

HOT SCOOP

A stylized black and white illustration of a hand holding a long-handled spoon, scooping a bowl of candy. The bowl is tilted, and several candies are falling out. The word 'HOT' is written in a large, bold, serif font to the left of the spoon, and 'SCOOP' is written in a similar font to the right. The entire illustration is enclosed in a decorative, ornate border.

A publication dedicated to Pacific Southwest Railway Museum Association members
September-October 2014



"Boy, these MOW trips get longer and longer..." Some of the decorations in the Display Building for the Pumpkin Trains.

Frank Denison

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1961

2014

**Pacific Southwest Railway
Museum Association, Inc.**
www.psrsm.org

Train Operations

PSRM Campo Depot
State Hwy. 94 at Forrest Gate Rd.
Campo, California
619-478-9937
Lat: 32°36.8'N Lon: 116°28.2'W
Open weekends 9 AM to 5 PM
Trains depart at 11:00 AM and
2:30 PM.

La Mesa Depot Museum & Business Office

4695 Nebo Drive,
La Mesa, California, 91941
619-465-psrm (465-7776)
Open Saturdays 1 PM to 4 PM
Other times by appointment

Meetings of the PSRMA Board
of Directors are held on the 4th
Friday of the month at 6 PM,
Trinity Church, 3902 Kenwood
Drive, Spring Valley, CA 91977

Museum Officers

President:	Diana Hyatt
Vice-President:	Greg Luiz
Treasurer:	Shelia Edwards
Secretary:	Rob Stebbins
Equipment:	Ron Hyatt
Facilities:	Frank Denison
Museum Services:	Jim Lundquist
Operations:	Mike Edwards

Museum Staff

Historian:	Bruce Semelsberger
Special Events:	Diana Hyatt
Membership:	Heather Wright
Steam Foreman:	Jim Baker
Gift Shop Mgr:	Heather Wright
Media Liaison:	Dick Pennick
Hot Scoop Editor:	John Wright
Photographers:	Frank Denison, John Wright
Certification & Training:	Mike Edwards

From the Back Platform

By Diana Hyatt

As the museum's final publication of the year, it seems appropriate to reflect upon the past as we prepare for the year ahead. My sixth year as president of this organization is drawing to a close; sometimes it has felt like being at the controls of a runaway train, at other times, it has felt like backing a load uphill, burning up brake shoes, spinning wheels, a derailment, an underpowered slow-drag or any combination therein. But, even with the unexpected fits and starts that life likes to throw our way, we have managed as an organization, to keep moving in a forward direction with more than a few unscheduled trips down branch lines. The unpredictability of railroading in general is certainly one of the draws for some of us, with the resultant effect of being prepared for anything; seemingly infinite adaptability is required. But working with a destination in mind, is always the best course of action. The most important part of our past is learning from the successes as well as the failures and striving to avoid repeating the same mistakes over and over again because "the only real mistake is the one from which we've learned nothing"—John Powell.

Reflecting back six years, I vividly recall the fire we were accused of igniting in May, 2009 while operating a 5:00 pm extra train for the Great Train Robbery dress rehearsal. This was followed by an operational shutdown by CalFire until October, 2009 as the railroad row had already been deemed in violation of vegetation clearances, unbeknownst to us. On December 25 of that same year, Tunnel 3 in Mexico caught fire, burned and collapsed, thus ending our international trips, our ability to acquire anything by rail rolling on its own wheels and our involvement with The Christmas Train event in Tecate every January. Salvation finally arrived on both counts: October, 2014 marked the end of a five year

penalty imposed upon us by CalFire that required us to clear the ROW 25' from the edge of the rails on both sides for a quarter mile in both directions. 3.32 acres were denuded for five years, a large portion of that is a cut (downhill on both sides); those of us involved will never complain about yard work again. The other great debacle from 2009, Tunnel 3, is also turning around. After many years, our southern neighbors were able to mobilize their interests and resources; in August, 2014 they began actively digging out and day-lighting Tunnel 3. Completion is projected for early 2015.

