



Hot Scoop Masthead by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum Association members

May/June 2009

MUSEUM NEWS

VOL XXII NO IV

PSRM HAPPENINGS *by Diana Hyatt, President*



San Diego County Councilwoman Dianne Jacob and PSRM President Emeritus Jim Lundquist. *Photo by Diana Hyatt*

Campo Restroom Dedication

On Saturday, April 4, 2009, PSRM dedicated the new restroom facility at the Campo Depot with special guests: **Councilwoman Dianne Jacob**, her husband, and local television personality and PSRM member **Ken Kramer** in attendance. Councilwoman Jacob was instrumental in obtaining the \$40,000 grant that kick-started the construction of our new restroom. This project became a multi-year effort moved forward by the dedication of **Jim Lundquist, Brian Elmore, Larry Rose** and others including **Jack White, Bill Armfield** and **Red Schmitz**.

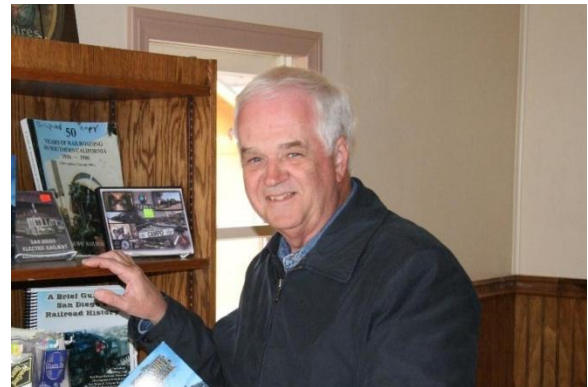
Bunny Trains

The museum operated Bunny Trains on April 4th, 5th and 11th. We welcomed a “new” Easter Bunny to the event, **Dawn Thomas**. Dawn turned out to be a real natural with previous experience wearing character costumes. It was a joy to have her as the Easter Bunny on all three days of the Bunny Trains! As with any event we sponsor, there is a greater potential for success when we have enough volunteers to make it happen. Special thanks go to **Frank Chaco, Alanna Hyatt, Jose Ramirez, Dawn Thomas** and **Daisy Welch** for their invaluable assistance.

New Vice-President for PSRM

At the April board meeting, **Dave Tomeraasen** was appointed as Vice-President and will complete the term that expires at the end of this year. Dave submitted a nomination form, signed by at least ten other PSRM members in good standing, for this position. In lieu of holding an unopposed election, and in accordance with our bylaws, the board chose to save the printing and mailing costs of an election by appointing Dave to fulfill the term of this

office. When you have the opportunity, please congratulate and thank Dave for his



Dave Tomeraasen in the Gift Shop. Photo by Frank Denison

willingness to serve our organization.

Tecate Trains

PSRM operated two trains to Tecate during the month of April, one on the 18th and the other on the 25th. April has historically been the most popular month with the highest ridership on these trains, but this year there are a number of factors affecting these figures. The leading factor remains the ongoing violence in Tijuana. The news of the swine flu outbreak didn't break in the U.S. until April 26th so it had little bearing on April ridership. Fortunately, there were no reported cases from our train crew or passengers and PSRM proceeded with the May 16th Tecate train as planned. This was the last Tecate train before the stricter documentation laws take effect on June 1st requiring all adults to possess a passport in order to return to the U.S.

Gift Shop Update

The Campo Depot Gift Shop was open for business in its new location, upstairs in the baggage room on the first weekend in April. Thanks to the hard work of many people, including **Bill Armfield, Marty Bernard, Frank Chaco, Alanna Hyatt, Ron Hyatt, Jose Ramirez, Dawn Thomas** and **Dave**

Tomeraasen the store is clean, bright and organized. As funds permit, additional furniture will be purchased for the Gift Shop in keeping with the old-fashioned general store appearance that we are striving to create.

Our own PSRM Library has delivered multiple volumes of out-of-print railroad books to the Gift Shop. These books are incredibly cheap! Make sure you check the shelves for some fantastic deals. Other new finds include reprints of the circa 1930 SD&A route map thanks to the efforts of **Larry Rose**. These 40" by 30" prints are now on sale in the gift shop for \$9.99 each.

Library

Frank Chaco and **Jim Lundquist**

spent several weekends in April and May digging a trench and laying wire between the new electric meter and the Library office trailer. They even had the foresight to bury extra cables for future needs! With the utilities completed, the next step in setting up the library is hiring a contractor to set and level the office trailer; this should cost about \$900. Funds have been graciously donated by **Ken Helm** and **Bruce Deck** to cover this need and **Larry Rose** will move forward on this project. Other near-future needs include insulating the storage trailers to keep our valuable books and documents at a more moderate temperature and constructing walkways and ramps between the Library trailer and the storage

containers. The library restricted account has been exhausted, so any help towards these goals would be greatly appreciated.

Great Train Robbery Dress Rehearsal

The Mountain Empire Business Association (MEBA) has organized a Great Train Robbery event scheduled for June 13th. Tickets for this event are already sold out. A dress rehearsal train was held on Sunday, May 24th and carried 114 paying passengers



The posse gets the bad guys. Photo by Marie Denison

along with about 40 gunfighters and character actors. The dress rehearsal did not include dinner or post-dinner entertainment. A posse met the train at the Campo Depot. They performed good, old-fashioned western justice by shooting the bad guys and saving the day.

There are busy volunteers at Campo every Saturday and Sunday and selected weekdays. Please feel free to contact any of your board members or department supervisors to get involved! See you at Campo!



VOLUNTEERS NEEDED AT THE SAN DIEGO COUNTY FAIR *by Jim Lundquist, Community Outreach Coordinator*

PSRM has been invited to participate in the 2009 San Diego County Fair at Del Mar. We will be exhibiting our Santa Maria Valley Railbus, answering questions and providing visitors with handouts. This represents a terrific public outreach opportunity for us to invite southern Californians to visit us at Campo. We are now seeking volunteers to staff the exhibit during the fair. We have divided the day into two shifts, 10:00AM to 3:00 PM weekends or 11:00AM to 3:00PM weekdays and 3:00PM until 7:00PM on weekdays and weekends. We are required to staff the exhibit all twenty four days of the Fair, from June 12 to July 5. All volunteers will receive free admission and free parking. This is a perfect volunteer opportunity for our members who can't make it to Campo to bring our Museum to the public.

