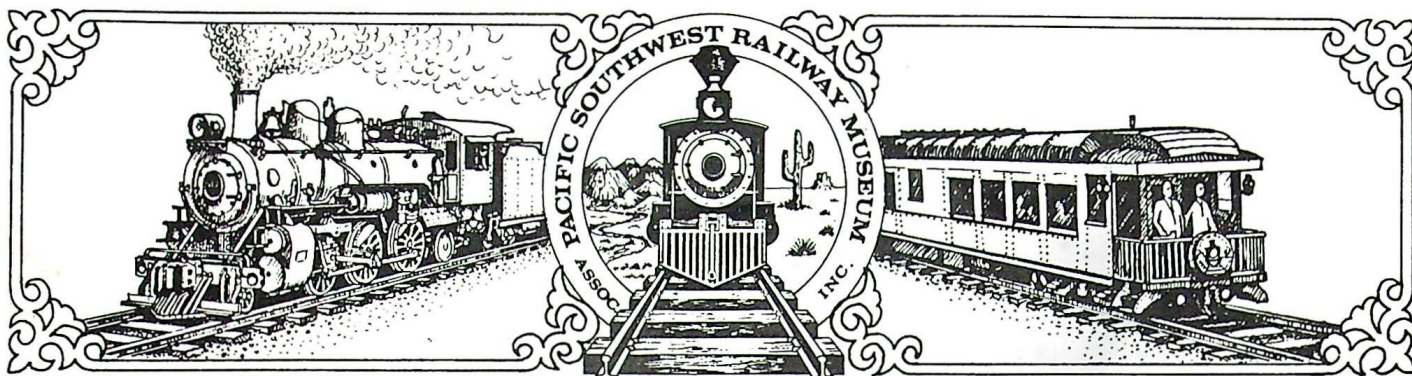


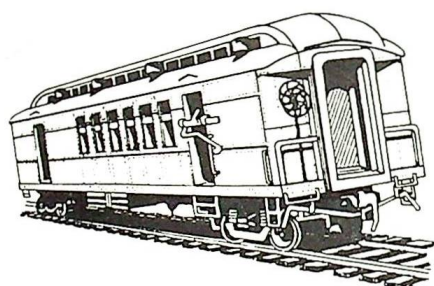


Jan.-Feb. 2003

REPORT

No. 275

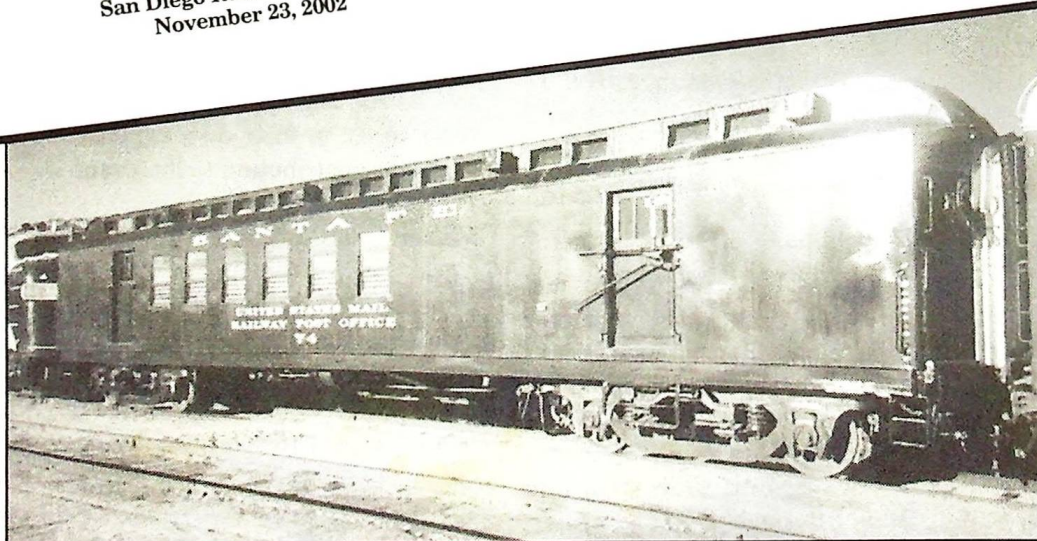
OFFICIAL PUBLICATION of the PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, Inc.



Inaugural run of restored AT&SF
Railway Post Office Car 74.
San Diego Railroad Museum
November 23, 2002



Catherine Kornweibel, Photo



Railway Post Office Rides Again in Campo!

Mail is processed once again in an authentically restored Santa Fe RPO car on a beautiful fall day in Campo. The 1927 Pullman product was operated as a working RPO Perhaps for the first time since the mail contracts were taken away from the railroads nearly forty years ago. Ten years of tough restoration work comes to a great conclusion.

RPO INAUGURAL RUN

A DAY STAMPED IN MEMORY,
ENVELOPED IN GOOD WILL

By

Ted Kornweibel,
Superintendent of Restoration

The inaugural run of **Santa Fe RPO #74** on Saturday, November 23rd was a spectacular success. This event, the culmination of a ten-year restoration effort, was certainly the Museum's finest hour since the inaugural run of SP ten wheeler #2353.

It took a great deal of work to do the final preparation of the RPO car for actual service. This included cleaning, touch-up painting, creating displays, installing diaphragms, last-minute electrical work (repairing old wiring that shorted out; rebuilding the ceiling fans), mechanical fine-tuning and practice runs. People who gave a lot in the final weeks included **Frank Stites, Harold Whalen, Ken Kahan, Troy and Joe Shelley, Brian Hammond, Darren Apedaile, Mike Reneau, Jim Baker, Mike Retz, Rich Borstadt, Terry Clarke, Randy Gibson, Arn Hunsberger, Dick McIntyre, Don Getz, Ted Kornweibel**, and others, I'm sure. **Larry Rose** did a fine job on the lettering on the interior and exterior of the car.