During the same year, we completed and dedicated the public rest room building adjacent to the Campo Depot. This project was initially fueled by a \$40,000 County grant made possible with the assistance of Supervisor Dianne Jacob. Through subsequent years we were able to complete the Campo Depot rehabilitation and remodel, adding climate control to both portions of the building and moving the gift shop into the old baggage room. As an organization, we have also celebrated the restoration and inauguration of the Jim Crow car, Rockdale, Sandow & Southern #3. The project leader, Dr. Theodore Kornweibel was a virtual pioneer in interpreting the Jim Crow era in passenger rail travel; he penned a book: Railroads in the African American Experience and has lectured on the subject at many venues, including the Smithsonian. Not coincidentally, several more Jim Crow car restorations have begun since our own, including one for the Smithsonian Museum of African-American History and Culture. A Southern Railway car was restored with grant money from the Save America's Treasures grant and donations from NS and BNSF and has been placed in the basement of the SMAAHC building currently under construction.

The completion of yet another major

restoration project was Union Pacific coach #576. In fact, its restoration turned out so well, it will go on display indoors when it isn't earning us money on our North Pole trains. The only finishing touches this car requires are several replacement window blinds and the reupholstery of its 44 seats.

More recently we celebrated the opening of our Southwest Railway Library facility in Campo after years of fundraising, planning and hard work. The library had been evicted from its previous home in the AT&SF Station at 1050 Kettner Boulevard in 2002 to make room for the financially endowed Museum of Contemporary Art. Our library collection is once again accessible and volunteers continue to catalogue the collection. It is my personal desire to someday see the entire collection digitized and available online.

We also have several new additions to our rolling stock collection: In 2011 we purchased former SP 5119 GE 70 ton locomotive, the last one in existence assigned to San Diego; made possible by a sizeable donation by life member Larry Rose. Museum volunteers built a rail ramp in the M&ET yard and dragged it onto a flatbed trailer with a heavy-duty tow truck. The locomotive was trucked from Modesto to Campo in two days. About one year later, an incredible and unexpected opportunity arose, a former Southern Pacific low nose GP9, recently operable, was for sale through Defense Reutilization and Marketing Office (DRMO) for \$4,150 AND was located in Oceanside. The caveat: it would have to be moved by truck and it was 54 tons heavier and nearly twenty feet longer than 5119. Lakeside businesses, Bill Signs Trucking and Bob's Crane Service were able to do the job for us, with cranes needed at both ends, we ended up spending about \$20K.

The last two pieces of rolling stock to be delivered to Campo were the last two

SD&AE forty foot boxcars in existence. These were also trucked to Campo, but this time no cranes were needed; an experienced house moving company utilized creative blocking methods to load and unload both cars. Other noteworthy acquisitions in the past several years were a Railway Express Agency truck that worked the South Bay area and a San Diego Electric Railway line truck, formally mounted on a horse-drawn wagon and later mounted to a 1932 White truck. Interestingly, PSRM had sold it to SDERY in the 1980's with a first right of refusal should SDERY decide to dispose of it.

One of the last milestones that comes to mind when concluding this six year period is the purchase of two parcels of land adjacent to the Campo Depot property. As some of you know, the museum owned or was purchasing a total of eight acres of land by 1986 when it began operating its Golden State trains for the public. Since that time, there had been no significant land purchases of adjoining property other than a 60' x 60' parcel withheld by the water district and a portion of our entrance road at Forrest Gate Road. Purchasing the 6.25 acres above the Depot with a three bedroom house and former Camp Lockett veterinary barn received instant consensus from the board. Word of this purchase spread and was followed by an offer from the adjacent landowner to carry the paper on his 12.9 acres. I can't even begin to describe how big this is for our organization, there certainly isn't enough room left in this article!

So where am I going with all this you may be asking? Well, sometimes we have to evaluate the past before we can navigate the future. All these milestones and more brought your leadership to a point of agreement that our goals are more likely to be accomplished when we pool our talents, motivation and passion and focus it on a handful of goals at a time. In that vein, your board met in



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The opinions expressed in the Hot Scoop are those of the individual writer and do not necessarily reflect the opinion of the Pacific Southwest Railway Museum Association, Inc., or its officers and staff.

**Pacific Southwest Railway Museum Association
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 systems with which they connected in the United States and Mexico.