This should be a fun time visiting with people, and enjoying the Fair. To volunteer, please contact Jim via email: Jim@psrm.org or by phone at 619-417-7059.



Kris Stewart at our Fair booth. Photographer unknown.

WHY WE'RE NOT OPERATING TRAINS *by Diana Hyatt, President*

On Sunday, May 24, 2009 the museum, in collaboration with the Mountain Empire Business Association, operated an unusual third train of the day that departed the Campo Depot and headed west at around 4:30 PM. This train was the dress rehearsal train for the Great Train Robbery event to be held on Saturday, June 13. On the return trip from Division, a fire started along the south side of the tracks, eighteen feet from the rail. Cal Fire was notified immediately and dispatched their units to the scene. The late afternoon breeze had just started to kick up and directed the flames away from the tracks in a low burning swath towards a chicken ranch nearby. Cal Fire waited at the chicken ranch and when the fire reached them there, it was extinguished. I am told a total of four acres burned at this location. On the way into the Campo Depot grounds a small, second fire started in an isolated patch of weeds and burned about twenty square feet. Cal Fire was called and responded.

A little after 9:00 PM that same night the Cal Fire Battalion Chief, an officer with the U.S. Fish & Game Department and CZRY police officer Mike Santos arrived at the museum's property. The first two inspected the locomotive outside while Officer Santos began interviewing the train crew and obtaining their statements. Around 9:30 PM, I met the Cal Fire Battalion Chief who told me that Cal Fire had informed the railroad (the freight operator of the railroad not the museum) in a notice dated August 25, 2008 that the right-of-way was not 100% compliant in its clearance of vegetation and debris. The railroad was

given a grace period to bring the ROW into compliance that ended October 1, 2008. This information was never passed on to the Museum prior to May 24, 2009.

We do know that the California Code of Regulations states that: "Railroad rights-of-way shall be maintained in accordance with the following minimum fire hazard reduction standards: *(a) Area within ten (10) feet of outside rail... The area must be kept clear of flammable material.* The museum has been vigilant in contracting with a company to spray pre-emergent weed killer along the ROW from Division to Miller Creek for the past six years. My latest conversation with the owner of the company confirms that pre-emergent was sprayed up to thirty feet out on both sides of the track from Division to Miller Creek when they visited Campo this Spring. Nevertheless, Cal Fire contends there is some encroachment of green vegetation and debris.

Cal Fire issued an Abatement Notice dated May 28, 2009, this time naming the Museum and the freight operator. Even though Cal Fire's investigation was not complete and to my knowledge remains open, the railroad was declared to be continually in violation of the mandated clearances and the insinuation was that the fires were caused by the museum's malfunctioning locomotive. Even so, Cal Fire "threw us a bone" by agreeing that the Museum could operate train rides within the Campo Valley. A subsequent response letter and conversation with the author of the letter wherein I requested a grace period to remedy the defects was denied by Cal Fire. At this point the railroad not only had to work on ensuring the ten foot

minimum clearance along the entire ROW, but at the two sites of the fires, the Museum would have to clear the vegetation and debris twenty five feet from the rail on both sides one quarter of a mile in both directions from the ignition point for the next five years.

For those of you who were not aware, the freight operator filed embargo number CZRY000108 with the Association of American Railroads on October 17, 2008. *An embargo is a notification to the railroad industry and affected shippers that, in the carrier's opinion, a disability exists that temporarily prevents it from providing service.* The majority of the disability is with the multiple trestles from MP 66.77 eastward.

Realizing that we needed to begin weed abatement procedures right away and also realizing that we wanted to perform a thorough mechanical inspection of the locomotive, before operating it again, we chose to operate the SMV Railbus in the Campo Valley (remember Cal Fire said we could continue to operate trains in the Campo Valley only) to replace our weekend Golden State trains. Our Chief Operating Officer, requested a track warrant for the Railbus in the Campo Valley for Saturday and Sunday and a track warrant for a motorcar inspection from Campo to Division for Saturday from the CZRY dispatcher. Rather than responding to our request for track warrants, CZRY responded with an un-numbered General Notice via e-mail at 4:51 PM Friday, May 29, 2009 stating ***all operations of locomotives and Rail Cars from Division (MP 59.9) to Plaster City (129.6) have been suspended till further notice.*** Yet, U.S. Border Patrol and CZRY personnel continued to operate hi-rail

vehicles on the rails after this Notice was issued. So, for the first time in twenty three years the Museum was prevented from operating passenger excursion trips for the public.

On Sunday, May 31st I met with the Cal Fire Battalion Chief and walked a portion of the line with him in order to clarify the weed abatement order. I assured him that the Museum had every intention of complying with Cal Fire's orders and fire preventative measures to be of grave importance, especially in the back country.

On June 1st I wrote a letter to Armando Freire, COO at CZRY indicating my displeasure with the methods used to handle this situation. Armando's response of June 2 primarily referenced CZRY dispatching bills; an ongoing push on their part to bill the Museum for a service necessary for safety. The first "billing" began in early 2008 with a bill for the previous 18 months worth of dispatching services totaling some \$54,000 (an average of \$3K-\$4K per month). No bills have been issued by CZRY to PSRM for over a year until recently when I received more bills bringing the total to over \$90,000. The museum has made arrangements with a mediator to begin attempts at settling this dispute.

Up until 2004, the Museum provided a dispatcher for the railroad. Then, at their insistence, CZRY assumed that responsibility. There was no intention or agreement between the parties that the Museum would be billed. U.S. Border Patrol also accesses the tracks with their hi-rail vehicle(s), yet we don't believe they have been billed for CZRY's dispatching services.



John Shannon on the manlift. Photo by Larry Rose.

After many meetings, conversations and e-mails with CZRY and MTS, CZRY finally agreed to allow the Museum to begin clearing the ROW on June 10th, with a number of restrictions. The first work party took place on Saturday, June 13, 2009 with a total of eighteen volunteers showing up to help. Upon completion of the weed abatement, and with the agreement by Cal Fire that the line is compliant, MTS has stated that the Museum will once again be able to resume train operations on the mainline.

Although the Museum has attempted to offer alternatives to its' visitors, we continue to experience a drastic loss in revenue. So far it has been necessary to cancel three Tecate trains, one school train and the Great Train Robbery train in addition to our weekend Golden State trains.

