



A publication for the Pacific Southwest Railway Museum members

November 2023

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**Pacific Southwest Railway Museum
Association, Inc.**
WWW.PSRM.ORG

Museum and Train Operations

Campo Depot
Highway 94 at Forrest Gate Rd, Campo
619-478-9937

La Mesa Depot Museum & Office

4695 Nebo Drive, La Mesa, CA 91941
619-465-PSRM (7776)

PSRMA Board of Directors

Meetings are held on the 3rd Friday of the month except Dec at 6:30PM. A link to join the Zoom meeting will be provided on our website at members.psrn.org.

Museum Officers

President: Stephen Hager
Vice President: Gabe Zorbas
Treasurer: Dave Smith
Secretary: Jenn Brooker
Equipment Dept: Robert Smith
Facilities Dept: Frank Denison
Museum Services Dept: Travus Clark
Operations Dept: John Cenkner

Museum Staff

Fundraising: Donna Spevack
Gift Shop Mgr.: Jenn Brooker
Archivist: Bruce Semelsberger
Hot Scoop Editor: Jim Lundquist
Membership: Carl Brooker
Steam Foreman: Jim Baker
Volunteer Coordinator: Gabe Zorbas
Asst. Dir. Of Facilities: Jim Lundquist
Station Master (La Mesa): Timothy Miller
Social Media Mgr: Jason Drenkow

MEMBERS UPCOMING EVENTS



In Campo:

Museum closed to public until January 6th, when we reopen weekends.

North Pole Limited: November 24, 25; December 1, 2, 8, 9, 15 & 16.

Tickets on sale NOW.

Saturday and Sundays: volunteer work days at Campo.

Wednesdays and Saturdays: Library open from 9AM to 5PM.. Call Bruce Semelsberger at 619-264-7282 for an appointment

In La Mesa:

December 7 - 7PM

Members lecture:
Railroad Stations in San Diego County at La Mesa Police Community Room

Saturdays: La Mesa Depot open 11 - 2

Tickets On Sale!

**Friday & Saturday Evenings
Nov 24 - Dec 16
www.PSRM.org/NPL**

It takes team work to pull together special events at our railway museum.

Special events at the museum are always popular with our visitors. In terms of visitor counts and positive financial impacts to our budget, special event trains are the most important activities each year. The North Pole Limited, Pumpkin Express and Bunny Trains all take extra effort by our volunteers to make them happen. We are fortunate that our volunteers step up to make them happen.

These events all start with one or two leaders who pull together the team to make it happen. This year's Pumpkin Express features two relatively new volunteers stepping forward. Meet Jenn Brooker and Nick Ewing-Pistelak.



Jenn and her husband Carl joined our museum in just the past two years, and jumped head-first into volunteering where needed. Jenn is our Board Secretary as well as the Giftshop Manager. For the Pumpkin Express trains, she was the Project Manager, coordinating everything from ordering pumpkins to decorating the train and Exhibit Hall, and all activities in between.

Nick is brand new to Campo and our museum. He purchased 120 acres along the border in Campo and set out looking for places to make a difference in the community. One of the many activities is helping to decorate the Exhibit Hall as well as setting up the Haunted Train in the SD&A #050 and Santa Fe caboose on track 2 inside the Exhibit Hall.

THANK YOU team, for all your work. As the photos will show, it was a hit with our visitors.



The *Hot Scoop*® is a publication of the Pacific Southwest Railway Museum Association, Inc.

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., (PSRMA) its officers or staff.

PSRMA Mission Statement:

PSRMA 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 emphases on railroads of San Diego County and the systems with which they connected in the United States and Mexico.

PSRMA is a non-profit educational organization operating under section 501(c)3 of the tax codes. Donations may be tax deductible.

PSRMA is a member of the Heritage Rail Alliance.

Submission guidelines: All articles should be single spaced and submitted in Microsoft Word format. Photographs are also welcomed. Please include photographer and date of photo. Send all submissions to Editor@psrm.org

The *Hot Scoop* is available in color via email. To receive the electronic version in PDF format, send an email to editor@psrm.org and include your name, membership number and email. Note that if you opt for the e-mail version, you will no longer receive the printed copy.