The Museum is a member of the Association of Tourist Railroads and Railway Museums (ATRRM) and is a non-profit educational corporation. Donations are tax deductible under Sec. 501(c)(3) of the Internal Revenue Code.

Submission guidelines: All articles should be limited to no more than three single spaced pages and submitted in Microsoft Word format. Photographs should be in jpg format no larger than 8 x 10 inches at 150 to 240 PPI resolution, but please no cell phone pictures. Send all submissions to hotscoop@psrm.org.

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Comments are always welcome. Send your feedback to the Editor at hotscoop@psrm.org.

September to discuss progress on any and all aspects of our Strategic Plan. At two months out from our initial planning session we have begun to develop a road map on where we're going and how we're going to get there. It may be baby steps right now but as long as we can keep the momentum building, I am hoping all of us will be impressed with where we're at in six years. ♦



SP 5119 (M&ET 613) shortly after its arrival at Campo.
John Wright



SP 3709 in the process of being lifted off its wheels prior to being transported to Campo.
John Wright



The work on the daylighting of Tunnel 3 in Mexico is progressing.
Dave Tomeraasen

Board Briefs, September 2014

By Rob Stebbins, Secretary

The largest number of visiting members in recent memory attended the September 2014 board meeting. Board members were pleased to see 10 PSRM members demonstrate their interest in the official work of the Association. Member/guests at the meeting included Jim Baker, Timothy Miller, Spencer Piontkowski, Bruce Semelsberger, Nick and Charles Siegle, Bob and Sandy Schussler, and Tessa and Tom Trefney.

Board members attending the meeting were: Diana Hyatt, Greg Luiz, Rob Stebbins, Frank Denison, Ron Hyatt, and Jim Lundquist. Absent were Mike and Sheila Edwards.

In Sheila's absence, Diana reviewed a few key points about the Treasurer function, including the Board's expectations for the recently hired outside CPA that will be doing a review not only of our books, but also developing and proposing more standardized policies and procedures regarding our financial functions. Separately, Diana met with Pat Sosa, our outside paid bookkeeper, indicating that we will be using her more (increasing her functions) going forward. Diana also noted that the limit on charges for the ATM/DEBIT card assigned to the Gift Shop is being raised to \$1,000. In concluding her discussion about our finances, Diana reported that our General Account remains in good shape, with part of the balance coming from a San Diego County grant to pave the Campo entry driveway and parking lot.

Concerning the upcoming board member election cycle, Secretary Rob Stebbins reported that valid petitions had been received from the following members: Diana Hyatt, for President of the Association, Jim Lundquist for Museum Services Director, and Ron Hyatt for Equipment Director. The position of Secretary remains open as Rob will not be running for reelection to that position.

An important discussion followed concerning purchasing new ramps for visitor access to our equipment in the Campo Display Building. Jim Lundquist had solicited bids, and received one for new stairs. After discussion among board members, it was decided we need to focus our immediate efforts on access to the Spreckles car (#050), and the Board passed a motion to fund east end stairs for the Spreckles car.

The board also discussed a letter received from the Heber Valley Railroad which is looking for a firebox

door for one of their steam locomotives very similar to our #104. There were strong views from several board members and guests on this request. The board decided to let President Hyatt send a response to Heber Valley outlining our terms and conditions for a potential loan of #104's firebox door.

The board approved several expense requests including costs related to needed brake valve work on several of our passenger cars, funds for the construction of a new North Pole for our Christmas season trains, and approved a change in the schedule of Board Meetings beginning in 2015 to the third Friday of each month (excluding December.)

Board members each reported on their areas of activity, and in support of more outreach to friends and visitors through our Media Promotions Committee. We are entering our busy season, with *Pumpkin Trains* in October, followed shortly thereafter by our highly successful *North Pole Limited* trains during the Christmas season. This is the time of year when we need all the help we can generate at Campo to ensure another year of great special event trains and successful funding of our treasury in preparation for more trains and activities in 2015. ♦

Board Briefs, October 2014

By Rob Stebbins, Secretary

PSRM members once again turned out in nice numbers at the October board Meeting, continuing a good trend of volunteer interest in the workings of the Board of Directors. Member/guests included: Jim Baker, Frank Chaco, Raymond Lee, Hector Gonzalez, Spencer Pointkowski, Charles Siegle, Nick Siegle, Dave Tomeraasen, and Heather Wright. Seven of our eight directors attended the meeting. Those present were: Diana Hyatt, Greg Luiz, Sheila Edwards (by telephone connection), Rob Stebbins, Frank Denison, Mike Edwards, and Jim Lundquist.

