



OFFICIAL PUBLICATION of the PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, INC.

PRESIDENT'S REPORT

ROW Progress**SPECIAL
POINTS
OF IN-
TEREST:**

- Buy A Brick
- Board Nominations
- Don Robertson Passes.
- Pumpkin Express and North Pole Trains Departure dates and times

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The long and arduous task of weed abatement continues with our star weed warriors still leading the charge. **Larry Rose**, at last count, had 24 trips under his belt with **Rich Paulus** not far behind. **John Shannon** has operated the motor car on the weed crew every Saturday for the past 13 Saturdays that we have been weeding. **Brian Elmore** cleared the flat areas at the site of the first fire 25' out from both sides of the tracks with his tractor, he has worked with his chain saw several times on the trees between the Stone Store and the Trading Post and he began mowing the meadow on the west (railroad north) side of the tracks near the Campo Depot. The discovery of innumerable *railroad artifacts* in the meadow such as glad hands, switch plates, barbed wire, pieces of steel, brake shoes and whatnot kept interfering with the operation of his tractor. Brian finally concluded it would be less frustrating to clear this area with hand tools and has already accomplished clearing a 10 foot by 85 foot swath this way-only 1,235 linear feet to go. Other weed warriors in July and August include: **Jim Baker, Ken Brown, Frank Chaco, Frank Denison, Dave DiGiorgio, Mike Filiciccia, Alex Fiori, Bob Haney, Dick Pennick, Jose Ramirez, Glen Rogers, Bob Underhill** and I. My apologies if I have inadvertently missed anyone! Our thanks also go out to the hard-working men from the **Freedom Ranch** who has sent four men to us at least once a week for the past twelve weeks to perform their community service and help the museum.

As you can tell, this has been an enormous burden for the museum to assume. But I believe one of our members summarized it pretty well when he said, "You know, we have a lot of neat equipment, but with no place to run it, what difference does it make?" and this is why we labor on. Sometimes the road is difficult and certainly this summer has been one of those times. The road has been steeper than I expected, taking us to places I had never intended to go, but I keep repeating the saying in my head *that which doesn't kill us can only make us stronger*. As much as I would have preferred to forego this lesson, there is much to be gained in experiences such as these. We can almost see the light at the end of the tunnel in getting Cal Fire to agree that the 6 miles of track is fully compliant with their requirements and we will rise above this situation stronger and better.

PFE Reefer Donation

Longtime PSRM member **Dr. Daniel Marnell** has graciously donated PFE 11207, a refrigerated boxcar built by the Pacific Fruit Express Company in 1957 to the museum. Dr. Marnell purchased the reefer car in 1986 for the freight display string next to our 1894 restored La Mesa Depot. Since 1986, the museum has leased the car for \$1 a year from Dr. Marnell. Future plans for the car include a new paint job, new lettering and decals which will be done with **Larry Rose's** high standards of perfection, and a recognition plaque in honor of Dr. Marnell's donation which will be mounted to the outside of the car.

Continue on Page 6

ROADS RENAMED IN CAMPO

BY JAMES LUNDQUIST

After a two year effort, the roads serving the Campo Depot and our Museum entrance have been officially named. The road off of Forrest Gate Road is now called Railway Museum Road. The road which branches off of Railway Museum Road and travels north to the Campo Depot and our Museum entrance is now called Depot Street. It took several petitions, donated filing fees and a meeting with County staff, but the roads are now official. Next up will be assigning a number on them for the Campo Depot. Perhaps someday we will also be able to get mail addressed to us at the Campo Depot on Depot Street.

Jim Lundquist also donated the placement of street signs at the intersections of Forrest Gate Road/Railway Museum Road and Railway Museum Road and Depot Street intersection. These were professionally fabricated and installed. The next time you make your way up to PSRM, take a look at the new signs.