The PSRM Board has established a weed abatement fund to elicit contributions towards clearing the line. Director of Museum Services, **Ted Kornweibel has offered to match any donation up to \$1,000 to get this fund started.**

If you are not physically able to assist us, a monetary donation is always welcome. If you are able to assist us, we will be holding work parties every Saturday until the ROW is compliant. Please contact me at ronhyatt@aol.com or (619)390-9045.



THE LA MESA DEPOT WORK REPORT

by Larry Rose, Director of Facilities

(the edited version of Larry's e-mail reports)

Wednesday, April 15th, 2009

A major milestone was reached today! **Harold Whalen** cast and installed a brass Davenport Locomotive Works front number plate for our Mojave Northern 0-6-0T No. 3



New number plate for MNRR 0-6-0T. Photo by Larry Rose

with help from **Larry Rose**. A fiberglass copy was obtained by **Ken Helm**. The copy was made from an original Davenport plate in Ohio. The fiberglass copy is the correct type of "3" for our engine. Harold cast the 12 inch plate in his home shop using brass scrap. Harold's casting is beautiful with bright polished brass on a red background. We have never had a number plate on this engine since we have owned it. It now looks fantastic! Thanks Harold! You are a metal casting genius!

This long awaited job was completed before lunch. After Harold left, Larry started to letter "MNRR" on both sides of the tank. Number "3" went on the cab sides. **Duane Dubke** came by to see what was going on and stayed to watch for the notorious La Mesa Meter Maid while Larry lettered the track side. Larry then painted the tire rims. The MNRR No. 3 is now painted and lettered to match in-service photos from our files.

Wednesday, April 22nd

With **Ken Helm** visiting from Kentucky, he decided we should letter our SP caboose in the middle of downtown La Mesa that was



New lettering and paint job for MNRR #3. Photo by Larry Rose

painted three weeks earlier. The first thing he did was buy two quarts of hard to find "One Shot" gloss white lettering enamel. Then he rounded up a roll around scaffold set with locking wheels and had a rental company deliver the equipment to the job site.

Larry Owen helped me with the lettering and **Jack O'lexey** helped Ken wrestle the scaffolding as we would have to move it often and take it apart to move it. It took **Larry Owen** and I five hours to do the street side correctly and it really looks sharp!

When not helping with the scaffold, Jack raked up leaves all around the depot and filled about ten big trash bags. He also replaced the headlight bulb that had been smashed out by vandals on our Mojave Northern 0-6-0. In between moving the scaffolding, Ken was running for lunch and soft drinks for the crew and feeding quarters into the parking meter. Ken donated everything for this project. In the last few years Ken has sponsored and completed the painting of a locomotive and six cars at Campo and put new roofs on eight cars including the Peary and the 1509. Not bad for a guy that lives 3,000 miles away!

Friday, April 24th

I didn't have any help today but thanks to **Ken Helm** setting up the scaffold in the dark shadows yesterday, I was ready to go. I finished the last four letters of the big billboard lettering on the track side of the caboose. I finished the big letters in about three hours as I was constantly interrupted by visitors. I am amazed at how many people stop to see our exhibit during the week; I passed out a lot of brochures today.

Ken came by around 5:00 PM to help me take down the scaffolding. We called the scaffolding company to come pick it up and stacked it all under the caboose between the rails. I then got on the small ladder and added the 8 inch high "1058" numbers on the track side. This completed the main caboose lettering. If there is any small lettering to put on, it will have to wait until I can do some research into the detail on SP cabooses of this era. There must have been end lettering on this caboose but I could not find any during the sanding and scraping phase of the paint job. I also need to research the lube and COTS date standard that SP used.



New lettering for SP 1058. Photo by Ken Helm

It took a lot longer to complete this task than I thought but it sure looks hot! Many thanks to **Larry Owen** for helping me with the lettering on Wednesday and to **Ken Helm** for pushing like mad to make sure it happened and then funding the whole thing



TECATE TRAIN RIDERSHIP DECLINING

by Jim Lundquist, Community Outreach Coordinator

Our Museum is proud of our service to the public. Our Golden State trains represent an opportunity for families to experience living history train rides and a guided tour of our Display Building at an affordable cost. The subsidies from our Tecate trains have allowed us to keep our costs low for the Golden State trains. The Tecate trains, not only offer a terrific opportunity to visit old Mexico, but have been our revenue mainstay. The most recent news coverage from Mexico has been extremely negative, with reports of drug wars and swine flu. To top off that bit of bad news, U.S. Customs now requires a passport to cross the border. So, even though we have experienced no problems with our 45+ years of trips into Mexico, our passenger counts are way down compared to previous years.

At this time, the Board has convened a special Fund Raising Committee and charged it with developing new sources of revenue to replace the Tecate trains. Perhaps the news will quiet down, passports will become the norm for Americans, and we can get back to the increase in ridership we need to operate Tecate trains in the future. We certainly hope so, as we offer a terrific way to visit our neighbor to the south. In the meantime, we are searching for other opportunities to raise the cash we need to continue to keep the lights on and expand our Museum. We will report back to our members as we go forward. If you would like to be a part of the solution, Jim Lundquist is heading up the Fund Raising Committee and welcomes your email at Jim@psrm.org or phone call 619-417-7059 with offers of help or comments on opportunities. Thank you for keeping your museum in mind as we go forward saving and presenting San Diego's rich railroad history.



STEAM WHISTLING *by Jim Baker, Steam Foreman*

Our April work weekend on the 10th & 11th, was quite varied and we accomplished quite a bit. On Friday, the crew consisted of **Rich Paulus, Dick Pennick, Bob Nickles**, the **Foreman**, and new volunteer **Nick Rose**.

Rich drew the fun and dirty job of overhauling the hot water pressure-washer. Last month when we used it to clean 2353, it was smoking and the heating coils were covered in soot. I managed to get a copy of the service manual from the manufacturer for Rich's reference. Due to some earlier modifications, it was decided that it was too

complicated to remove the coils to clean them. Rich managed to get most of the soot off with an air gun. He removed, cleaned and adjusted the spark gap on the burner, and re-installed it. He then adjusted the fuel/air mixture and it works fine and doesn't smoke!