The board spent considerable time reviewing the financial position of the Association. The balance in the general account on October 24 (after checks written but not cleared) was down substantially from the prior month. Pre-sales for the *Pumpkin Express* and *North Pole Limited* trains are being held in a temporary holding account, pending completion of the actual train rides. There have been numerous large bills for vital, but expensive, costs that have driven down our general account funds availability in this time of year when revenues are typically weak. We've some big

bills to pay very soon, including the roadway paving costs at Campo. In order to ensure that we can meet our payment obligations on time, the Board approved a Motion to move funds from the Contingency Fund to the General Account, that will be repaid to the Contingency Fund prior to year-end.

The board confirmed an earlier e-mail vote to purchase and install new metal steps at the east end of the Spreckles 050 car in the Display Building. Other action taken by the board included the approval to use funds from the Steam Restricted account for purchasing of an outdoor shelter for the Coos Bay steam locomotive. The concept is to have the locomotive outside, but protected from the elements, while the Steam Team continues their restoration work.

Member Hector Gonzalez updated the board on recent action being taken by Mexican authorities and contractors to daylight Tunnel 3. It is hoped that some time in the first half of 2015 PSRM will once again be running trains to Tecate.

Diana Hyatt commented on the San Diego and Arizona Eastern board meeting held earlier in the week. She also brought the Board and guests up to date on the recently formed Camp Lockett Interest Group (CLIG). This group brings together the three museums and several other interested parties in an effort to coordinate the historic preservation of buildings on the grounds of the original Camp Lockett and eventually to attract more tourist visitors to the Campo area. CLIG had developed a Memorandum of Understanding to present to County Supervisor Jacobs, looking for her support for more defined action in the future. ♦

Facilities Report

By Jim Lundquist, Museum Services Director

It was an extremely busy two months for the volunteers working in the facilities department at our museum site in Campo and La Mesa. This article will outline all the good news for you.

First, a few years ago, Jack O'Lexey and crew had extended a 2 inch water line about 1/2 of the way from the Shop Building east towards what is now our library. When our neighbor and volunteer Rick Northcote offered to dig a trench for us if we shared on the cost of a rental unit, we decided that it was time to finish the 2 inch line all the way to the library, as the library volunteers thought that water there would be helpful. On Sunday morning, October 5, 2014, Rick and Andy had

completed the 400 foot long trench. Jim Lundquist, Dawn Lundquist and Frank Denison had made a run to Home Depot for supplies, and worked the afternoon and into the evening laying pipe, along with three hose bibs. When darkness came, the job was postponed until the next Saturday. That day, Jim and Frank finished the installation and burying the new line. One long term project done, sore hands and all.



The trench with piping place for the water line to the library.
Frank Denison

Next, the long term plans to pave the roads and the Campo Depot parking lot were addressed. The museum was blessed with a San Diego County grant to cover the cost for most of this work using our usual volunteers as the back bone of the project. In July, a new concrete driveway on Railway Museum Road had been completed as part of this project. We found a product which uses tree sap to provide a hard base upon which the pavement slurry is based. After some site preparation by Frank and Jim, Hawthorne Equipment Rentals brought up a new 14 foot wide motor grader, and our good friend and member Brian Elmore volunteered to operate it to grade and prepare the roads and parking lot. Rock Northcote brought over his water truck and Glen Rogers drove the motor roller, all supervised



Oil being applied to the parking lot at the Campo Depot.
Frank Denison

by Frank Denison. They graded starting Monday afternoon, October 20, 2014 to Wednesday night. On Thursday, the final application of the tree sap was applied by our contractor, Continental West Transport. Allowed a few days to dry, the final coat was applied on Thursday, October 30th, and rolled with a motor roller by Jim Lundquist. Another long term project completed.