Pictures by Jose Ramirez



Pictures by Jose Ramirez

BOARD NOMINATIONS

In accordance with the bylaws, for all members in good standing, we will be electing four Board members for two year terms from 2010-2011. The positions open for election will be: Vice-President, Treasurer, Director of Operations, and Director of Facilities. 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 and the Treasurer), provided the person so nominated evidences in writing a willingness to serve if elected. Any ten (10) Regular Members in good standing may nominate any other Regular Member in good standing for the position of Division Director (namely the Director of Operations and Director of Facilities), provided the person so nominated is associated with the corresponding division of the corporation, as described in Section 4.12 of the Bylaws, and evidences in writing a willingness to serve if elected.

Each nominee may submit a maximum 200 word statement specifying their qualifications, vision and intentions for the prospective office they would be elected to serve. All petitions and any statements are required to be turned in to the Secretary of the Museum no later than 5:00 PM on Wednesday, October 28, 2009. Address all petitions to: Secretary, PSRM, 4695 Nebo Dr, La Mesa, CA 91941-5259.

Thank you for your interest in serving our Museum.

LA MESA DEPOT REPORT

BY RICHARD PENNICK

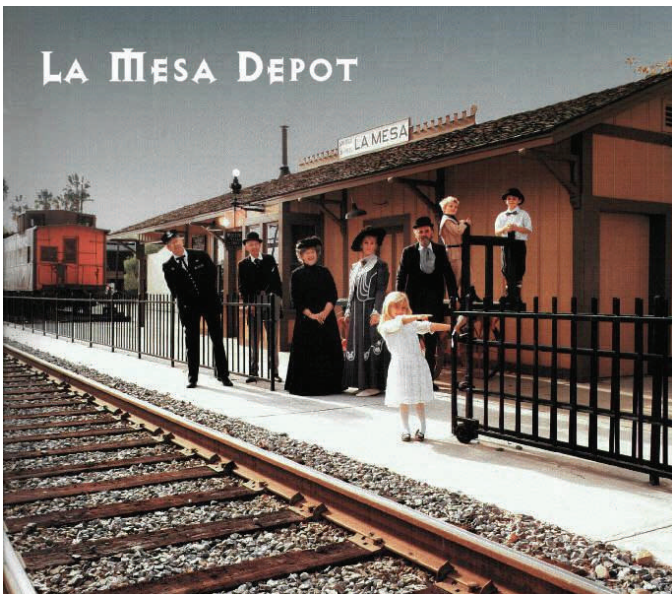
For the benefit of our many new members, I should preface this report by explaining that the **La Mesa Depot Museum** is PSRMA's in-town museum presence in the center of downtown La Mesa, 12 rail miles east of downtown San Diego.

It is the town's original railway station, dating from 1894, and enlarged twice over the years until its retirement in 1954. Its final incarnation was in 1915, when it was moved east across the tracks of the San Diego & Southeastern Railway and enlarged to its present configuration. It is our business address and mail-drop since 2003 and is open and staffed each Saturday afternoon from 1 - 4 p.m., on Thursday evenings during the annual classic car shows, and at other times by appointment. The award-winning historic building La Mesa Historic Site No. 9, features a working pot-bellied stove and telegraph equipment (originally from the Campo Depot). For a short time, it was the working site of the late Southern Pacific Railroad "brass-pounder" (telegrapher) **Harry Bedwell** during the San Diego & Arizona Eastern Railway days in the 1940s. The building was completely restored in the early 1980s by a team led by museum volunteers, with the help of the City of La Mesa and the La Mesa Historical Society.

After the City of La Mesa issued its recent edict that we needed to do some cleanup of our train exhibit at the depot, as reported in previous Hot Scoops, our volunteers "turned to" as always and made it happen. The

order may have been a blessing in disguise as the 1941 ex-Southern Pacific caboose #1058 and former Mojave Northern Railroad 1923 steam locomotive #3 have been in need of a fresh paint and lettering job for several years. Not included in the recent work was PFE refrigerator car ("reefer" in railroad parlance) #11207, built in 1957, which will also receive a spruce-up eventually.

The exhibit now shines like a jewel! The crowning touch was the installation on May 15th of a solid-brass replica of the original front number plate on the locomotive, the original of which mysteriously disappeared from the museum's collection more than 40 years ago. Thanks to the casting expertise of member **Harold Whalen** for the fine reproduction, and for the installation skills of **Larry Rose**, who never accepts "second best." Chief La Mesa docent, **Dr. Sid Saltzstein** and Dick Pennick repaired the south door depot deadbolt lock on April 11th. **Bruce Semelsberger** continues to arrest the extensive dry rot and



termite damage in our old wooden baggage wagon at the north end of the depot, a testament to the importance of maintaining wooden items before they get this far.

