



Hot Scoop Masthead by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum Association members

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MUSEUM NEWS

VOL XXII NO II

President's Report *Diana Hyatt*

This month I received the reigns from our president emeritus, **Jim Lundquist** who has toiled away as our leader for the past six years. He will be taking a well-deserved rest from the administrative scene at the museum; but can still be found around Campo most weekends. So far, there haven't been any true surprises with this position, it has proved to be almost everything Jim said it would be: it is challenging, frustrating, rewarding and complex.

One of my first rewarding experiences in this position arrived early in January with the museum's involvement and collaboration with the Christmas Train group. You may remember this as the Three Kings Train; the event that gives gifts to thousands of disadvantaged children of Tecate in celebration of the Epiphany (the date the three Magi/kings visited Jesus after his birth, to pay him homage). This event was organized by Charlie and Margaret Coval along with friends and supporters. The Christmas Train event has occurred every year since 1998, except in 2008 when Charlie's health was fragile. Late last year Charlie passed away and his loving wife Margaret along with friends and supporters chose to honor his memory by carrying on the tradition he began. On Sunday, January 11, 2009, the museum's equipment was filled with Christmas train volunteers, the three kings, and Tecate dignitaries including the Mayor, Donaldo Eduardo Peñalosa Avila. The coordination between the Christmas Train people, Tecate mayor's office, DIF, Tecate police department, Latino Peace Officers Association, Admicarga and PSRM made this event a smooth success. I was happy to have witnessed and been a part of this worthwhile event and PSRM has pledged its continued support.

As a side benefit of my trip to Tecate, I was able to meet and socialize with several entities we must communicate with in Mexico in order to operate our trains there. I was treated to a business luncheon, Mexican style at a five-star restaurant, *Asao*, in Tecate. It was a pleasant reminder of how American and Mexican styles of conducting business differ. Before a Mexican will do business with you, they must get to know you in a relaxed atmosphere, over several hours or even on numerous occasions. Some Americans find this to be a frustrating waste of time; I think it is a reminder that we have lost sight of the *take time to stop and smell the roses* adage. I now feel better about our relationship with the other side of the border and will continue reciprocating communications and good will.

January was also my first board meeting officiating as President; we were able to adjourn at 9:33 PM, not a record, but not common either. In reviewing some of the minutes from 2003 recently, I was reminded of the huge board and the meetings that went well past midnight! Thanks to **Jim**

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Baker's assistance, we were able to make arrangements with the office at Trinity Church to retain our monthly meeting location. **Jim Lundquist** was starkly absent from the January meeting and we are now one person shy on the board. The position of Vice-President is open and nomination forms will go out soon to the membership.

On January 28th, I attended my first Campo-Lake Morena Business Association Meeting (CLMBA) and met some new faces along with some familiar ones. It is amazing how much actually goes on right under our noses that we are not aware of in the community. From what I can gather, the CLMBA was established several years ago with the intent of organizing the local businesses and working on establishing a "community feeling" that doesn't exist in Campo the way it does in other back country areas like Pine Valley and Julian.

Work on the Campo Depot restrooms has been consistent and sustained which is fantastic news! If things continue, it looks like we'll be able to inaugurate the building in February! Then the old toilet trailer can be removed and the boxcar theater will be moved to the east end of the Depot opening up the front of the restrooms to the picnic area behind the Depot. I even received rave reviews about our restroom from people at the CLMBA meeting who I had never seen on our property! It is THE NICEST restroom in Campo, public or private. Thanks go to many people but especially **Brian Elmore, Bill Armfield, Marty Bernard, Jim Lundquist, Larry Rose and Jack White.**

The date for the museum's Annual Dinner and Membership meeting has been set for Thursday, March 19, 2009 at the same old venue, Tom Ham's Lighthouse. So I hope to see you all there! **Frank Denison** has begun work on our 2008 Year in Review presentation and **Ken Brown** is investigating digital projectors so that we can be guaranteed an excellent presentation this year. **Sandy Schussler** is busy collecting items for the Chinese Auction. If you have any items you would like to donate, please contact Sandy or myself or drop them off at the La Mesa Depot or at Campo.

Lots of projects have been going on at Campo in January. I have seen **Bruce Semelsberger** out several times reroofing one of the library containers as well as directing the unloading of the trailer that almost fell over into the creek. The restoration crew has been showing up on select weekdays in addition to their Saturday gig – **Ted Kornweibel, Frank Stites, Harold Whalen and Bob Gerdes.** **Al Brill** continues to show up on Fridays like clockwork to perform odd jobs in the shop. **Larry Rose** has been making the most of his retirement by giving the museum three days of his time every week at Campo! **Geoff Shepherd** and **Bob Haney** can be found in the Car barn performing odd jobs. **John Shannon** and **Frank Chaco** haven't missed a beat in their work all over the property, but especially in Equipment. They are currently working with **Ron Hyatt** re-plumbing the water system and rebuilding the water tank on the ATSF 1509. **Daisy Welch** finds jobs everywhere in need of her elbow grease and dives in. **Don Robertson, Dave DiGiorgio** and **Alex Fiori** can be found assisting in Equipment and Operations. **Jim Baker** held part I of a brakeman training class with fresh operations volunteers in attendance. Jim also continues to head the Steam group in their work on the Coos Bay #10 and #2353. Our wonderful Operations volunteers keep our trains running for our guests to enjoy. Everyone who comes to Campo and gives of their time, makes our museum a better place and their services are sorely needed.