Comments are always welcome. Send your feedback to:

Editor@psrm.org

From the Back Platform

By Stephen Hager, President

At the time of its construction, the San Diego and Arizona Railway was dubbed “The Impossible Railroad” due to the immense logistical challenges of its construction. The cost to build such a railroad through the mountains is difficult to get your head around. There is hardly any straight and level track to be found on the entire railroad, especially on the Desert Line east of Division. Nearly its entire length is composed of cuts, fills, tunnels, and bridges in combination with steep grades and/or sharp curves. If you look at a map of the railroad, you will quickly notice that it contains more curves than nearly any other railroad that you can find in the United States. In railway engineering, the sharpness of a curve is measured in degrees of curvature. One degree of curvature means that the direction of the track changes by one degree (there are 360 degrees in a complete circle) over 100 feet measured in a straight line. Thus, a five-degree curve is one where the track direction changes by five degrees in 100 feet. Railways seek to minimize the degree of curvature on mainline tracks because sharper curves reduce the maximum allowable track speed. On the section of the railroad that we operate trains over, there are some eight-degree curves, very sharp by mainline railroad standards!

The SD&A Railway, and later the San Diego and Arizona Eastern Railway, struggled since the completion of the railroad to turn a profit. The steep grades and sharp curves meant that lots of motive power and personnel were required to get even modest-sized trains over the railroad. Wear and tear on the equipment and track meant constant maintenance was required to keep the railroad in suitable condition for service. The rugged terrain also posed challenges as cuts, fills, and the roadbed experienced rockslides, sedimentation, and washouts. In the latter part of its ownership of the SD&AE Railway, the Southern Pacific Transportation Company cut back significantly on maintenance of the railroad to save costs. This lack of investment hastened the deterioration of the railroad.

The Pacific Southwest Railway Museum Association is privileged to have access to this incredible railroad. Thanks to our ongoing relationship with the San Diego Metropolitan Transit System, current owner of the

SD&AE Railway, we have been able to operate trains for the public over this railroad since 1986. It is arguably our greatest asset as train rides are the number one draw for visitors to our museum in Campo. Our train rides through San Diego County’s beautiful back-country over a railroad with such a storied history are a crucial component of our organization’s survival. As such, for many of the same reasons that the railroad is an asset, it is also one of our biggest liabilities.

Why do I bring this up? The challenges that the SD&A Railway and later the SD&AE Railway faced did not simply go away when PSRMA became the sole operator on the railroad. In fact, those challenges are now greater than ever. The railroad is over 100 years old and many of the track components are still original to the railroad’s construction. Through natural deterioration and decades of use, the track and especially the ties are falling apart. Deteriorating ties allow the rails to spread and settle unevenly, causing excessive rail wear and eventually derailments if left unchecked. Curved track is especially vulnerable to spread rails due to the lateral forces that trains exert on the track in a curve.

Per our operating agreement with MTS, PSRMA is responsible for maintenance on the 14 miles of railroad that we lease between Milepost 59.94 and Milepost 74. The costs to maintain the railroad are daunting for an organization of our size. Our annual operating income alone isn’t enough to pay for track maintenance. We have found that, for a multitude of reasons, volunteer labor can’t keep up with the rate of tie deterioration. We used to be able to supplement volunteer track maintenance efforts with CalFire inmate crews who could change out 20 to 25 ties per day for only \$200. That’s an extremely good deal! Unfortunately, CalFire’s leadership made the decision in 2023 to suspend the program that allowed inmate crews to perform this type of contract work. That left PSRMA in a position where we must hire a professional track contractor to perform large track projects.

Earlier this year, we decided to take the railroad out of service west of Milepost 64 due to deteriorating track conditions and drainage issues west of that point. However, we need to have the railroad open at least as far as Milepost 61.6 to operate our North Pole Limited trains. A major track rehabilitation project is needed in short order. Thus, over the next few weeks,

From the Back Platform - continued

PSRMA will be spending roughly \$284,000 to rehabilitate about five miles of railroad between the Campo Valley and Canyon. Work will include lining and tamping curves to restore proper track superelevation, ballast placement, ditch restoration in cuts to improve drainage, and installation of 500 new ties. RailWorks Corporation, an experienced contractor with nationwide services, will be performing the work for us. RailWorks is cognizant of our non-profit status and is performing their services at an extremely competitive rate with minimal overhead.