We had been requested to exercise the brakes, power reverse, and dynamo on 2353. All the connections had been put together loosely when we re-assembled it five years ago, so, all connections needed to be tightened; Dick got started on that project. Bob had discovered that there was still some sand in the front sand dome of the Coos Bay #11, so he cleaned that out. Nick got into the boiler and assisted the foreman in further attempts to get the "J-bolts" that hold the throttle to the dry pipe loosened. Again, we were not successful, due to the large amounts of scale that had been allowed to accumulate around the nuts and bolts. I have a few more ideas to try next time; if that doesn't work, we'll have to cut the j-bolts.

On Saturday, Rich volunteered to be the brakeman, since nobody had stepped forward for that job. The others there on Saturday were **Mike Lucek, Bob Nickles, Dave Tomeraasen** and the foreman. We continued where Dick had left off, and tightened up more air lines on 2353. Then we hooked up a portable air compressor to 2353's main reservoir and managed to get the reservoir pumped up to about 30 pounds of pressure. After finding and fixing several air leaks, we were able to set and release the engine and tender brakes, and exercise the power reverse. We hooked the compressor up to the steam inlet of the dynamo, and the air volume was just enough to get the turbine to spin slowly; but it did move!

Our May, 2009, work weekend on the 8th and 9th, continued to be both varied and frustrating.

On Friday, the crew consisted of **Rich Paulus, Dick Pennick, Larry Owen, Jack O'Lexey**, and the Foreman.

Earlier, **Dick Ruppert**, and his group cataloging artifacts, along with **Larry Rose**, discovered a cross-compound air compressor partially blocking the entrance to the air brake room and the artifacts lab. I believe that this came off of the Coos Bay #11, since our other locomotives have air compressors mounted on them. This really didn't need to be there, so **Jack** built a heavy-duty pallet to put it on. These very heavy parts, consisting of the upper and lower cylinder castings, the upper and lower cylinder heads, and the "between the upper and lower cylinders spacer" (I'm sure it has a better name) were man-handled onto the pallet. Jack then proceeded to build a box around the pallet, and a cover for the top, and painted the whole thing. The pallet was then moved to the Steam Storage Trailer. **Rich, Larry, and Dick** located the pistons for this compressor in the Steam Boxcar, but they would not fit in the box with the rest of the compressor. They were tagged, and left in the boxcar.

Meanwhile, the foreman got frustrated inside the boiler of the Coos Bay. He attempted to drill out the clevis pin that attaches the throttle rod from the cab to the bell crank on the throttle body. The pin is 4" long and 7/8" diameter. The specifications from ALCO say it is case hardened, forged. The end opposite the head had previously been ground off flush with the fork on the throttle rod.

At the end of the pin, opposite the head, I started with a 1/4" drill, and that went all the way through with no problem. I changed to a 3/8" drill, and got about half way through, and it caught/jammed, jerked the drill motor out of my hands, and the bit broke off in the hole. I was able to get the bit removed from the hole with needle-nosed pliers. I moved up to a 1/2" drill, and the same thing happened. These were brand new drills that I had just purchased.

I then tried a 5/8" drill, but it only went in about a 1/2" and I was afraid the same thing would happen again. Then using a tool that **Bob Nickles** had made to fit in a rivet gun, I tried to drive the pin out. The tool fit into the 5/8" hole, so it stayed in contact with the pin. The pin wouldn't budge. Previously, it had been heated with a rosebud, and when cooled, heavily hit with KROIL. **Rich Paulus** and **Larry Owen**, from the cab, managed to get the throttle rod to move a little bit, and it appears that the pin is free where it goes through the bell crank, but doesn't move in the fork on the end of the throttle rod. We tried heating it, concentrating the heat on the surrounding fork, instead of the pin itself.

Interestingly, hitting it with the rivet gun might actually be elongating the pin. Originally, the head was flush against the fork, as was the opposite end. Now the head is about 1/8" away from the fork, but the opposite end hasn't moved at all.

On Saturday, **Bob Nickles** volunteered to be the brakeman, since there was an opening. Similarly, a docent was needed in the Display Building. The foreman opened up the building, and worked on installing some Plexiglas barriers in the cab of 2353. These are to make the gangway on the engineer's

side safer and to prevent the public from direct access to the cab controls. This is to protect these nearly 100 year-old artifacts. After a couple of hours, **Ken Brown** took over the docent duties, and the foreman went back to his favorite place, the Coos Bay boiler.

I did more heating and banging on the clevis pin, with little success. I'm thinking that drilling is going to be the only way to get



2353 cab with Plexiglass gate. Photo by Jim Baker

this pin out, but how do I keep from breaking more drills? My thought is to use a lighter-duty drill motor that will stall instead of breaking the bit.

I used the die grinder with a cutting wheel on it to cut one of the j-bolts. No big problem. The bolt is a bit different from the one the blue prints call for, but not greatly so.

Larry Owen did some cleaning of the wheel centers on 2353, so that they can be repainted. And in the afternoon, the foreman completed installing the Plexiglas barriers.

After crewing the School Train on May 19, **Dick Pennick** and **Rich Paulus** patched holes

in the cab roof of the Coos Bay #11 and the sides of the Barnhardt Electrical trailer.

In July, I hope this is the last time I'll be saying this, we'll again attempt to get the throttle out of Coos Bay #11!

The more people that come out, the more we'll be able to accomplish, so why not come out and give us a hand? Our regular work days are the second Fridays of the month, and the next day (Sat.). So, for the next two months of 2009, we'll be there on July 10/11 and Aug 14/15. Mark your calendars!

For further information or questions, please contact **Jim Baker** at baker@sdrm.org or 619-670-7441. All are welcome to come out and get dirty with us. Hope to see you there!



BOARD BRIEFS by *Sandy Schussler, Secretary*

March 26, 2009

PSRM's Board of Directors did not hold a regularly scheduled meeting in March as it was replaced by the Annual Dinner and Membership Meeting. However, a Special Meeting was called for March 26, 2009 at Trinity Church in Spring Valley to address some time sensitive issues.

At that meeting the Board approved \$3,200 to paint PFE 11207 at the La Mesa Depot, pending the donation of the car by Dr. Dan Marnell to the museum. The Board also approved \$3,000 for painting the Mojave Northern #3. Funds for painting the locomotive will be allocated from the Steam Restricted account.