While this was going on, Mark Brown of Postal Impressions designed both cachets (souvenir envelopes) and had them printed. He also designed the absolutely stunning cancellation, which is now historic, as the post office destroyed it after 30 days. In addition, mark also designed and manufactured the commemorative T-shirts, which are magnificent. All souvenir items sold well on the day of the inaugural. T-shirts and cachets may still be purchased at the downtown and Campo gift shops.

Last minute details almost overwhelmed us in the final week. One of the major tasks was to meticulously stamp and cancel 2,000 envelopes! Two work parties on two days put in many hours to accomplish this. The worker-bees included **Harold Whalen, Frank Stites** (two days), **Corrine Gallagher, Don & Elaine Getz, Tom & Linda Walker, Dick & Lois McIntyre, Bob Haney, herb Kehr, Dick Ruppert, Bob Schussler, Catherine Kornweibel. and Ted Kornweibel**. It was very time consuming but the envelopes looked wonderful.

The inaugural day went very smoothly. The weather was perfect. Retired RPO clerk **Herb Kehr**, PSRMA Life Member #1, made four perfect catches with the RPO's catcher arm as the train swept past the mail crane mounted trackside at the depot. Herbie hasn't lost his touch, even though it had been three decades since he caught mail on the fly. Helping Herb was his friend and ex-RPO clerk, **Jim Angelo**. **Frank Stites** efficiently mounted new bags on the mail crane as the train backed up for the test run. If you didn't see these runbys, you missed a truly historic event. **Don Getz** ran the locomotive on the runbys with **Randy Houk** serving as brakeman.

Both paying riders and VIP guests had a great train ride thanks to on board personnel. Trainmen were **Beverly & Herman Hodges, Don Getz, Jim Baker, and Duane Dubke**. Special thanks must go to **Corrine Gallagher**, who reconstituted the old Excursion Committee to serve as car hosts. They were **Elaine Getz, Corrine Gallagher, Rita Cloud, Larry Williams and Ann & Dick Ruppert**.

Bill Schneider and **Frank Stites** wrote the fliers describing the history and functions of the RPO car, which were given to the passengers.

The gift shop, set up and staffed by **Denise Winslett**, did a brisk business all day long. At a critical time, **Elaine Getz** volunteered to assist her, as sales got busier and busier. **Rod and Alma Gilbert** and their daughter-in-law **Jennifer** did an absolutely splendid job of preparing food and beverages and serving it in first class stiletto VIP guests in AT&SF #1509. **Rod and Alma** even printed up special menus and souvenir cards, at their own expense. This was truly a generous contribution to the event.

Maria Castillo-Curry spent many hours in the weeks before the run in Tecate arranging for the caterer and working with Mexican postal officials to gain their participation in the philatelic side of the event. Three individual from the Mexicali post office rode the train and cancelled the Mexican stamps on the cachets with a specially designed cancellation commemorating the RPO's rebirth. Without Maria's sterling efforts, the international aspects of this event simply wouldn't have been done. Thanks are also due to Campo postmaster **Jan Minor** and her assistants **Gail Pinto and Lorna Troup**, who also rode the train and kept custody of the cancellation stamps.

Also along for the ride were San Diego postal employees **Jan Broomfield** and husband **George**, and **Mike Cannone** and his wife **Debbie**. **Jan** and **Mike** helped gain postal approval for the event.

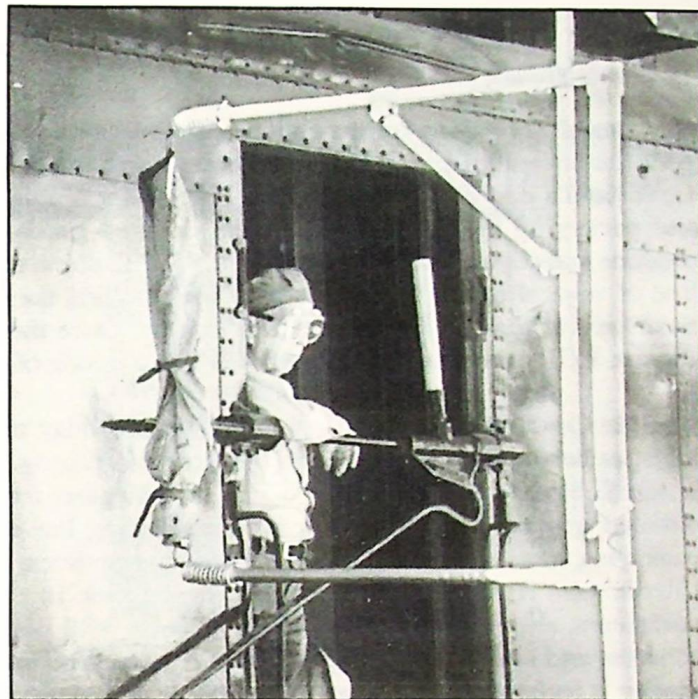
The operating crew was magnificent, adjusting to our particular needs for schedule and boarding. Conductor **Ansara Gilbert** ran the train in an extremely friendly and competent manner, ably assisted by brakeman **Greg Perrin** and mechanical trouble-shooter **Mike Reneau**. **Bob Nickles** was engineer and I don't know who the fireman was, but they ran a problem free trip.

Others deserving thanks include **Alan Alvarez** and a colleague, who provided security and **Gordon Jones** who put out press releases. It is unfortunate that not one of the local TV or print media sent reporters or crews to cover this historic even.

Finally, we owe a great dept to Carriso Gorge Railway. Months ago, when I broached the concept of a special trip to raise funds for future restoration projects, **Gary Sweetwood** was immediately enthusiastic and agreed to waive all costs of the trip; crew, fuel, etc. As we got nearer the event, CGRy employees (who are also museum members) frequently performed repairs on the RPO car or gave other assistance while on CGRy company time, again gratis. When I requested that the sand train be out of sight on the big day, Gary immediately pledged that it would be done. CGRy also did an efficient job of handling ticketing and customs procedures. I could list other examples, but this is enough to indicate my great gratitude to the Carriso folks for helping make this a success.

Thanks again to everyone. I'm enormously proud of our group effort. This was truly one of the Museum's finest hours, with people from all sides pitching in to make it happen. To answer Rodney King, yes, we CAN all get along. And perform a useful service. And have fun doing it.

