues throughout the day from a base station at the northeast corner of Palm and Lemon Avenues. Our **La Mesa Depot Museum** was the first stop on the circuit, and our volunteers were kept busy all day.

PSRMA and other community organizations were invited to set up tables at the base station, and **Dick Pennick** staffed a table-full of Museum brochures and event flyers, with the PSRMA banner prominently displayed as a backdrop. The large story-board on volunteering opportunities in PSRMA – prepared several years ago by **Sandy & Bob Schussler** – also attracted a lot of interest. The depot was ably staffed by **Sid Saltzstein, Bruce Semelsberger, and Ed Smith**.

La Mesa's annual "Christmas in the Village", scaled back to a single 3-day weekend this year, will showcase beginning Friday, December 8th and winding up on Sunday, the 10th. PSRMA will dispense its usual holiday cheer with free hot apple cider, bakery cookies and hot chocolate, accented by a genuine coal fire in the depot's pot-bellied stove (weather-permitting!). The coal was donated by the **Cumbres & Toltec Scenic Railroad** in New Mexico and painstakingly trucked to San Diego by **Dick Pennick** earlier this year. The depot will be decorated with Christmas lighting

*** Narrow-Gauge Steam in the High Country (Part 5) *** *Dick Pennick*

In last month's installment, this writer used his last free day before the work sessions began to soak up some soot and cinders in the historic railroad yard of the narrow-gauge Cumbres & Toltec Scenic Railroad in Chama, New Mexico.

The morning train to Antonito, Colorado – 64 rail miles to the east in the San Luis Valley south of Alamosa -- was being made up for its 10 a.m. departure. The veteran "hoghead" (engineer) of the road engine – Soni Honnigger – soon arrived in his mud-splattered jeep with two original D & RGW kerosene "class" lights in the back seat, which he promptly hung on the brackets on the front of his engine. These rare lights are owned by Honnigger, and will be carefully removed by him in Antonito at the end of his run. He climbed up into the cab, greeted the hostler crew, and began his pre-departure inspection. The "helper" crew likewise took command of their engine, which was coupled to the front of the road engine.

Once this morning's train reaches the 10,015' crossing of the San Juan Mountains at Cumbres Pass, Colorado – at the top of the twisting 4% climb from Chama -- the helper engine will cut off and return to Chama, its work finished. Mr. Honnigger and train will continue 12 miles down the other side of the mountain to the old stagecoach stop at Osier (pron.: OH-zhur), elevation 9,637'. It is here that the C & TS provides one of the most important, most enjoyable and most-anticipated events of the journey: the one-hour stop for a super buffet lunch at the two-story dining hall and gift shop with a beautiful view of the mountains and valleys (the seemingly-endless dessert selection is particularly impressive!).

A half-hour before the steam train departure, the "Goose" – with a load of paying passengers aboard – took off up the hill with veteran C & TS Brakeman/Conductor Alan Loomis as a pilot, bound for Osier. The shuttle-bus passengers from Antonito also arrived at this time and boarded the train for their return east.

The Goose returned from Osier in the early afternoon and discharged its passengers in front of the Chama depot. I and several other volunteers were sitting on the station platform a few feet away, swapping lies, when it became clear that the Goose crew was done for the day and were preparing to tie up. I walked over to the motorman/mechanic, H. Wayne Brown III, and inquired if some of us could ride with him when he ran down to the wye to turn the unique motor car around. He said "why not?" and in a New York Minute, a bunch of us piled into the Goose and we were off like a herd of turtles.

Next time: volunteer orientation, meeting my project crew, and I really am going to work!

*** ARM-TRAIN 2006 *** *Jim Baker*

While we were not designated as official delegates to the joint conference of the Association of Railway Museums and the Tourist Railway Association, Bob Nickles and I attended the conference on our own.

We went on three tours: The Western Railway Museum in Rio Vista; U.P.'s J.R. Davis Yard in Roseville; and the old S.P. Shops in Sacramento. All were quite interesting although a bit disorganized. We also saw presentations about UP 844's tube failure at Rail Fair 1999, and the Chinese QJ engines that were imported to the US. Really scary pictures of the condition of 844's firebox were shown.

There were about 40 exhibitors that had lots of good information, including several people who repair and/or sell parts for steam locomotives.

I attended six conference sessions.