Speaking of volunteering, we are in need of help with our upcoming Special Events. So, if you are available to assist with our trip to Garcia on Saturday, February 28th, the Annual Dinner on March 19th or our Bunny Trains on the weekends of April 4th, 5th, 11th and 12th, please let me know!

January Operations Volunteers

Jim Baker	Bruce Deck	Seth Miller	Bob Schussler
Robin Becker	Duane Dubke	Jack O'Lexey	Sandy Schussler
Darrel Bivans	Don Getz	Dick Pennick	Rob Stebbins
Ken Brown	Hector Gonzalez	Rich Paulus	Frank Stites
Rich Borstadt	Tom Gray	Don Pope	
Roger Challberg	Jim Lundquist	Don Robertson	

January Contributions

Bach, Charles F.	General Fund	\$50.00
Couch, Dwight E.	Handcar Fund	300.00
Getz, Don	Handcar Fund	100.00
Kehr, Herbert G.	Steam Fund	100.00
La Mesa Depot Donation Jar		65.60
Lester, Capt. W. B. (USN Ret.)	Handcar Fund	100.00
Jim Lundquist	Donation of Tiles	762.00
Pennick, Richard	Handcar Fund	200.00
Slaff, Nancy L. *	General Fund	50.00
Stebbins, Robert M.	Handcar Fund	100.00
Wakefield, Jimmy M.	General Fund	200.00

* In memory of her cousin Hugh Hendricks. Hugh was a life long railroad man who, one day last year, was given a tour of the Campo facility. His knowledge and love of trains makes this donation more meaningful according to Nancy. In her letter, she thanks the volunteers who made his day so special.

La Mesa Depot Museum Report *Dick Pennick, Coordinator*

On two evenings in December, Dec. 12th – 13th, Museum volunteers again opened the 114-year old building to the community in observance of La Mesa's annual "Christmas in the Village" event.

While other community groups set up booths and other attractions in a blocked-off section of La Mesa Blvd., we passed out free hot chocolate, hot apple cider and a variety of Christmas cookies. The chocolate was provided by the museum, **Bruce Semelsberger** contributed most of the cider and mulling spices, and **Mike Retz** and **Dick Pennick** provided the cookies. Bruce had also spent hours beforehand rigging Christmas lights on the La Mesa Depot, setting timer switches, and decorating the interior of the Waiting Room and Agent's Office. Dick completed the display case setup and dug out all of the pots, pans, dispensers, cups, napkins and other items needed, and by around 6 p.m. on Friday, Dec. 12th, we were ready to greet our visitors. We all had a great time, and made many new friends for the museum.

Appreciation goes to **Bruce Semelsberger**, **Mike Retz**, **Sid Saltzstein** (who coordinated Saturday, Dec. 13th), **Ed Smith**, **Duane Dubke** and **Dick Pennick**.

Friday Campo Report 1/16/2009 *Larry Rose*

The big action today was in the public restroom project. **Brian Elmore**, **Jack White** and **Bill Armfield** grouted most of the wall tile today. **Jim Lundquist** got this custom tile made with PSRM and SD&A logos and old SD&A steam engine photos fired onto the ceramic tile and donated the entire cost. Also at the depot was **Daisy Welch** who painted the new children's slide in matching depot colors.

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Tile laying trio, Brian Elmore, Bill Armfield, and Jack White with the custom SD&A logo fired onto the tile (Photo by Larry Rose)

Marty Bernard and **Bill Armfield** also set floor tile in the new depot kitchen and adjacent small restroom. This is red non slip quarry tile traditional for kitchens and wet areas. Marty also installed the last of the high shelving in the kitchen. The depot needs all the storage it can get for gift shop inventory, public toilet supplies and seasonal decorative items.

Miss Daisy took down all the holiday decorations in our excursion train and boxed them up according to car number. Larry hauled the boxes out to the dedicated seasonal decoration storage container out in the North forty.

Elsewhere **Don Getz**, **Larry Rose** and **Don Robertson** got the big military surplus shaper machine rolled into the wood shop. Don Getz did the fork lift work while Don and Larry used pipe rollers to move the 800 lb machine into the shop interior. After this Larry installed framing for a work bench extension in the shop annex. **Seth Miller** showed up near dark but in time to help Larry set the solid core door that is the new top for the bench.

Jack O'Lexey showed up late but worked into the night refinishing window frames on the Chief Manakaja. **Al Brill** showed up late too and worked in the machine shop. Larry was alone all morning then four of our regular volunteers showed up after lunch. Their half day was extended to after dark so a lot got done anyway.

My Last President's Report *Jim Lundquist*

As 2008 comes to an end, it's hard to believe that I am wrapping up my sixth year as your President (for the second term). This was far and away the hardest adventure in my life (possible exception – my teenage kids), and yet it all seems to have gone by so fast. I am not sure where to start the review of all we have been able to accomplish – and how to review it for you. So, let's just start the "look-back" and see where we go.

In late December 2002, the members voted to install a new 25 person Board to run the Museum. At the Board's first meeting at Denny's in La Mesa, I agreed to be appointed the President by the majority of the new Board members present. As a first order of business, we had to get a handle on where we were as a Museum. Frankly, it wasn't a very good place.

We had an office in the Santa Fe Depot, in downtown San Diego, staffed by one employee and some dedicated volunteers. The office rent was behind, the payroll was behind; we owed tens of thousands of dollars for office equipment and the utility payments were behind! In addition, our Library was also in the depot and was facing eviction. A quick review of the books and the profit/loss statement told us that we couldn't afford to keep the office open nor a paid employee to staff it. We sought relief from the owner of the depot, which granted us a waiver on the back rent if we moved out as soon as possible. In no time, we were sorting papers and moving stuff into storage or the La Mesa Depot. Almost immediately, our last paid employee left on her own. A few months later, we paid the last payroll check to her. No sooner did we finish up that move, our library was evicted. Once again, we fired up the moving vans, acquired used trailers and containers and moved everything to Campo. In just a couple of months, we were out of the rental office space.