The completed parking lot resurfacing project completed.
Dave Tomeraasen

At the La Mesa Depot, Frank Stites and Bruce Semelsberger report that the repainting of the floor has been completed. This was a multiple month project started by Frank and Larry Rose. Working on Wednesday's when we are closed, the group cleaned, prepped and painted the concrete floor. Thanks guys.

Finally, back in 1982, when we graded our first two parcels in Campo for our museum, we left two rock outcroppings to be removed at a later date. Since that time, we have contracted a railroad engineer to lay out a longer yard lead, acquired an easement in a corner of our neighbors' property, relocated the fence and installed concrete drainage pipes, all within the past couple of years. Now it was time to take on the remaining piles of dirt and rocks. First, we had to clear everything around the outcroppings. This involved the volunteer efforts of Glen Rogers, Frank Denison, Jim Lundquist and Robbie Smith, using forklifts and our hands to move things away. We also unearthed the largest ground wasp hive that anyone has ever seen. Needless to say, they were unhappy to be disturbed, and told us so. Robbie was stung and Jim, being the closest to the hive, was attacked. After running 1/4 mile back to the restroom in the shop, Jim was able to close the door and deal with the remaining wasps on his head and arms. All who witnessed the run though it was very humorous, but Jim was unable to appreciate

the humor. Frank Denison, un-bitten, asked that Jim repeat the run complete with arm flaying, as he didn't have his video camera rolling. After about 30 minutes to allow everyone to calm down, we went back to work cleaning up. By the end of the week, Jim was no longer itching and scratching. On Thursday, October 23rd, Hawthorne dropped off an excavator to dig away the dirt and rocks, and Glen Rogers started the job. Friday, October 24th found Frank Chaco on the controls of the excavator, Frank Denison spotting and taking photos with Rick Northcote in his dump truck and loader relocating the dirt. The excavator broke down late in the afternoon and the additional work on this project will need to be rescheduled.. After all the dirt is removed, the plans are to bring out a demolition specialist to give us a quote to blast the rocks, but, that will be another story for another day.

The Dawn, Frank, Glen and Jim team came out on Veteran's Day to seal the fresh pavement at the intersection of Forrest Gate Road and Railway Museum Road. Then, we borrowed a cement mixer and power next door and placed rocks in concrete under the Welcome sign at this intersection. This was one of those rare days where everything went exactly as planned with the right equipment, right tools and right people. It's always super to have thing work out well.



The completed rock work under the Welcome sign at the entrance to the museum.

Frank Denison

Finally, Dawn, Frank and Jim came out on Friday to oversee the installation of new steps for the SD&A 050 car on track two inside the Display Building, followed by the installation of railing inside the Campo Depot to protect the steps and the two stoves. These look marvelous. The group finished by upgrading a few flush valves in the rest room and decorating the trees at the Campo Depot.



The almost-completed installation of stairs for access to the SD&A 050 car.

Frank Denison



A new railing has been installed on the stairs from the Gift Shop to the waiting room at the Campo Depot.

Frank Denison

As you can see, a huge work accomplishment for our volunteers. Our thanks go out to Glen Rogers, Frank Denison, Rick Northcote, Jim Lundquist, Brian Elmore, Dawn Lundquist, Robbie Smith, Frank Stites and Bruce Semelsberger for their very hard work in making this all happen. Congratulations for a terrific job, everyone.♦

Did you know?

If you do any shopping on Amazon, they will donate 0.5% of the price of eligible purchases to our museum through their Amazon Smile program. It's really easy to donate to the museum! Just go to <http://smile.amazon.com/> and log in to your Amazon account, and search for Pacific Southwest Railway Museum. Or, you can use this link to directly start donating to the Museum: <http://smile.amazon.com/ch/95-2374478>. Important: You must always log in through Amazon Smile first to ensure your purchases count towards the program!♦

A Condensed History of the Southwest Railway Library

By Bruce Semelsberger, Librarian

The library came into existence in December of 1963 when a committee of members of the Railway Historical Society of San Diego (hereafter referred to as RHSSD) chaired by Phil Middlebrook met to form a foundation to preserve the large collection of pictures and artifacts of the late Richard V. Dodge, author of "Rails of the Silvergate," a history of the San Diego Electric Railway Company. The collection would be donated by a family trust and housed in the San Diego Trust and Savings Bank building through the generosity of Tom Sefton, the bank President. It would be called the California Southern Library. In May of 1964, the name was changed to the Southwest Railway Library as the previous name was already in use by the Pacific Railroad Society which would eventually form the Orange Empire Railway Museum in Perris, California. Phil Middlebrook assumed the presidency for the first year with Eric Sanders as Secretary-Treasurer.