We could use a quantity of sturdy (metal?) tripods to mount our storyboards on each Saturday and Thursday, to replace the cheap wooden ones we now use and which are showing their age and fragility. The large museum banner we usually display at the depot during open times, went up to the Del Mar for our fair display during June, along with a copy of a drawing of the SD & AE Railway line from San Diego to the Imperial Valley that this writer prepared for a national convention last year. Another copy is now mounted on the east wall of the depot waiting room. The map has become a helpful "talking point" for our docents and visitors, explaining clearly how the operation of our museum demonstration trains over 21 miles of the railroad relates to the remaining 110 miles between San Diego and Plaster City.

By the time you read this, new member **Rita Micklish** may have made her debut as a new docent-in-training at the depot. Welcome, Rita! She will join Sid, **Ed Smith**, **Gerry Fackler**, **Duane Dubke**, **Mike Retz**, **Bruce Semelsberger**, and **Dick Pennick**, who make up the current docent pool at this venue.

COUNTY GRANTS \$10,500 FOR SITE IMPROVEMENTS

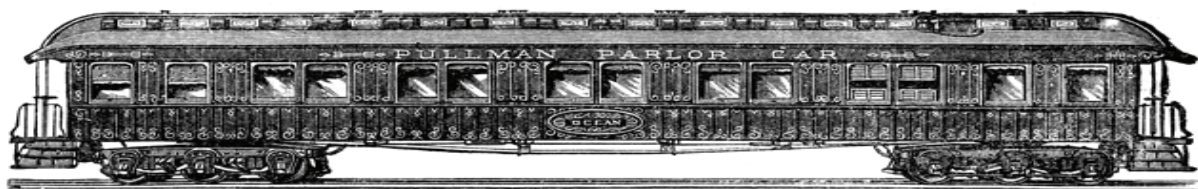
BY JIM LUNDQUIST

Thanks to the support of Dianne Jacob, our County Supervisor and Chairwoman of the Board, the County has once again provided finances for a museum project.

The roofing shingles at the 1918 Campo Depot were blowing off, which allowed the rainwater to enter the building. This was going to ruin the new ceiling and floors we just completed in the upstairs baggage room. Our estimate to re-sheet and install a 40 plus year roof was \$7,500. The County has funded this improvement to maintain the Depot.

In addition, after we installed the concrete pit in the shop building, we had always planned to concrete the floor around the pit. Eventually, the whole shop will have a concrete floor. The County has agreed to fund \$3,000 worth of concrete in the shop, giving the volunteers a better work environment and a safer place to complete our volunteer activities.

Our thanks go out to Supervisor Jacob for her leadership and support of our Museum. Her faith in our ability to complete necessary jobs is greatly appreciated. Thank you **Dianne Jacob**.



MUSEUM MACHINIST RETIRES FROM VOLUNTEER RANKS

BY DICK PENNICK

The museum's long-time machinist, **Fred Carnathan**, 81, and his wife Jeanne, decided to move from Clairemont in San Diego to a new home in Sun City, Calif. in June, to be closer to family members. Fred had been our chief machinist at Campo since 1993.

In the early 1990s as the museum was deep in the throes of restoring our ex-Southern Pacific 4-6-0 steam locomotive #2353 to operation for the 75th anniversary of the completion of the San Diego & Arizona Railway in 1994 -- another senior volunteer, the late **Richard Dick**, invited Fred to a tour of the Campo venue after a train ride. As they walked through the machine shop in the museum's engine house, Dick mentioned that an experienced machinist was needed to help finish the locomotive restoration. Fred joined the museum shortly thereafter and immediately plunged into the work at hand, coaxing miraculous things from our hand-me-down collection of shop equipment. He soon developed a friendship with another ex-Navy man, **Tom Walker**, and the two could generally be found two or three days a week at Campo, doing whatever needed to be done.