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Our attention then turned to Campo. It wasn't any prettier there either. There was a shut-off notice from SDG&E taped to the Campo Depot door. The upstairs portion of the depot was being used as an office and then an apartment. We lost ½ of the depot parking lot to a sand pit. Our Tecate trains were being operated by someone else, with 10% of the gross being passed along to us for using our name and equipment. The Shop Building housed offices for another company, and the yard and shop were full of employees for that company. There was contaminated soil everywhere. Furthermore, we had no operating locomotives we could call our own. For me, it was simply overwhelming to look at the work before us and think we could pull it off by ourselves with our small group of dedicated volunteers. Soon enough, the other company left Campo for another east county town, and took their equipment and tools with them, leaving behind the contaminated soil and broken down Museum equipment for us to deal with.

"Where to start?" was the huge question. We started by cleaning up and cutting costs. I cut-out the switch to the air conditioner in the lounge, and begged the trash company to forgive the back bill for trash. We filled up many boxes of contaminated soil and paid to have them hauled away. We were able to "blue card" a locomotive (#7285) and start our Golden State operations again. Soon, the other company wrote us giving us back our Tecate trains. That was the break we needed. We had several meetings with officials in Mexico to reestablish those operating rights. Soon, our trains were once again operating to Mexico and we were able to keep 100% of the ticket sales less costs. That was a huge break. With the revenues up and our expenses down, we were back to breaking even. But, how to get caught up with all the past due bills?

Along came a savior in a plain envelope to our La Mesa Depot address. I opened the mail one afternoon and inside was a check for \$210,400.00 Not quite believing it was real, I called the bank in Florida and was told the check was indeed real, and the donor wanted to be anonymous. I immediately drove across the street and deposited the check into our account, then started calling all our friends to tell the good news. We paid all our back debts, repaid the restricted funds and then looked for projects we wanted to push forward. As I recall, we put in the lights in the Display Building, a concrete slab there also, upgraded the Campo Depot with new siding, windows and paint, and put some away in our endowment fund. Meanwhile, we plugged away and restored yet another locomotive (#3873) and we reroofed and repainted several of our passenger cars. The emphasis was on our presentation to our public – the train, Campo Depot and Display Building.

During this time, our Board meetings starting getting easier to manage. That first meeting in Spring Valley featured 25 board members and a public of around 40 members. One by one, the Board members resigned for various reasons, and, the meetings started calming down and became more manageable. Eventually, the members adopted new bylaws which called for eight Board members, a true blessing in terms of managing the meetings.

Our train operations continued to expand – some with great results, some still awaiting success. Our Tecate trains were popular, and really took off when Huell Howser came out, spent a day with us, then an evening of fundraising showing our train trip on the air and inviting KPBS listeners to travel with Huell. That program still continues to pay dividends for us. The Garcia trip has been eventful. We ran some evening trains for our volunteers to HiPass. One year, I went to the TRAIN convention and ran into old friends there. They told me about their Christmas trains, and we started our own one year, with trains on Thursday, Friday and Saturday night over one weekend, working with the local High School students. Each year, the event keeps getting bigger, so that this year we are running ten trains and 3,000 people to the North Pole. Also successful are the Pumpkin trains and Easter trains. Still awaiting success are the Campo Valley Flyers and any train with food service.

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Driving out to Campo and entering our property, it's easy for me to spot our improvements, starting with the Caltrans direction signs on State Route 94 and our own signs at our gate welcoming and thanking people for visiting us as they enter and exit. The main entrance road has been cleaned up somewhat, with the run down equipment removed and additional signage to the Depot. At the Depot, there are also two new signs there welcoming our visitors. The Depot itself features new siding, some new windows, new signs, a wheelchair lift, a completely rebuilt upstairs (not yet open to the public – a success story still waiting to happen, as are the new restrooms) and new paint. There are new swings, tires for the children, a new loading dock and new lights for the tracks and parking lot. A new brick sidewalk, a water fountain in need of repair and new shade trees replacing our beautiful tree which died of old age (and took MANY hours to remove). There is a new Workamper site where happy volunteers live onsite, which replaced an old trailer which we hauled off to the dump in three large roll-off containers, one piece at a time. Awaiting attention is the section house. Up on Track One is our ATSF freight train, which is awaiting signs to interpret for our visitors. The Display Building has a new sign and, new interior concrete floors with electrical lights and new wiring replacing the extension cords which made their way down from the Shop Building. Inside the Display Building is a nice new video program and TV showing off our beautiful #2353 steam locomotive. The Display Building has been the venue to several nice evening programs and could host others once a restroom is constructed nearby.

The Shop Building features a new concrete pit, upgraded electrical and air. All the contaminated soil has been removed. There are numerous new tools and machinery equipment inside. Outside is a new Track 15 with maintenance of way (MOW) equipment, and a new motorcar shed. On the tracks are several pieces of new rail equipment which took hundreds of hours and thousands of dollars to acquire, including ATSF #2381, a former San Diego switch engine and SP #7304, a former SD&AE operating engine. In addition, we have a rubber tired car mover, multiple forklifts, loaders, backhoes and other power machinery. Out back, we lost one of the huge oak trees to rot one windy afternoon, which took lots of time to cut up and remove. We have much less "stuff" under and around the one remaining oak tree, as junk has been tossed and recycled over a four year period of time, lead by yours truly. We also traded in our various sized rail and trim with all 110 pound to the yard rail and trim as well as many switch kits. Also, we installed new electrical service and have set up the library trailer and containers in this area.

