

HOT SCOOP



A publication dedicated to Pacific Southwest Railway Museum Association members
May-June 2010



The Walter Hayward handcar returned to the museum on May 8th, 2010. Museum member Dick Pennick and his wife, Karen, drove to Utah to retrieve the vehicle and delivered it to its permanent home at Campo.

John Wright Photo

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Pacific Southwest Museum Railway Association

Main Facility & Train Rides

Campo Depot
State Highway 94 &
Forrest Gate Road
Campo, California
(619) 478-9937 (weekends)
Lat: 32.612769 Lon: -116.472417

Business Office

La Mesa Depot
4695 Nebo Drive
La Mesa, California 91941
(619) 465-PSRM (465-7776)
(weekdays)

Open 9AM to 5PM
every Saturday and Sunday
except December 26 & 27
and January 2 & 3.
Tickets at the Campo Depot

Admission

Adults (13 and up) - \$15.00
Children (6-12) - \$5.00
Seniors (65+) - \$12.00
Children under 5 - Free
Cab Rides (Adults) - \$35.00

MUSEUM OFFICERS

President: Diana Hyatt
Vice-President: John Shannon
Treasurer: Ken Brown
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Mechanical Director: Ron Hyatt
Facilities Director: Larry Rose
Museum Services Director:
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Historian: Bruce Semelsberger
Membership: Larry Rose (Acting)
Community Representative:
Jim Lundquist
Steam Foreman: Jim Baker
Master Mechanic: Bill Palmer
Webmaster: Lew Wolfgang
Speaker's Bureau/Chief Trainman:
Bob Schussler
Media Coordinator:
Dick Pennick

From the Head End

President's Report

By Diana Hyatt

Six months of 2010 has come and gone and I am thankful it has been relatively free from turmoil for the museum when compared to 2009! So much has been accomplished and so much is yet to be accomplished that it is daunting and encouraging at the same time. We had the help of several wonderful workcampers during the first four months of this year: **David & Alice Weaver, Daisy Welch, Lee & Lynn Lent** and **Bill Armfield**. I would also like to welcome **Bob & LaNore Printup**, our newest workcampers. Because of these extra hands, the exterior of the lower depot is complete and significant headway has been made on the interior. We are also grateful for the ongoing efforts of **Jim Lundquist, Frank Denison** and **John Shannon**.

A special thanks to **Alice Weaver** for professionally staffing the gift shop and increasing the sales volume at the same time. Her presence temporarily relieved **Ken Brown** and **Dave Tomeraasen** of staffing duties for a few months. We are still in need of more help with the gift shop since the passing of Robin Wonders last November. We especially need someone to recruit more staffers, maintain the staffing schedule and train new volunteers in the gift shop. **Dave DiGiorgio** and I have been purchasing new stock for the gift shop and **Mikki Hansen** and **Alex Fiori** have signed on as gift shop staffers. But with an average of 9 weekend days per month, we are still short five volunteers to limit the individual commitment to once per month. Please contact Ken Brown (619)697-6254/kenbrownpl2@cox.net or myself (619)390-9045/diana@psrm.org if you are interested in helping.

In January, **Dennis Daugherty**, retired chief mechanic at the California State Railroad Museum, visited Campo, staying for seven days and working with **Ron Hyatt** daily using our portable wheel lathe to re-profile the wheels on SDA 7285. Work continues on the trucks and brake system and then this locomotive will be put back together and placed in service. A special thanks to **Mark Whillock** of **Whillock Construction** for providing the manpower and jacks that enabled us to remove the trucks from the locomotive frame. These are the types of projects where a large crane or interlocking jacks would be most useful. Three coaches had to be removed from service during the first quarter of the year as their airbrake valves, by regulation, are only good for 15 months. These valves were removed, shipped off for rebuild and recently returned. A special thanks to Bruce Deck for his contribution of \$1,500 towards the airbrake work.

