



Hot Scoop Masthead by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum Association members

March/April 2009

MUSEUM NEWS

VOL XXII NO III

Crane Day At Campo *Daisy Welch*

On Tuesday March 17th 2009, **Sid Carlson** and **Frank Schudar** from **C & M Hydro Crane Rentals** arrived bright and early with a big crane and support truck to move some heavy things that we couldn't reach with our rail-crane. These fine gentlemen donated their time, expertise and equipment to help us out.

The first project was moving the ancient wooden boxcar that has been sitting next to the Campo Depot for approximately 93-years. It served as the Museum's movie theater since the mid 1980s. Our new restroom building requires that we lay a brick walkway from the Depot, and the boxcar theater had to be moved out of the way.



Photo by Daisy Welch

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Last week we pulled out the old walkway and **Brian Elmore** pulled the old toilet trailer, leaving us a clear shot to the boxcar. We also emptied out the boxcar, carefully wrapping the display items and moving out the cases, chairs and TV.

The crane was set up, added 16000-lbs of weight as a counterbalance, spread out its outriggers, and we threaded canvas straps under the boxcar and up to a big spreader.

There were tense moments as we worried that the boxcar was not in good enough shape to be hoisted up in the air, but as you can see, it went up with only the smallest of creaks. It sailed up and over the new bathrooms and was set down on trucks which had been previously painted and placed on a length of snap track.



Photo by Daisy Welch

We found that the trucks did not match the bolster on the car well enough to set it down, so we placed oak wedges underneath, then set down easily, level, and very stable. Now the boxcar is back in its original place, where we found it serving as storage for the folks living in the Depot, except that now it looks like a railroad car!

Next we will build ramp access from the ground and the new Depot deck, then return the TV, chairs and display cases. We can also begin the process of repairing and perhaps restoring this unique piece of Campo railroad history.

The second project for the crane was to lift one of the Army surplus containers off the wheeled base and place it on the ground west of the Car Barn. This will be moved up against the Car Barn, with a door cut through, providing better parts and hardware storage. Brian Elmore brought his Kenworth, the air jacks and the brakes worked first try, the container went up, Brian drove the trailer away, and it was set down.

We were most impressed with **Sid, Frank** and their crane. Everything went smoothly and safely. They are highly skilled and were also very patient with the crew of amateurs that tried to be helpful and keep out of the way at the same time.

Helpers included **Brian Elmore, Bill Armfield, Marty Bernard, Don Robertson, and Daisy Welch** on camera. It was a lovely warm day out in Campo, and we had a great time!

March 7th Rail-Auto Festival *Ted Kornweibel*

A couple of months back, the Model T Ford Club of San Diego asked if they could motor out to the Museum for a train ride. It occurred to me that we could use the presence of their wonderfully-restored vehicles to stage a different kind of event to attract new visitors to the Museum. In the past, we have had car clubs visit the Museum, as well as a steam tractor group.

Although there was little lead time, we set a date-March 7—for their drive to Campo. We billed the event as the first annual (we were optimistic) "Spring Rail-Auto Festival." I contacted the 11th Cavalry re-enactors, who agreed to send men and mounts. Well, with horses and antique cars, why not have a parade? And why not include "Railroaders on Parade?" And if we were going to have extra folks out for such a day, we needed food sold on site. I arranged for the La Posta Diner to bring their BBQ rig, did some minimal advertising, and the day fast approached.

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Photo by Rich Paulus

The Rail-Auto Festival was a hit. Eleven Model T Fords arrived at about 10 AM, on Saturday, March 7, under the leadership of club officer Greg Rising. The 11th Cavalry contingent, led by Tim Jordan, came with a beautiful horse and three men in full period uniforms. (The 11th was the first cavalry regiment to be posted at Camp Lockett, in 1941.) The first parade occurred at 10:30 am, led by the cavalry, then the Model Ts, then by a marching contingent of PSRM uniformed personnel: engineer **Jack O'Lexey**; conductor **Jim Lundquist**; brakeman **Rich Paulus**; brakeman trainee **Frank Denison**; trainman **Chuck Barrett**, **Bob Schussler**, and **Sandy Schussler** (Sandy also representing the Board of Directors); docents **Daisy Welch** and **Don Robertson**; and railroad mechanic **Larry Rose**. Everyone looked sharp, and as I introduced them by name, the crowd applauded. **Don Getz** and **Seth Miller** brought the SMV railbus down to the depot for a static display. As the morning train pulled out, nearly 100 happy riders were on board.