Editors note: This restoration effort was especially difficult due to the very detailed interior that had to be carefully researched to get everything right. Cleaning, repairing and refinishing the mail cubby holes and oak bin doors was especially time consuming. Next time you see Ted at a museum function or at Campo be sure to tell him how great the car looks. Then offer to contribute to the next project!



Here is our Life Member No. One, Retired railway post office worker Herb Kehr, getting ready to snatch the mail bag "on the Fly!" The mail hook is in it's traveling position in this photo. Note the handle for swinging it out to the "grab" position. Goggles are worn by the operator because he has to look up train into the wind to see the mail bag rack as the train approaches.

Catherine Kornweibel, photo



This is an interior shot of the now spotless Santa Fe RPO car No. 74.

Catherine Kornweibel, photo

Three Kings Special, January 5th, 2003

Our annual good deed for the children of Tecate was another great success. Our special Holiday Train brought toys and goods to several thousand kids in this Mexican border city again thanks to a tremendous effort by **Charlie and Margaret Coval** and a cast of several hundred. The editor of this sheet spent an evening with **Charlie Coval** and his crew sorting and packaging the great abundance of donated goods including school supplies blankets and stuffed animal toys. A produce warehouse in the Morena area was the scene of the pre train action that saw Charlie orchestrating an assembly line of several dozen volunteers who were putting the gift packages together. The packages were placed in cardboard boxes and palletized for shipment to Campo. Once there they were loaded into boxcars and hooked up to our Tecate consist. CGRy provided power and crew and a throng of volunteers helped pass out the gift bags in Tecate.

Charlie Coval told the report editor how this Holiday tradition started and how many people are involved in the massive logistics behind it. How it all comes together is amazing. With help from **Alan Alvarez** who solicits help with his contacts in the SD Police Department, Charlie and Margaret round up workers from the museum and elsewhere and gather the donated goods in one place for sorting. Getting the goods in hand takes many weeks of effort and the sorting and packaging takes several nights in the produce warehouse that starts when the regular employees are done for the day. How Charlie gets it all to work is beyond description in this humble publication. Next year, when the call goes out for volunteers, show up and offer to help. Charlie will put you to work in a wild frenzy that, in the end, comes out totally coherent and organized. The children of Tecate, who have so little, are benefited by those of us who have so much, and sharing it feels good. Many thanks to Charlie and Margaret and their crew for all they do to make a great thing happen.

HELP WANTED—GIFT SHOP MANAGER

Lew Wolfgang

As part of the new efforts to return our Museum to solvency, paid employee positions are being eliminated. The job of office manager is one of those eliminated positions. Most of the functions performed by our previous manager, Denise Winslett, have been transferred to various Board members. One of Denise's duties was managing the operation of the gift shop she established in the Museum's Santa Fe Depot business office. This function could be difficult to fill with part-time volunteers who have full-time employment elsewhere. At this time the gift shop does not generate enough cash flow to hire a manager, so we need to find a volunteer who can take over the position. The job description includes the following requirements:

Inventory planning and selection
Book keeping and bank deposits
Support of the Campo gift shop

Inventory procurement
Facility maintenance and improvement

Volunteer sales clerk management

It is hoped that we can find someone with retail experience who can dedicate enough time to this project to increase the net proceeds enough to justify keeping the Santa Fe Depot gift shop open. It is generally thought that if we had the right selection of products, presented in a nice environment, that the gift shop should be able to support a paid, full-time manager. The shop could also support our educational mission and encourage people to visit Campo. Lacking this volunteer assistance it is likely that we will have to close the Santa Fe Depot office in the very near future. Are you the right person to lead this effort to its full potential? Please contact me via email at wolfgang@sweet-haven.com or give me a call at (619) 339-8511. Thanks for your support,

Report

Official publication of the Pacific Southwest Railway Museum Association, Inc.

Unsigned articles are by the editorial staff, signed articles are the opinions of the writer only

La Mesa Depot, 4695 Nebo Drive, La Mesa, CA 91941

Editor: Larry L. Rose Associate Editor: Tanya Rose

Send articles, praise or brickbats to the Editor at the above address or via e-mail to railrose@aol.com

Tanya can be reached at kitanya1@aol.com

OPERATIONS REPORT

Randy Houk

Thanks to all of our volunteers who make our weekends successful. The weather was really nice; a wonderful change from winter conditions two weeks ago. In addition to our four Miller Creek trains, we also had the Three Kings Train. I understand that it was a big success, so kudos all around to those who planned and executed this big operation.

Trainmen

Duane Dubke
Bob Schussler
Roger Challberg
Rich Borstadt
Herman & Beverly Hodges
Rod & Alma Gilbert
Frank Stites
Ann Ruppert
Conductors
Brian Sampson
Jim Baker
Ansara Gilbert
Dianne Roberson
Randy Houk

Brakemen

Randy Houk
Jim Lundquist
Michael Reneau

Br. Trainees

Dick Ruppert
Seth Miller

Speeder

Don Pope
Larry Hieshetter

Speeder Trainee

Dave Houk

Engineers

Jim Baker
Randy Houk
Bob Nickles
Dick Pennick
Observer
Bennett Murray

Stewards

Rod, Alma &
Jennifer Gilbert

Food Service

Wes & Jim Buel

Passengers-Power— Jan. 4th

144 CGRy #5911

Passengers-Power— Jan. 4th

112 SD&A #7285

Passengers-Power— Three Kings

300 CGRy #100/102

Passengers-Miller Creek, Jan. 5th

138

Passengers-Tecate

41

Passengers-Miller Creek, Jan. 5th

63

Thanks to **Duane Dubke** for taking both walking tours on the first Saturday of the New Year and to **Bob Schussler** for coming up on short notice Sunday to do our trainman duties, which included both walking tours! Thanks to **Jim Baker** for returning as SD&A conductor and to **Jim Lundquist** for returning as brakeman; it was great working with you two again. Also, thanks to **Dick Ruppert** and **Seth Miller** for their hard work as brakemen trainees. We need you both! **Frank Stites** has joined the crew as Trainman in another area that always needs people and is a great way to get started in railroading at Campo.