Speaking of cranes, I'm sure many of you are wondering what has become of the crane we were to acquire in Washington. On Christmas Day the tunnel lining on the west end of tunnel 3 in Mexico burned and the portal collapsed. This is the same tunnel that has seen other difficulties; about ten years ago the museum worked to reopen it. Mexican officials say they intend to repair the damage and are in the process of acquiring bids for the project. This prevents us from operating our trains to Tecate and Garcia and providing a train for the Three Kings next January. We are unable to move anything to Campo by rail from the west or the east as the trestle at MP 66.77 has been declared unfit for anything over several tons. DRMO has allowed us to retain our claim on the crane in Washington for now in hopes that our situation will change in the future; this is still an active fundraiser with about \$22,500 available and at least \$35,000 needed. We are actively searching for a set of four interlocking jacks rated at a 35 ton capacity or higher to replace this acquisition. New jacks cost upwards of \$150,000 and used jacks are typically about \$60,000.

In March the museum celebrated its 49th year at the Annual Dinner and membership meeting. **Mark your calendars for the 50th celebration!** It will be held on Saturday, April 16, 2011 at the Display Building on the museum property in Campo. April 16, 1961 is the date we officially became a non-profit rail-

way museum. We will have a semi-formal, catered dinner with entertainment in the Display Building for 250 people. Forty-nine year museum member, **Dick Pennick** has offered to write a book on the fifty year history of the museum and **Frank Denison** is working on the video presentation shown at the Annual Dinners. Both men would welcome photo contributions. We are also in need of relevant articles pertaining to the museum's last fifty years to publish in the *Hot Scoop* throughout 2011. Lastly, we are in need of members to step forward and help plan more events to celebrate our 50th anniversary and make it special for our visitors as well. Interested in helping? Have photos, articles, memories relevant to our celebration? Please contact me at (619)390-9045/ diana@psrm.org.

Late March and early April found us in the Easter season again where we operated our Bunny Trains. The Easter Bunny was very elusive this year and would like a new costume that he/she can breathe in. I am finding more repeat customers for annual events such as these as people realize we are a great family entertainment value. At the prompting of **Jim Lundquist**, we offered a BBQ train ride on Saturday, May 22nd. We will offer a similar experience on a Saturday in early October and another in November. We were fortunate to have **Walt Richards** and **Paula Strong** of *Trails and Rails* provide the musical entertainment for the May BBQ. Walt and Paula have been members of PSRM for over twenty years and are recognized professional musicians in their field. Their CD of train songs is now available for sale in the Gift Shop at Campo.

On Saturday, June 5th the museum was host to the **San Diego Vintner's Association**. There were three to four types of wines from each of fifteen San Diego wineries available for sampling, as well as hors d'oeuvres prepared by three members of **Chefs de Cuisine**, a San Diego association of about 1500 San Diego chefs. Our local Campo winery, **Gloriosa Vineyards** can be credited with the idea. In fact there are ninety growers and wineries within San Diego County and they are eager to showcase their products. It was a great opportunity for the local growers and wineries to visit our museum and experience its diversity. I look forward to collaborating with these groups for events in the future.

On Sunday, June 20th we held our annual Father's Day BBQ. We had the best response ever with 127 paid guests. Musical entertainment was again provided by **Walt Richards** and **Paula Strong** of *Trails and Rails*. The menu was BBQ pork ribs, Chaco Chicken (thanks to **Frank Chaco**), BBQ corn on the cob, baked beans, potato salad, coleslaw, watermelon, iced tea and lemonade. A great time was had by all with lots of young families in attendance. The volunteers that made all this possible were: **Frank Chaco, John Shannon, Bruce Deck, John Wright, Dave DiGiorgio, Bruce Semelsberger** and all of the **Hyatts**.

Every Saturday, the volunteers can look forward to a prepared lunch in the lunchroom at Campo. These are frequently put together by the **Hyatts** and on several occasions, **Cary** and **Alanna Hyatt** were the sole preparers and clean-up crew for lunch. When the Hyatts are not available, **Alex Fiori** typically steps forward and takes this task on, usually with some help from **Dave DiGiorgio**. A big thank you to these unseen, hard working volunteers; their efforts elevate the morale and camaraderie of our volunteers at Campo.

Two other ongoing efforts that need thanks are the weeding crews and train and restroom cleaning. Every Wednesday either **Rich Paulus** or I take four men from the Freedom Ranch and clear weeds along the Right of Way. We have been assisted by **John Wright, Glen Rogers** and **Mike Filiciccia** on occasion. This is a necessary evil that allows us to keep our Right of Way maintained and ensures the continued operation of our trains. We will soon begin operating Saturday morning weeding to continue the ongoing maintenance of the Right of Way through the summer and are looking for assistance. **Rich Paulus** has been driving to Campo every Friday when we don't have on-site workcampers to meet with the Freedom Ranchers and supervise the cleaning of our trains cars, public restroom and carbarn kitchen and restroom facilities. Thank you Rich!