A retired U.S. Navy Lt. Commander, Fred had enlisted in 1945 as a Machinist's Mate and rose to Chief in 7 years. He was commissioned an Ensign in 1960 and retired as a Main Propulsion Assistant with 380 engineering personnel in his care.

After his retirement, he taught machine shop for San Diego County's R.O.P. program. Fred continued volunteering at the museum, turning a complete set of car wheels on our ancient Plaster City wheel lathe for the ATSF 1509. He was recently diagnosed with Asbestosis, but offered to turn more wheels for the museum as long as he's able.

Fred, always good-natured, will be missed at Campo. We wish him and his wife well in their new home.

"A retired U.S. Navy Lt. Commander, he had enlisted in 1945 as a Machinist's Mate and rose to Chief in 7 years."

2009 SAN DIEGO COUNTY FAIR EXHIBIT BY JIM LUNDQUIST

Our Railbus exhibit at the 2009 San Diego County Fair at Del Mar was a successful event in helping to spread the word about our Museum to the greater Southern California community. We were able to talk one-on-one with hundreds of people for the 22 days the Fair ran. We are already making plans for an improved exhibit for the 2010 Fair – for which we have been invited to.

For 2009, we divided the 22 days into two four or five hour shifts – making the need to staff 44 time slots. These are our volunteer members who stepped forward to earn the “belly-button gnawing on your backbone” award (yes – you needed to be there to understand the meaning of this award):

Seth Miller staffed 10 shifts

Jack O'Lexey – 6

Kris Stewart – 5

Bruce Deck – 4

Jim Lundquist – 3

Al Pearson – 3

Jose Ramirez and Dawn Thomas – 2

Chop Kerr – 2

Dick Pennick – 2

John Shannon – 2

Bob Underhill – 2

Frank Chaco – 1

Rich Paulus – 1

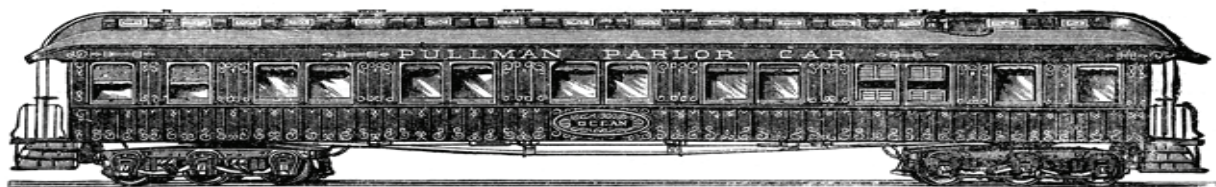
Rob Stebbins – 1

Additionally – thanks to Brian Elmore who trailer the Railbus from Campo to Del Mar and back to Campo after the Fair was over.

Next year, the fair will be from June 13 to July 4, 2010. We will have an improved exhibit, and, we will keep the same half-day assignments, but we might need more than one person at a time, depending upon our exhibit. How about starting now to think about assisting us? The tickets are free to you and, the parking is also (depending upon availability). Watch for a future Hot Scoop for details of volunteering in the 2010 Fair. Thank you everyone who staffed this year. Please contact Jim Lundquist at 619-417-7059 if you would like to participate in the planning for next year's exhibit or would like to take over the staffing responsibilities.



*Kris Stewart answering questions at the Del Mar Fair
Photograph by Kris Stewart*



JIM CROW CAR RESTORATION
NEARING COMPLETION
TED KORNWEIBEL, SUPT. OF RESTORATION

The heat of summer is not stopping rapid progress toward finishing the restoration of RS&S #3, our 123-year old Jim Crow Car. Here's what has happened in the last two months: The ceiling has been painted. All the woodwork except for one door has been shellacked. The main windows have been re-installed, along with their hardware. The toilet compartment has been completely painted, with the hopper and urinal stripped of paint and grime and restored to shining white porcelain. Numerous small repair and attach jobs have been done. Finally, on Wednesday, July 15, we began to paint the floor. Once the floor (baggage room and both passenger compartments) is completely painted, we can install the seats, which have already been re-upholstered. And once the replica ceiling oil lamps are made, they, too, can be installed (see illustration). Then we can touch-up paint here and there and finally paint the end platforms. The car will then be essentially complete, lacking only its lettering.