Considering this, the high price tag should highlight just how expensive materials and labor can be for track maintenance. We are going to spend our entire contingency fund and need to borrow from our endowment fund to finance this project. We could pay RailWorks to continue track maintenance west of Canyon to Division to get that additional 1.5 miles of track reopened, something we have been hoping to do since that portion of the railroad was taken out of service in 2017. It would add 15 minutes to our round-trip train ride and give our visitors a chance to see the impressive lower Campo Creek Viaduct and Interna-

tional Tunnel 4 west of Division. However, that additional work would cost us another \$100,000 to \$300,000 to complete. We simply do not have money in the bank to do the additional work.

This is where you, the museum membership, come in. We are seeking your donations to help recoup the costs of this track project. If enough donations come in, we can finance the additional 1.5 miles of track work to Division. Whether you can spare \$5, \$20, \$100, \$1,000, \$10,000, or more, any amount would help. There are two easy ways to donate. Donations can be made online through our website at <https://www.psrma.org/donate/>. Select the General Fund and your desired donation amount, then click donate. You can also send donations by check. Make checks out to "Pacific Southwest Railway Museum Association" and mail them to our La Mesa Depot at: 4695 Nebo Drive, La Mesa, CA 91941.

I'm looking forward to reporting on the successful completion of track work to Canyon next month as we move into our North Pole Limited season. As always, if you would like to get in touch with me, please send a note to president@psrm.org. Until next time, keep it on the high iron!

New batteries for private car *Robert Peary*

Our private car *Robert Peary* (www.psrma.org/trains/passenger/pullman-robert-peary/) was modified with a generator to charge batteries to run lights, heating and air conditioning prior to the car being donated to our museum. We don't run the generator, but, during the evening North Pole Limited, we do use the lights, then charge the batteries during the day. It was time to replace the batteries. The museum purchased



eight new batteries, which were installed by Stephen Hager, Bryon Anderson and Mark Landguth on the weekend of October 21 and 22nd. The batteries were very heavy and took a big effort to install. However, the job was completed and the car is ready for the North Pole Limited trains. Santa and our visitors will be happy!

Photos by Stephen Hager 10/22/23

Pumpkin Express 2023 By Jenn Brooker

The fog rolls low across the Campo countryside. A crow caws in the distance. A volunteer sits up out of bed, awoken by a spooky sound. What is it!? It's the siren song of the Pumpkin Express Train, luring him in, beckoning him to come to Campo....

This year's Pumpkin Express Train welcomed the skill and creative vision of one of our newest volunteers, Nick Ewing-Pistelak. While Nick may be a museum newcomer, he is no stranger to all things Halloween. As the founder of ScareWe Productions, Nick knows a thing or two about the eerie, the ghoulish, and the ghastly. He has an extensive background in haunted house design, operation, and has even been known to sport some horror makeup while chasing folks with a chain saw! Nick put those skills to use in designing and decorating the exhibit hall for Pumpkin Express, with special attention placed on the haunted train cars to give museum guests a truly scary experience.

With the addition of professional lighting, fog, and spooky sounds, the haunted train car exhibits brought both screams of fear and delight. Guests navigated John D. Spreckel's private car, past a real-life coffin, through a skeleton butcher's kitchen, and through the caboose, staffed by the floating head of a long-lost engineer.

Nick and his mini sidekick, daughter Juliette, donated well over 40 hours of time and labor into making the exhibit hall a truly one-of-a-kind experience for museum visitors. With a full Pumpkin Express season under his belt, Nick is already scheming for next year, making the experience at PSRM bigger and better than ever. Train of Terror, anyone!?