Many people bought lunches from the **La Posta Diner** crew. The food was excellent. We wish to thank **Bud** for bringing his rig and crew out so that both Museum visitors and volunteers could enjoy a great meal.

After the first parade, an additional historic vehicle came on the property: the 1922 Mack open-air bus owned by the Motor Transport Museum, and driven by Bill, one of their volunteers. Carl Calvert, who heads the Museum, arranged for the bus to participate. Throughout the middle of the day it ferried delighted passengers from the depot to the Display Building and back.

A second parade was held at 2 PM, including the Mack bus. By then the crowd had thinned, but a number of folks took the 2:30 PM train.

Everyone agreed it was a splendid event, on a beautiful spring day. It went very smoothly, thanks to the efforts of many volunteers. **Bob Underhill** and **Bob Gerdes** expertly handled the parking lot, ensuring that everyone parked in orderly fashion, leaving ample room for the Model Ts to park in the middle of the lot so that everyone could see their wonderful vehicles up close. **Bob** and **Sandy Schussler** helped out around the depot. The train crew, named above, gave full cooperation. **Rich Borstadt** and **Shannon** at the Campo Community Center helped out with supplying a public address system.

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One final snapshot: I wish someone had taken a picture of **Jim Lundquist**, resplendent in his conductor's uniform, huffing and puffing as he cranked the Mack bus to get it started. I didn't even try, knowing it was a task for a bigger man than I. Thanks, Jim, for putting on a good show.

Was this a good event? You betcha. Should we do it annually? Absolutely. Only bigger and better. With more advertising, we should attract many more visitors. We can invite all of the car clubs in the region, to make it a full classic car meet. We can have additional "railroaders on parade." Hopefully

the cavalry contingent next time can include some Buffalo Soldier re-enactors. Was it a money-maker for the Museum? Sure. Did we have many first-time visitors? Yes, indeed. Were we doing what the Museum does best? Absolutely. Congratulations, everyone.

February Operations Volunteers

Jim Baker	Duane Dubke	Rich Paulus	Sandy Schussler
Robin Becker	Don Getz	Wayne Penn	Rob Stebbins
Darrel Bivans	Tom Gray	Dick Pennick	Frank Stites
Ken Brown	Kyle Jensen	Don Pope	Daisy Welch
Frank Chaco	Jim Lundquist	Don Robertson	
Bruce Deck	Seth Miller	Bob Schussler	

And thanks to Bob Nickles for filling in on the last day in January after the list of Ops Volunteers was sent to the Hot Scoop Editor.

March Operations Volunteers

Jim Baker	Duane Dubke	Jack O'Lexey	Rob Stebbins
Robin Becker	Don Getz	Rich Paulus	Frank Stites
Darrel Bivans	Tom Gray	Dick Pennick	
Ken Brown	Randy Houk	Don Pope	
Frank Denison	Jim Lundquist	Don Robertson	
Bruce Deck	Seth Miller	Ann Ruppert	

February Contributions

Herman J. Carney	Handcar Fund	\$50.00
Bruce Deck	Handcar Fund	1000.00
Richard F. Geisert	General Fund	25.00
Robert Harrigan	General Fund	5.00

March Contributions

Beam, Kenneth M.	Handcar Fund	\$100.00
Beam, Kenneth M.	Rail Crane Fund	100.00
Duling, Ed	Rail Crane Fund	100.00
Kehr, Herbert G.	Hot Scoop	100.00
Kehr, Herbert G.	Steam Fund	100.00
Lester, Walt	Rail Crane Fund	1000.00