Having raised all the funds for the restoration to this point, we find ourselves needing about \$2,000 to finish the car, principally to purchase the ceiling lamps. Three of the restoration stalwarts have contributed or pledged \$500 each to close the gap. Thus we still need \$500 in donations, whether large or small. Please consider your opportunity: This is the last opportunity you will have to contribute to the Jim Crow car project. So if you want to be able to say, "I helped make that project possible," write a check to PSRM with "Restoration Account" on the memo line. And let Ted Kornweibel know (kornweib@mail.sdsu.edu) (619) 461-0098.

President's Report Cont from Page 1

Equipment Department Progress

With our elevated awareness of increased fire protection for the railroad, we have found it necessary to rehabilitate and maintain several of the motorcars in the museum's collection. The A-5 gang car, SDA 103 has received quite a bit of attention lately and now operates reliably. When we can "retire" it for 1-2 weeks, **George Toussaint** has offered to rewire all the electrical connections. That, some wood replacement and a new paint job and its overhaul will be complete. This gang car has proven indispensable in our weeding adventures and is able to haul 6-10 adults and tow several loaded trailers without complaint.

The MT-19 was rolled out from mothballs by **Frank Denison** and I. **John Shannon** and **Brian Elmore** found its 'transmission problem' – the clutch plate had been sheared off and **Brian Elmore** was able to take it to his home shop, replace the rivets and return the same day so he, John and **Ron Hyatt** could reinstall the clutch plate, returning the motorcar to operational status. It is a fun motor car to operate and has a foot clutch, which I like, because I always feel like I need three arms to operate our motorcars. **John Shannon** and **Frank Denison** have done more tweaking on this motorcar and it looks like all that is left is adjusting the choke and the throttle linkage.

The MT-14 has also received much needed maintenance and attention recently by **Ron Hyatt** and **John Shannon**. Plus, **Dave DiGiorgio** was able to install a new radio and mount it to the ceiling – making a handheld radio unnecessary for the crew. It also makes it easier to activate the grade crossing gates while operating the motorcar – nice going Dave! Thanks to **George Toussaint**, this motorcar has been completely rewired and it looks like it's ready for a new battery as it still has the one that came with it when we purchased it from Wayne Parsons several years ago.

SP 3985 GP-9 has received a thorough going through since its last mainline debut on May 24th of this year. Everything has been found to be operating as designed with no malfunctions as Cal Fire contended. While the GP has been down for inspection, it has received quite a bit of preventative maintenance including cleaning the engine compartment and replacing filters. Our Chief Mechanical Officer **Bill Palmer** was able to design, fabricate and install carbon deflectors with a small mesh that are mounted to the exhaust stacks. These deflectors will catch and deflect back onto the carbody any particles that make it past the carbon traps and U.S. Forestry approved spark arrestors.

Mark McCrea has been able to devote several hours to removing excess wiring and pipes in and under the SDA 250. Once this is completed, it will be rewired identically to the SDA 252 and 253. Another project awaiting someone to take it on is the installation of a toilet room on this coach. We have all the parts needed to complete this task and the area is ready for walls and a sloped floor to the drain. All we need now is an energetic volunteer to take on this project. The future intent here is to do away with the need for porta-potties on the train.

Restoration Progress

Ted Kornweibel, Harold Whalen, Frank Stites and Bob Gerdes have been persistently working on the RS&S #3 for

BUY A BRICK ≈ FUNDRAISER

Our beautiful new public restroom at the Campo Depot is open, and we are proud of how it looks. Our initial estimate of the costs and time involved were a little low, and the County grant did not cover all the costs. \$30,000 came from our general account, and, they need to be replenished to allow us to keep the lights on. We need to install a brick sidewalk connecting the restroom to the depot. We are proud to offer you an opportunity to assist us in completing the last of this project while acknowledging your involvement. For only \$100, we will install a new brick on the path to the restroom with your name or the name of a loved one engraved into the brick. Using the latest technology, your name will be lasered into the brick, which will last the lifetime of the sidewalk. Please consider donating a brick in your name, or the name of someone you admire. Making your donation is easy. Simply fill out the form below, and send in with your check payable to PSRM. Your donation will be recognized in the HotScoop, in a letter receipt, and, of course, on the brick itself. We all thank you for your contributions towards this very important project. We encourage you to consider a reoccurring donation, each month, by either sending in a new form each month or keeping the same engraving and having your credit card debited each month.