Special shout-out to long-time volunteer and Social Media Manager, Jason Drenkow, for taking lead on this year's pumpkin patch. Jason earned the crown of Pumpkin King by turning the train yard into a picture-perfect pumpkin patch any gourd would be jealous of. Through the creative use of fresh straw bales and the staging of PSRM's own equipment, Jason created beautiful backdrops for costumed kids to pick out the plumpest pumpkins and for moms and dads to take photos commemorating the event.

Thank you to all our Pumpkin Express volunteers, as this event couldn't have happened without your commitment and dedication!

Did you know that the majority of the museum's operating budget comes from special events, like the Pumpkin Express? If you're interested in volunteering to assist on next year's Pumpkin Express, or any of our other events, please contact Jenn Brooker at jbrooker@psrm.org. We cannot have these events without you!

Top 10 Reasons Why YOU Want to be the New Gift Shop Manager By Jenn Brooker

The Pacific Southwest Railway Museum Gift Shop has an urgent need for a new manager. Here are the top 10 reasons why **YOU** (yes, **YOU!**) should apply to be the new Gift Shop Manager.

1. You get to buy stuff without spending your own money! Who doesn't love a good shopping spree!? As the Gift Shop Manager, you are charged with making monthly purchases for the gift shop. This includes ensuring the snacks and drinks are fully stocked, there are plenty of toys and games for our littlest rail fans, and there are plenty of unique options for our bigger railfans to choose from. The Gift Shop provides a great source of income to maintain our train operations and for restoration projects.
2. Meet people from across the country and from all over the world! As the Gift Shop Manager, you have the opportunity to interact with all museum guests, as the Gift Shop is usually their first stop. We have hosted guests from Seattle, Washington to Philadelphia, Pennsylvania, and from Russia to China! Where else can you meet such a diverse group of people?
3. Gain valuable leadership experience. Need a bullet point for your resume or college application? Always dreamed of being in a leadership role but never got the opportunity? Now's your chance! The Gift Shop manager is responsible for scheduling Gift Shop Attendants to ensure adequate staffing, delegating tasks, and training new Gift Shop volunteers.
4. Flex your creative muscle. The Gift Shop Manager chooses every item that is sold in the Gift Shop. By assessing what sells well and what doesn't, you get the chance to source new vendors, seek new items, and even create custom merchandise. Many items currently for sale in the Gift Shop were designed by current manager, Jenn Brooker!

Top 10 Reasons Why YOU Want to be the New Gift Shop Manager - continued

5. Learn the ins and outs of the museum and its history . Because the Gift Shop is the first place many guests visit, it's also the first place to ask questions! As the Gift Shop Manager, you have the opportunity to work closely with the operations and equipment teams to understand the excursion schedule, status of track and equipment restoration work, and understand our rolling stock. You get to assist the special events coordinator in stocking event-specific merchandise and promoting our events. Finally, just by being at the center of the action at the museum, you see and hear everything – it's amazing how much knowledge you pick up that way!
6. Title of Station Master . Need we say more!?
7. Ability to support the museum from the comfort of your couch . Not all volunteer work has to be done in Campo! As long as you have access to a phone and a computer, large portion of the Gift Shop Manager's tasks can be accomplished from home. From reviewing and ordering inventory, designing and creating new merchandise (like shirts and mugs), delegating tasks, and scheduling attendants, you never have to leave your couch!
8. Learn new skills, for free. People spend tons of money taking courses, participating in programs, and paying for seminars to learn skills that the you're taught for free in the Gift Shop. You don't have to be an Excel wizard to learn inventory spreadsheets nor do you have to be an IT professional to learn to manage our point-of-sale equipment and software. Both are easier than running a train!
9. Volunteering is good for you. Volunteering is not only good for the museum, it's great for the community, and wonderful for your health. Research has shown that volunteering leads to lower rates of depression and anxiety, especially for people 65 and older, reduces stress, and increases positive, relaxed feelings by releasing dopamine. (<https://www.mayoclinichealthsystem.org/hometown-health/speaking-of-health/3-health-benefits-of-volunteering>)
10. Help clear Jenn Brooker's plate! Ok, this last one might be a little selfish. You probably know that current Gift Shop Manager Jenn Brooker is also the museum's Board Secretary. But did you also know that Jenn is the museum's ticketing and reservations manager, special events coordinator, volunteer coordinator, and part-time ATSF 1509 bar attendant? By assuming the role of Gift Shop Manager, you're freeing up a little bit of Jenn's time to focus on creating more fun and engaging events at the museum and to recruit even more valuable volunteers!