Thanks to **Jim Callahan** for his support of our motive power needs. As of January 4th, none of our locomotives (1820, 3873 or 7285) were available for service. CGRy #4324 was assigned to us as pinch-hit power. Unfortunately, just short of MP 68 its brake system "blew a gasket" and we came to a stop. A call for help on the radio brought **Jim Callahan** and his tools to the train (thanks to **Roger Challberg** for the taxi service!). He was soon assisted by **David DiGiorgio** and **Ron Hyatt**. It was quickly determined that #4324 would need repair at Campo. Dave drove me back to get #5911 as a rescue locomotive. He and I switched out the Three Kings boxcars and caboose, then went up to bring the train back to Campo. **Brian Sampson**, **Duane Dubke** and **Dick Ruppert** did a marvelous job keeping the passengers informed of the situation. And that's how #5911 ended up being the power for the 2:30 train.

Ron Hyatt, **Dave DiGiorgio** and **Dan Robirds** worked the rest of Saturday to bring #7285 back into service. Those three guys, **Jim Baker** and I tested this engine with a heavy load Saturday night to our satisfaction, and that's how #7285 ended up being the power for both of yesterday's trains. CGRy allowed us to keep the repaired #4324 along with three coaches on both trips, and ran really well. It will be our power until #3873 and/or #1820 are put back into service. Many thanks to **Ron**, **Dave** and **Dan** for their work on the "Banana" in January. Also many thanks to **Ken Kahan** for his work on fixing and maintaining the air brakes on #7285 and our other locomotives! It takes the efforts of all of us working together to keep our trains rolling.

The Longest Year

By Ken Helm

Our Museum has just gone through its most difficult year since it was organized in 1961. While we want to look forward towards better times, it is important to bring out the facts of the recall of the entire old Board and the subsequent election of an entirely new Board. This radical undertaking required the force of court action and the entire year of 2002 to bring about. We can all agree that this has not been a pleasant experience. This drastic action was required to save the very life of the Museum. It is agony to have to write this down but the Museum newsletter is the only way to get the traumatic events into the historic record. The members deserve no less than the straight truth, no matter how painful. Below is a chronology of the events.

The Problem: The real problem, and the lesson to pass on to other museums, began in the mid 1980's. The Museum had been a roaring success up to that point. Membership had grown from 200 to 1600 in twelve years, about 80 pieces of rolling stock had been collected, restoration efforts were completing a car or locomotive every four months, land was purchased in Campo, the collection was moved to Campo and passenger trains began running on nine miles of mountain railroad. All of this was accomplished by the volunteers and the "sweat of their brows". At this point "a great leap forward" was attempted. The concept was to shift from a member elected Board of Directors to an all appointed Board of Trustees gathered from the "movers and shakers" in San Diego's business community. The idea was that they would go out and obtain the grants and the corporate donations for the advance of the Museum.

An election was held by the members and the bylaws were changed moving the Museum to an all appointed Board. To compress history, this system was an abject failure; but it took many years for most of us to recognize this. There were purposely no volunteer "worker bees" included in the new Board, so it began to lose touch with the feelings and passions of the volunteers. The Board hired a non-railroad, non-museum "Development Director" as the Museum's first employee. This turned out to alienate many volunteers who were now having to interact with someone who did not share the vision of what the organization was all about and who came from a background of rough and tumble political campaign work. An attitude of "it's my way or the highway" was used by this person to blow out several of our most experienced and talented volunteers. Most members never heard anything about this as everything still appeared normal from the outside.

The new board promptly violated several existing bylaws by changing the name of the Museum and other things that roused the ire of a few old time members. One of those that protested too loudly about this became the first long time volunteer to be fired from her position as Membership Director. This also caused the immediate resignation of the newsletter editor, the Facilities Superintendent and several of his long time associates. Corporate America was now in charge of the Museum and firing whistle blowers is how it does business. To placate some lingering unrest the bylaws were modified again, a few years later, to add a few token members from the active volunteers to the Board. The promised "movers and shakers" never came forward to lead our Museum - and neither did the big money we had hoped for. In fact, the opposite began to happen, but very slowly at first.

The volunteer members were told nothing of the dismissed department heads and soldiered on as if nothing had happened doing great work. The first clue that things weren't right was when the membership rolls began to erode. Then the newsletter became sporadic and ceased to be much of a fund raising vehicle. The Museum's excursion train became the prime revenue source and main focus of the organization. A "Tourist Railroad" mindset became dominant in the new power structure.

The first two volunteer Executive Directors in the formative years in the early nineties were old time members Jim Lundquist and Barney Barnier, both well liked and trusted by all. **It's important to understand it wasn't the people who caused the decline.** The people working on the front lines for the love of old time railroading were, and still are, the backbone of the organization. **It's the system** of governance that has failed and it took years to manifest itself. If people like Jim and Barney had been able to stay on as ED, instead of hiring from outside the Museum, we might not be in our current mess.

As time progressed, the Museum moved away from volunteer leadership and went through a series of Executive Directors hired from outside the organization. Most of them never secured any more grants or donations than the old volunteer board did. Active volunteers soured on this over time as they could see the Museum were working simply so that salaries could be covered. It was made clear to many of these volunteers that activity that did not bring in cash to the coffer was discouraged and looked down upon. A payroll had to be maintained. This is not why volunteers sacrifice their time, efforts and money. Most other rail museums in the world have the best and brightest volunteers when they get financially stable enough to hire full time staff. This way they have a more dedicated worker to insure continuity and preservation of the museum's original goals and vision. The board wouldn't even consider such a thing.

The new system of appointed trustees produced a board that wasn't interested in this nearly universal cause of the railroad history preservation movement. Direct evidence of this attitude happened when former Representative Larry Rose returned from a visit to the UK and wrote an article about the British museum practice that was included in Report No. 217 in 1989. The part about how the British hire their own members with the most "sweat and blood" was censored out by someone on the Board! This was not to be the last time that the simple truth was distorted from the newsletter as being "politically incorrect."

