

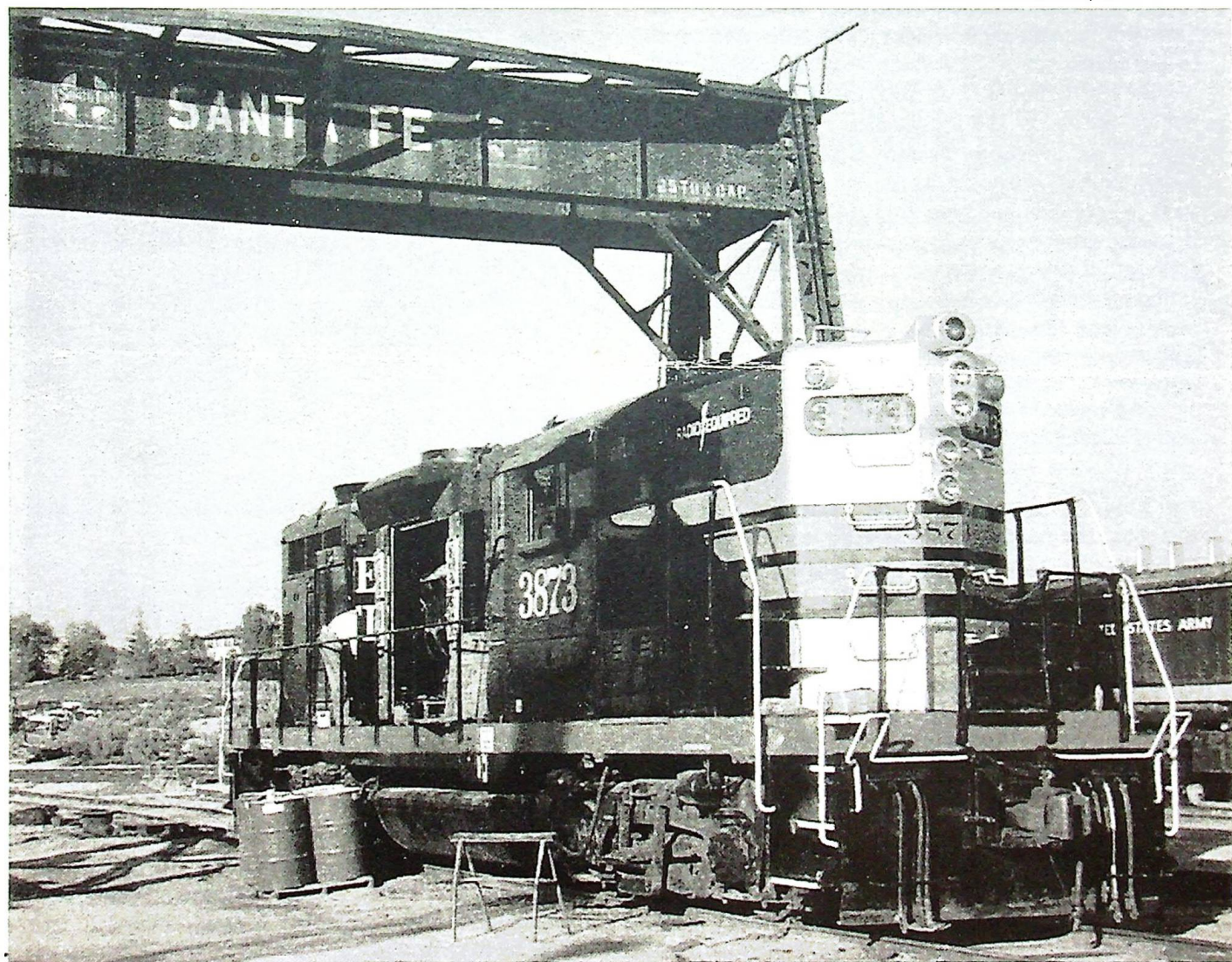


May-June, 2003

REPORT

No. 276

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



Overhaul Underway on Southern Pacific "Geep" 9 No. 3873

Barrels of new engine oil wait on a palette while the PSRM Mechanical Department staff trouble shoot every defect they can find on this locomotive. Pictured with his head in the engine room is **Greg Luiz**, senior loco engineer on the BNSF. The fully operational gantry crane is the work of metal magician **Dick McIntyre** and a cast of dozens. It is playing a key roll in the maintenance of Museum rolling stock.

Larry Rose, Photo

Restoration News

By Ted Kornweibel
Superintendent of Restoration

Restoration of the Museum's historic rolling stock is proceeding on several fronts. These are all low-cost but high visitor impact projects. Our goal is to provide Campo visitors a real Museum experience in the visitors center (display building).