The Mountain Empire Business Association (MEBA) will be holding a Great Train Robbery on June 13th with a Dress Rehearsal train on May 24th. This is a collaborative effort between MEBA and PSRM. The dress rehearsal tickets will be sold through PSRM's online reservation system.

The Board approved spending not more than \$750 for a Fund Development Assessment for the purposes of evaluating PSRM's fundraising efforts.

April 16, 2009

PSRM Board of Director's April Meeting was held at 7:00 PM on April 16, 2009 at Trinity Church in Spring Valley. Treasurer Ken Brown presented the 2009 First Quarter Income Statement along with monthly statements. The Board reviewed the Audit Committee report. Controls and guidelines recommended will enhance financial reporting and responsibility. The crane fund is now at \$24,863.

A 50th Anniversary Committee has been formed: **Diana Hyatt** is the chairwoman, and members are **Rita Cloud, Corrine Gallagher, Ron Hyatt, Chop Kerr, Dick Pennick, Mike Retz** and **Bob & Sandy Schussler**. This committee is charged with developing events to celebrate the museum's 50th anniversary in 2011.

Only one nomination form was turned in for the vacant position of Vice President by the April 6, 2009 deadline, submitted by **Dave Tomeraasen**. In compliance with the museum's bylaws, the board appointed Dave Tomeraasen to fill the Vice President's position through the end of the term, December 31, 2009.

All departments have been asked to submit a budget. The Equipment Director and the

Facilities Director have submitted reports. **Larry Rose** was asked to draft a "Scope of Work" for the Campo Depot remodel downstairs.

A modified summer schedule will take effect June 27 through September 4. Golden State trains will operate on Saturdays only. There will be one Tecate train during this period on Saturday, August 1 in lieu of a Golden State train on that day. The Museum grounds and Gift Shop will remain open on Saturdays and Sundays.

The Board is looking towards expanded special events to bring in more revenue. A Revenue Enhancement Committee was formed: **Jim Lundquist** is the chairman, and members are **Diana Hyatt, Jose Ramirez** and **Dawn Thomas**.

The Board assigned **Jim Lundquist** the staff title of Community Outreach Coordinator with ongoing responsibilities in advertising, public interface, county drainage problems, and maintaining the main phone number voicemail.

Reena Deutsch proposes to write a book using PSRM's photograph collection. The Board approved her use of PSRM's photos for inclusion in her book. In exchange, Deutsch will agree to give PSRM a percentage of royalties paid to her during her lifetime; copyrights to her book will transfer to PSRM upon her death.

An inspection was made on the trestle at MP 66.77. **Wally Barber** has developed an estimate of labor and materials for repairs to the trestle. The current condition of the trestle limits our operations between Campo and Division. The concept of the museum assisting with the repairs could be

the incentive needed to move the project ahead.

Larry Rose suggested it might be necessary to enclose the cab on the MNRR #3 at La Mesa to avoid further vandalism. Motion detector lights and increased lighting will be attempted to discourage unwanted trespassing. Should that turn out to be ineffective, the idea of closing up the cab may be revisited.

May 21, 2009

PSRM's Board of Directors May Meeting was held May 21, 2009 at Trinity Church in Spring Valley. At that meeting, **Ken Brown** presented the Financial Report for April 2009. The Report contained totals for April 2008 for comparison. The Board approved essential renewal of accident and liability insurance. Budget requests from Department Directors and allocation of funds for priority projects is in the works and should be complete in June.

The committee for the PSRM 50th Anniversary celebration in 2011 is developing several events/ideas that are within our means. The initial theory is to try to schedule something special for each month in 2011 with an expanded Annual Dinner set for the true anniversary date of April 16, 2011, and something similar to our spring festival, in May or early June. If you would like to be a part of this exciting event, please contact **Diana Hyatt**.

The library office trailer cannot be used until it has been set in place and reinforced. San Diego Sets will be hired to set and level the library trailer at Campo for \$900. Ramps and stairs will be built by our staff.

The Board is investigating a proposal to allow a vendor to provide food at the Campo Depot.

The Board reaffirmed the concept that Tecate trains are subject to cancellation without a minimum of 50 full-fare advanced reservations or \$2,000 gross profit to cover all fees and fuel costs.

Lundquist presented a report from the Fund Raising Committee listing ten ideas which they recommend be pushed forward.

The Board wishes to thank **Robert Rael** for editing the Hot Scoop in recent years. We are grateful for his efforts. **Diana Hyatt** will compile and edit the May/June issue. Beginning with the July issue, **Dawn Thomas** and **Jose Ramirez** have offered to assume the job as co-editors.



OPERATIONS VOLUNTEERS: APRIL & MAY by *Ken Brown, Crew Caller*

Jim Baker
Darrel Bivans
Frank Denison
Duane Dubke
Ann Gilbert
Tom Gray
Jim Lundquist
Rich Paulus
Don Pope
Larry Rose
Bob Schussler
Rob Stebbins



Robin Becker
Bruce Deck
Dave DiGiorgio
Don Getz
Rod Gilbert
Kyle Jensen
Jack O'Lexey
Dick Pennick
Don Robertson
Ann Ruppert
Sandy Schussler
Frank Stites



GP-9 at Hwy 94. Photo by Ron Hyatt

VOLUNTEER TIME REPORTING *by Jim Baker, Volunteer Time-keeper*

I've put together the final totals of time reported by our volunteers for the year 2008. Forty-seven volunteers reported a total time of 11,381 hours, and a total of 77,926 miles driven! At a rate of \$40.00 per hour (a rate commonly used to report volunteer time for matching grants), that time was worth \$455,240. Top five hours reported were 1,321 by Larry Rose; 786, by Ted Kornweibel; 781, by Don Getz; 664, by Dick Pennick; and 605, by Don Robertson. Top five miles driven were 10,550 by Larry Rose; 8,820, by Don Getz; 8,780, by Seth Miller; 5,200, by Rich Paulus; and 4,840, by Rob Stebbins. Average time for each volunteer was 242 hours. Many thanks to those who made a little extra effort to report their volunteer hours last year.

While these numbers are pretty impressive, I should point out that only 47 people reported their time. I can think of a number of other people who did not report any time, but put in huge amounts of time for the museum. I don't think it would be unreasonable to think that if ALL volunteers reported ALL their time, the hours would total to around 25,000. That could enable us to get grants totaling \$1,000,000! Think of that!