As volunteers began to drift away in greater numbers a vacuum was eventually created at Campo that was filled in just the last few years. Into this vacuum stepped a commercial operator made up mostly of active museum members. The new outfit called themselves the Carrizo Gorge Railway as one of their goals is to operate passenger trains in the spectacular canyon of the same name. (This has also been a long time museum goal.) They were welcomed by the board like a drowning man grasping at straw. An "Alliance" deal was pushed through that turned over much of the museum's operations, property and equipment for the use of this new, for profit entity. Some museum equipment was sold to them outright including car 5601 a 1939 Budd stainless steel passenger car purchased by the museum in 1981. Most of this commingling of assets and lease agreements is so complex that the full extent of it has yet to see the light of day is still not known. Only a few thought it was unusual for the Museum to hold a competitor in such a loving embrace.

Sacrifice of the museum's collection started before this as two hens tooth rare steam locomotives (an 1891 3 foot gauge Baldwin 2-8-0 and an operable California native Shay) were sold during the nineties. This is when the Museum's cash flow problems first surfaced and the scramble was on for funds to pay for the restoration of a passenger engine with more income potential. Unfortunately the \$100,000 in proceeds from the sale of the locomotive in 1996 is still unaccounted for. Word of this didn't leak out until late 1998. Now the members became alarmed at what they saw as gross mismanagement and a looming disaster for everything they had worked for with the investment of their time and treasure. A decade of slow decline had finally reached a critical point. The efforts of volunteers were used to pay almost a million dollars in salaries in those ten years with little or no gain and it appeared that the museum was now being used as a parts warehouse and equipment acquisition convenience by a commercial entity. Members looked at each other and wondered where we would be now if we hadn't tried to fix something back in the eighties that wasn't broke.

The remedy: In 1998, Jim Lundquist had a discussion with other concerned members regarding the ability of the Museum to survive. He wrote a letter to the Board outlining the problem and asking for their support for an amendment to return to an all elected Board. The Board sent the matter to a bylaw committee, which never met. In the summer of 2000 Jim gathered a group of concerned members and started meeting with them to seek effect change. This group, the "Friends", solicited signatures on a "Declaration of No Confidence" to present to the Board in support of new bylaws. The Executive Director never presented the petition to the Board, instead took immediate action against Jim by initiating the process to eject him from the Museum. This led to a period of heightened tensions between the Friends and the Board which culminated in a special meeting in early September, 2000. One of the outcomes of this meeting was an agreement to submit the matter to an arbitration process to occur within 90-days. This process never occurred. A reconciliation meeting between key Board and Friends members in early 2001 in a restaurant in San Diego. The outcome of this was in essence a truce, where the suspensions and expulsions of certain of the Friends would be put off during a six-month probationary period.

Remember that during this whole process the main goal of the Friends was to present a new set of bylaws to the membership wherein most, if not all, of our Board members would be directly elected by the membership. The old bylaws mandated a majority of appointed members. Who appointed these Board members? Why the Board, of course. This self-perpetuating club had drifted away from the Museum's the mission of being an educational non-profit organization. This self appointed group had absolutely no intention of allowing the membership to vote for a majority of the Board members. And said so at a public meeting attended by several of the still loose knit Friends group.

During the next five-months the Friends developed a plan wherein a petition of signatures of at least 15% of the membership would call for a Special Board Meeting where the question would be "Should the Board of Trustees be replaced with a new slate of members?" This Special Meeting could be an actual meeting of the membership or it could be done with a mail-in ballot. This process was consistent with the Museum's existing bylaws and was spelled out in California State law regulating non-profit corporations.

The summer of 2001 saw the normal process where certain Board seats were up for election. (Remember that the bylaws also mandate that the elected positions always be in the minority) Lundquist decided to run for one of these board seats and subsequently submitted the required request and signatures. The Board, apparently not liking the concept of having Jim in their midst, revoked his life membership and prevented him from running for the open seat. Jim filed a law suit to challenge this improper expulsion, asking for the return of his life membership, and a seat on the board, (which he would have gotten anyway if he was allowed to run in the normal election) and a formal apology. The Board decided to fight the law suit and submitted the issue to the Museum's Directors and Officers insurance company.

The Friends continued their planning for a recall election, hiring the law firm of Luce Forward Hamilton & Scripps to help with the preparations. Petition signatures were collected and submitted to the Museum on December 27, 2001. The Museum had 90-days to comply with the members' demand to hold an election.

January/February 2002: The Board denied, objected to and sought legal advice against the petition. The Board failed to schedule an election hoping it would "go away". It adamantly refused to provide a roster to the Friends who needed it for campaign purposes, which was also required by State law to be made available.

March 2002: The Friends reluctantly took the Board (Museum) to court to force an election date within the 90 day limit and to force the turnover of the member roster (Bailey, et.al. vs. Pacific Southwest Railway Museum Association, Superior Court, San Diego County). The court ordered the election and ordered the turnover of the roster.

March 2002: The Board and the Friends agreed to exchange campaign documents so that a one page rebuttal statement could be written by both sides. The Board failed to turn over it's statement on the day promised, allowing it two days to examine the Friend's campaign statement before finally submitting their own statement. Board members also signed up family members and employees in order to "pack" the voter rolls.

March 2002: The Board sent out the ballots, via bulk mail, with only 13 days remaining between mail-out date and return cut-off date! Many members, and virtually all out of State members, did not even receive their ballots before the deadline. The Board went to court and demands and gets a gag order. A few Board members write and send out a Board unauthorized "Blue" campaign flyer printed and mailed at museum expense.

March 2002: Ballots were counted with 25 disqualified and many more arriving late. The vote tally was 155 to 155 on the question of recall. Many bewildered and unhappy calls were received by the Friends regarding the member's inability to vote in time. A "gag order" obtained by the board prevented much discussion and rumors ran wild.