So, as of December 2008, we are totally debt free, and in charge of our future. There are new and energetic volunteers to be found on site. Larry Rose is leading the charge to keep and recruit weekday volunteers, joining three other regular volunteers who have spent countless hours volunteering on site weekdays. In fact, some weekdays we now have more volunteers than weekends. I am turning over our Museum to our new President in much better shape than when I found it, thanks to a dedicated core of hard working volunteers.

Speaking of volunteers, these fine people remain our most important asset. We have recently been expanding in terms of numbers and skills of our members onsite. Our first priority should be the effort to continue to praise and support all our volunteers. Each and every person brings a unique skill set and expertise which need to be maximized and supported by every one of us onsite. Occasionally we are too harsh on our volunteers, and we need to continue the effort to stop the discouraging words and maximize the encouraging words to all. "An ounce of praise is far better than a pound of flesh" is never truer than when dealing with volunteers. We also need to follow-up on train crew classes, to keep our train crew base expanding and growing.

We have several opportunities and needs which should be a point of emphasis for the future:

First, we need to keep our product to our visitors fresh and worth their time to visit. Along these lines, our special trains have been very well received, like the North Pole trains, Pumpkin trains,

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Easter trains and Tecate trains. Our Golden State trains, which had been the stable of our 23 years of train operations, are not as well received. We need to continue to think "outside of the box" and develop evening trains, dinner trains, bingo trains, music trains, etc. Keeping our product fresh will keep our visitors coming back. Yes, all special trains require evermore volunteers to stage and manage. So, more volunteers willing to take on special trains must also be found, and our crews need to become more flexible in their ability to donate their time to operate these trains. I can recall hearing "No one will come all the way out to Campo to ride trains" back in 1986 when we started train rides and officially opened to the public. We just completed ten trains to the North Pole with 3,000 onboard with Santa. Simply stated, ignore the naysayer's and continue to explore all possibilities.

Second, land acquisition needs to become a priority for us, as that is the one item which will not change in the future. There are three parcels of land which surround the Campo Depot and PSRM, two of which can be acquired today. This is an excellent time to acquire property in southern California, as property values are low right now. They will not stay that way. We need to find a way to encourage a member or two to consider acquiring the land for us, with either an outright donation or a loan of some type, or a combination of the two. The 92 year old depot's charm is due to the open space surrounding it. In addition, the neighboring property can be used to expand our display space as well as parking space. I have tried to make something happen during this past year, with no final success. We need to make something happen while the property is on the market and land values are low.

Third, while we are self-sufficient financially now, we need to find new money to allow us to expand our activities. We should be paving our parking lot, we need to provide additional covered storage space for equipment as well as more and better exhibit space, and we certainly could spend LOTS of money restoring all the equipment we have onsite already. Many other railway museums have recently enjoyed financial windfalls of bequests from members who remembered their museums upon passing. There are new named buildings and expansions underway at many museums using these funds. In addition, we have not had much success in securing large grants and corporate donations over the years, with the notable exceptions of one state grant for the Display Building, one County grant for the restrooms and donations of cookies by the Golden Acorn. While professional fund raisers and grant writers are available, these too require seed money to start down that path, or, a volunteer needs to step forward and start looking for opportunities for us.

Fourth, we need to greatly expand our emphasis on the educational opportunities at our Museum. We need more signs, display boards, videos and display cases for an expanded interpretation effort throughout the museum. The public needs to be told the importance of our equipment as well as the importance of railroads to local, state and our nation's history. We do a good job with our history talks, and, the efforts to bring displays and signs has started and stopped over time. We need to get busy in this area.

What will the future bring for us? In the short term, the economic hardships the Country is facing could affect us also. However, I believe that families will always be looking for quality activities at a fair price for themselves. In addition, even in hard economic times, there are always pots of money available for those that go looking for them. Provided we continue with the care and nurturing of our volunteers, we can continue to provide a quality product for our visitors, and we can tap into some major funding source(s) someday and somehow, I do see a bright future for us. Trains have played a huge role in both America's and San Diego's histories and remain of interest to the general public was well.

As for me personally, I have greatly enjoyed leading us through these hard times and getting us back on the right track. I truly appreciate all the hard work each and every volunteer has done

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and continues to do for us. It has been a very interesting and challenging six years in the right hand seat. I am looking forward to spending more time with my daughter as she goes through high school and plays three sports as well. She's my last child, and I want to enjoy these years with her. I have also recently been promoted yet again at the City of San Diego and with this comes ever more responsibility and time commitments. You'll see more and more of me on the City's TV channel. However, I am not going away and you'll still see me at Campo and La Mesa slaving away on one project or another. I look forward to passing the torch to Diana Hyatt and supporting her efforts to lead the group. I do so knowing that we have accomplished much and I am proud of everyone's volunteer efforts. It's been my privilege to serve as your President again. Stand up and be proud, PSRM. We are all doing great things together.

Donations Rolling in for Antique Handcar *Dick Pennick*

I want to preface this appeal for donations with a statement that the **first priority** for cash donations right now should be to fund the acquisition and movement of the locomotive crane from Washington state. Having said that, if you have any money left after this – and after your retirement account just tanked in the recent national financial debacle – I humbly ask for your help to bring an old hand-pump "Armstrong" railroad handcar back to the Museum (Note: the word "armstrong" referred to almost anything that was hand-powered. It is not a reference to a manufacturer).