Photo by Rich Paulus

President's Report *Diana Hyatt*

Crane News

Dave DiGiorgio is hard at work interfacing with a number of people to get **OUR** crane to Campo. BUT, we are still in desperate need of more funds. I believe we are close to reaching our original goal of \$25,000 but at the February board meeting it was concluded that the museum will need closer to \$35,000 to make this a reality. The acquisition cost alone is \$10,000. The latest news is that the crane will have to be disassembled at Bremerton and shipped on four flat cars via BNSF. A loading plan has been submitted to BNSF and we are waiting to hear whether they will allow the three extra flat cars to move at the idler rate or their full tariff rate.

Once at Campo, the museum will need an outside crane company to assist in putting the crane back together. **Dave DiGiorgio, Dick Pennick** and I have met with a local crane company who has agreed to complete this task at cost AND their employees have offered to donate their time to the cause! Let's keep our fingers crossed that everything falls into place! If you have a few extra dollars, this would be the museum-approved priority project to apply it towards! As I'm sure most of you know, many pieces of rolling stock and motive power need wheels. There are other, more costly options for changing out wheel sets such as a set of four 35-50 ton interlocking Whiting Jacks or installing a drop table but the crane remains our least expensive option and it would have other uses around the property and railroad.

Model T Club visits Campo

On Saturday, March 7th the Model T Club visited our museum in Campo. Thanks in large part to the organizational efforts of **Ted Kornweibel**, many lovingly restored Model Ts arrived for the gala event on another beautiful day in Campo. The museum's own Model A, SMV Railbus was on display and was recently returned to operational status, thanks to **George Toussaint**. The 11th Cavalry re-enactors were there with one on horseback, the La Posta Diner provided delicious BBQ lunches and thanks to Carl Calvert, the Motor Transport Museum arrived with their 1922 Mack open air bus driven by Bill.

Two other car clubs chose the railroad museum as their destination in March on other beautiful, clear days: The San Diego Panteras and the Austin Healey Club. When I mentioned to an Austin Healey Club member that the Pantera Club had just been at Campo, he wryly commented, "I didn't know there were enough of them to have a club!"

Rare Mileage Trip to Garcia

On Saturday, February 28th, the museum operated its' fourth annual Rare Mileage trip to Garcia. These trips require a lot of planning and organization and THANKFULLY the day went off without a hitch. Even though passengers are a captive audience all day, only disembarking for photo opportunities, everyone had a great time. We were blessed with a multitude of volunteers: **Marty Bernard, Frank Chaco, Dave DiGiorgio, Duane Dubke, Alex Fiori, Jenny Fiori, Alanna Hyatt, Cary Hyatt, Ron Hyatt, Robert Rael, Jose Ramirez, Don Robertson, John Shannon, Dawn Thomas, Dave Tomeraasen, Daisy Welch**, and the train crew of **Jim Lundquist, Dick Pennick** and **Darrel Bivans**. The Mexicans provided a personal motorcar escort all the way to Garcia which allayed any fears of track conditions or objects obstructing the tracks. Passengers were treated to three different locations for photo run-by opportunities including the loop at Valle Redondo. By the time we were eastbound through Tecate, everyone was relaxing (and some were sleeping) in the satisfaction of a great day!



Ian Hyatt takes a nap after a long day of waving at children along the T&T tracks *Photo by Diana Hyatt*

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Annual Dinner and Membership Meeting

Another great time was had by all at the Annual Dinner. I don't know if we have consistently held annual dinners since 1961, but if we have, this would have been our 48th. **Sandy Schussler** outdid herself over last year's efforts in obtaining prizes for the Chinese auction! We had over 65 prizes and everyone went home with something! **Ann Ruppert** greeted our members as they arrived at the check-in table and **Bob Schussler** hawked raffle tickets, earning almost \$600 for the museum! The pinnacle of the Chinese auction was a railroad crossing pattern quilt hand-made by **Janet Paulus**. Of all the prizes, this one was the most sought after with the bag almost full with tickets. The lucky winner was **Marie Denison** who is still glowing!