Two of the four pieces of rolling stock in the center of the display building are fully and beautifully restored: the Santa Fe RPO car; and the Fruit Growers Express wood reefer. The other two cars in the center are of great interest to visitors, but do not present as polished an appearance. So we have begun renewal of the army guard car (G-10). **Joe and Troy Shelly, Frank Stites, and Ted Kornweibel** retrieved its bunks from the upper yard, where they had been thoughtlessly dumped in the weeds some years ago, and primed, painted, and reinstalled them. Once a missing window is replaced and other windows repaired, we will repaint and letter the car's exterior, which faded badly during its years in service on the Miller Creek run.

The bigger project is making the Rockdale, Sandow & Southern Jim Crow car more presentable. This will not be a full restoration; rather, we intend only to repair the most glaring defects, and then paint and letter it. (Real restoration will require major grants, a full woodshop, both professional and volunteer labor, and several years.). Credit **Joe Shelly** with the idea for this project and possible sources of untapped volunteer labor. New volunteer **Don Elwell** and **Ted Kornweibel** have begun by re-mounting the steps and beginning repairs on the end doors. **Frank Stites** has also contributed to this effort.

A small, but significant restoration project is the two-sided San Ysidro depot bench. Past visitors to the display building may recall it as furnishing charming but rickety seating for folks on the walking tours. Well, it pretty much fell apart several months ago. It has taken a good deal of work and ingenuity to put it back together, especially given the extensive warping of the

several pieces of 2 x 8 stock which join to make up the ends. **Don Elwell, Joe Shelly, and Ted Kornweibel** started the process. **Bob and Sandy Schnssler** pitched in as well. But it took the skills of master-woodworker **Frank Stites** to complete the project. If anyone reading this would like to take on a short but satisfying job, we now need to sand and paint the bench. This would be a great way to test your interest in restoration.

Last, but certainly not least, is the need to rehab the exterior of our wood Chesapeake & Ohio caboose, which has sat out in the open for years. Over a decade ago, **Frank Stites** and **Ted Kornweibel** installed all new siding on the shack, which was then painted by the late **Norm Hill**. But Campo's intense sun has left it looking pretty forlorn. But a rescue is at hand. Museum VP for Facilities **Larry Rose** is spearheading its renewal. The caboose is now in the car barn, where Larry will oversee sanding and repainting. The interior is in perfect shape just the way master railroad restorer **Norm Hill** left it years ago. The exterior wood is in good shape also needing only to have flaking paint removed before sanding.

If you know Larry, you know that the job will be done right. This is a perfect indoor job for the coming hot summer months. The scaffolding is already in place on track 13 in the car barn so come on out. Give Larry or Ted a call to join this project. You'll help accomplish a significant goal for the Museum, and work, under Larry's supervision, with another master craftsman. Larry has already donated all the supplies necessary for this project so we don't even have to beg this time.

Finally, guests in the visitors center now have ample seating while viewing the rolling stock exhibits, thanks to a donation of church pews arranged by VP for Museum Services **Dick Ruppert**. **Ted Kornweibel** trucked them to Campo and assembled them with the assistance of **Dick and Joe and Troy Shelly**. Admittedly, they don't look like depot benches, but they certainly add to the comfort of museum visitors.

The Museum is moving forward. And in case you didn't know it, the Restoration Department has been functioning without pause for way over two

decades, making it probably the longest continually active department in the Museum. Our twin goals are simple: to make the Museum look like a museum and to have fun doing it. To join a project, contact Ted Kornweibel at (619) 461-0098, or email at kornweib@mail.sdsu.edu. For Larry Rose: call (619) 469-3046, or email RailRose@aol.com.



Professor **Frank Stites** has many talents, banjo picker and learned educator among them but what he really likes doing is restoring railroad antiques. Here he is sanding down and putting the finishing touches on the San Ysidro Depot bench. This bench has been kicked around the museum for years and generations of volunteers have sat on it eating lunch. **Ted Kornweibel** finally said "Lets fix this old thing before something bad happens to it." That's the PSRM spirit! **Ted Kornweibel** Photo

Track 15 Completed

The switch had been in for some time and that is the hardest part of track laying done mostly by our two "Wizards of the Right of Way" **Rich Warner** and **Ken Hanson**. Now these guys have finished the easy part, if there is such a thing in track work, and spiked down the rails all the way to the end of the spur. Rich brought in the DG ballast with his tractor/loader and it was spread by **Larry Rose** and **Sandy Schussler**.

Sandy seems to show up where ever there's work going on to lend a hand. This lady doesn't mind getting dirty and has even gotten involved in locomotive maintenance. She was very good with a flat nosed shovel and dressed the ballast up to the tie tops like she had been doing it forever. As soon as this chore was done Rich and Ken rounded up all the push cars and speeders that have been cluttering up the yard and rolled them onto our newest storage track. One of the most interesting trailer mounted tools is our little jib crane that had sat in the mud near the car shop for years. It was the first thing placed on the new track. Rich did the honors with a length of chain tied to the bucket on his loader. See Ken's photo of this action elsewhere in this issue.