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Pacific Southwest Railway Museum Mission Statement:

The Pacific Southwest Railway Museum Association, Inc. is dedicated to preserving the physical legacy and the experience of rail transportation.

Programs address the historical, social, economic and technical impact of railroading with particular emphasis on railroads of San Diego County and the larger systems with which they connected in the United States and Mexico.

Campo Library Update

By Bruce Semelsberger

Greetings to all friends of the Southwest Railway Library! Here are the most recent developments and a new order of priorities for building the new library facility.

Following the incredible effort on May 15th by eight staunch volunteers, all of the paper files have been transferred from the car barn container into the on-site containers. Remaining to be moved are three flat-file cabinets, a drafting table, two large shelves and a few smaller file cabinets.

Ted Kornweibel has been consulting with the prospective bidders for the foam work. It has been determined that the 2-layer elastomeric outside coating which will be applied to the containers and the office roof is sufficient to repel rain and sun for at least ten years, thus the overall shade roof will not be necessary. A much simpler and cheaper carport type roof over the courtyard between the office and the storage containers will be sufficient. The insulating foam will also be applied inside the new front partitions on the containers before the inside drywall is added.

In order to make space for the construction of the partitions, it will be necessary to clear at least six feet of working room at the front of each container, and then build a simple square frame and tarp plug to protect the contents of each container while the original metal doors are removed and the partitions are built and foamed. We will also need to remove any large items still buried within the containers before the new fronts are installed, so there are still a lot of boxes to be moved!

Therefore, the following time line is now proposed:

1. Move the old rest room trailer off site and shift the short shelving container to one side.
2. Finalize bids for the foam process.
3. Solicit bids for the door removal and framing process.
4. Price out and order the fluorescent lighting fixtures (once the new fronts are installed, there will be very little daylight inside the containers). Price out and order the new smaller steel doors.
5. Determine whether joints will need to be installed between the containers to prevent shifting and possible cracking of foam under load changes.
6. Remove the remaining items from the shop container and install them in the office trailer (scheduled for June 12th.)
7. Inspect, repair if necessary, and then move the shop container onto the library site and replace the shelving container.
8. Install joints if necessary.
9. Clear space in all container fronts, removing items into the "new" container.

10. Remove file cabinets and other large items to the office.

11. Build frames and tarp container entrances.

12. Remove original doors, frame new front walls.

13. Apply foam and seal containers and office roof. Hang new doors.

14. Install lighting.

15. Purchase and install courtyard roof. Paint and letter doors. Install commemorative plaque. This completes the primary phase of construction!

Before the rainy season, we will still want to build a deck for the courtyard and probably tweak the drainage around the facility to avoid future problems. We will also want to put skirting around the base of the office trailer and add a second coat of paint to the trailer's west side. On weekends between jobs, there is a lot of work to be done in the office; getting equipment installed, reference books on shelves, videos and records put on shelves, computers connected and installed, etc.

Please come out and join us so we can get this completed as rapidly as possible! If you are able to offer any suggestions or know companies who might want to bid on the project, please drop a line either to me or Ted Kornweibel. If possible, we would like to hire out the labor for the joint installation, door removal, front framing and lighting install jobs.

Volunteers participating in the library move included **Bruce Semelsberger, Dick Pennick, John Wright, Larry Rose, John Greenhalgh, Liz Zellner, Reena Deutsch, Bob Underhill and Dennis Newman.**



Dick Pennick unloads file boxes from the container prior to moving them to the library. John Wright Photo

Board Briefs, May 2010

Submitted By Sandy Schussler



John Greenhalgh, Liz Zellner and Bruce Semelsberger begin unloading the car barn container. John Wright Photo



Reena Deutsch moves map boxes from the container to a waiting pickup truck for the move to the library. John Wright Photo

Pacific Southwest Railway Museum Association, Inc. Board of Directors Meeting was held May 28, 2010 at Trinity Church, 3902 Kenwood Dr. Spring Valley, CA. **Ted Kornweibel** and **Larry Rose** were excused. Guests present were **Jim Lundquist, Larry Owen, Dick Pennick, Bob Schussler, and John Wright.**

There was no Board of Directors meeting in March or April. In March the regularly scheduled Meeting date was the day after the Annual Dinner. In April the meeting was cancelled for a lack of a quorum.