1) The first was titled, "Found Money or Lost Opportunity? Grant Writing Techniques." They gave a number of resources to find grants, and general tips on how to get a grant. One thing I hadn't thought of before is community support. We need PR at the local service clubs, etc, to get letters of support for our projects. Also we need PR to slow down any NIMBY detractors to our projects. Many grants require matching, but the matching can be in the form of volunteer hours. Most museums value volunteer time at \$45/hour, so that can add up to quite a bit of money IF WE KEEP TRACK OF ALL VOLUNTEER TIME. Another couple of areas where we fall short are that most granting organizations require that annual budget and AUDITED financial statements be submitted. Also many foundations will not give to organizations that do not have an Executive Director (but he does not need to be paid.)

2) The second session was titled, "Phoebe Snow Meets the Perfect Storm: Strategic Planning for RR Museums and Tourist Railroads."

Of course the main thrust here is that a museum really DOES NEED TO PLAN! The trite saying for this is, "If you fail to plan, you plan to fail." One resource I'm sure all our Board members have is ARM's "Recommended Practices for Railway Museums." And one of the most important reasons to have a plan, is that if you don't have a plan, you are at the mercy of someone who *does* have a clear vision for where they are going and why, because they are going to steer you in whatever direction *they* choose.

In planning, the primary needs to be addressed are those for the stakeholders; the clients; and donors.

The presenters suggest doing a five-year plan on a 3-year cycle. Plan for five years now, and re-do it again in three years, because usually everything doesn't go according to the plan. But, in addition, "action priorities" and a budget are needed for each year.

3) The third was, "Unique Identities, Common Causes: Using Partnerships to Support Your Brand"

This marketing presentation had a number of suggestions for increasing attendance and revenue. Working with partners increases community involvement (our NPE trains), expands opportunities, stretches resources and gives us a better public perception.

One thing mentioned was to partner with a local PBS station and do something with Huell Houser! We all know how great something like that can work out!

If you participate in some special event, try to get a list of attendees. Then you can contact other people who have an interest in things similar to your organization.

4) Couldn't Find it on E-Bay? Parts Committee Networking.

It turns out that the ARM Parts Committee is essentially juice guys. Anyone want to trade a Brill axle for a trolley pole? Actually, I did hear a few good bits of information.

Illinois Railroad Museum has the entire collection of Pullman drawings. Need a drawing for anything built by Pullman? They've got it.

A paint made by U.S. Paint was said to be much better than Imron, which tends to chip off. Get it through their Air and Marine Division in Waukegan, IL. Only \$230/gal. Their epoxy primer needs to be used first; it comes in gray or white. They will color-match the color coat.

5) Keep Them Coming Back: Strategies for Membership Growth and Development.

These speakers again stressed that PLANNING is essential to any well-run organization. They consider that a Membership Plan is crucial for a well-run membership program. Like the session on strategic planning, they suggest a five-year plan that is updated every three years, along with a work plan for the upcoming year.

Members EXPECT some sort of benefits for their membership: activities, regular communication, and special treatment.

In regard to getting new members, CSRM gets 80% of theirs from on-site visitors. One way to contact these people after their visit is to "capture" names and addresses in some manner (such as from our reservation systems for Tecate and NPE). The best members come from individual contact. Another suggestion was to have a membership application on the web site, and give discounts for e-memberships (publications, etc. via e-mail to save printing and postage).

Member records should keep track of donations; that way those who make large or frequent donations can get special treatment.

Keep in contact with the members - renewing members generate more income than new members.

The main thing is to deliver what you promise and don't promise what you can't deliver. It is much better to promise less, and deliver 100%, than to promise more and deliver 80%

6) Stop, Look & Listen: Federal Regulation Updates.

This was the most disappointing seminar. There were five people from FRA region 7 (which includes us). They were pretty non-committal on a lot of the questions, but the worst was when a question relating to Hours of Service was asked. The FRA guy who answered said that Hours of Service Regulations do NOT apply to volunteers. A few questions later, the same guy said that drug/alcohol testing only applied to Hours of Service people, and therefore, not to volunteers. One of the other FRA people then said something quietly to him, and he left the room for 20 or 30 minutes. On his return, he apologized, and said that we were all correct and he was wrong. (But how much faith can you put in anything else he says?)

In regard to steam, Dudley Turner, Region Seven's steam guy has retired. But Dudley was there, and he is now available to the public as a consultant. (I have his address). They have assigned two guys to steam, and they presently cover about 30 locomotives. Their main concern with steam is record-keeping; keep a "living document" for each locomotive. They need to know the qualifications of the people signing the various forms. They especially mentioned the qualifications of people setting gages and safety valves.