In addition to doing work with his tractor all over the museum grounds Rich also does weed control work with another tool of his. **Ken Hanson** is usually wherever Rich is and took a picture of this action for this issue of the Museum newsletter. The weeds are popping up all over with all of the heavy spring rains we have had. Rich is doing wonders with his weed whacker but we really need some help to how the weeds out by the roots all over the yard area. A clean and manicured yard is a thing of beauty in a Museum rail yard. Why not show up next Saturday and give Rich and Ken a hand? All you need is gloves, a hoe and a wide brimmed hat.

REPORT

The PSRM "Report" is published as often as funding can be found. This issue and the last one were funded by the editors **Larry & Tanya Rose** with help from **Ken Helm**. Each issue costs about a thousand bucks to produce, print, fold and mail. Until the Museum gets back to a sound financial footing we will need to find sponsors to get the "Report" out more often. Send articles or donations to our La Mesa Depot address.

Official publication of the **Pacific Southwest Railway Museum Association, Inc.** Unsigned articles are by the editorial staff, signed articles are the opinion of the writer only. Send articles, praise or brickbats to **Larry & Tanya Rose**, Editors. La Mesa Depot, 4695 Nebo Drive, La Mesa, CA 91941. Or e-mail railrose@aol.com

Rail History Kicked Out of Santa Fe Depot

In these days of increased interest in historic preservation, how can a library full of San Diego's rarest railroad paper artifacts, get tossed out of a 1915 railroad station? It seems that our neighbors across the street, the Museum of Contemporary Art, (MOCA) got a really fat donation of many millions of dollars about this time a year ago. Looking to expand their modern sculpture exhibit space they found the high ceilings in the baggage room of the old depot just right for their use. The next step was to design a really awful looking modern addition to one end of the baggage room and float the idea through the City and local politicians. As soon as the idea was made public it was attacked in the press as the dumbest reuse of a historic building anyone had ever seen. No matter. The design was approved and every effort was made to see that all those millions stayed downtown. The existing tenants in the depot who were in the way of MOCA's plans were soon given notice that they had a year to move.

After nearly 15 years in the baggage room our railroad library had filled up about 3000 square feet full of the rarest rail history artifacts in existence in Southern California. From the very first San Diego railroad survey map dated 1858, to the corporate records of every railroad that ever operated in San Diego spanning nearly a century, we have it all. We have just about every map of a rail line ever made in San Diego. Not just copies, the originals! The National City and Otay Railway R.O.W. map alone is more than forty feet long and is dated 1882. These are priceless treasures that had the rug pulled from under them without a second thought.

The Museum's Library Committee, consisting mainly of H.C. "Chop" Kerr, Bruce Semelsberger, Roy Pickering and Bob Underhill looked everywhere for a suitable home for the collection. Finding 3000 square feet of affordable and secure space in San Diego's red-hot real estate market proved an impossible task. Chop and the group looked everywhere and struck out every time. A year went by and dozens of presentations were made and possibilities explored that might lead to a suitable home.

Board member Larry Rose contacted San Diego State University's library staff thanks to an approach by Campo regular, Dr. Frank Stites and, after an inspection, an offer was made to take the collection off our hands in part. They didn't want the corporate records, periodicals and most of the hard bound books and would have disposed of most of them. Too much

sweat equity would go down the drain. The entire corporate history would be lost after surviving intact for a century. Thanks, but no thanks.

Larry also made contact with local Union Tribune columnist, Neil Morgan, who suggested the SD Historical Society as a possible way out for us. Larry told him that the historical society was the source of the railroad corporate records after they had already passed through the hands of the University of California at San Diego. UCSD got them originally from Southern Pacific at about the time they sold the local railroads to the San Diego Trolley parent, MTDB. Another dead end.

The deadline fell on the newly seated Board in February with still no place to go. A wild scramble happened then to secure transportation and storage at our Campo property. Several metal cargo shipping containers were secured thanks to the efforts of Board member Steve Bovee and local contractors.

Joel Cloud and Dave DiGiorgio provided the large trucks to do the hauling. Bruce Semelsberger and Bob Underhill led the packing up effort and worked in the library nearly every night for weeks. They were assisted by Ed Duling, Larry Rose, Randy Houk, Jim Lundquist, Ron and Diana Hyatt, Katherine and Ted Kornwiebel, Nels Solderberg, Dick Ruppert and Scott Thompson. MOCA even loaned us two young guys from their professional staff to help us pack. Gee, thanks! A kiss with a stab in the back is better than just a stab in the back!

Among the items kept in the library was a fully restored speeder that had been stashed away in the storeroom for 15 years and buried under surplus furniture. This heavy item was hauled to Campo by Larry Heishetter on his special speeder trailer and is now in the display building. Other heavy items like the library furniture and shelving were hauled to Campo by Jim Baker. The unloading was done by the folks mentioned above along with Ken Hanson, Rich Warner and Dave Houk.