Brown submitted the Financial Reports for February, March, and April 2010 electronically. The Board has reviewed and accepted the submissions. Brown agreed to post quarterly financial reports. The Museum's accident and liability insurance will be renewed at a cost of \$30,407.13. The Board unanimously approved, as usual, to pay the cost with a loan from the Endowment Fund, which will be repaid in equal increments over a ten month period. In the 11th month, interest on the loan will be paid based upon the performance of the overall fund not to exceed 4%, calculated from May end to April 1, 2011.

As the Museum's 50th Anniversary approaches (April 16-17, 2011), no one has stepped forward to spearhead a celebration. The Museum will need several volunteers and many ideas to celebrate this significant anniversary. All Members are invited to attend a planning meeting and participate. That meeting will be announced around mid June. Look for the location, date and time of the meeting.

The Board has approved another benefit for members. Any individual member can receive a discount when purchasing an hour ticket for our "Engineer for an Hour" (EFAH) program. An hour normally would cost \$125, but a single operator will be able to purchase an hour for \$100.

A brief report showed that the dinner was well attended and everyone enjoyed the "Year in Review" put together by Frank Denison. The Museum realized a small profit after all expenses. Next year's event will be an Anniversary event.

The Board agreed, by consensus, to raise funds for the repair of the Trestle at milepost 66.7. The Board also agreed to focus more on targeted fund raising efforts. A plan for these efforts is being developed. D. Hyatt, Lew Wolfgang, and John Wright will coordinate the establishment of a Facebook page.

The Board approved the expenditure of up to \$1,200 in support of the need for single car testers and miscellaneous gauges and valves. The Board has approved the release of allocated funds for cement work in the shop. The funds for the Campo Depot have been spent and the downstairs is almost finished.

Mountain Empire Business Association Holds Annual Roundup

By Bob Schussler

The Mountain Empire Business Association presented its annual roundup on Saturday, May 1, 2010. It was a hugely successful event, with day-long rodeo events, sheep riding, a petting zoo, delicious food, and many vendor displays. Among the finest of these displays was that of your Pacific Southwest Railway Museum.

Dick Pennick made the initial arrangements through his East County contacts, thus assuring us of a place at the table. Dick and Bob Schussler visited the site on Friday and erected the shelter for our display. The wind across the prairie was ferocious, contributing to unexpected construction difficulty and leading to the question "What the H--- are we doing here?"

On Sunday, Bob and Sandy Schussler braved the wind once more, finishing the shelter erection and furnishing the booth with displays of museum picture boards and handouts. They remained throughout the day, alternately pitching museum membership to visitors, chasing portions of our display and everyone else's across the wind-swept plain, and asking again "What the H--- are we doing here?". On the positive side, we were particularly impressed with the Roundup volunteers who assisted us in folding our shelter. It was a four person job, and assistance was cheerfully provided.

In spite of the minor inconvenience of tornado strength winds, we feel that our participation was successful from several standpoints. We established ourselves as a participating player in the East County business scene, we made contacts with fellow local establishments, we provided information to numerous East County residents, and (we hope) recruited a few members and/or volunteers. We would recommend our participation next year, along with prayers for a diminished wind velocity.

Buy-a-Brick Fundraiser Update

By Jim Lundquist

BUY-A-BRICK REQUESTS ARE ROLLING IN

I am pleased to report that eleven more members have stepped forward to purchase bricks for the pathway. The wonderful members that have sent in \$1100 toward the cause are: **Carol Childs-\$100, Frank Stites-\$100, Larry Rose-\$100, Bob Schussler-\$100, Sandy Schussler-\$100, John Freeman-\$100, Margaret Stahl-\$100, Fredrick Harrison-\$100, Jennifer Branch-\$100, Francis Barnes-\$100, and Bill and Jane Armfield-\$100.**

We have now raised \$6000! At this time, we have reached the magic number that lowers our cost for each brick. Therefore, I expect to be ordering the bricks in mid-summer. If you'd like to be a part of the first order, get your request in now. It has been a pleasant surprise to see the support of the members and I hope that support continues for all our fund raising efforts. Thank you one and all.