In December of 1964 new officers were announced: Douglas Duncan, President; Jack Stodelle, Vice-President; Eric Sanders, Secretary; and John Andert, Treasurer. The group announced it was seeking a permanent home for the collection. In May 1966, the organization was incorporated to protect the collection against a possible collapse of the struggling RHSSD. During the next several years the collection continued to grow despite the lack of a permanent home.

In 1973, the Pacific Southwest Railway Museum, which had largely supplanted the RHSSD, had started a small library of its own and members were asked to consider the possibility of joining forces with the SRL. In 1975, PSRMA transferred most of its "non-hardware" items to the SRL on a temporary basis and a home was found for the joint collection in the upstairs of the Amtrak station in San Diego. At some point in the late 1970's the merger became permanent and the SRL became part of PSRMA.

Early in 1984 the library found a new home at 7484 University Avenue in the Alvarado Medical Building thanks to Dr. Dan Marnell, who donated the use of a third floor suite. Some shelving was installed, but the bulk of the materials were stacked in boxes throughout the area. Eric Sanders assumed the curatorial role assisted by Roy Pickering and later Bruce Semelsberger. Initial cataloging on a donated computer was begun by Judy Arbuckle, and continued by Carol Westover.

During 1985, Dr. Marnell led an effort to acquire a library building which was scheduled to be vacated the old Naval Hospital in Balboa Park and given to the city for public uses. Despite a valiant effort by the museum and large expenditures of time and money by Dr. Marnell, restrictions placed on the use of the building by the city doomed the project. We were, however, eventually to obtain as surplus all of the steel library shelving, which was a tremendous asset.

In 1987 the collection was stored in a refrigerator car belonging to Dr. Marnell at the La Mesa Depot and was inaccessible until November of 1989, when arrangements were made to lease an inactive school at Mohawk and 69th Street from the San Diego Unified School District. Roy Pickering assumed the head librarian duties when Eric Sanders began to have health problems. For the first time, the collection had room to expand and significant progress was made in organizing and cataloging. A Friends of the Library organization was formed and regular workdays on Tuesday evenings and Saturdays were scheduled. The staff also participated in history tours on the new East Line of the San Diego Trolley.

Fate struck again when the school district decided it needed its school back and terminated the lease. A scramble ensued to locate new quarters and the entire collection, now grown to a larger size, was moved twice in the same year to temporary quarters on Pacific Highway. Salvation came in August of 1991 when PSRMA moved into a new office in the Amtrak building and a 4,000 square foot space was leased in the center bay of the adjacent baggage building, commencing a sort of Golden Age for the library. According to the October 1992 museum Report newsletter, 90% of the map collection had been sorted and boxed, manuals were being cataloged, magazines and timetables organized, and the organizing of over 10,000 photographs was in progress. Volunteers at that time were Roy Pickering, Randy Houk, Laura and Kevin Emery, Teri Marnell, Allen Dillane, Bob Underhill and Bruce Semelsberger.

A number of fund-raisers were held to fund the cost of archival supplies and additional shelving, such as hot dog sales at special events. Three major donation arrived during this period as well. One was a very large assortment of books from Dr. Marnell, another was about 40 boxes of records from the Santa Fe Railroad which had to be removed from the upstairs portion of the depot and would have been destroyed had we not intervened. The third donation was the bulk of early

records from the San Diego & Arizona Railway. We already possessed a sizeable collection of maps and correspondence from the railroad that had been discovered while being pitched out the windows of the old SD&A freight house and into dumpsters by Kyle Railways in the early 1980s. Kyle had been contracted by the city to operate the historic San Diego & Arizona Eastern Railway after its purchase from Southern Pacific and deemed the stored records to be of no consequence to their operation. PSRM member Larry Rose, on hand to photograph the freight house prior to its demolition, witnessed the activity and phoned as many PSRM members as he could reach. Using whatever vehicles were available, they snatched up most of the goodies and stored them temporarily in Larry's garage until library space became available.