The 1940 vintage ATSF speeder was restored by Larry Rose, Ken Helm and Joel Cox so long ago that they had lost track of it and had no idea where it was all these years. It's in mint condition and has taken a place indoors in the museum's core collection. Several hundred heavy duty packing boxes were donated by Larry Rose and duly filled up with the contents of the library. Most of the collection is now housed in a truck trailer and two large shipping containers on the ground at Campo near the car shop. Nothing is accessible as the material is stacked to the rafters and is massively heavy. Most of the library furniture and shelving is stored in the ACY wooden boxcar now on track 14 in the car barn.

The storage containers were given to us for a long term loan by local contractor **Douglas Barnhart** who were publicly thanked for coming to our aid at our annual dinner. They are far from the ideal situation for us but at least the collection is dry and locked up. A small part of the collection, mainly a few of the rarer maps and the photo collection, were taken to the storage space leased by the **San Diego Model Railroad Museum** in Balboa Park. Special thanks are due executive Director **John Rotsart** and SDMRM President **Steve Siedensticker** for giving us free storage of the more fragile items in a ten foot square spot in their archival storage space. At the same time we opened talks with about the possibility of a partial merger with the growing SDMRM library.

The SDMRM recently completed the construction of a library mezzanine in their museum above the Toy Train Gallery in their Balboa Park facility. This space is only about 2000 square feet but might be a good home for some of our rare things that would be of interest to historians and model railroaders both. Many details have to be worked out. It seems that one railroad library in town rather than two makes sense but our collection is just too vast for a full merger. The SDMRM is not interested in the corporate records or any of the books. Even most of the maps don't interest them but they are willing to pursue talks toward some kind of limited cooperation.

The SDMRM space is of poured in place concrete construction for maximum security and fire protection. It is climate controlled. It looks like the best location for our rarest maps even if another space for our own library should turn up. The SDMRM got a large grant from the State of California and have spent more than a quarter of a million on their library space to date. The chance of getting another grant, considering the massive State deficits of the last few years, makes funding from this source for library purposes highly unlikely. So where do we go from here to find a home for the bulk of our collection?

Unless a deep pockets rail history buff turns up our collection is going to be stored for some time in the intense heat and severe cold of our Campo property. Even the City of San Diego can't get their new library built after years of trying. The immediate future doesn't look good either except for what we can work out with the model railroaders on a limited basis. Railroad history in San Diego has always been at risk but at no time like it is now. If the mice don't eat out collection at Campo then the heat and cold will. We have spread mouse bait in the containers and several schemes have been considered for insulating the big metal boxes but all of these are short tem preservation moves that still don't

make any of the artifacts available for research. What a bummer! If anyone out there in membership land can help find a way out of this dilemma now is the time to come to the aid of your local railroad museum.

So, meanwhile, what is to become of our 1915 down town railroad station? As this is written the baggage room has been partially demolished and a new glass box addition is being built in it's place. The editor of this sheet has seen the drawings for this monstrosity and is thoroughly disgusted. Amtrak is still using the other end of the building so at least the most architecturally significant portion of the old building will survive but, on the other end, the glass box will be a pimple on the butt of historic preservation for generations.



Bob Underhill and Bruce Semelsberger are shown here amid the piles of packing boxes trying to wrestle the heavy copy machine off of it's perch. The massive arched doors beyond are original to the 1915 station. By now, they have most likely been destroyed.
Photo by **Randy Houk**

Mechanical Department News

#7285 Back in Service

Thanks to the efforts of many hard working folks the "Banana," our yellow 80 tonner, is back in service. The west end drawbar/coupler and brake pipe have been removed, repaired and replaced thanks to **Dan Robirds, Ron Hyatt, Dave DiGiorgio, Paul Lannen, Ken Hansen, Ken Kahan** and **Bill Palmer**. We are still seeing foreign material, probably algae, clogging up the primary spin-on fuel filters. Power drops off drastically when even one of the four filters becomes plugged. Engine crew need to become familiar with where extra filters are kept (under the fireman's seat) and how to replace them.

Our GP9 has been out of service for several months because of a high voltage circuit problem. Now that work on #7285 is complete the mechanical department's focus has been set on the "Geep". She was pulled out of the car barn on March 1st and placed underneath the Santa Fe gantry crane so CMO **Bill Palmer** and Ops. VP **Ron Hyatt** could replace the dynamic brake resistor grids. Helping on this engine lately is long time ATSF-BNSF locomotive engineer **Greg Luiz**. Greg holds down the No. One seniority spot on the BNSF engineers roster, the fabled "Forrest Lawn page." Greg knows more about locomotives than probably anyone else in Southern California and we are really glad to have him throw in with us.

250 gallons of new oil went into Geep 3873 thanks to the work of Dave, Ron and Bill and the museum's forklift. The gig list on this engine is getting shorter every weekend. **Ken Kahan**, our air brake specialist, has done work on this engine and has been trouble shooting 7285. Boy are we lucky to have Ken's kind of talent helping us. "You can always not go, but you can NEVER not stop!" It was good to see **Sandy Schussler** helping with some valves on this engine that needed some rebuilding. Thanks for helping, Sandy!