One plaque award was bestowed upon one of many hard-working volunteers from each department. The museum's treasurer, **Ken Brown** received the award from the Administration Department presented by me. **John Shannon** received the award from the Equipment Department presented to him by **Ron Hyatt**. **Frank Chaco** was presented with the Facilities Department Award by **Larry Rose**. **Dick Ruppert** was presented with the plaque for Museum Services by **Ted Kornweibel** and the Operations Department plaque recipient was **Jim Baker**, presented to him by **Kyle Jensen**. The recipient of the Railfan of the Year award went to one of our quietest, hard-working volunteers, **Rich Paulus**. Congratulations Rich!

With 75 people in attendance, I would say that easily 95% of our active volunteers were there plus a few faces that are nice to see like our member musician-duo **Walt Richards** and **Paula Strong**, **John Witt**, **Don and Nancy Clark** and **Cheryl and Brendan Dennish**. For those of you who like to really plan ahead, after receiving a consensus from the attendees to keep next year's Annual Dinner at Tom Ham's Lighthouse, I have already booked the same room for Thursday, March 25, 2010.

Aside from the honorees and the great camaraderie, the entertainment for the evening was a DVD presentation by **Frank Denison**. The presentation, a photo-documentary review of the events and progress of 2008 was, in my humble opinion, the highlight of the evening. Thanks to **Ken Brown** for purchasing a high-quality digital projector (and donating it to the museum) and taking the time to visit the restaurant in advance to determine how to hook into the room's speaker system, the presentation was viewed and heard beautifully. **Frank Denison** went to an extensive amount of effort compiling and arranging photos, music and sound bites to make this a success. I've provided Frank enough material to start a blooper reel as a bonus on next year's production. The DVD of 2008 A Year in Review, is available for purchase in our gift shop for \$10 apiece.

Boxcar Move and Renovation

The relocation of the Boxcar Theater several yards to the west and onto trucks and a piece of snap track, was a one day move with multiple days of preparation. This project was initially spearheaded and assumed by **Jim Lundquist** with onsite leadership by **Larry Rose** and his band of weekday warriors and our valuable workamper volunteers. The cover article by **Daisy Welch**, delves into the details, so please read it for the complete scoop. **Marty Bernard** and **Daisy Welch** are working diligently to cosmetically restore this beautiful old relic until we can acquire substantial funds for a true restoration effort.

Great Train Robbery Saturday, June 13, 2009

The Mountain Empire Business Association or MEBA, formerly known as the Campo Lake Morena Business Association is in the process of organizing another Great Train Robbery, scheduled for Saturday, June 13th with train departure at 4:00 PM. Prices this year will be \$25 per person. That includes a train ride where gunfighters will board the train near the international border and create a ruckus, possibly getting away with some loot, followed by arrival at the Campo Depot for entertainment and a BBQ dinner. If you would like to experience a real old-fashioned train robbery without dinner and entertainment, then for the price of a regular train ride (\$15), you are invited to join the fun at the dress rehearsal on Sunday, June 7th departing the Campo Depot at 4:00 PM.

Gift Shop update *(see previous page)*

Thanks to the recent concerted efforts of **Marty Bernard** and **Bill Armfield**, along with the cleaning efforts of **Dave Tomeraasen**, the upstairs baggage room in the Campo Depot is ready to become the new gift shop! This move, scheduled for the weekend of April 4th and 5th will find our gift shop in a larger, brighter and more appropriate location. Please come out to take a look!

Margaret Coval, wife of the late **Charlie Coval**, a former board member of PSRM and founder of the Christmas Train/Tres Reyes Tren has donated to the museum some beautiful 22" x 28" posters of the Goat Canyon Trestle, made from a photo by Charlie. These posters will be sold in the museum's gift shop at the Campo Depot for \$19.95 each.