We had no plan to try to obtain the volume of early SD&A records held by the San Diego Historical Society, but we were approached by the SDHS (now the San Diego History Center,) and asked if we would like to have this mountain of railroad records they no longer had space for, having just been given all the old county tax records. We looked at each other and then said yes! It turned out that this collection had initially been given to UCSD, who worked on it until they ran out of space and then donated it SDHS, who did considerable additional sorting and organizing. Now virtually all of the existing records of the SD&A were available in one place, and we immediately set out to box and catalog them.

Such was the situation in 2002 when the axe fell again. A change in PSRM governance resulted in the closing of the downtown office, changing the lease conditions. Almost simultaneously, the San Diego Museum of Contemporary Arts, located across Kettner Street from the library, received a very large grant to build a sculpture garden and wanted our space. The combination of lease problems and large amounts of money swayed the Center City Development Corporation into arranging for the art museum to move in and us to leave. We were given two weeks to pack up and move the now very large collection to an uncertain future. The new PSRM board and the membership stepped up in major way, rounding up donations of old trailers and a large container and arranging transportation to Campo for most of the collection. The photos were moved to the La Mesa Depot baggage room, removing them from public display use and the oldest and most fragile maps were stored by the San Diego Model Railroad Museum in Balboa Park in leased space. In 2003, the SDMRM lost

its lease on that space and the maps were also moved to La Mesa.

For the next six years, the bulk of the collection sat in storage, subject to heat, mold and insect damage while the effort was mounted to find affordable space convenient for researchers and staffers. A joint facility with the Model Railroad Museum, the old Naval Hospital library site and many other locations were considered, but none were suitable. Finally, in 2008, it was reluctantly decided that a facility would have to be constructed on PSRM property at Campo. At least one of the temporary containers had leaked through the roof, damaging some of the contents and another had almost toppled into a creek after being undermined in a heavy rainstorm, requiring an "all hands" effort to transfer the contents. Not wanting to leave the collection in further jeopardy while funds were being raised for a full-scale building, other options had to be considered.

Enter Larry Rose and Ted Kornweibel, Facilities and Museum Services Directors respectively. At emergency meetings, ideas to utilize a surplus office trailer we had acquired for customs inspections or some hi-cube storage containers, which could be purchased relatively inexpensively, were combined into one concept. What eventually evolved, thanks to additional input from the selected contractor, Brian Elmore, was a structure consisting of the refurbished trailer mounted on multiple jack stands to handle a high weight load and fronted by four joined containers with the original doors removed and replaced by insulated fronts with regular steel doors, the whole connected by a large work area with a concrete floor. A roof and a roll-up door for easy access were added and the entire structure excluding the trailer outside walls was foamed and reflective coated by Cool Roof Systems. A 220 volt main access electrical panel was put in place and a line trenched to the new library. Efficient lighting and electrical service was installed throughout the facility.

Since the completion of the initial structure, a fifth container has been added for storage and sixth has been approved by the PSRM board which will be used for small artifact storage. The artifacts are currently stored in a portion of the car shop and refrigerator car in the display building.

The four original containers were funded by PSRM, but all subsequent construction, foam coating, computers, specialized software and initial order of archival boxes and supplies was financed by a grant from the Arnold Hunsberger Foundation in memory of Arn and

of Charlie Coval, for which a suitable plaque is now displayed in the library entrance and by a cash donation from Roy Pickering.