New Motorcar Operators Qualified

Congratulations to Frank Chaco and Frank Denison who qualified as Motorcar Operators on May 29, 2010. Good job, guys!

New Lamps Installed in "Jim Crow: Car

By Frank Stites

Saturday, 1 May, was a great day for Restoration because **Woody** brought the lamps out and installed the three of them in the Jim Crow car, #3. **Ted Kornweibel** and his niece arrived a short while later so Ted was able to witness this important step in completing the restoration of the Jim Crow car. What remains to be done is the installation of the conductor's cord, the lettering, and the placement of the staircase. The lamps transformed the car's interior.



Woody installs one of the lamps in the Jim Crow car.
Frank Stites Photo



Left: The view of an installed lamp from the West end of the car. *Frank Stites Photo*

Right: The finished lamp installation. *Frank Stites Photo*



Left: Museum Services Director Dr. Ted Kornweibel surveys the finished lamp installation. *Frank Stites Photo*

Telephones Donated For Phone Booth

Oh, the power of the media! No sooner was the ink dry on the March-April Hot Scoop than two members graciously responded to our appeal for an old magneto-type crank wall phone to install in our recently-acquired Southern Pacific Railroad phone booth.

Member **Tom Sinnen** of San Diego responded to report that his neighbor, **Richard Brady**, wished to donate a phone. Shortly after, members **Al and Harlene Roach** in Niland called to offer an old phone they had. So now we have enough phones to set up a working line between the booth and the Campo Depot, if we chose to do so, thanks to the generosity of these folks.

Since we haven't yet had an opportunity to personally inspect either of these new artifacts, there may be a need to acquire some of the interior "guts" or other missing or damaged items. So if anyone has additional wall phones or parts they might be willing to make available, let us know, in case they are needed to make the two phones operational. (D. Pennick)

Large Photo Collection Donated

The museum's Southwest Railway Library research archives was the recent recipient of approximately 8,000 original color and black & white photographic prints, a donation from long-time member **Donald Decker**.

The collection, the result of almost 50 years of personal rail photography, includes 34 photo albums plus approximately 90-8 x 10 and 3 1/2 x 5 prints. Don and his wife, Donna, plan to move to Florida within the next 12 months, and this donation is part of "lightening the load" and giving his life-long collection a worthy home. This donation is the final part of a larger collection, including slides and negatives, that Don began to make available to the museum two years ago. The museum thanks Don for his wonderful gift. (D. Pennick)

Pennick To Pen 50-Year History of Museum

Long-time museum member **Richard "Dick" Pennick**, a locomotive engineer on the museum's SD & A Railway, announced recently that he was compiling a 50-year history of PSRMA, to be completed sometime during the museum's Golden Anniversary next year.

Arguably, few other living members are in a better position to write such a tome than Dick, who began his involvement with the current museum association in 1964 but dates his earliest local efforts to 1955 and the pioneer **Railway Historical Society of San Diego**. According to Dick, "the job is immense, but this is the perfect time to do it, with our 50th birthday looming just around the corner". He said that,

although he has a tremendous store of “first-hand” knowledge of the museum as a long-time member and volunteer, there are still gaps that will need to be filled by others or by available research materials such as old newsletters. “I will need lots of help with photos and other illustrations, as well as first-person accounts from other long-time members”, Dick said. Dick is one of only three surviving members who attended the first exploratory meetings that culminated in the formation of the San Diego County Railroad Museum, PSRMA’s predecessor, in April, 1961. The “PSRMA” name was adopted in 1963. (D. Pennick)

Locomotive Engine and Parts Donated

Our friends at the California State Railroad Museum in Sacramento have donated an ALCo prime mover and a truckload of parts to PSRM. They recently scrapped an ALCo MRS-1 exactly like our #2104 and were looking for a good home for the parts. Seeing that we had the ATSF #2098 RS-2 and our own MRS-1 to maintain, we quickly said that we would be happy to accept the donation. On May 6th, Don Getz drove to Campo, and, using our ATSF overhead crane, unloaded the parts from the flatbed truck. The goal is to replace the broken engine in #2098 to get her running again, an opportunity available using professional mechanics for \$5,000. #2098 still needs new wheels, estimated to cost \$20,000; but certainly these parts will make us that much closer to the goal and a source of spare parts to keep all our ALCo locomotives operational.