If you have any questions about the Gift Shop, the Manager position, or are interested in applying for the role, please reach out to Jenn Brooker at jbrooker@psrm.org today!

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and

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Pumpkin Express

Photos by Jim Lundquist 10/15/23

It all starts at the Campo Depot with a train ride to Canyon with a return to Railroad Museum. The Exhibit Hall is where the pumpkin patch and haunted train are located.





A good time was had by all.
Thank you volunteers.

Wanted - Small refrigerator. A donation of a smaller refrigerator is needed to be able to make cold bottled water available to our visitors in the Exhibit Hall. Prefer a one-door unit, very small or no freezer compartment. Please contact Jim@psrm.org. THANK YOU.

A note from Fundraising - Donna Spevack

Over the past months we have made great progress in our restoration efforts at the Pacific Southwest Railway Museum thanks to our wonderful donors: Julie Weiler, Ken C. Lee, Michael J. Retz, Ronan Mandra, Tom Frankum and Bruce Deck.

We would like to continue making progress and with your help we can achieve our goals. If you would like to help with restoration or general operations, please go online at [Donate – Pacific Southwest Railway Museum \(psrm.org\)](https://psrm.org) or if you prefer to mail in a check that is fine also! Mail in donations can be sent to: **PSRM, 4695 Nebo Dr., La Mesa, CA 91941-5259**. Please specify if you would like to contribute to a special project (track work), in memory of a loved one (table with a plaque) or a general donation.

Thank you for your support and please visit the Pacific Southwest Railway Museum soon! If you would like to explore more ways in which you can help PSRM, please feel free to contact us for more details.
Thank you!

Donation received for two replacement Picnic Tables

Our thanks to longtime volunteer member Mike Retz for his generous donation for two new plastic picnic tables. Many of the old wooden picnic tables at Campo have outlived their usefulness and need to be replaced. The tables are very popular with our visitors, with many enjoying a meal or birthday party while visiting us. Replacing the wooden tables with recycled plastic offers many benefits. The coloring is molded right into the product, and the low-maintenance features of rugged, yet stylish products are sure to please everyone.

- No painting
- No staining
- Will not warp
- Will not splinter
- Will not rot

U.V. stabilizers are also molded right in to prevent U.V. degradation. Because the material is non-porous, it is unaffected by water.



Each table is only \$1,600 . If you would like to donate a table, with or without a dedication plaque, please contact Jim Lundquist at Jim@psrm.org

Welcome new members - the life blood of our museum by Carl Brooker, Membership

PSRM is excited to welcome the following eight new family, individual, senior, and student members of our museum: Luis Cervantes, Art Guerrero, Helen Lopez, Erin Nelson, Patricia Sparks, Alex Verdugo, and Jiaxin Zeng.

We are also excited to note that Santa's head elf on the railroad, Joseph Jolly III joined our museum as a member this month! Our North Pole Limited tickets are on sale now, and we hope to see you all there!



Meet a volunteer - Carl Brooker

Carl started volunteering at the museum in January 2022. His first day was on track maintenance tightening bolts and hammering spikes on tracks 12 and 13. Since that time he has qualified as a speeder operator and brakeman, and is one day away from being our newest qualified conductor.

When he is not out at Campo, Carl is our Membership Coordinator and a prosecutor for the Department of Justice.

When asked what his goals and vision for the museum are, Carl responds that we need more volunteers to grow our museum. Carl's grandest desire for the museum is to once again roll down to Tecate -- with a train full of happy volunteers and passengers!

Carl and his wife Jenn have jumped head-first into many projects at our museum. We are happy to have this couple with us.