April 2002: Not wanting to go through another lengthy election process, the Friends attempted to negotiate a settlement. Four separate attempts were made in the following three-months to reach a compromise on the Board

make up and the Bylaws. Agreement was reached on the last of these attempts between the negotiators, and a majority of the Board agreed via telephone on the compromise. The president of the Board spent the next day on a telephone campaign to change the minds of some Board members who had agreed to the compromise. His success resulted in this final agreement being rejected by the Board.

September 2002: Failing at compromise, the Friends returned to court to demand that a fair election be conducted (per bylaws and State law, a 30 day response time on ballots and a current membership roster to work from). The judge agreed that the first balloting was "flawed" and the recall election must be repeated, under his supervision. He further ruled that should the recall pass, a new election would be held to fill a 25 position Board, again under his supervision. The Board asked that the gag order remain in force during the process and the request is granted. The ballots were sent at the end of the month.

October 24, 2002: The Museum Board had run up a legal bill of \$36,540 fighting their own members and considered a promissory note to pay for their legal counsel. A rider was attached using steam locomotive 2353 and diesel engines 1809 and 1820 as collateral. Although the Board authorized the drafting of this note, it did not authorize the execution or the use of museum locomotives as collateral. The president of the Board executed the agreement on his own without the Board's approval.

Early November 2002: The recall ballots were counted and the recall of the Board passes 168 to 147. Per court order, the Board was dissolved and two custodian Executive Directors from the out-going BOT were named to handle the election and other museum affairs during this process.

November 2002: The election for a new Board was prepared. 106 candidates were nominated and encouraged to provide campaign statements. Only about half of them did so. The Friends group run together as a block of 25.

November 2002: Ballots for a new Board were mailed with the court required 30-day response time designated. This time an unauthorized "Green" campaign sheet is written by the two interim co-executive directors, again printed and mailed at Museum expense. A rebuttal to this is mailed out by the Friends at their own expense, as usual.

The Results: December 2002: A three-member oversight committee was formed to count and certify the election of a new Board. The ballots were counted and the entire Friends group of 25 was elected. Here are the official results: 341 ballots received. 19 are rejected as unsigned. 322 are counted.

245 Steve Bovee, 233 Larry Rose, 231 Randy Houk, 230 Don Getz, 226 Lew Wolfgang, 226 Dwight Kollar, 224 Corrine Gallagher, 222 Brenda Bailey, 220 Wally Barber, 216 Tanya Rose, 213 Ron Hyatt, 211 Rita Cloud, 210 Ken Helm, 208 Larry Williams, 204 Allen Copeland, 202 Dan Robirds, 201 Jim Lundquist, 201 Diana Hyatt, 199 Dick Ruppert, 198 Scott Thompson, 192 Larry Owen, 189 Rich Warner, 185 Dave Houk, 181 Ken Hansen, 155 Ed Duling, These are the new Board of Trustees and the votes they received. Here is the rest of the tally:

102 Dick Pennick, 98 Roger Challberg, 79 Mike Reading, 76 Maria Castillo-Curry, 75 Alan Alvarez, 74 Charlie Coval, 72 Jim Callahan, 70 Mike Reneau, 67 Gary Sweetwood, 66 Win Mott, 63 Bruce Coons, 62 Sidney Saltzstein, 62 Lamar Scheuerman, 60 Karla Von Huben, 59 Rich Borstadt, 59 Jack O'Lexey, 57 John Zentmeyer, 57 Carol Dyreng, 55 Sandy Schussler, 53 Myke Santos, 48 Michelle Walashek, 42 Geoff Scheuerman, 41 Ray Lethbridge, 40 Mike Retz, 39 Dick Hamilton, 32 Ed Kravitz, 31 Bob Recks, 30 Seth Miller, 29 Jim Robinson, 27 Mitch Beauchamp, 27 Bill Schneider, 26 Doug Hoveland, 25 Dick Hobson, 24 Mike Tometz, 23 Jim Polloreno, 22 Dick Cupp, 22 Bob Schussler, 18 Fred Carnathan, 18 Dave Sobo, 16 Allan Andrews, 13 Steve Kostelak, 13 Bob Miller, 13 Bob DiGiorgio, 13 Benny Wright, 11 Bob Underhill, 10 John Ashman, 10 Ansara Gilbert, 9 Roger garrett, 9 Larry Hieschetter, 9 Harry Doering, 9 Curtis Thompson, 9 Bill Valverde, 7 Walter Lester Jr., 6 Rod Gilbert, 5 Langley Powell, 5 Gary Jacobs, 4 Paul Broer, 4 John Witt, 4 Ed Hieschetter, 4 Bill Lund, 3 Paula Richards, 3 Eleanora Winters, 3 Barbara Frasier, 3 Alfred Ferris, 2 Robert gales, 2 Ray Tatlock, 2 Mitch Nowak, 2 Greg Perrin, 2 Dorothy Wood, 2 Bobbie Swenra, 1 Tim Hunt, 1 Ray Lawton, 1 Charles Southerland, 1 Carl Cummins, 1 Briann Fallgren, 1 Bill Jellyman, Eight others ran but received no votes.

This most difficult year with its two recall ballots, numerous court appearances to force issues, four unsuccessful compromise attempts and the election of an entirely new Board was conducted against a backdrop of severe problems. Foremost there has been, and still is, an ongoing investigation by the California State Attorney General on possible violations of the non-profit status of the Museum. Additionally there have been murky relations with the other tenant on the line, the Carrizo Gorge Railway, with the financial relationships difficult to sort out. Discouraged volunteers, tremendous financial problems, you name it, we have had it, in 2002. We are all ready for 2003 to be a better year.

The New Board Takes Control

The new Board members met within a few hours of being notified of their election on December 20, 2002. Acting officers were selected. **Jim Lundquist** was the unanimous choice for president. CPA's **Brenda Bailey** and **Scott Thompson** were asked to get a handle on the museum's finances as soon as possible. **Diana Hyatt** agrees to be the acting secretary. The group voted to thank the two interim Executive Directors **Charlie Coval** and **Alan Alvarez**, and ask them to stay on as aids to the new board in the transition period at the downtown office. A notice is requested to be posted at Campo and at the office to notify the active volunteers that nothing is going to change as far as department heads are concerned and that acting chief financial officer **Brenda Bailey** is to clear all bill payments and purchase requests. **Tanya Rose** is reinstated with an apology for wrongs done to her by the museum board in years past. She renewed her dues and was welcomed to the new board. A regular Board meeting was scheduled for January 3rd, 2003 to formalize the officer selection and to decide the museum management structure. All interested members were invited to attend.