Reproductions of an original SD&A stock certificate are available at the gift shop for \$7.50. The DVD of 2008 Year in Review will be available for sale in the gift shop for \$10 each. This is the presentation viewed at this year's Annual Dinner that highlights the work and the people who have contributed to the success of the museum during 2008. If you were working at Campo in 2008, it is pretty likely, you were captured on film.

Some of the best events of the year occurred in these last two months, the trip to Garcia and the Annual Dinner and Membership Meeting. Both events were an occasion to reconnect with friends and have a good time. In the afterglow of the Annual Dinner, I am reminded that it is the people, the volunteers, who can choose to work together towards common goals for the organization; this makes us strong. We are lucky to have so many dedicated, passionate members who can come together as one cohesive group to accomplish great things for our organization. The positive energy at the Annual Dinner was intense, I wish I could have bottled it so I could renew myself on it every week. Keep up the good work!

Annual Dinner Raffle Challenge to Beat Last Year Met *Sandy Schussler*

Thanks to over 30 members and 12 businesses the estimated value of raffle donations went over \$2,000, doubling last year's total. Attendees won gift certificates for restaurants, over-night stays, and harbor cruises. Treasures included books, videos, merchandise and collectables. This year we went for volume and succeeded. Next year we will strive for more of the quality donations. It took a lot of time in the program to pull all of the tickets for over sixty prizes. Proceeds from the raffle go to the general fund. If you have some ideas for the raffle next year, let Sandy Schussler know. Thank you to everyone who participated.



Photo by Robert Rael

Train Docent / Museum Docent Class: Saturday May 2nd, 2009 *Bob Schussler*

Become a trainman at the Pacific Southwest Railway Museum. Learn how to interpret the museum and its collection to the public in terms of its purpose, history, and significance. Duties and responsibilities of the trainmen and docents will be reviewed, with emphasis on safety and the education of museum visitors. Subjects covered include: the history of the Campo area, the San Diego and Arizona Railroad, and the PSRM. Informational handouts will be provided. The instructor is Chief Trainman Bob Schussler.

This training is applicable to both train docents and museum docents and is required prior to serving in either capacity. There is no fee for this course, but advance reservations are required. Please register with Bob Schussler at schus1@cox.net or (619) 698-1458. The deadline for registration is Friday, April 24th.

Restoration Report, March 21, 2009 *Ted Kornweibel, Supt. of Restoration*

The full restoration crew was out on a beautiful first-day-of-Spring. We worked on the Jim Crow car all day.

We accomplished the most crucial matter soon after arrival. We collared **Marty Bernard** and **Larry Rose** who joined the four of us to drag the scaffolding eight feet, so that we could reach the east end of the Jim Crow car. **Bob Gerdes** blew the dust off the east end clerestory area and then painted the last two window openings as well as the soffit. Bob then started painting the interior side of the two baggage doors, and by the end of the day had one completely done and the other about three-fourths done.

Frank Stites did a variety of tasks. One was to patch some rotten woodwork on the interior of the Jim Crow car with Sculpt-Wood. He then installed brass hooks and eyes as closers for the baggage compartment clerestory windows. By the time he had finished this, the window openings that Bob had painted were dry, and Frank and **Ted Kornweibel** installed hinges on the last two north side clerestory windows, and, from the scaffolding, screwed the hinges into place. Now all of the clerestory windows on the north side of the car are installed. Frank ended the day cleaning up all the accumulated sawdust around the table saw in the wood shop.

Harold Whalen continued installing the brass conductors' line holders that he made in his home shop. This was not a quick task, as he had to add a new wood backing piece on the ceiling for one of them. Harold then turned his attention to the holes in the interior partitions (between the two passenger sections, and between the black passenger section and the baggage compartment) through which the conductors' line was threaded. Harold made four brass grommets, for each side of the two holes, and installed them. They are equal to all the rest of Harold's fine metal-working.