Looking inside the cab of Coaster locomotive #2103

Photos by Jim Lundquist 10/15/23

The cab and controls of San Diego Northern locomotive (Coaster) #2103 are totally different than any other locomotive in the collection of our railway museum. It features a “desktop control stand” which was popular



when the locomotive was constructed. Many of the mainline railway Engineers were familiar with the old standard cab controls and did not care for the new design. Many locomotives purchased today feature the traditional cab design instead. Here is a look at volunteer Ken Brown running 2103 at Campo. The locomotive controls are available directly in front of Engineer Ken Brown in a set up that resembles a desk. The view from the locomotive’s windshield allows the Engineer to see everything in front of the train, a nice feature of this cab design.



This was Ken’s first day at the controls of SDNX #2103. As usual, 2103 was controlling SP #3873, which was providing the power for the day’s Pumpkin Express. Ken was instructed by Stephen Hager that morning on how the new controls worked. Ken reported that it was a simple transition from the standard cab controls to the desktop controls.

If you are interested in operating trains for us, sign up for the next Brakeman’s class - it all starts there.



Exterior lunchroom wall reconstructed

Most photos by Jim Lundquist, October 2023

Back in 1982-83, museum volunteers were converting the former Mt. Empire High School gym at Campo into the Shop Building. This involved adding interior and exterior walls to suit the needs for its new use. Over the past 40 years, rain was able to seep into the lunchroom wall, creating the opportunity for dry rotting the wall support. Over a three week period, Director of Facilities Frank Denison and Assistant Director Jim Lundquist spent 10 days correcting the problem.



The first order of business was to remove the metal skin, then removing the plywood to expose the framing members. New studs were installed as required.

Next, new, double pane windows were installed as an upgrade followed by new plywood to replace the plywood which was rotten.



Jim Lundquist and Frank Denison

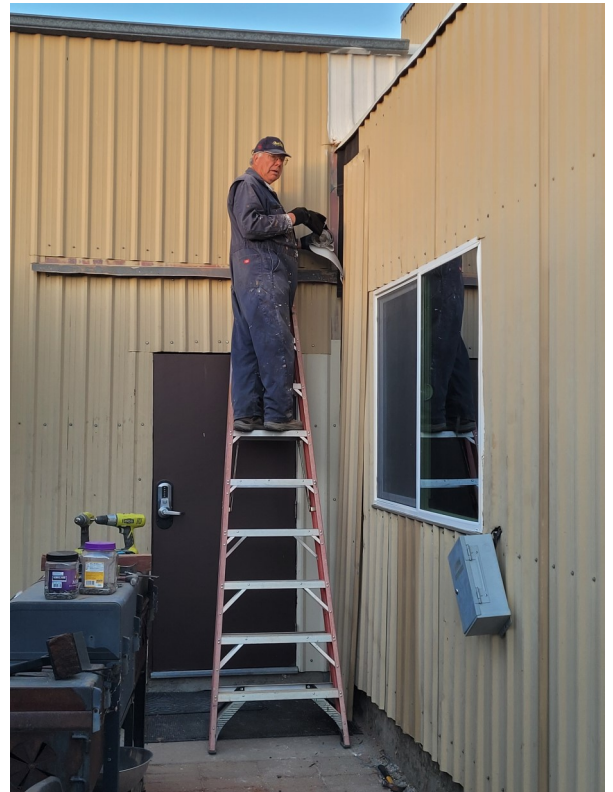
Photo by Jason Drenkow

The stainless steel shown in the photos is the ductwork for the heating and air conditioning in the, lunchroom. That presented a challenge in the project, as well as the meandering cables for the internet satellite dish mounted onto the a/c unit on the roof and the router inside the room.



Exterior lunchroom wall reconstructed - continued

After leaving a note for the next generation volunteers who might be lucky enough to have to address another wall issue, all the exposed plywood was covered in heavy duty roofing paper which was donated years ago. The final piece to the outside job was to reinstall the metal skin.



Frank and Jim then moved on into the inside, where the rotten drywall was removed. Insulation was reused as possible. New



drywall sheets were installed inside, then four coats of mud and sanding commenced. Frank is a bit of a perfectionist when it comes to the jobs he completes, putting his UCLA degree in construction management to good use.