Highlights of the First open meeting:

Twenty four of the group of 25 new Board members met before the largest crowd of members and spectators that anyone can ever remember seeing at a board meeting. First, officers and vice presidents were elected:

President: Jim Lundquist

VP Facilities: Larry Rose, AIA

Secretary: Steve Bovee

VP Administration: Lew Wolfgang

Treasurer: Brenda Bailey, CPA

VP Museum Services: Dick Ruppert

VP Finance: Scott Thompson, CPA

VP Operations-Mechanical: Ron Hyatt

Several standing committees were organized to handle a number of pressing issues. A report from library committee chairman **Chop Kerr** was received noting that we are about to be forced out of our long time home in the Santa Fe Depot baggage room. It seems that a local art museum with a lot more money and political clout was able to get control of our space and give us the boot. This means serious trouble as the library is massive, needing 3000 square feet to function and no funds are available to rent a building. New facilities VP, **Larry Rose** is assigned to work with the committee on the problem. A report on the fate of the National City / Coronado branch of the old SD&AE was presented to the board by **Ed Kravitz**. It appears that local politics has given control of the R.O W. to commercial interests who want to scrap it to make way for development.

It is reported that our regular excursion locomotives need maintenance for FRA certification. New Operations VP, **Ron Hyatt**, is assigned to resolve the situation. Board member **Dan Robirds** will assist and work with the mechanical department regulars to get all of our operable locomotives certified. The current museum mission statement was distributed to the new board. It was decided that the document needed to be overhauled. **Larry Rose** and Restoration Director, **Ted Kornweibel**, were assigned to draft an up to date document more reflective of the organizations original purpose.

A closed session was held to discuss the residual legal issues left over from the recall election. Eight board members who were personally involved in the legal actions were excused from the discussion as are the three former BOT members now on the new board. **Scott Thompson** was selected to discuss resolution with the law firms involved. **Brenda Bailey**, **Steve Bovee** and **Diana Hyatt** will meet with State Attorney General to resolve the on-going investigation of the museums business practice of the last year. The meeting was adjourned at midnight after a five hour session. A few members in the audience complained that the BOT session lasted too long and discussed too much. It was pointed out that it took the museum years to get into this kind of trouble and it will take the new board more than two weeks to get organized and set things right.

PRESIDENT'S REPORT

Jim Lundquist

After three weeks on the job, only one word can describe what's been going on---WOW! First, I want to thank all the members who were involved in the recall election and the follow-up ballot. These members went out on a limb for our Museum, and we owe them a huge thank you for their efforts. In another article in this newsletter, that story will be told. Without that effort, there simply wouldn't be a Museum to talk about today.

Second, thank you for the vote of confidence by the new Board members in my election as President. The transition from a paid staff to an all-volunteer staff will have tremendous benefits to our Museum, both in terms of the budget and the opportunities for membership involvement. There will be bumps in the road but we will get past the start up problems and go forward.

Speaking of membership involvement opportunities, we now have many areas for you, the member to become active again. It has been a real joy to see many members becoming involved again in our Museum. We have already seen a large work force at Campo working to bring three locomotives back into "blue card" service when there were none on January 1st. We have members volunteering to man the Santa Fe Depot Gift Shop and we are looking for a gift shop manager for the Santa Fe Depot and the Campo Depot. We have welcomed back some members in the train crews—trainmen, brakemen and conductors. In the near future, we will have many other activities, the Campo Depot project, finishing up the display building, relocating the library and repainting the passenger cars come to mind. Please feel free to email me at JimLundquist55@yahoo.com or call me at 619-470-7553 to get involved. I'll make sure you get together with the right person.

I am looking forward to seeing many of you again at the Annual dinner. This event allows us to visit and hear about the good news regarding our Museum, as well as learning about the exciting project of the Trolley's extension to SDSU and La Mesa. I hope you can attend. Look for the flier in this newsletter.

Finally, we will soon be hearing of financial opportunities to become involved in our Museum. We have inherited a huge debt which will be a challenge to retire. The majority of our day-to-day funds will go towards keeping the lights and phone on and retiring this debt. The ability to accomplish more will come from you, the members. I invite your participation in these special needs area. I am pleased that we have three donations already and have started on several projects. Whenever you see an appeal for a project, I hope you consider supporting the Museum with either your donation of labor or cash. That is how we are going to get most of our projects completed.

We are please to announce a \$2,000 donation by long time member **Al Brill** who asked that the money be put towards refurbishing the coaches used on the SD&A. With these cars needing repainting, seats recovered, windows replaced and new wheel sets, this money is most certainly welcome. Thank you, Al! Also, member **Bennett Levin** has sent in a check for \$100 asking that it help retire the legal bill. That ongoing bill certainly needs all the help we can get. Thank you Bennett! Finally, the **Ramona Refuse Company** has agreed to start emptying our collecting bin at Campo again, and to forgo the \$700+ back bill owed them in trade for a day use of the #1509 to Miller Creek in the future. Bartering away our past due bills is one way to help dig our way out of debt and we appreciate Ramona Refuse accepting the trade.

It is a privilege to support such an outstanding group of members as we rebuild our Museum for the citizens of our community. See you soon

La Mesa Depot Painted by La Mesa Kiwanis Club

By Dick Pennick

Exciting things have been happening at our Historic La Mesa Depot venue – our "jewel" in the "Jewel of the Hills" – in the historic heart of the city of La Mesa, at Spring Street and La Mesa Blvd. The structure was originally built in 1894 as a much smaller building by the San Diego, Cuyamaca & Eastern Railway. In preparation for the 1915 Panama-California Exposition, it was moved to the east side of the tracks and enlarged to its current size.