Most granting agencies require that volunteer time for grant-matching purposes be accounted for on the same basis as time for hourly-paid employees. That means daily time and project reporting, as provided for on the Museum Volunteer Time Cards. If you didn't turn in time cards last year, please consider doing so this year. It can really make a difference in whether or not we can qualify for grants; a documented history of volunteer time can make a difference. Additionally, the mileage you report gives you a back-up for your income tax reporting.

Time card copies are available at the La Mesa Depot, in the Car barn near the phone, and in the Operations trailer. I've made them much simpler this year. I do ask one thing: PLEASE DO NOT ACCUMULATE THEM! I have neither the time nor inclination to enter a whole year's worth of data for anyone. I need your time cards no later than the end of the month following the month for which you are reporting (January's card by the end of Feb.; February's card by the end of March, etc.) You can put them in the appropriate boxes at Campo or La Mesa, mail them to me, or e-mail using a format similar to the cards.



BRAKEMAN TRAINING CLASS *by Jim Baker, Operations Instructor*

On January 31, and February 7, I taught the "hands-on" portion of our brakeman class. We had six enthusiastic students: **Marty Bernard, Frank Chaco, Frank Denison, Robert Rael, Don Robertson, and John Shannon.** In the morning of the first day, we went through some rules, hand signals,

and learning the basics of how air brakes work. That afternoon, we practiced how to safely get on and off of moving equipment, and how to couple cars and hook up the air hoses safely. Our engineer for that portion of the class was **Jim Lundquist**.

On the second day, we had instruction in how to safely operate switches and derails. We then went to observe the Initial Terminal Road Train Air Test where the skies opened up, and we had a wet and cold



Frank Chaco and Jim Baker. Photo by Frank Denison

class. Fortunately, when we rode the train to observe the brakeman at work, we managed to get the propane heater in car #350 into operation. When we were mostly dried out, it ran out of gas - Oh well! Brakemen need to be prepared to work outside in any kind of weather. Our second session of coupling practice had to be canceled due to a problem with the locomotive, so several of us worked on fixing it! We'll probably have another class towards the end of the summer. Let me know if you want to get involved in operating our trains.



LA MESA DEPOT MUSEUM *by Dick Pennick, La Mesa Depot Coordinator*

A couple of La Mesa business owners have apparently taken exception to the general appearance of our train exhibit south of the La Mesa Depot and lodged formal complaints with the City of La Mesa. The City recently issued their edict that we have to do some cleanup, and soon.

Although the museum is up to its eyeballs in “must do” projects, and straining each volunteer to the limit, the order may be a blessing in disguise. The 1941 ex-Southern Pacific caboose and 1923 steam locomotive have been in need of a fresh paint and lettering job for several years. Refrigerator car PFE #11207, built in 1957, could also use a sprucing-up but it will entail a tremendous amount of effort to trace the extensive graphics and lettering on both sides of the car prior to repainting.

Bruce Semelsberger continues to arrest the extensive dry rot in our old wooden baggage wagon at the north end of the depot, a testament to the importance of maintaining wooden items before they get this far. And we could use a quantity of sturdy (metal?) tripods to set our story-boards on each Saturday, to replace the cheap wooden ones we now use and which are showing their age and fragility.

Our intrepid Saturday afternoon docents continue to soldier on, maintaining our “in town” presence against all odds for the benefit of the museum and the community. Appreciation goes to **Sid Saltzstein**, our chief docent, **Ed Smith**, **Duane Dubke**, **Gerry Fackler**, **Bruce Semelsberger** and **Dick Pennick**.

THE CAMPO REPORT *by Larry Rose*

(the edited version of Larry's e-mail reports)

Friday, April 3, 2009

After unloading the supplies in my van, I noticed **Bob Nickles** slaving away on our ALCO MRS-1 2104. Bob is working on the big locomotive by himself removing the rusted out steel checker plate running board and grinding down the old welds to get the frame ready for new deck plating.

Back at the depot **Don Robertson**, **Daisy Welch** and **Bill Armfield** moved the gift shop into the new baggage room. **Brian Elmore** was called to bring over his refrigerator dolly to move the beverage cooler. **Jack O'Lexey** came from the shop to help. Daisy and Bill had emptied the cooler of all its contents and Daisy hauled all the soda and water bottles back up the ramp putting it all back in place. Meanwhile, Don and Bill were hooking up the cash register, computer and phone. I mounted the depot clock above the door to the back room and Don mounted the Ticket office sign near the south side door.

After the heavy moving was done, Jack O'Lexey pulled all the weeds and serviced the landscaping around the depot to spruce up the area for Saturdays dedication party.

I installed two window plugs into the openings of the 19th century SD&A boxcar that is now on trucks for the first time since about 1916. The boxcar sat on the ground behind the depot all this time serving as a bunk house and tool shed. In the last 20 years it served as PSRM's "Boxcar Theater" where visitors could watch a DVD about the history of the SD&A. Daisy has painted the car in traditional SP reddish brown. **Jack O'Lexey** and I painted the plugs as soon as

they were attached in the old bunk house window holes. While Don made new oak back pieces for the small "lumber door" bottom guides on the end of the boxcar closest to the baggage platform. The rotted out original blocks were used as a pattern. All the rest of the wood on the sliding door and its hardware is original and it now all works as designed. **Marty Bernard** opened up this door from the inside and in the process, uncovered the original boxcar structural framing. The wood is furniture-grade, knot free, straight grained Douglas Fir. All of the exterior siding is made of the same perfect stuff. A move is afoot to build a new sliding door on the track side mid-car door opening to replace the rotted out plug.

Saturday, April 4th

For the first time in years I didn't do a damn thing at the museum! I just rode the train with my wife Tanya and scarfed down great food whipped up in the 1509's galley by **Ron** and **Diana Hyatt** and **Dave DiGiorgio**. I just sat on my ass near the bar in 1509 tended by **Cary Hyatt** and sucked up free soft drinks. I goofed off on the back platform of the best car in our fleet. I swapped railroad stories with fellow PSRM members and vegged out while the Hyatts did most of the work.

The Hyatts knocked themselves out as usual to put out a great spread and a well stocked bar. The occasion was the dedication of our new public toilet building. The ribbon was cut by County Supervisor Diane Jacob and the dedication plaque unveiled by Museum President **Diana Hyatt** and past president **Jim Lundquist**. Supervisor Jacob was instrumental in getting a \$40,000 grant to start the project more than four years ago. Total cost was well over \$80,000. Architect **Larry Rose** did the design work and **Brian**

Elmore and a cast of about a dozen helpers built the structure over a three year period.