This small 4-wheel track maintenance vehicle – the predecessor of the gasoline-powered motorcar – was one of thousands built in all track gauges for railroad maintenance gangs until about 1930. Not many of the original cars remain today. The late **Walter Hayward**, a founding member of the Museum, acquired one of the rare cars many years ago in dilapidated condition. So far, I have been unable to determine the actual genealogy of the vehicle, but the record may come to light later. There is a chance it may be ex-San Diego & Arizona Ry. **Larry Rose** and other volunteers rebuilt the loaned car to almost-new condition and used it as an interpretive artifact for a number of years until Hayward moved out of state in the 1980s. His widow, Maria, has recently offered the old car to the Museum, if the money can be raised to purchase it (she has expressed regret that she is not in a position to donate the car at this time).

Currently, she has a standing offer of \$3,000 but she has graciously offered the Museum first crack at it. I have offered to coordinate donations for the Museum to bring the old artifact back to Campo. To date, Museum members have contributed or pledged **\$1,800** and I have offered to drive up to Utah to pick it up on my own dime, if we are successful in acquiring it. If you can spare a few sheckels, the remaining amount required is \$1,200. To make sure all donations are properly credited, checks should be made payable to "**PSRMA – Handcar Fund**" and sent to the Museum addressed as follows: **Dick Pennick, c/o PSRMA, 4695 Nebo Dr., La Mesa, CA 91941-5259**. Thanks to those gracious donors who have contributed to date. A full listing will appear in Hot Scoop if the car is acquired. Otherwise, all contributions will be returned or redirected to other Museum projects, at the donor's discretion.

Wednesday Campo Report, 02/04/2009 *Larry Rose*

I was alone in the shop today as Jack, my regular mid week partner, is out sick. No sign of Ted or his restoration crew today either. Down at the depot I found Marty and Bill working on installing the three compartment sink in the new kitchen. Marty was rebuilding all the under sink plumbing with all new parts. Bill was installing a new recessed door pull and latch on the exterior of the baggage door. I thought this would be a good time to install a yellow on black porcelain Railway Express Agency sign on the track side of the depot.

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I have been hoarding this antique sign for 25 years in my upstairs office in the car shop. I acquired the sign at the same time I got the exterior REA signs for the La Mesa depot in the early 80's. The sign was intended for the Campo depot all along and is identical to the one on the South end of the La Mesa depot. With the baggage room project well along this seemed like a good day to mount it. Bill helped hold it while I balanced the level and inserted the first screw.

Nearby, **Brian Elmore** was mounting the new hot water heater in the public toilet store room. We did a water test by flushing all the toilets and activating the metered lavatory faucets. Everything worked with no leaks but we could use a little more water pressure when everything, seven toilets and five lavs, is being used at once. (Two urinals are state of the art waterless type.) The mass flushing will probably only happen during the Holiday train rush when hundreds of visitors all arrive at the same time to get on our sold out trains. The old toilet trailer had only four toilets and three lavs so a line formed at the door and the single water line handled it OK. A water service upgrade may be required later but for now our regular patronage will not overpower our new facility.



Larry screwing in the Railway Express Agency Sign
Photo by Marty Bernard

Another out of state visitor arrived and begged for a tour so I opened the display building and spent an hour or so with him while his bored to death wife stayed in the car reading. This is so typical it's almost a stereotype.

After that I did some world class "puttering" in the wood shop. I cleaned up the wood storage bin and finished the wood trim on the new annex work bench. Bill and Marty had cleaned out the baggage room and had deposited all the extra screws and materials in the wood shop so I had to find homes for all the stuff. The Gardeners storage container has turned into a facilities department hooch with overflow wood shop material placed in there. I was thinking of painting the annex walls but it was starting to get dark so instead I emptied all the trash cans in the shop and mucked out the shop toilets before locking up.

A great day at Campo with no clouds and temp in the low 80's. A "Chamber of Commerce" kind of day.

Rare steam era scoop found at Campo *Larry Rose*

After my sad experience with the interior condition of our Cotton Belt caboose a few days ago, Ron had the boys move it for me to track 10 just outside the shop and couple it to the Chief Manakaja. The idea was to clean out the pile of junk that has been packed into the caboose interior some 20 years ago. The caboose itself is remarkably complete and deserving of a good cleaning. "Stuff" has been stored in the car over the years and I had not looked in for at least 20 years. I am now waiting for a quiet week day with bright sunshine to muck this caboose out and give it a first class scrubbing.

After the crew tied down the hand brakes several museum



*Jim Lundquist on the Cotton Belt
Caboose*
Photo by Robert Rael

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volunteers were curious and looked inside. This was only possible after I had fished out enough trash to get the East door open wide enough to get in. The storage method used years ago was "toss it in and slam the door." One of the first people to look inside was **Frank Chaco**. He poked around in the debris and noticed an odd tool handle sticking out from behind a pile of junk. When taken out to the light it amazed everyone. It was an antique scoop shovel clearly marked "B&O RR" with a wood burned stamp.

This scoop is worn by years of hand firing a steam locomotive. The handle is carved from a single piece of oak, the kind of practice common more than a century ago. The steel scoop has a fluted butt where it is attached to the handle. Again, this is the kind of detail a craftsman would apply to a tool made in the nineteenth century, not the 20th or the 21st. Scoop shovels like this were not common in the West where steam engines burned oil. This steam era artifact is way out of place in Southern



Composite photo of Antique scoop shovel Photo by Marty Bernard

California but reeks of railroad tradition in B&O country in the East. It's in very good shape for being so worn from years of use feeding a coal burning Iron Horse. Even our own older volunteers can't recall seeing a shovel like this in the flesh. The Museum has no record of how this shovel came to be in our possession. This scoop will now be a treasured part of our small artifacts exhibits lab. Some old Eastern railroader or artifact collector must have given us this scoop years ago and it was never cataloged as far as we know. Does anyone out in membership land know how we acquired such a rare tool?