Our thanks go out to CSRM and Don Getz for their donation of parts and time to make this effort happen. (Jim Lundquist)



John Wright Photo

“Age is strictly a case of mind over matter. If you don’t mind, it doesn’t matter.” **Jack Benny**

Progress on the Campo Rehabilitation Project

By Jim Lundquist

The months of April and May brought continued progress on the rehabilitation of the Campo Depot lower level. The majority of the work involved painting the exterior new boards and bats and windows, with some continuing upgrades to the electrical system. **Jim Lundquist, Bruce April, John Wright, Jack O’Lexey** and **Dick Cochran** did the majority of the painting efforts, including the eaves which had not seen a paint brush in many years. **Frank Denison** and **John Shannon** continued the effort to rewire, this month concentrating on new electrical plugs for the outside of the depot. Our Christmas lighting displays will be easier after we complete this job.

The Helm Family funds have been drawn out putting together this big job. Many thanks to them for their financial assistance. We are back to reaching into our pockets or general funds to get the waiting room at least finished up and ready for interior furniture. Many of the items to go inside will come over the years as interested persons step forward and funds are procured.

Other Restoration News:

Saturday, May 1: **Bob Gerdes** and another volunteer, **Joel**, painted the underside of the repaired picnic table that has been languishing outside the wood shop. **Frank Sites** accomplished some small repairs in car #3, **Woody** and his helper, **Dennis** arrived with the new lights and began the installation. (See story Page 4.)

Frank had gone to Campo on Wednesday, April 28 and spent a rainy morning installing new screws in the holders for the window bars in car #350.

Saturday, May 15: Saturday was another good day for Restoration. A new member joined our ranks; his name is **Bruce April**. With his able assistance and that of **Dick Cochran, Frank Stites** was able to move the train simulators, tables, chairs, and display boards away from the north side of the Jim Crow car and over to the west end of the Display Building. That move essentially freed the Jim Crow car of any impediments to a clear view of its north side. It also gives **Larry Rose** access so that he can letter the car. The pouring of the concrete this week will enable us to assemble and put in place the stairs we made some time ago for an entrance to the car from its west end.

Harold Whalen arrived just as we were finishing moving all that stuff, and then he and Frank devoted the rest of the morning to assembling a prototype portable table for use in the Lackawana cars. Frank spent the afternoon carrying that prototype back and forth from Lackawana #250 to the Wood shop and make necessary adjustments for a good fit. Bruce and **Dick**

Cochran joined **Jim Lundquist** in painting the depot after helping move that equipment in the Display Building.

Saturday, May 22: Restoration had a busy and productive day this past Saturday. The group comprised **Bruce April, Bob Gerdes, and Frank Stites**. Gerdes and Stites started the day by delivering and unloading 12 portable tables for the ongoing project to turn a Lackawana car into a sometime dining car. **Jack Griede** at **Lane, Stanton & Vance Lumber** in El Cajon donated the material--3/4" melamine covered fiberboard in a Hard Rock Maple finish--and had a friend whose business is making furniture manufacture the tables following our prototype and inserting T-molding on the edges. They are beautiful pieces of finished work and cost us only the labor of transporting them. Thank you again **Lane, Stanton & Vance**.

Bruce and Bob spent the remainder of the morning repainting the steps and platforms on both ends of the Jim Crow car. That had become necessary because visitor use of those steps after the initial placement of #3 in the Display Building had both dirtied and worn away some of the black paint we had applied. That problem abated when we installed the plastic chain prohibiting use of the steps and installed a bridge connecting the RPO and the Jim Crow car so that use of the steps was unnecessary. The steep angle and the narrow width of those steps had, in addition, made visitor usage potentially dangerous. Bruce devoted his afternoon to designing and fabricating a new and more substantial bridge between the two cars. We will have to paint it Pullman Green on our next Campo work day.