The FRA guys mentioned that they have no problem with people doing brake work themselves. An audience member commented that he'd sent brakes out to a "certified" shop for overhaul, and they didn't work, so he had to re-do them himself. Someone else was worried about the liability if you did the brakes yourself. Someone else pointed out that if you sent the brakes out to a certified shop, and they didn't work, so you re-did them yourself, you are just as liable. The FRA said that if you send a brake out, and it doesn't work when returned, they'd sure like to hear about it.

They are quite concerned with the increasing number of "private" crossings of tracks. We should find out if the Border Patrol has permission from the Trolley for the new crossing they've been using down at about MP 61.6. They should have permission from the owner of the track and "private crossing" signs posted.

If anyone wants more information, I've got copies of the handouts from the various sessions, lists of exhibitors and attendees, etc.

*** Restoration Activities, Sept.-Nov. 2006 *** *Ted Kornweibel*

The Restoration Department has had an extremely productive quarter, from September-November 2006. At the present there are only three regular volunteers, **Harold Whalen**, **Frank Stites**, and **Ted Kornweibel**. They logged nearly 200 hours total at Campo during this quarter. Many additional hours were spent on in-town projects.

The main restoration focus continues to be Rockdale, Sandow & Southern Jim Crow combine no. 3. Here are some of the highlights.

Frank is our Sculpt-Wood expert. This is a marvelous product that fills big gaps and holes and, when hard and cured, can be sanded and even drilled. We keep finding big cracks and areas where rot has occurred, and Frank continues to expertly fill and later sand them. Ted has also continued to apply polyester putty to smaller cracks and dings, to achieve a very smooth surface.

A major project has been the east-end coupler. It has never been willing to couple to a locomotive. We found that the coupler was badly sagging from two causes. First, the coupler pocket had worn badly over nearly a century of operation. In addition, the coupler pocket was somewhat loose from the body of the car, causing it to sag even more. Harold took the lead in solving the wear problem, fabricating a shim for the coupler pocket. This was installed at the same time as the pocket was tightened up to the car body. This was no easy task, and Frank, Ted, and Harold all put in a lot of hard grunt work trying to muscle square nuts off old studs, using a ½ inch drive socket with cheater bar. We managed to persuade all of them off, cleaned the threads, and then put the nuts back on and tightened the coupler pocket to the car body. Harold also machined a bit of “meat” off of the inside of the coupler knuckle. We’re eager for the acid test—starting the nearby MRS Alco and coupling it to the Jim Crow car.

Another significant project was the replacement of rusted-out roof ribs, on either end of the car. Harold is our metal magician. He fabricated new ribs in his home shop, creating a die so that the compound bends could be accomplished (like a flattened, upside down “U”). He then got up on top of the car and installed them. It’s a fantastic job.

We had not previously addressed peeling paint and cracks and gaps on the west end platform roof fascia, where the sloping roof ends. Ted did most of the work on this, making many applications of putty, then sanding, so that it now looks presentable and is ready for paint.

While sanding in preparation for painting, we decided that a number of pieces of trim molding up on the open platforms had to be replaced. They had simply been kicked so many times over the years that they no longer resembled their original shape. Harold fabricated new pieces in his home shop, with the identical profile of the original, and installed them on the car.

On September 30, we had an unexpected blessing. Boy Scout troop 669 arrived for an overnight camp-out and railroad merit badge class. They agreed to share their service time with us, and we got a total of 18 hours from the boys, and 9 from their leaders, all in hand sanding all along both sides of the Jim Crow car. They did a great job.

Another major task completed was installation of the window “blanks” which cover the former window openings in the baggage section of the Jim Crow car. The car was originally a full coach, but when it was made into a combine, the windows in the new baggage compartment had to be closed off. We had previously removed the blanks for repairs and sanding, and they are now back in. Harold and Ted did most of this, including adding the trim pieces.

The window sills, that run the length of each side of the Jim Crow car, took a beating from the weather over a century of being out of doors. This quarter has seen a great deal of patching and sanding, so that now they, too, are ready for painting. Ted did most of this work. Harold, meanwhile, finished the installation of the vertical boards between each window. He had previously cut them (with a bevel on the bottom), so that they could be primed. They are now all in place, so that we can soon re-install the windows.

The restoration team also addressed two safety issues. One was loose and worn deck boards on the east end platform. We had hoped to be able to salvage them, but they were so badly split and rotted that they could not be glued up. Everyone participated in removing the old wood. Harold then milled new tongue and groove floor boards, which were installed by Harold and **James Kornweibel**. The second safety issue was re-installing hand rails so that the Black Storytellers’ visitors could safely get into and out of the car. Harold did a fine job of pounding out the kinks, and then bolted them back in place.