THANK YOU FOR YOUR SUPPORT.

Brick Order Form

One order form per brick.

Family and Friends

4" x 8" Brick - Minimum Donation \$100.00 each — 1 - 3 lines of inscription, 20 characters per line

Engraving Information

Each line has a maximum of 20 characters per line (this includes spaces & punctuation).

Please print clearly, use capital or lower case letters as you wish and make sure your engraving information is spelled correctly. All inscriptions will be centered.

1 _____
2 _____
3 _____

PRINT YOUR NAME _____

ADDRESS _____

CITY _____

STATE ZIP _____

PHONE _____

E-MAIL _____

Payment options:

Visa/MasterCard

Card Number: _____

Expiration Date: _____ CVC _____

Recurring charge for _____ Months

Signature: _____

Or

Mail this form along with your check or money order to:

PSRM, Brick Fundraiser

4695 Nebo Dr, La Mesa, CA 91941-5259

PSRM is a 501(C)(3) California Non Profit Corporation

FROM RAGS TO RICH

BY DICK RUPPERT

Those old PSRMA and SDRM t-shirts that you have are needed for our museum artifacts collection. Go now and search your rag box and t-shirt drawer for any t-shirts or t-shirt fragments that you have that you no longer wear. WE NEED THEM. (Excuse me for shouting, please). This is a holey quest. The condition does not matter; museums like pristine things, but you've been to enough museums to know that they often show fragments of ancient things. WE WANT YOUR ANCIENT MUSEUM T-SHIRTS, no matter the condition. We will sort through all your donations and keep a representative set. (Your donation may end up as a machine shop rag, but let ARTIFACTS decide which remnants are rags and which are riches. Donating them is easy. Pin a small note with your name and address to the t-shirt fragment, put it in a zip lock bag and put it into the drop slot at the La Mesa Depot or, at Campo, give it to the gift shop manager, Robin Wonders. As Forrest Gump said, "Shirt happens".

May Financial Summary

Income:

Operations Tickets sold	
Gift Shop	\$4,021.50
Pre-paid tickets (DTS)	\$6,218.85
Gift Shop non-ticket Sales	\$3,287.55
General Fund Donations	\$127.35
Memberships	\$3,255.00
Lunch/Soda Fund	\$125.00
Transfer From Endowment	\$32,000.00
Fund	

Total Income: **\$49,035.25**

Expenses

Facilities	\$824.38
Museum Services	\$378.24
Equipment	\$1,436.21
Utilities	\$986.34
Operations	\$32,766.75
Gift Shop	\$151.30
Admin	\$1,510.54
Bank Fees	\$411.76
Total Expenses	\$38,465.52

Net **\$10,569.73**

Liabilities

Owed to Endowment Fund **\$32,000.00**

June Contributions

Kearny, Frank & Jeanne L.	Weed Abatement Fund	\$100.00
Kehr, Herbert G.	Hot Scoop	\$100.00
Kehr, Herbert G.	Steam Fund	\$200.00
Kornweibel, Jr., Theodore	Weed Abatement	\$500.00
(matching funds to match		
Robin Becker's weed		
abatement contribution)		
Kornweibel, Jr., Theodore	Restoration-Restricted Account	\$500.00
Kowalski, Arthur A.	Rail Crane	\$25.00
Mills, John W.	Rail Crane	\$10.00
Peck, Owen C. & Marie	Crane Fund	\$1,000.00
Rose, Larry	Athey Fork Lift Parts	\$1,020.00
Semelsberger, Bruce	General Fund	\$100.00
Tanalski, Therese A.	Weed Abatement Fund	\$50.00
Whalen, Harold	Jim Crow Car Restoration Fund	\$500.00
Whittaker, Anna C.	General Fund	\$30.00