If anyone would like to see this rarity find me at Campo any Wednesday, Friday or Saturday. I have it stashed in a safe dry place. I also need somebody to help unload and clean the Cotton Belt shack. This will be an all day exercise.

Railroad Artifacts 101 aka Railroad Stuff *Dick Ruppert*

Artifacts are good for you. And that is great because our museum has a lot of them. We have award plaques, furniture, switch locks, lanterns, railroad themed plates, and railroad coat hangers. Do you feel good knowing we have a lot of stuff? Great!

Part of our collection has been tagged in the past by **Rich Borstadt**. More recently, under the impetus of **Paul Lundquist**, brother of past President Jim Lundquist, we have been using a museum software program called Past Perfect to inventory (register, in museum lingo) our stuff. Last May we registered all the signs, plaques, curios, awards, and uniforms at the La Mesa Depot (inside and out) and the artifacts in the rail cars nearby. In one set there was a collection of 60 to 70 railroad themed plates that had been donated to the museum in the past. With **Paul Lundquist, Bob Schussler, Ed Osborne** and **Dick Ruppert** pitching in a day here and there, we have scratched the surface of registering our stuff. That surface scratch nears about 600 items so far.

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A month or so ago, Ed Osborne and Dick Ruppert boxed up all the lanterns and other things that were put into display cases in the horse express car years ago when the museum vacated the office space in the San Diego Santa Fe depot. That emptied the display cases making them available for exhibits and the gift shop at the Campo depot. Ed Osborne and Dick Ruppert also finished registering all the small stuff in the Display Building; but there are still many items left. We still need to register all the trunks and the baggage carts in the building, and each of the 50 or so mail sacks in the RPO car need to be registered individually.

On Wednesday, January 28, Ed Osborne and Dick Ruppert began to register the artifacts that have been put into the horse express car. We spent the day with a lot of lanterns (brakeman, switch stand, signal, and rear of train) and oil cans. We found some artifacts that are positively identified as SD&A Railway, and things that were donated as far back as 1992 in need of registration.

Amidst the tedium of registering the museum stuff, which involves making computer entries about the artifact and the donor, photographing the object, and labeling it, we are having a great time learning about all the stuff the museum has collected over the years. If you like railroad stuff, you might want to join in our registration process. We've got enough stuff at Campo to keep an army busy. If you want to enlist, please call or e-mail me, Dick Ruppert at (858)459-2573 or d_ruppert@yahoo.com.

Museum Services Division 2008 Annual Report

Ted Kornweibel, Director, Museum Services

The Museum Services Division concentrated its efforts in 2008 principally between restoration of Rockdale, Sandow & Southern #3, the museum's 122-year-old Jim Crow (segregated) combination passenger-baggage car; making progress toward re-opening PSRM's research library; and rejuvenating the registry of the museum's vast small artifacts collection. Much was accomplished on all fronts through the efforts of small groups of dedicated volunteers.

At the start of 2008, the research library remained where it had been for several years, packed floor to ceiling, back to front, in shipping containers and a highway trailer. Not only were the contents inaccessible to staff and would-be researchers, they were vulnerable to water and rodent damage. Twice, emergency repairs to a container roof were required after water leakage was discovered. Then, following heavy rains, the 40' highway trailer had to be quickly emptied when it was in danger of toppling into the adjacent creek. Had that occurred, a third to a half of the collection would have become waterlogged and have suffered irreparable loss.

On a positive note, significant progress was achieved in 2008 toward re-opening the museum library. Although this is not yet a reality, we are close. The library site was graded and electrical power, including a new panel, was brought in and is now hot. The library office trailer received exterior weatherproofing and paint, plus interior repairs, paint, and carpeting. **Bruce Semelsberger**, assisted by **Bob Underhill** and others, led this effort; I regret not being able to report the number of their volunteer hours. Three 40' hi-cube shipping containers were purchased and placed on site; these will house the library stacks, once lighting and shelving are installed. The major library expense for 2009 will be to insulate these containers so that our oldest and most fragile and historic archival materials will not suffer from extreme temperature fluctuations. Other projects for 2009, in addition to mounting overhead light fixtures and erecting shelving in the containers, will be the massive job of placing the entire library collection back on the shelves. For this, we will need many "old" library volunteers to return to the fold, and many new ones to join this exciting venture. Research and library work is the heart of any Museum. Without a library, we would not be a Museum, we would not enjoy 501(c)3 non-profit status. So prepare for an exciting, challenging, fulfilling 2009.

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The Museum has a vast small artifacts collection, including everything from glass telegraph line insulators, to lanterns, to uniforms, to switch keys, to you name it. Every item needs to be registered and entered into a computer database. As is often the case, one volunteer took the initiative to begin the process, which sparked another to travel from the East to spend his vacation lending a hand. Now other locals have joined the team. It may seem like slow going, with each item needing to be photographed, tagged, assigned a number, and entered into the computer. But in the end, (is there an end?), we will actually know what is in our collection. The current team, led by **Dick Ruppert**, also includes **Ed Osborne**, **Bob Schussler**, and **Paul Lundquist** (from Virginia). Together, they logged more than 350 hours in 2008. Other volunteers are welcome to add their time and talents in 2009.