MRS-1 #1820 is out of mainline service now due to a number of problems, including a thin wheel flange. She can be used for switching duties in the yard, however, and is regularly fired up to charge the batteries. MRS-1 #2104 has had a cylinder head

replaced, but currently needs to have its water pump installed. If anyone knows WHY the pump was removed please tell Bill or Ron.

Baldwin AS-616 #1 and Union Pacific FM H20-44 #1366 are being considered as candidates as back up power. The FM, formerly SPC #408, was used in Miller Creek service many years ago and was the most powerful diesel electric locomotive in the world when she was built in 1947. The Baldwin has never been started at Campo.

On a Thursday morning in early May **Ron Hyatt** and **Dave DiGiorgio** showed up to prepare for the removal of many barrels of used locomotive oil and were pleasantly surprised to see a group of volunteers working. **Dick McIntyre** (a legend at the museum in his own time) **Dick Cupp, Bob Haney, Fred Carnathan**, and **Tom Walker** were there to work on the fire motor car that is being built by these guys from spare parts. Ron and Dave gave Fred and Tom a wish list of things to make the mechanical departments job easier and they got right on it! With the help of the others they built a strainer to fit on top of the water / oil separator to catch solid items that are often in buckets of used oil. It's also great to have this platform to let the buckets drip dry.



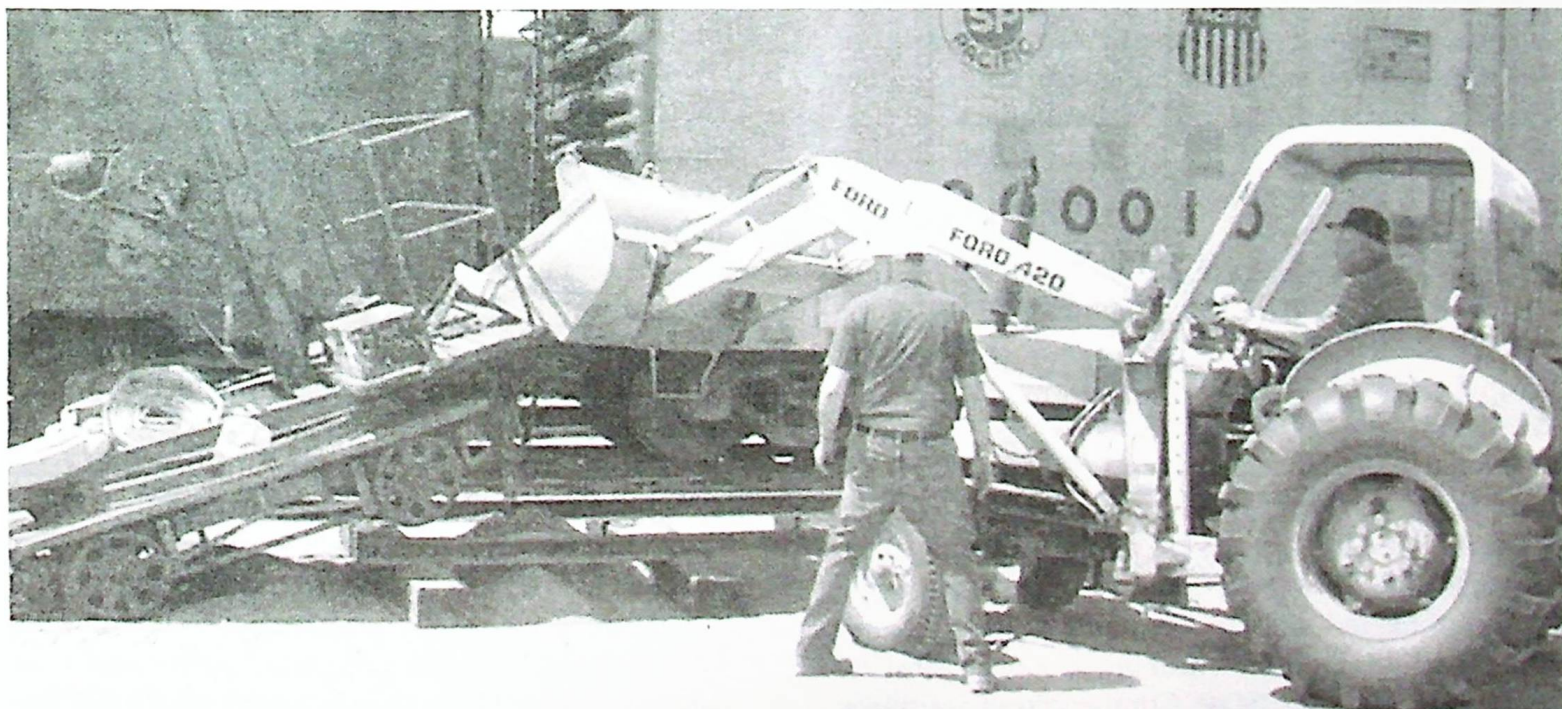
BNSF senior locomotive engineer **Greg Luiz** takes a break for the camera while working on loco 1820.