AUGUST Contributions

Charles & Janet Finney	HotScoop	\$460.00
Herbert G. Kehr	Hot Scoop	\$100.00
Herbert G. Kehr	Steam Fund	\$100.00
Paul D. Lundquist	Restoration	\$100.00
Jack M. O'Lexey	Weed Abatement	\$100.00
Michael J. Retz	Weed Abatement	\$100.00
Bob and Sandy Schussler	Restoration	\$100.00
Ralph J. Staunton	General Fund	\$250.00
Frank Stites	Jim Crow Car Lamps	\$500.00
Cass Witkowski	Rail Crane Fund	\$100.00

Presidents Report Cont from Page 6

many years now. This is one of those projects that is daunting at the outset but when a group of people keep picking away at it, it evolves into a fantastic restored object of history. Ted has written a fine article about the latest stage of restoration for this car but it doesn't do justice to the completed project. You really should come out and see it for yourself! The seats are gorgeous, the varnished woodwork is beautiful, the cast glass in the clerestory windows is artwork and the oil burning ceiling lamps are just amazing. The Restoration volunteers are busy designing the stairs and arranging for the concrete base for those stairs to rest upon in the Display Building. As soon as they are ready, the museum's very own Jim Crow car, the second oldest of such cars in existence, will be moved to the Display Building to take its rightful place next to the ATSF RPO car.

Board Member Elections

Every year four board seats come available to the membership. In accordance with the museum's bylaws, this year elections will be held for the Year B office positions of: Vice President, Treasurer, Director of Operations and Director of Facilities. Rumor has it that the Vice President and Director of Operations would love to be replaced by another competent member. If you have what it takes, please seriously consider filling out a nomination form for any of the four positions that are up for re-election.

Priority Projects

Two of many museum projects have had to take a backseat for several reasons in recent times. Fortunately, Jim Lundquist filled out and turned in the annual paperwork requesting County grant funds this spring and the museum has been selected to receive \$10,500 which will complete the concrete work around our rebuilt pit in the Car barn and replace the roof on the Campo Depot. Great job Jim!

Digital Hot Scoop

More organizations are moving with the times and trying to save money too. The same goes for your railroad museum. If you submit your name and e-mail address to the Hot Scoop editor, you will be added to the list of recipients who will receive their Hot Scoop 1-2 weeks sooner than those receiving them via snail mail. Receiving your Hot Scoop digitally has many benefits: all photos will be in color, it saves printing and mailing costs for the museum and it is your "green" contribution to our environment! Please consider this option. The last issue of the Hot Scoop, edited by Yours Truly cost the museum \$1,000 in printing and mailing costs – that is almost \$2 per newsletter!

Help Needed

We are in need of volunteers to serve as docents in the Display Building on Saturday or Sunday as well as assistance with Pumpkin Trains and North Pole Trains. For docent duty, please contact Ted Kornweibel by phone at (619) 461-0098 or e-mail at kornweib@mail.sdsu.edu. To help with Pumpkin Trains and North Pole Trains, please contact Diana Hyatt by phone at (619)390-9045 or e-mail at ronhyatt@aol.com.

END OF REPORT**P S R M C O N T A C T I N F O R M A T I O N****Museum Board of Directors**

President, Diana Hyatt	(619) 390-9045	ronhyatt@aol.com
Vice President, Dave Tomeraasen	(858) 490-9190	trains4dave@aol.com
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
Facilities, Larry Rose	(619) 469-3064	larry-rose@psrm.org
Museum Services, Ted Kornweibel	(619) 461-0098	kornweibel@psrm.org
Operations, Kyle Jensen	(619) 920-6184	kylejensenpsrm@gmail.com

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 _____. 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):

[illegible]