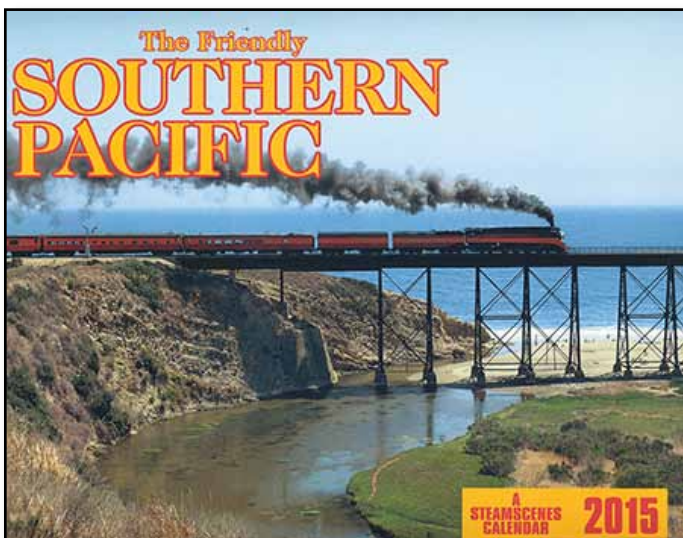
After the initial building was completed, the volunteers acquired additional shelving from government surplus and almost all of the collection has now been sorted, reboxed and placed on shelves, ready for researchers. The list of PSRM volunteers who have staffed and otherwise assisted is very long indeed, and we thank each and every one involved over the years with saving this incredible collection and helping make it accessible to the public.

We're a long way from being done. Aside from the cataloging and processing, continued maintenance will always be required for both the collection and the building itself. The insulation needs to be renewed every ten years, computers and software need to be kept up to date, books need to be rebound, media needs to be upgraded to newer technology, re-hydration of paper must take place and on and on. We will be seeking grants and other support monies shortly to maintain this irreplaceable resource. ♦

Gift Shop News

By Tessa Trefney

It's that time of year again... Time to buy a new Calendar for next year! We have 2015 Calendars in the gift shop. This 12-month wall calendar features stunning color images of Southern Pacific steam and diesel-powered trains. This one features our very own Steam Engine 2353 for September.



Come buy one at only \$14.99 each for your train lover. We have a limited supply.

Come by and see the ornaments we have for your holiday tree. At only \$10.00 each they will be a beautiful and lasting reminder of the fun your family enjoyed at the Pacific Southwest Railway Museum.



Don't forget to purchase raffle tickets for the quilt! You can view this beautiful quilt on display in the gift shop. Add a few raffle tickets to your purchase for a chance to win! We will announce the winner on Dec. 20 after the 7:00 PM train returns to the Depot.



From our Mascot Sandy ShortLine: I spent the month of October in car 253 for the Pumpkin Trains in my costume. Many, many children found me, were able to pose for pictures with me and pick up their trinket from the gift shop. Watch for me during our North Pole Limited Train. I'll be wearing my Holiday Dress! Don't forget to visit the Gift Shop to tell us where you saw Sandy ShortLine and pick up your trinket if you are under 13 years old. ♦

New Members

Submitted by Heather Wright, Membership Coordinator

We would like to welcome the following new members to PSRM:

Patricia Saracco	Christina Lomax
Josh Harper	Steve Newark
William Grammer	Lisa Timms
Tony Garcia	Linda Scott
Sandra Hudson	Daniel Perez IV
John Manos	Charles Phlegar
Ralph Shanks	Maria Lomeli
Jose Castenada	Steve Mitton
Jerald Garcia	Lizbeth Caro
Alfredo Vergara	Angelina Prado
Leon Extrand	Jennifer Destino
Bernard Kuchta	Regina Ann VanOverschelde

Pictures

Some images of the recent happenings around the museum:



A young visitor happily decorating her pumpkin after riding the train.
Frank Denison



The crew that helped make the Pumpkin trains very successful this year.
Frank Denison



Cary Hyatt and Robbie Smith waterproofing the roof of one of the coaches.
Frank Denison



John Shannon and Charles Smith apply paneling to the side of the new event trailer.
Frank Denison

BRICK ORDER FORM

Each brick is 4" x 8". Minimum Donation \$100 each — 1-3 lines of inscription, 20 characters per line



Engraving Information

Each line has a maximum of 20 characters, including spaces and punctuation. Please print clearly; use capital or lower case letters and make sure the information is spelled correctly. All inscriptions will be centered.

1																			
2																			
3																			

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

PRINT YOUR NAME: _____

ADDRESS: _____

CITY: _____

STATE: _____

ZIP _____

PHONE (Please include area code): _____

E-MAIL: _____