Randy Houk Photo



Bill Palmer is shown here in the last stages of an oil change in our GP-9, SP No. 3873. The 55 gallon drum has been hoisted high by the Museum fork lift operated by **Ron Hyatt**, V.P of Operations . Bill is better known as a steam locomotive expert having served as the Master Mechanic on the restoration of the 300 ton ATSF 4-8-4 No. 3751 for the San Bernardino Railroad Historical Society several years ago. Bill's a machinist of rare talent and we are glad to have him as our Chief Mechanical Officer.

Dave DiGiorgio Photo



Track 15 gets it's first resident as **Rich Warner** lifts our SD&AE speeder trailer mounted light crane on to the rails. The little crane had been sitting in the mud for years. **Larry Rose** provides ground assistance.

Ken Hanson Photo

TREASURER'S REPORT

By
Brenda Bailey, CPA

I would like to thank board members **Larry Williams** for routinely taking his time to drive from North County to assist with the banking and record keeping and **Scott Thompson**, CPA, VP of Finance for his efforts to manage the Museum's financial affairs. What follows is not pretty but the members who supported the recent recall election deserve the whole story.

In January 2003, at our first Board of Trustee's meeting, we were given a financial statement representing the finances from the previous administration. Included with this financial report were an indicated schedule of Accounts Payable (i.e., bills owed by the Museum to outside vendors and suppliers) of \$65,693. In addition to that, the office manager was holding \$6,324 of her payroll checks that she had not been able to cash because the Museum did not have sufficient funds to pay her, and the previous administration had borrowed \$25,400 from the restricted funds bank account to pay operating expenses. To sum all of this up, the current administration inherited \$97,417 of debt to pay with only \$754 in the checking account.

Then we found out that the liability insurance was five months behind in installment payments and the insurance company was threatening to cancel our insurance. We had to make a decision to either close the Museum and file for bankruptcy, or borrow additional funds from the restricted account to pay the premiums to keep the Museum operating. We chose to borrow the funds, as without the operations, we would have nothing. We have since returned back to the restricted funds \$6,212 of the money we needed to keep the insurance in force and keep the Museum operating.

Then we were threatened again. This time we were told that our volunteers insurance was going to be canceled because of the premium not being paid. By this time we were accumulating cash to provide working capital and we were able to pay this premium with cash in the checking account. Most recently, I called the State Compensation Insurance Fund to inquire about when our policy would be coming up for renewal. I was told that the workers

compensation insurance that is REQUIRED BY CALIFORNIA LAW had lapsed in July of the year 2001 on account of the premium not being paid. After going through a lot of paper work with the help of **Russ Stewart** of Henry S. Arnold & Co., we finally have workers compensation coverage again. While this was going on, we had to obtain volunteers to staff the Gift Shop/Ticket Sales and pay our clerk her regular pay even though she was not working. Many thanks to **Corrine Gallagher**, **Bruce Semelsberger**, **Jim Lundquist** and others who helped with this effort.

At this time, I would like to emphasize to all of our members that if at any time someone would have had an accident and filed a claim, we would have not been covered, and the Museum would have gone into receivership and all of the Museum's railroad equipment and Campo land would have had to be sold to settle claims. The museum would have ceased to exist. This is as close a call as we have ever had and caused a wild scramble on the new Board of Trustees to get control of a potentially disastrous situation. Good luck saved us.

We now have full insurance coverage and during the week of May 7th, we had accumulated enough cash to pay an \$8,600 down payment for the current year liability and train operating insurance. Then we will have to pay monthly installments of \$2,950 for nine months to complete this year's obligation for insurance.

The struggle has been to pay our current operating expenses while also paying last year's debts. It has been tough, but we are making progress, thanks to the fact that many volunteers have helped do work that we previously had to pay for, and due to the fact that we closed the downtown office with all of its related expenses. A few "wild card" situations occurred that required the Board members to pony up on the spot on short notice. One of these was the clean up of asbestos boiler lagging that had been laying around the shop for many months. Other hazardous material clean up projects have been launched as well and the Board has covered all of it so far. When I gave my report to the Board at our April meeting, the debt scheduled above had been reduced to \$85,730. That is about a \$12,000 improvement, and we no longer are receiving threatening phone calls from the vendors and suppliers,

but trying to get the Museum back to a stable position has been painful.