IN MEMORY OF DON ROBERTSON
BY DAVID DIGIORGIO

It is with great sadness I must report that member and volunteer Donald Robertson passed away on Sunday September 6, 2009. Don and Daisy (Welch) came to Campo 2 winters ago as part of our WorkKamper program. They both were very productive volunteers and could be counted on for mid-week and weekend work all the time. Don unloaded many deliveries during the week, as well as doing mechanical work, and just about anything else he was asked to do. Don and Daisy had no problem putting in well over their 20 hours each of work every week. On their first trip to Campo, Don worked hard to become motorcar qualified, and served many times in that capacity. On their second trip, he focused his sights on brakeman, and left us last April as a qualified brakeman. We were looking forward to their return this October, and Don would have probably made Conductor. Don helped me many times on airbrake projects, from doing the "2 year air" on the 7285 to rebuilding all the brake pistons on the Robert Peary. During his first visit to Campo, some of us HAM Radio operators encouraged Don to get his license. He studied hard and took his tests to become a General Class Ham Radio operator. General Class is an upgraded and much tougher license to acquire. Don loved his time in Ham radio, he installed a collection of radios in his truck for his many trips.

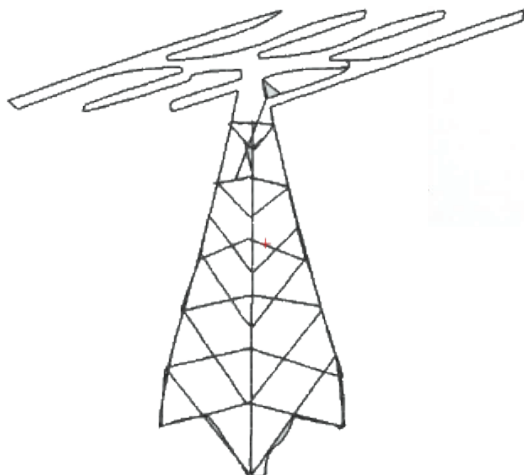
Don and Daisy made a perfect Mr. and Mrs. Clause couple, and served in this capacity EVERY NIGHT for the two seasons they were here. Don was THE Santa Clause. Even Jim Baker's grandson commented that Don was the "REAL SANTA!" He was also a key character in the "Hanna and the Glove" story from last Christmas Season.

When Don and Daisy left us in April for their summer duties, which was at the North Rim of the Grand Canyon, they made their trip in about 2 weeks, staying different places and visiting friends and family along the way. During their time at the North Rim, Don was diagnosed with stage 4 lung cancer also involving the liver, with basically no chance to stop it. They left a few days later to take a trip home to Virginia. They were making it a fun, leisurely trip, when Don's health started to decline. It was decided to park Daisy's rig and continue on in Don's truck, with Daisy driving. Don had a few setbacks along the way, but a few weeks ago they did arrive in Virginia where Don lived the remainder of his life. He died peacefully on September 6th, in Daisy's arms.

Don will be missed, I know everyone at Campo liked him, he was a great asset to the museum, and a great friend to have!

Sleep well, good friend!

"Even Jim Baker's grandson commented that Don was the 'REAL SANTA!'"



NOLDM

"On their first trip to Campo, Don worked hard to become motorcar qualified, and served many times in that capacity. On their second trip, he focused his sights on brakeman, and left us last April as a qualified brakeman."

Calendar of Events

Pumpkin Express Trains:

Date

Departure Time

Operations Volunteers

June

Jim Baker
Robin Becker
Ken Brown
Dick Pennick
Bruce Deck
Don Getz
Seth Miller
Jack O'Lexey
Don Pope
Rob Stebbins
Dave Tomeraasen

North Pole Limited Trains:

October 17	11am and 2:30pm
October 18	11am and 2:30pm
October 24	11am and 2:30pm
October 25	11am and 2:30pm
October 31	11am and 2:30pm
Friday Nov 27	7pm
Saturday Nov 28	5pm
Friday Dec 4	7pm
Saturday Dec 5	5pm
Friday Dec 11	7pm
Saturday Dec 12	5pm
Friday Dec 18	7pm
Saturday Dec 19	5pm

Previews for October

NORTHERN PACIFIC RAILROAD, COOS BAY LUMBER COMPANY, AND PSRM.

WHAT'S THE CONNECTION? By Jim Baker



- Get to know your Board
- Follow up on our ROW cleaning
- Dick Pennick's adventures at another Railroad
- How the Hot Scoop will become more interactive
- More progress on the Jim Crow car
- Full report of Larry's work around Campo