The restoration crew—only four “regulars”—accomplished an incredible amount of work on the Jim Crow car in 2008. Before describing that work, a few words about the significance of this project. Only about three-dozen Jim Crow cars have survived. Fewer than a half dozen are fully restored in museums and interpreted honestly as artifacts of segregation. When housed later this year in the Display Building, with our African American Railroad Heritage photograph exhibit, we will have the finest African American railroad history display anywhere in the country.

When 2008 began, the Jim Crow car’s exterior was being finish sanded. The end doors and baggage doors were on sawhorses, sanded and primed. The clerestory windows were repaired and shellacked (interior) and painted (exterior) but awaited replacements for the 75 broken panes, with the glassmaker had been unsuccessful in making molds that would not break. The brake system’s mechanical linkage was hanging, disconnected. The journals were dry. The seats, still bearing their decades old faded and ripped red upholstery, were removed. The galvanized roof was stripped but not primed, and lacked vents for the oil lamp chimneys. The interior walls in the coach compartments were un-restored. The transom sash over the aisle, at the passenger end of the car, had 8 of 10 panes of glass broken. The drinking water dispenser was missing. Most of the ceiling panels on the north side were hanging loose and long-ago water damaged. Numerous interior trim pieces were missing. The list goes on and on.

Fast forward to December 31, 2008. With the donated services of a master painter, the Jim Crow car now carries a traditional flat black color on its roof and a rich, deep shiny Pullman green on its sides and ends. All the exterior doors are painted and installed. All of the clerestory windows have been glazed, half with original cast glass panes, the other half with beautiful replicas. After some new parts were custom fabricated, all of the brake linkage was re-connected, and the system again works mechanically. The entire under-carriage has been painted gloss black. All the journals were repacked and filled with Journal-Tex, so that the car rolls freely. The seats have all been re-upholstered in fine maroon-plush fabric and only await completion of other interior work before being installed. Replica roof vents were fabricated and installed before the roof was painted. Much of the passenger interior received a new coat of shellac, bringing the car brilliantly back to life. Replacement glass was found for the transom sash, which was also re-shellacked. A suitable drinking water dispenser was found in the Dardanelle & Russelville car and installed. New ceiling panels were bent to shape and expertly installed, painted in a color so close to the original that, unless a very bright light is used, one cannot tell original from replica. Missing trim pieces have been fabricated and installed. An ugly duckling has been transformed into a princess.

How did all this work on the Jim Crow car get accomplished? Except for paying for casting the new clerestory glass panes, glazing the clerestory windows, and upholstering the seats, all the labor was donated. In fact, volunteers gave 1,258 hours of labor to the Jim Crow car project in 2008, as follows (totals include travel to/from Campo; some individuals volunteer in other areas of the Museum as well):

Frank Stites	177 hours
Bob Gerdes	287 hours

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Harold Whalen	253 hours
Ted Kornweibel (project superintendent)	424 hours
Others	117 hours
TOTAL	1,258 hours

Volunteers are key to the success of the Jim Crow car restoration, but 2008 had two costly projects, the seat re-upholstery and casting the replica clerestory glass panes. These could not have been accomplished without the generosity of the National Railway Historical Society. The Museum was the beneficiary of a 2008 NRHS Railway Heritage Grant of \$3,000. We wish to express our gratitude not only for that significant sum of money, but also for the confidence placed in the historical significance of the Jim Crow car restoration. We have not taken that trust lightly.

Not every activity has been narrated in this report. Restoration personnel put their collective shoulders to the wheel in other projects when called upon, including the library office trailer painting and repairs; transferring library contents to new containers; Display Building concrete sealing; ATSF 1509 truck rebuilding; and the North Pole Limited. Library volunteers likewise participated in other projects as well. Museum Services is part of a Museum-wide team effort.

Looking ahead, we anticipate great efforts, and great progress, in 2009. I urge everyone to keep individual volunteer time records, so that the end-of-year narrative can document our rich and varied contributions to PSRM. Thanks to all for making 2008 a very successful year. Take pride in your achievements.

Door Prize Challenge: To beat last year! *Sandy Schussler*

It is time to mark your calendar and make reservations for the PSRM Annual Awards Dinner. Did you know that there was over \$1,000 in door prizes won by attendees last year? That's right! Members are asked to dig through their collectibles and find treasures to donate for door prizes. If you have a regularly frequented restaurant, service or retailer you can ask for a free dinner, or a hair cut, or a gift certificate. Last year almost all of the businesses and restaurants in East County donated free meals for two or a one-night stay for two at Live Oak Springs or Jacumba. We had candy and car washes, hair styling and manicures. We had a harbor cruise, and some museum passes. You can help raise the total value of Door Prizes above last year's record high. We would love it if you could come up with something new that we haven't had before. Send your donations, or phone in, and give the approximate value of the item, to Sandy Schussler.

Board Briefs January 15, 2009 *Sandy Schussler*

Pacific Southwest Railway Museum Association, Inc. Board of Directors Meeting was held on January 15, 2009. At that meeting Ken Brown submitted monthly financial reports for October, November and December, 2008 as well as 4th quarter 2008. Unaudited figures reflect a net profit of \$33,025 for 4th quarter 2008. R. Hyatt provided a list of calendar year 2009 projects for maintenance and repairs for locomotives. Estimates for those tasks will be provided in February as well as passenger railcar needs for the next year. It was agreed that Department Directors will gather estimates for departmental expenses in 2009 and submit a budget to the board at the February meeting. Plans are afoot to arrange transportation for the rail crane from Bremerton to Campo, made possible because of the generosity of PSRM members. Members' generosity also established a special fund to allow the acquisition of a handcar that was once fully restored and in the care of PSRM.