In the meantime, Jim Buel for the Burning Tree Restaurant has filed a claim against us in small claims court for about \$2500 we owe. Jim Buel was the caterer for our brunch and dinner trains last year. We have acknowledged to him that we owe the money and we have been paying him about \$300 a month each month to pay the amount we owe him. He had filed a claim because he wants his money NOW and he is charging us for the dining car #4054 that was loaned for our use by the Carriso Gorge Railway for the previous dinner trains. In other words, he is trying to charge us for something that was provided free of any charges. We will be appearing in court on June 5, 2003 to defend our position and provide documentation as to why we do not owe Jim Buel for railroad equipment which was donated for our use.

A brief summary of our income and expenses for the three month period ending March 31, 2003 is as follows:

REVENUES

Memberships	\$ 2,825
Gift Shop Income	9,138
Campo Train Operations /Photo	
Shooting.....	22,237
Restricted and Unrestricted	
Donations and Three Kings Train	8,077
Annual Dinner	3,326
Other Miscellaneous	<u>2,900</u>
Total Revenues	\$48,503

EXPENDITURES

General and Administrative.....	\$ 7,376
Gift Shop Expenses.....	3,433
Railroad Operations.....	11,460
Museum Services Division.....	<u>6,517</u>
Total Expenditures	<u>\$28,786</u>
Excess of Revenues	
over the Expenditures (Profit)	<u>\$19,718</u>

Understand that this indicated "Profit" is not really available to us, as it is being used to pay previously existing debt to various vendors and suppliers. While this process is going on the day to day expenses of most restoration and maintenance at the museum is being paid by the volunteers doing the work. We have great people working hard to get us out of this and more volunteers are coming out so things are looking up. A more detailed Annual Report will be prepared and made available to the members at the end of the year.



Weed whacker **Rich Warner** takes on the spring growth near the SD&A mainline in early May. In the background is the museum's SD&AE tank car waiting to work itself near the top of the restoration priority list. Beyond the tank car is the Campo meadow. We are really lucky to be adjacent to wetlands that will never be developed.

Ken Hanson Photo

Presidents Report

By Jim Lundquist

Each month, we pay \$137+ for two portable toilets on our train. These are the type found at construction sites - not good for the passengers, looks terrible on the train, and, a waste of money considering that there's a better way to provide on board sanitary facilities. I've been searching around for the best answer to address this need. The #1 choice - Microflour used on commuter trains - easy and safe and much nicer looking than the construction potties we are using now. However, a new system costs \$7500+. Now that's out of the question. Then I find out that our long time friend Steve the Zman has a tank + an entire system available to us as a donation! Just one problem - it's in Baltimore and it has to be removed within two weeks. Just the kind of challenge we like!

A quick call to **Dave DiGiorgio**, a long time member currently working only part time at his day job. Yes, he can go to Baltimore but money is tight. Of course it is. That's been normal for the museum since day one. I bet that we can raise the money to sponsor him and the transportation costs of the system to San Diego. Here's the breakdown:

Air roundtrip - \$354.50

One night hotel - \$50

One day car rental - \$50

Shipping \$600 (estimate) to San Diego

Total - approximately \$1000 - or about 1/7th of the cost for one whole system and one extra tank which can be used with other parts. So - can we make our dollars stretch 7 times by sending Dave to Baltimore? I pledged the first \$100 and got on the e-mail to the faithful. We quickly raised \$700 thanks to donations by **Ken Helm, Larry Rose, Scott Thompson, Randy Houk, Brian Sampson and Lew Wolfgang**. This was enough to launch Dave but we still need a couple of hundred bucks to top off this project. If you can help cover this adventure, please send your contribution to PSRM, La Mesa Depot, 4695 Nebo Drive, La Mesa, CA 91941.

We would love not to have to dip into the general fund to finish this project so please help if you can

with either your wallet, or your body at Campo. We will need some help installing this system soon.

On another front we raised some cash for the general fund recently when the Board voted to sell some surplus mine rail we acquired years ago. We were offered a fair price by the owner of the Descanso, Alpine and Pacific Railway in nearby Alpine. This is a two foot gauge railway that operates tiny but authentic mining locomotives and mine dump cars that are able to operate on the tiny 15 lb. Rail. We are glad to see it put to good use in the neighborhood.

The site clean up that has been going on since the new management took over in January is progressing with hazardous waste getting removed regularly. Recently, we had 1200 gallons of used oil pumped from our drums and hauled away. The majority of this oil is left over from when CGRy, the commercial freight operator, was using our yard and shop for servicing their engines. We have also crushed two barrels of used locomotive oil filters down to more manageable size for disposal, some of which were from CGRy engines as well. We have also initiated the removal of many barrels of oil soaked dirt. This material will have to be placed in special plastic lined boxes for removal by a licensed abatement contractor. Again, the majority of this contamination was left for us by CGRy. We have been involved in discussions with CGRy on financial responsibility for these items for five months. So far there has been no movement by them to help us clean up their share of the mess.