Bob and Bruce also carried up to the Wood Shop several pieces of the mahogany boards that Lane, Stanton & Vance had donated along with the recycled lumber for the depot interior walls that we had reported earlier. Those mahogany pieces will become shortly the rails for the La Mesa Depot baggage cart that we are rebuilding.

Frank spent his morning ripping boards from maple stock--again thanks to Lane, Stanton & Vance. These boards will become the frames supporting the table tops mentioned above.

After a fine Hyatt lunch of burritos and fixings and while Bruce was working on the bridge, Bob and Frank spent a good amount of time cutting the ripped maple to lengths in preparation of assembly into the frames. Bob did the cutting so that he could become familiar with the operation and idiosyncrasies of the radial arm saw.

Ted Kornweibel and his family came out to Campo mid-day. While Catherine, his daughter-in-law, and grand-kids were riding the Golden State Ted spent his time in the Display Building checking things out and helping move outside the staircase that we used to use for entrance to the Guard Car. Can't keep a good man down...

Board Briefs, June 2010

Submitted By Sandy Schussler

Pacific Southwest Railway Museum Association, Inc. Board of Directors Meeting was held June 25, 2010 at Trinity Church, 3902 Kenwood Drive. Spring Valley, CA. Greg Luiz and Larry Rose were excused. Guests were Duane Dubke and John Wright. Brown submitted the Financial Reports for May 2010 electronically. The Board has reviewed and accepted the submissions.

The small artifacts collection will soon be moved into storage so that the space can be utilized as a Brake Valve Shop. The Brake Valve Shop will enable in-house repairs at less cost and with a faster turn-around. The mechanical department has recently acquired a diesel truck for \$250. The mechanical department continues to bring efforts toward getting our demonstration cars back on line.

For 2010 -2011 there are plans in the works for several special events including the PSRM 50th Anniversary celebration in April, and the inauguration ceremony for the Jim Crow car in February. There are some evening trains on the schedule and the Board is hoping to add more events as the year progresses. Members and friends of the museum need to check the museum web pages often. The events will require additional volunteers from the membership. There was a presentation of vintners and chefs at Campo in June. There could be some event planned later to have a tasting and food pairing with wine and hors d'oeuvres.

At this meeting there were discussions on raising funds for the repair of the trestle at milepost 66.7, and the alternatives for resolving the alternatives with the crane project now that the museum is land locked. There is weed abatement going on every Wednesday and the task will soon require scheduling more days (perhaps Saturdays) and volunteers.

Kornweibel presented a list of bids and expenditures to move forward with the application of funds for the library, donated by the Hunsberger Foundation Grant. The items included foam insulation, the shade roof, gutters, light fixtures in containers, container door replacement, movement of the toilet trailer, a deck, computers, archival supplies, and fire protection. The budgeted amount is \$43,000 with incremental funding. The Board authorized the requested expenditures, to be implemented upon the receipt of the initial funding.

The next scheduled Board of Directors Meeting is July 23, 2010. The deadline for submitting July Agenda Items is July 21, 2010

Did you know? Before experimenting with nitroglycerine, the Central Pacific's work on blasting tunnels through the granite walls of the Sierra Nevada progressed at between twelve and sixteen inches per day, working around the clock.

Concrete Poured at Campo

By John Wright

On May 20, 2010, through the efforts of many dedicated volunteers, but most of all, **Don Getz** and **Wally Barbour**, more concrete was poured in the shop and the display building. Stairway pads were put down at each end of the Jim Crow Car/RPO consist and concrete was poured in the center of track 12 between the service pit and the door.

The first step was the welding of flangeways to the track and the placement of Styrofoam blocks to prevent the concrete from getting into the flangeways. Many thanks to **John MacMonagle** for the welding job.

A total of 10.5 yards of concrete, from **CSM Concrete** of Cucamonga, Ca was poured in the shop and display building.

Once the concrete had cured, the access stairs for the Jim Crow/RPO car were moved to each end of the consist, freeing up more space on the display floor.