Brass conductor's line holders *Photo by Frank Stites*

Ted Kornweibel, in addition to working with Frank to install the two clerestory windows, started patching some large holes in the ceiling. These required cutting circles of birch plywood on the band saw, and then trimming and beveling them so that they could be glued into the holes in the ceiling. Next time they will have canvas glued on them, to match the rest of the ceiling.

We reached a milestone today. With all the clerestory windows in on the north side, we can move the car to the adjacent track and use the scaffolding to paint the clerestory area and install the south side clerestory windows.

Diana and **Ron Hyatt** served a delicious lunch of fajitas with all the trimmings, refried beans, nachos, green salad, and chocolate cake.

Those of you who aren't regulars to Campo, how about coming out next weekend to see the new toilets, great progress on the depot remodel, and our equally great progress on the Jim Crow car.

Steam Whistling *Jim Baker, Steam Foreman*

We really did a lot of work at our March, 2009, work weekend, the 13th & 14th.

On Friday, the foreman was joined by **Larry Owen, Dave Tomeraasen, Rich Paulus,** and **Dick Pennick.** We opened the box car and located about a half-dozen different lubricants, oil cans and a grease gun. We then lubricated 2353 as per the lube schedule prepared when we had it in operation.

Meanwhile, the "Goat," SD&A 7285, was warmed up, then used to clear Track 1 of our Golden State consist and move the equipment on Track 3 to 1. Track 12 was also cleared.

Then the stairway that allows public access to the cab was partially disassembled; and all electrical connections were removed. The above took all morning.



Photo by Dave Tomeraasen

Right after lunch, we moved the '53 about 10 ft. east so its steam dome was under a ceiling beam. We then rigged a chain hoist to the ceiling beam, and used it to replace the steam dome pressure and sheet metal covers. Whew! Heavy work! That took most of the afternoon.

For the last part of the afternoon, we greased the tight curves in the yard, and, using 7285, slowly moved 2353 out of the display building up to Track 12, just outside the shop. The move went well, and no strange noises were heard from any moving parts. Sure looked good to see her outside again, and what a shock to walk into the Display

Building and see the big empty space.

On Saturday, **Bob Nickles** (aka Engineer Bob) replaced Dick Pennick, and **Alex Fiori** joined us for part of the time.

We set up the steam cleaner and steam cleaned all of 2353; from top of cab and top of the tender fuel tank, to the top and sides of tender and top of the boiler, working down to the frame and running gear. What a bunch of crud was coming off. A bit of paint came off, too, so we can do a little touch-up later. Jim and Rich did some of the work, but the lion's share was done by Engineer Bob. After the washing, the rods were wiped dry so they wouldn't rust.

We hooked up the '53's air pump to the house air, and exercised it for a while. We also tried to exercise the dynamo and power reverse, but since when we re-assembled the engine several years ago, we didn't tighten any of the connections, we couldn't build up enough pressure to do this. A job for this summer when we need to work inside in the shade.

We re-lubed the cross-heads and piston rods, and Alex re-greased the rails, and we moved her back into the Display

Building. We made sure she was sitting with rods down, for better photo opportunities and easier



Photo by Dave Tomeraasen

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explanations as to how a steam locomotive works. We also installed a heavy-duty wheel stop at the west end of the track, so we won't have to worry about her ever falling off. The stairway was re-assembled and the electrical connections made, and she is now all set up for display, looking MUCH cleaner than she's been in a long time. We finished up at about 5:00 PM.

For April, it will be back to work on the Coos Bay #11.

The more people that come out, the more we'll be able to accomplish, so why not come out and give us a hand?

Our regular work days are the second Friday of the month, and the next day (Sat.). So, for the next three months of 2009, we'll be there on April 10/11, May 8/9 and June 12/13. Mark your calendars!

For further information or questions, please contact Jim Baker at baker@sdrm.org or 619-670-7441. All are welcome to come out and get dirty with us. Hope to see you there.