To update our members, who have had to suffer through an extended drought of Museum information in recent years, here's a summary of the major events during 2002 for the 108-year old building and the adjacent steam train display. In 2002, the big news was the complete repainting of the building in its authentic 1915 brown and ochre color scheme. The last time the depot had been repainted was in July, 1987. Incorrect sprinkler heads installed by the City for the landscaping on the west side of the building had severely deteriorated the paint on that side, and the place was looking pretty shabby.

While exploring various options for the refurbishment of the depot, who could have predicted the final outcome of a suggestion I had made on the evening of September 5th to **Steve Blake**, owner of the sign shop across the street from the depot and a long-time friend of the Museum. Over the years, Steve has donated his services many times for sign-related projects, particularly involving the depot display, and has kept a watchful eye on it during the week. On this particular Thursday night, he was on his way to a **La Mesa Kiwanis Club** board meeting. Museum member **Sid Saltstein** and I were preparing to pack up the depot for the evening after having it open during La Mesa's 26-week "Back to the 50's Car & Bike Show" each Thursday evening.

I inquired about Kiwanis' possible interest in repainting the depot as a community service project. Steve brought it up to his board that evening, received an enthusiastic endorsement, and the rest is history, as they say. During the ensuing two-and-a-half

months, the details for this activity were worked out between Kiwanis and the Museum.

I was able to enlist the enthusiastic support of long-time Museum member and contributor **Larry Rose** to help with some of the oversight and coordination (Larry was recently selected by the Museum's new governing board to be Vice President of Facilities, which will include oversight responsibility to the Board for all structures and other facilities owned or controlled by the Museum at its several venues). Larry had also been the Project Manager for the original restoration of the building in 1980-81.

Larry not only jumped in with both feet (typical for this guy), but offered to donate the paint for the depot to be sure the colors met his exacting specifications and the original color chips from the railroad's archives. All of the signs and other adornments on the exterior walls had to be removed for the work, and he and his wife Tanya used this opportunity to touch up several of them to repair chipped or faded paint.

Larry also replaced the window that had been broken out by the 22-year old female transient on July 16th (a new glass pane had been provided by **Denise Winslett**), and later cleaned up the remaining graffiti on the interior walls and repainted the damaged areas with the help of **Ron & Diana Hyatt**, and **David DiGiorgio**, who furnished lunch for the crew. On Saturday, November 16th, a Kiwanis crew, with the help of the **Helix High School Key Club**, power-washed the surface and began scraping paint, caulking holes and otherwise prepping the building for application of primer. By the end of the day on Sunday, Nov. 17th, the surface was primed and ready for the final painting the following weekend. The **San Diego Union-Tribune** featured the depot project, with photos, in its November 22nd East County edition. Saturday morning, November 23rd, the hard-working Kiwanis crew again put its shoulder to the wheel and began the final painting using the paint donated by Larry.

Larry also graciously filled in for me on this important weekend while I was at our Campo venue fulfilling my train crew obligation. The painting was finally completed on Sunday, and on the following weekend Larry, with the help of **Ron & Diana Hyatt**, repainted the interior paneling, scrubbed the floor and reinstalled the remaining exterior signs (except for the "Cable Office" sign, which is slated for replacement by a replica to protect the artifact). **David DiGiorgio** stopped by with lunch for the crew.

The depot is a knockout in its fresh livery, and the Museum owes a great debt of gratitude to the **Kiwanis Club of La Mesa** and its President, **Clayton Anderson**, for a "job well done". I encourage all members to swing by when they're "in the 'hood" and take a look. Even the red "stop" paddle on the Train Order signal above the Operator's bay got a fresh coat of red paint.

The timing couldn't have been better. We opened the depot for La Mesa's annual "Christmas in the Village" on Friday and Saturday, December 6th/7th and again the following Friday and Saturday, and we couldn't have been more proud! Free hot apple cider, hot chocolate and cookies were passed out to our many visitors and we made lots of new friends. Almost no visitor left without a Museum brochure and membership application in his hand. \$136.88 was received in donations to the depot maintenance account during the four evenings. Both **Henry's Marketplace in La Mesa** and **Albertson's Market** in Casa de Oro donated approximately 10 dozen cookies for the event, and there were none left when we closed up on the final evening. **Dick Penninck** and **Corrine Gallagher** manned the cookie hot apple cider counter.

There is a little more to do on the Depot and the rolling stock on display there so watch this space for more news next time.

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION INC.

4695 NEBO DRIVE LA MESA, CA. 92041



Non-Profit Org.
U.S. POSTAGE
PAID
La Mesa, CA
Permit No. 205

Return Postage Guaranteed
Address Correction Requested

Postmaster: Dated material, please do not delay

Pacific Southwest Railroad Museum

ANNUAL MEMBERSHIP DINNER



Please come and meet and break bread with your fellow members.

- Meet your new Board of Trustees
- Update on your Museum and what is going on now
- See old friends, meet new friends
- Raffles of railroadianna
- Awards presentations
- Program: Jack Limber of the Metropolitan Transit Development Board

presenting: **The Trolley Line Extension from Qualcomm Stadium, through San Diego State University to La Mesa.**

Wednesday, February 26, 2003

6:00 p.m.: Cocktails and fellowship, no host bar

7:00 p.m.: Dinner

Location: Tom Ham's Lighthouse Restaurant

2150 Harbor Island Drive, San Diego

Dinner: Buffet including salad bar, roast beef, baked chicken, pasta primavera, coffee/tea/soft drink/milk, cheesecake, cash bar

Reservations: must be received by February 21, 2003. No sales after that date, no sales at the door.

Make checks payable to: PSRM

Return to: Corrine Gallagher, PSRM Annual Dinner, 7304 Margerum Ave., San Diego, CA 92120 – 2014

Questions: Corrine Gallagher at (619) 287-2417 or Rita Cloud at (619) 445-3550

------(cut here)-----

YES, I PLAN TO ATTEND:

(Wednesday, February 26, 2003)

Number of adults at \$25 per person: _____, check enclosed.

Name: _____

Address: _____

Telephone Number: _____