Over the space of several weeks, Frank, Harold, Ted, and James Kornweibel tightened up all of the end platform hand rails (both ends). They had become loose, over the decades, and it was necessary to first remove rusted nuts, then add washers, and reattach and tighten the nuts. Some of the nuts had to be cut off—they just wouldn't budge. But one way or another, we got them all off, and all are now re-tightened, so visitors have a nice firm hand-hold when they get into or out of the Jim Crow car.

The restoration team has been working on another, very significant, project, not directly related to the Jim Crow car. We all know that working on top of railroad cars is inherently dangerous. It is very easy to slip on a metal roof, and fall. The Board agreed that we needed an overhead safety system (fall protection system) over the two working tracks in the car barn. We researched various systems, and then purchased overhead trolleys which run on aluminum "I" beams which will be mounted overhead down each track center, from end to end of the building. Attached to the trolleys are self-retracting lifelines (lanyards), which attach to safety harnesses worn by anyone working up on a car roof. Harold and Ted designed the system, worked with product reps, and secured the materials. As this is written, the "I" beams are being prepared for overhead mounting, each 25-foot section joined to another with fishplates manufactured by Harold in his home shop. Before long, anyone working on top of a car or locomotive will be able to work in safety.

Come out to Campo and see the progress on this safety system, as well as on the Jim Crow car. Better yet, come out and join the restoration team. The addition of a single new volunteer's talents will increase our effort by 33%! What a difference you could make.

*** Boy Scouts Complete Service Project, Merit Badge at Campo ***

Dick Pennick, interim Scouting Coordinator

Over the weekend of Sept. 30 –Oct. 1st, 14 Boy Scouts and their adult leaders from Escondido's Troop 669 visited Campo as a part of PSRMA's "Rail Camp" program.

The Troop set up camp on Museum property along Track One, near the scrap-tie pile, on Saturday morning, and spent the rest of the day removing weeds along the crew walking paths on both sides of the track west of Campo Junction. Completion of this task made the Troop eligible for a complimentary ride on the regular "Golden State" train Sunday morning.

Since **Dick Pennick** had been called as Conductor for the special KPBS-Huell Howser train to Tecate, Mex. on Saturday, regular docent **Mark Ovidia** graciously supervised the service project. On Sunday afternoon, when the Scouts returned from their train ride, Dick – a certified Merit Badge Counselor for the "Railroading" merit badge – led an interpretive tour of the Museum yard and then herded them all into the lounge of ex-Santa Fe Café-Observation car #1509 for the Merit Badge exam. By mid-afternoon, 14 Scouts went home with another Merit Badge to add to their sash.

PSRMA has been working with Metropolitan Transit System – owners of the SD & AE Railway – and freight-operator Carrizo Gorge Railway on a plan to use the old Clover Flat siding site (MP 71.8) as a remote camping area for youth groups. As this goes to press, we are awaiting final approval. The plan would involve a service project on Saturday morning, riding the train to Clover Flat in the p.m., hiking and camping overnite under the stars Saturday night, then returning to Campo by train on Sunday afternoon.

Currently, the Museum has not normally operated its weekend trains on the Miller Creek subdivision due to Slow Orders imposed by the freight operator. But it is hoped that the necessary track maintenance will be completed in time for us to again provide service to Clover Flat and Miller Creek in 2007.

*** ELECTION RESULTS ***

There were a total of 238 ballots submitted for the annual election. Of the 238 ballots, 6 were not signed on the outer envelope and were not opened. For the Board election results were:

189 for President – J. Lundquist
206 for Secretary – S. Schussler
208 for Mechanical – R. Hyatt
205 for Museum Services – T. Kornweibel

Other items on the Ballot have the following results:

Deaccession of the C & O caboose – 103 Yes votes – 101 No votes

Bylaw changes:

Section 2.3	181 Yes votes – 33 No votes
Section 4.5	199 Yes votes – 1 No vote
Section 4.6.3	190 Yes votes – 11 No votes

*** 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**". There you can see our updated archive of *Hot Scoops*.

*** Dates of Note ***

	Dec	Jan	Feb	Mar	Apr
School Train	---	16	20	20	17
Tecate Train	---	20	17	10	21
Board meetings	14	18	15	15	19
Museum Services meeting	19	16	20	20	17
Deadline for Hot Scoop articles	28	28	28	28	28

Your Board meets the 3rd Thursday each month, 7 PM at Trinity Church, 3902 Kenwood Drive, Spring Valley.
Museum Services meets the 3rd Tuesday, 7 PM at Ted Kornweibel's house, 6334 Lake Decatur Ave., San Diego.

*** 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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