Current projects continue to move forward. Great strides have been made on the new toilet and the Depot baggage room, which will soon house the Gift Shop. PSRM had another successful participation in the Three Kings Train that provides gifts to the children of Tecate. In an effort to interest the

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younger generation in trains, Museum Services has recommended adding a Junior Trainman membership level for children ages 17 and under. At the next printing of Membership forms, the new Membership level will be reflected. Another appeal to younger riders is to give each child visitor a gift pack with magazines from library surplus, and other items from Operation Lifesaver, AAR, or Amtrak and a Junior Trainman membership application.

PSRM is gathering estimates for repainting the SP caboose 1058 at the La Mesa Depot. There is also a need to hire a trailer set-up company to level and anchor the Library office trailer. Estimates are coming. A committee has been formed to plan a "Hall of Fame" for major contributors to our museum. Committee members are Dick Pennick, Bruce Semelsberger and Frank Stites. They will compile a list of initial inductees and criteria for selection.

North Pole Express Operations have concluded. The trains required the help of the entire PSRM volunteer staff, and efforts by everyone are greatly appreciated. Total riders for the MPE Trains was 2,813, up 826 from 2007. Total ridership for the year was 11,253 people, down 21% from last year's total of 14,091. This has been the worst year for ridership since 2004 when the total was 10,069. This exemplifies the need for new products and services. The Engineer for an Hour Program is now available online through DTS. First dates available are in February. The page has been online for 5 days and 2 one hour sessions have already been sold.

With the latest board election, a vacancy has been left for the position of Vice-President. A nomination form will be included in the next official museum publication, most likely the February issue of the Hot Scoop, requesting nomination forms from the general membership for the position of Vice-President.

The next BOD meeting is scheduled for February 20, 2009. All members are welcome.

NOMINATIONS OPEN FOR 2009 BOARD POSITION

In accordance with the bylaws, for all members in good standing, we will be electing one Board member to complete the 2008-2009 term ending December 31, 2009. The position open for election will be: Vice-President. Any ten (10) Regular Members in good standing may nominate any other Regular Member in good standing for the position of an executive officer (and concurrently director) of the corporation (namely the Vice-President), provided the person so nominated evidences in writing a willingness to serve if elected.

Each nominee may submit a maximum 200 word statement with respect to their qualifications, vision and intentions respecting the office to which nominated. All petitions and any statements are required to be turned in to the Secretary of the Museum not later than 5:00PM on Monday, April 6, 2009. Address all petitions to: Secretary, PSRM, 4695 Nebo Dr, La Mesa, CA 91941-5259.

If there is only one petitioner to qualify and agree to serve in the vacated office, and there are no objections to the petitioner from the standing officers and directors, that sole petitioner may assume the office without conducting a written ballot, until the expiration of the term of the replaced director.

Thank you for your interest in serving our Museum.

PETITION FOR BOARD

I, _____, being a member in good standing of the Pacific Southwest Railway Museum, do hereby submit this petition signed by at least ten members in good standing, to stand for election for the position of Vice President. I agree to serve the Museum in this capacity until the next election for this position.

Signed this _____ day of _____, 2009. _____

The following members in good standing support this candidate for the above position (must contain at least 10 signatures, write legibly):

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Contact Information

MUSEUM BOARD OF DIRECTORS

President, Diana Hyatt	(619) 390-9045	ronhyatt@aol.com
Vice President, Vacant		
Secretary, Sandy Schussler	(619) 698-1458	rrlady@cox.net
Treasurer, Ken Brown	(619) 697-6254	ken@psrm.org
Equipment, Ron Hyatt	(619) 390-9045	ronhyatt@aol.com
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General Counsel, Larry Stirling	(619) 405-4510	stirlingsandiego@aol.com

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Campo Depot	(619) 478-9937	
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Membership Coordinator, Tanya Rose	(619) 469-3064	
Speakers Bureau Coordinator, Bob Schussler	(619) 698-1458	schus1@cox.net

SECTION LEADERS

Chief Mechanical Officer, Bill Palmer	(760) 749-1082	blpalmer@yahoo.com
Chief Operations Officer, Dave DiGiorgio	(619) 334-5188	run8@cox.net
Research, Bruce Semelsberger	(619) 264-7282	bsemelsberger03@nethere.com
Restoration Supt. Ted Kornweibel	(619) 461-0098	kornweibel@psrm.org
Steam Foreman, Jim Baker	(619) 670-7441	baker@psrm.org
Webmaster, Lew Wolfgang	(619) 663-1962	wolfgang@psrm.org

Your Board usually meets the third Thursday each month, 7:00PM at Trinity Church in Spring Valley. Museum Services meets the third Tuesday each month, 7:00PM at the Kornweibel residence.

Dates of Note

	February	March	April
School Train	17	17	21
Tecate Train	21	28	18, 25
Board meetings	19	None	16
Museum Services meeting	17	17	21
Hot Scoop Article Submission	25	26	26

Article Submissions *Robert Rael, Editor*

Please submit all articles to hotscoop@psrm.org. If you are including photos to go with your article, please submit them in high resolution, and choose the three (3) best ones. Please include proper attribution for each photo. Also, please note the due dates for articles have changed in an attempt to get the Hot Scoop out earlier each month.

Web page info *Robert Rael, Editor*

Visit <http://psrm.org/members/> (username: **volunteer**, password: **2353**) to download the *Hot Scoop* with full color high resolution photographs.

Website: <http://www.psrn.org>