Handcar Fund Reaches Goal *Dick Pennick*

With the help of two "significant" donations over \$1,000, added to six other donations of varying amounts from \$100 to \$300, I am pleased to report that we have met our goal of \$3,000 to acquire this 90-year old operating relic. I extend a warm "thank you" to all who made this happen, and to those who had offered support after we had reached the \$3,000 mark. One donor added an additional sum to cover the costs associated with picking up and returning the car from Utah. My wife and I will be making arrangements later this year to pick it up.

SP caboose in La Mesa getting paint job, March 16th *Larry Rose*



Photo by Larry Rose

Last Friday and Saturday saw the SP caboose, next to our depot in La Mesa, power washed, steam cleaned, sanded down and made ready for paint. The caboose got it's first coat of fresh SP reddish brown.

The work is being done by **Hamilton Painting**, a professional painting contractor. A second coat will go on tomorrow. The ends of this caboose will get two coats of SP orange in a few days. The prep involved here is having to grind off the vandal resistant screws holding on the steel mesh anti rock guards over the doors and windows. I started to remove these screws today. They are amazingly tough to remove having resisted my best drills.

Once the grilles are removed we can get to the wood window frames for sanding and painting.

About this time next week ends, trucks, under gear, and all will be painted with two coats of industrial enamel. The paint is being applied with special rollers that have produced a smooth high gloss finish that looks as good as if it was sprayed. The City would not let us spray paint on this street but let us close two parking meter spaces adjacent to the project at no charge. Normally contractors have to pay ten bucks a day to put City "out of service" bags over the meter heads to park their vehicles for construction projects.

I should be putting the lettering back on next week also. I took off the tracings early today.

Board Briefs February 19, 2009 *Sandy Schussler, Secretary*

Pacific Southwest Railway Museum Association, Inc. Board of Directors Meeting was held on February 19, 2009. At that meeting Ken Brown submitted the January financial report. Discussions are underway for proposed functional budget priorities for 2009. It was agreed that Department Directors will gather estimates for departmental expenses in 2009 and submit a budget to the board. The rail crane fund drive remains open with a revised goal of \$35,000 to cover tariff-based freight charges, hiring a crane and acquisition of tackle and rigging.

The "Hall of Fame" committee has made some recommendations and has been asked to review their list of candidates and to test their list of criteria against that abbreviated list of contributors. Museum Services has formed a 50th Anniversary committee to plan the celebration in 2011. The committee members are Rita Cloud, Corrinne Gallagher, Ron & Diana Hyatt, Chop Kerr, Dick Pennick, Mitk Retz, and Bob & Sandy Schussler.

There remains a vacancy on the Board for Vice President. All members in good standing are eligible to petition for the opening. The Board authorized contracting of bookkeeping tasks including the preparation of sales tax returns, reconciling bank statements, and preparation of monthly financial statements, at a cost of \$150-\$200 per month. The same individual will prepare federal and state tax returns for tax year 2008 in a timely manner for a cost not to exceed \$500. PSRM is close to executing an agreement with Campo Hills Home Owners' Association for an easement across a small corner of their property.

The next BOD meeting is scheduled for April 16, 2009. All members are welcome.

Daily Newspaper Features Jim Crow Car *Dick Pennick, Media Coordinator*

The San Diego Union-Tribune's February 27th edition splashed a 5" x 9" color photo of our Restoration Superintendent **Ted Kornweibel** putting finishing touches on window frames for this 123-year old car at Campo. See additional photos online at <http://uniontrib.com/more/jimcrow>.

New Restroom to be Dedicated April 4th, 2009 *Dave Tomeraasen*

The new restroom building next to the Campo depot opened to the public on Saturday, March 14, 2009. The official ceremonial opening and ribbon cutting took place on Saturday, April 4, 2009.



Photo by Robert Rael

Contact Information

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Chief Operations Officer, Dave DiGiorgio	(619) 334-5188	run8@cox.net
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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

	April	May	June
School Train	20	18	15
Tecate Train	18 & 25	16 & 23	6 & 20
Board meetings	16	21	18
Museum Services meeting	21	19	16
Hot Scoop Article Submission	26	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.

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