Using all volunteer crews for the first time in years, we continue to operate our 11:00AM and 2:30PM trains to Miller Creek every Saturday and Sunday. We are in our 18th year of this operation. From January through March we ran 53 Miller Creek trains with 2,726 passengers. When CGRy started operations we lost several of our operating staff to them and over the years we have supplied more than forty engineers, brakemen and conductors to the rail industry throughout the west. Our engine service training is the best and we have our members running trains as far away as the UP in Portland to an Amtrak division in Texas. We are proud of our volunteers that have made good in the professional railroad world because of their training at the museum.

Operations Update

By Jack O'Lexey
Trainmaster / Crew Caller

The April callboard was a marker for the future, maybe a turning point in the Museum. For the first time in a couple of years we had a full callboard, including a trainman, scheduled for each trip. All of the spots have been filled by our volunteers except for eight new positions that will need to be filled when fire season heats up. We will need to find the people to get this done. We want to be able to have two people on a speeder following each train. That was the only position on the callboard in April we did not fill, but fire season had not started yet. March was more of the same with low fire hazard and the callboard looked good. If indeed we have turned the corner this is in part because of the hardworking people who devote time to operations each month.



Roger Challberg is shown here with some of our young passengers on one of our school trains that are run during the week. It's hard to get crew for these special trains but we seem to manage somehow and it's essential to show the younger generation what trains are all about. We all got messed up on trains at a young age and we need to get the next generation in line to take care of the collection when it's time for us to be replaced.

Randy Houk, Photo

We have one group who usually only works once day a month, but they come all the way from Los Angeles. They have quite a drive to get down here, and yet with gas prices still high they showed up to work the train. **Robin Becker, Brian Sampson, Tony Neece and Tommy Batts.** We have others who work three times a month such as **Don Getz, Randy Houk, Dave Houk, Dick Pennick, Larry Hieshetter, Bob Nickles, Roger Challberg and Jim Lundquist.**

Jim Lundquist returned to service in January, as did **Jim Poloreneo** in March, followed by **Dick Ruppert** and, of course, his wife **Ann Ruppert** has been working once a month as a trainman for sometime. **Jim Baker** returned to conductor and engine service last year too. All of our volunteers are important even if they only work every other month. **Frank Stites** recently working to restore the RPO car has now started working as a trainman and simply asked me to give him two Sundays each month. Then some can only work twice a month Like **Don Pope** but he's willing to work speeder, brakeman or Conductor.

Our newest Brakeman / speeder operator, **Seth Miller**, worked six times last month mostly as a brakeman. Trainman **Trisha Cates, Bruce Semeslberger, and Bob Howard** sometimes can't work every month but are still needed and appreciated. **Bob Schussler** helped get some of the following people instructed recently to do walking tours on top of their regular jobs. New brakeman in training who will also be qualified as speeder operators are **Darrel Bivans, Michael Paulus and Jerry Reed.**

Everyone works together, some can put in a lot of time, and others once a month but every person is all-important to keeping the trains rolling. Right now it's no trains, no museum! Few will go to Campo if there are no trains running. You folks you are all part of a turning point for the better for operations and the Museum. At last we are doing all of it ourselves!

The Extra Mile Department

One of the least desirable chores at Campo, but one that has to be done regularly, is mucking out the toilets and giving them a good cleaning. **Larry Rose** has done it several times but perhaps the extra mile award this time goes to his wife **Tanya** who not only requested to go to Campo to spend the day cleaning the toilets and shower, but she did it on her birthday! She also donated a large supply of TP and paper towels and vacuumed the bunk room, (AKA the Rat Nest!) a task not for the timid!

**PACIFIC SOUTHWEST RAILWAY
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MEMBERSHIP NEWS

By Tanya Rose

I have been heartened, as have the other foot troops, by all the kind words of encouragement from you. The most important element in any organization is our membership. Whether you able to join our efforts physically or help us with donations of money your support makes possible the preservation of our treasure of magnificent railroad artifacts. When I am long gone, I hope that this rich heritage, of which we are the present custodians, will still be around for future generations to marvel at. I hope little children will hear the scream of a whistle and be awed, even as I was, at the majesty of power of a steam locomotive chuffing its way down the track.

These past five months have been full of challenge, but we are forging ahead, thanks to you. I am happy to report that we have a new member, **Michael A. Norton**, who has thrown in with us at the Senior/Student level. Warm welcomes to you, Michael! **Richard Geisert** has upgraded from Senior to Contributing level and to top off this month's membership news, I am happy to say that **Captain W. B. Lester, USN (Ret.)**, has upgraded from Contributing to Gold Spike level. Thank you so much, Richard and Walt !

Have you let your membership lapse? This issue of the newsletter is being sent to many members who have dropped out over the last few years. Check your mailing label underneath your address, to see if the expiration date is current. If not, here is a handy form to help you renew. Your support is vital to our existence!

Name _____ City/State _____

Address _____ Telephone _____ E-mail _____

Mail to: Pacific Southwest Railway Museum, La Mesa Depot, 4695 Nebo Dr., La Mesa, CA 91941

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