While Tanya and I were totally goofing off and having a good time, **Ted Kornweibel**, **Harold Whalen** and **Bob Gerdes** cranked away on the Jim Crow restoration project.

Later, after the train tied up, **Frank Chaco** and **Don Robertson** got the phones, radio and PA systems working correctly in the baggage room. I did bring up a rebuilt chair from 1509 that I had repaired in town, but that was not enough to make me feel like I did anything to help with this special day at PSRM.

The gift shop is now well established in the baggage room. The lower level of the depot, where the gift shop was for 20 years, is ready for demolition and remodel. The idea is to return the ticket office, telegraph nook and passenger waiting room to it's WWII appearance. To start with we need six new custom built double hung windows at \$950 each. When this work will start depends on funding as usual.

Late in the day **Jack O'Lexey** dragged me into the air room vestibule where I noticed a heavy and odd looking piece of steel leaning up against the wall. I immediately recognized it as an ancient link and pin coupler, state of the art for coupling cars



Link and pin coupler. Photo by Jack O'Lexey.

between 1840 and 1890. **Dick Ruppert** came in from the nearby exhibits lab and quickly produced the link and pin to fit it. This is what we need for our antique wooden boxcar at the depot.

Sunday April 19th

The day started out with **Dick Cochran** sharing a ride to Campo. **Dick** is a member and volunteer visiting from Grants, NM. On this visit, **Dick** donated a set of precision calipers in a fitted wooden box for our machine shop; a cool tool that our Mechanical Chief, **Ron Hyatt** was happy to have.

I had brought some new SD&A 40" x 30" route maps made from the original 1930 SD&A map in our archives. One of the maps was mounted on foam board and is now on the wall behind the gift shop counter. While this was going on **Frank Chaco** was working on some plumbing problems in the back room at the depot.

My job for the day was filling in as docent at the Display Building. With no work campers available this summer, we need everyone to pitch in and help show our visitors their railroad heritage. **Ron** and **Diana** whipped up a hamburger lunch and **Ron** came down to relieve me for a few minutes so I could grab a bite. The train crew for the day was **Dick Pennick**, engineer, **Don Getz**, conductor, and **Rob Stebbins**, brakeman. The rest of the day found me talking myself hoarse explaining our exhibits to the public.

While all this was going on **Dick Cochran** was painting the walls in our wood shop annex. The color is SP cream, and it really brightens up the place. Late in the day, after our public close, **Dick** and I relocated the shop tools and vacuumed the place.

As the sun began to set I went out to the North Forty to inspect the new trenching and underground electrical conduit dug and placed Saturday by **Jim Lundquist** and **Frank Chaco**. New conduit has been stubbed up for the block of shipping containers that will house our book stacks. Another conduit was stubbed up at the library office trailer. Soon our library staff can get started organizing our vast collection of SD&A and local railroad paper artifacts.

The shipping containers will all need light fixtures. About a thousand bucks will be required to secure these. Folks out there in membership land are encouraged to help with this project. Our library has been out of service since we were thrown out of the Santa Fe depot downtown in early 2003 to make way for an incredibly tasteless, history destroying remodel.

Saturday, April 25th

The day started out with me helping **Jack O'lexey** get started on building a large heavy duty pallet to store our spare steam loco air pump – a really heavy, 80 year old item made of *unobtainium* meaning we might never see another one again. The pump has been blocking the vestibule between the air room and exhibit lab at Campo and it was decided we need to move it and clean up the vestibule.

Meanwhile, out in the North Forty, **Jim Lundquist** and **Frank Chaco** were doing more work digging a trench and placing electrical conduit to our library trailer and container complex. A new electrical service panel was installed some time ago by **Brian Elmore** and heated up with a new service drop by SDG&E. This panel will handle our library complex. The 60 foot trailer was purchased from military surplus a few years

ago and has been painted and fitted with new carpet. PSRM historian Bruce Semelsburger was here this weekend to finish up the interior work. The trailer will serve as our research work office and computer cataloging center when we at last get our extensive library back on line.

Elsewhere, **Ted Kornweibel**, **Harold Whalen** and **Catherine Kornweibel** were working on the interior of the Jim crow car.



Catherine Kornweibel in the Jim Crow car. Photo by Larry Rose

Normal restoration regular **Frank Stites** was serving as train crew today as our team wears several hats in order to step in where the need is greatest on little notice.

John Shannon and **Alex Fiori** were seen working on passenger car plumbing. Alex was salvaging plumbing fittings off piping that had been replaced under the direction of mechanical department chief **Ron Hyatt**. **Frank Denison** and **Diana Hyatt** were in the crew lounge working on grant application paperwork. Lots of government and foundation grants are available to non-profit groups like ours if you know how to compete and can find the right niche. These two collared **Larry Rose** to get him involved. Something about his ability to use the English language with reasonable

competence was the excuse. Larry does not like to do sit down work while the sun is shining at Campo and had to be dragged into this kicking and screaming. In spite of this, Larry managed to get all the trash picked up down at the depot and do several wood shop projects for **Ron Hyatt**.

Today's train crew was **Dick Pennick**, engineer, **Jim Baker**, conductor, **Rich Paulus**, brakeman and **Frank Stites** as Train docent. These are always the priority jobs at Campo. Without trains running we get no visitors. No visitors means no money. To keep the lights on, and continue to recruit new members, we must run trains. Nobody will drive to the mountains just to see a stuffed and mounted railroad equipment exhibit. Our train crew volunteers, and the mechanical department that backs them up is the key to our success. Restoration, library, facilities construction, and all other projects we do, happen because of our operating department volunteers. It's a real chicken and egg thing as we juggle activities to pull off the best railroad museum opportunity in the world.

Wednesday, May 6th

I carpooled to Campo today with **Jack O'lexey** and **Rich Paulus**. Rich jumped on the truck of SD&A coach 250 right away and needle gunned years of crud off it in a tough eight hour session. While this was going on, Jack and I mucked out the air room and exhibit lab antechamber. Getting the double door open was the first major project. We had to take the door latch apart and break the rust hold on the frame. An hour later, and a pile of tools later, we finally got the door unstuck and could actually start dragging out the air pump parts.