Don Getz builds forms in the car shop.
John Wright Photo



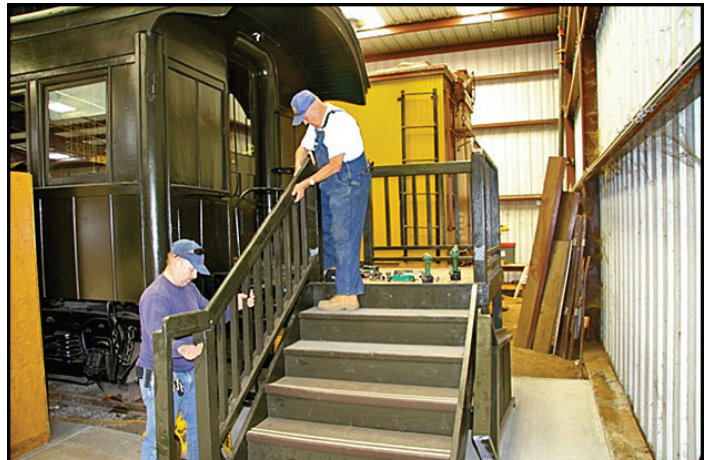
The concrete pad poured at the west end of the Jim Crow Car #3.
John Wright Photo



The stairway pad at the east end of the Railway Post Office Car.
John Wright Photo



From Left to Right: Robert Rangle, Joe Ringe, Jose Rangle and Americo Yescas pour concrete in the shop. *John Wright Photo*



Frank Chaco (left) and Larry Rose install the stairs at the west end of the Jim Crow Car.
Frank Denison Photo

Special Event—Food, Trains and Songs

By Jim Lundquist

We tried a special event at Campo on May 22nd and it worked well. On Saturday night, we offered an afternoon train, followed by a wonder BBQ meal and a group sing-a-long lead by **Trails and Rails**. Everyone had a good time.

The day started bright and early with **Jim Lundquist** down at the Campo Depot getting ready for the night's activities. There were weeds to pull and rake up, picnic tables to wash, bleach and hose off, and tables to be arranged. Joining an hour or so later were **Mike Filicicchia**, **Glen Rogers** and **Hector Rodriguez** from Tijuana, just home for the summer school break.

Three trains were operated on Saturday – the usual 11AM and 2:30PM and the special at 4:30PM. All went well. The chefs for the BBQ, Ron and Diana Hyatt, decided that the cold wind was too great to stage the event at the depot as planned, so an entire other crew was assembled and soon the Display Building was standing tall. Setting up the Display Building were **Mike Filicicchia**, **Bruce Deck**, **Diana Hyatt** and **John Shannon**.

After our 4:30PM ride, the special group de-boarded at the Display Building, where there was a fine feast waiting for all. We all enjoyed burgers, hot dogs, three types of salad, soup and nachos, drinks and deserts. Our thanks go to the **Hyatt family**, **Sandy and Bob Schussler**, **John Shannon** and **Dave DiGiorgio** for preparation, cooking, serving and clean-up. It was super.

Then, up came **Walt Richards** and **Paula Strong** (**Trails and Rails**) to lead us all in singing. They brought copies of the old family favorite songs for us to join in for a group sing. We enjoyed the music and camaraderie until about 8PM. All great time was had by all.

Our thanks go out to **Frank Chaco** for signing up his friends and coworkers for the event. If you missed it, there are plans afoot to have more specials in September, October and November. Watch for them. This is an event you would be proud to invite your neighbors and friends to. Come out and spend some time with us.

John Wright Photos



The music of Walt Richards and Paula Strong was enjoyed by all.



Left: Cary and Diana Hyatt helped with serving duties.



Guests and Staff participated in a spirited sing-along.

Right: Dave DiGiorgio cooked up a bunch of good eats.



Christmas Train

G o l f Tournament



Friday August 27, 2010
East Lake Country Club

Tournament Entry Form



Name: _____ Company: _____

Address: _____ Phone: _____

City /State/Zip: _____ E-mail: _____

Team #1: _____ Team #2: _____

Team #3: _____ Team #4: _____

Entry: \$125 per person or book a foursome and save! \$450.00 per foursome

Number of Entries: _____ Sub-Total: \$ _____

Additional Donation: \$ _____
(All proceeds go towards the purchase of additional toys)

Total: \$ _____

We accept personal or company checks
Make checks out to "The Christmas Train"

Please mail Entry Form to: The Christmas Train
P.O. Box 301407
Escondido, CA 92030

Visit www.christmastrain.org or call (760) 650-6300
for additional information and Sponsorship Opportunities.

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