Exterior lunchroom wall reconstructed - continued

When the weekends interrupted the job, the lunchroom was



cleaned and the tables and chairs were returned to allow the weekend volunteers a place to rest and eat.

After taping around the windows, primer and two coats of two different colors were applied to the walls. That left just the baseboard to paint and install. A complete



Photo by Frank Denison

cleanup of the area was done, and the project was complete.



While we waited for the mud and/or paint to dry, we also painted the stairway and hallway upstairs, and scoped out another job in an upstairs office.



Opportunity to learn Wood working skills - tools and materials provided!!!

Richard Finch is stabilizing the two former SD&A wood Victorian coaches that were once used by the railroad to house track workers. This is a challenge as lumber dimensions have change over the years and can not be found today. All the replacement boards have to be re-sawed and milled to the sizes from a long ago industry.

Usually, people will spend hundreds of dollars signing up for shop classes to learn a new skill. We offer that opportunity in Campo for free! There are many areas at the museum that need someone to volunteer, and experienced volunteers there that are willing to teach.



The first three Sundays of the month (from 10 to 4) finds Richard in Campo, and he is more than willing to share his years of construction and wood working experience with members who wish to learn the skills required for this job, using our wood shop's tools as you help to preserve these unique pieces of history.

He is very grateful to have all the wood working tools needed at hand in the PSRM wood shop to revive the skills, and the craftsmanship that has allowed these 150 year old cars to survive the riggers of time. If you are still unsure how to contribute to this and the Party caboose projects, we still need volunteers for scraping, prep and painting. Contact Richard by email at "the_cybo@yahoo.com" All are welcome regardless of experience.

Operations Volunteers for September 24 to October 22, 2023

by Rich Paulus, Chief Operations Officer

Train Service - those who are qualified train crew members, speeder operators/crew, and trainees who have helped us run 6 Golden State trains, 1 Sunset Special train, 24 Pumpkin Express trains, and the number of days they have volunteered through October 22: Colin Atwood 3, Alyssa Andersen 2, Jim Baker 1, Paul Bandemer 1, Carl Brooker 3, Ken Brown 1, Mark Brown 1, Nathan Brown 1, David Choy 1, Bo Golson 1, Hector Gonzalez 5, Stephen Hager 1, Randy Houk 3, Isaiah Hutchinson 1, Jim Lundquist 1, Bryson Medlock 2, Mike McIntyre 1, Rich Paulus 2, Duke

Schweikert 1, Rob Stebbins 3, Tom Ulrich 2, Will Vanni 2, and Tim Wamsley 4.

MOW - maintenance of way volunteers who have assisted Roadmaster Glen Rogers and Track Foreman James Caestecker in maintaining tracks and right-of-way this period: Hector Gonzalez 1 and Glen Rogers 1.

Yard switching - these are the volunteers who have worked in PSRM yards this period: James Caestecker 1 and Stephen Hager 1.

Brakeman Field Training Class - these are the volunteers who have conducted the hands-on Brakeman Field Training class: Instructor Stephen Hager 1 and Class Engineer James Caestecker 1.

There were a total of 49 volunteer-days this period.

On-line resources available to members at www.psrn.org

There is plenty of information available to museum members online. Simply log into www.psrn.org to start. From there, you will find notices of the upcoming events at the museum, our hours, and the ability to purchase tickets. The "About Us" tab has links to find information regarding our historic equipment. But, that's not all. Hover on the tab near the top la-

belled Membership + until the "Members-Only Area" appears and click on that to bring you to a log-in request. Use the name "volunteer" and the password "2353" to find copies of the Articles of Incorporation, Bylaws, *Hot Scoop* and *Report* archives. Click on the link "sdrm.info" for much more information including older photos and videos. However, do not use this page for current information, but simply to access these past resources.

THE NORTH POLE LIMITED

Friday and Saturday Evenings
November 24th-December 16th, 2023



Pacific Southwest Railway Museum
Campo, California
Tickets on sale www.PSRM.org/npl