Dick Ruppert, and his faithful companion **Ed Osborne** arrived during the door exercise and began working in the lab cataloging our small railroad artifacts. Dick and Ed kept coming up with odd things to be identified. One weird thing was a narrow gauge rail "spreader bar" made for very small mine rail of about two foot gauge.

Last week Jack built a heavy duty pallet specifically for the air pump parts. The parts weigh about 1,000 lbs. all together and it took the fork lift and chain to lift them onto the pallet stationed outside the door. Next was hauling out the "stuff" that was piled up behind the steam pump parts.

After a complete sweeping of the dust covered anteroom, a new pallet was brought in and a number of brake triple valves and similar objects were piled on it. Then several dozen air hoses were stacked up neatly to the left of the door to the air room. It was at this time that we noticed the air room door was ajar and stuck shut. Tools were used to pop it open. Rich showed up about this time and got on a ladder to grind the top of the steel door where it was rubbing on the frame. He finally got it to close so it could be opened by one person without the grunting and heaving we had to do to pop it open.

While in the North Forty Jack and I picked up all the heavy oak blocking that was left by the creek bank months ago. The blocking was returned to our main stash in front of the car shop by the "lunch bell" stand.

We had not realized that mucking out the anteroom would be such a big deal and take all day. The area is now clean, organized and secure. The three of us left after 6:00 PM feeling good about the day's work.

I didn't post a Saturday Campo report this last week. I need to mention that **Frank Denison** helped me clean out the last of the debris from the Cotton Belt caboose now on track ten next to the shop. We stored a lot of caboose parts scrounged years ago by the late Norm Hill, our restoration director at Campo in the early days. Thanks to him we have enough parts to restore the interior of just about any style caboose. The Cotton Belt shack is a super caboose, with roller bearings and one of the last built for the railroads. This will be an easy restoration job now that we can see what we have.

Saturday and Sunday, May 23rd & 24th

Saturday at Campo was spent mostly digging out and cutting in two new switch ties in our yard. This one was the first switch built at Campo by our volunteers back in 1982.

Replacing a switch tie involves pulling a lot of spikes and rail braces and taking out the switch stand. When that is done you get to do a lot of digging to clear out the ballast. It took **Jim Lundquist, John Shannon** and **Larry Rose** all day.



Jim Lundquist and John Shannon. Photo by Larry Rose

Jim was able to use our back hoe to dig a slot for pulling out the old ties or we might still be at it on a warm day at the museum. The photo above is of Jim and John anchoring down the switch stand on track one.

Before getting involved in the switch work, **Harold Whalen** and Larry got in the man-lift and installed two more truss chord joint repair plates in the shop. Harold fashioned the steel braces that were used to clamp the bottom, or tension chord, of the truss together where they had pulled apart and split. Three chord splices have now been repaired and several more will have to be done but the worst ones are fixed.



Jack O'Lexey and Seth Miller. Photo by Larry Rose.

Elsewhere on Saturday **Jack O'Lexey** installed some additional plywood shear panels in the wood shop annex and got everything painted SP interior cream to liven the place up with painting help from **Geoff Shepard**. Thanks to **Dawn Thomas** and **Jose Ramirez**, there was an excellent hot lunch for everybody. Jose and Dawn were also our hosts in the Display Building both days this weekend. **Franks Stites** worked the train Saturday and also conducted tours through our Display Barn as each train arrived.

On Sunday **Jim Lundquist** spent the day alone using the bucket on our back hoe to dig new trailer pads in the North Forty. While **Larry Rose** and **Frank Denison** ganged up on building a new header for the opening to our new Nut and Bolt Room. This duo also cut a new sheet metal sill plate to close the gap between the lip of the container door and the now exposed concrete curb of the west car shop wall.

Tanya Rose and **Marie Denison** spent much of the morning tending to the landscaping at the depot. **Frank Denison** did the shovel work to build new watering moats around our trees. While Marie swept the track side brick platform that was covered with blowing sand.

In the late afternoon our crew of Conductor **Jack O'Lexey**, Engineer **Dick Pennick** and Brakeman **Rob Stebbins** ran a special train for the cowboys to practice for the Great Train Robbery festivities put on by the local folks and the Mountain Empire Business Association. It is sure to be a black powder extravaganza with bandits on horseback trying to rob the train and a posse of deputies beating them off with flying lead. With Campo the scene of San Diego County's greatest bandit shoot out in 1874 this show has become an annual event. Cruz Lopez and his gang of cutthroats from south of the border were thwarted by the owners of the Old Stone Store and local ranchers who came to the sound of gun fire. Several bandits were shot and a few survivors were hung from a tree across the street from the store. The stump is still there as Campo has not changed much from those days. The festivities are expected to feature all the historic events except the hanging. There is no record of a

train ever being robbed on the SD&A, but what the heck!

Wednesday, May 27th

First up was cleaning the wood shop and taking out the trash cans from all over the shop and kitchen area. During the wood shop cleaning I discovered the brass colored plaque that **Jim Lundquist** had made for the terrific 1933 photo of the 2353 in front of the San Diego Depot about to head east with SD&A train No. 4, the "Apache" at 9:05 AM. This photo is now on display in front of 2353 in the Display Building. Jim found this wonderful picture of our loco in Denver and had it blown up and mounted on hardboard, donating the whole thing, including a very nice looking easel.

After that short project, I launched into building a window for the gaping hole in the middle of our new Nut and Bolt Room. The container has an odd central slot exactly 20-1/2" wide and as tall as the container. **Al Brill** made two steel closure plates for the bottom part that we installed two years ago. We left the top 27" open for a window to let some light into the dark interior until we can get the lights on. This is a job for **Frank Chaco**, **John Shannon** or **Mark McCrae**, our wiring wizards.

I painted the newly crafted window frame boxcar red similar to the red on the lower steel cover plates. Into this I set in a piece of Plexiglas I found in the wood shop scrap bin. Next I spent too much time scouring the shop and old Nut and Bolt Room looking for the right size machine screws to mount the window in the steel framed opening. I found some self-tapping machine screws the right length and some nuts to fit them. I set the window into the opening from

outside held temporarily with duct tape so I could mark the existing frame holes from inside. This showed me right where to drill the oak frame which I did using the drill press in the wood shop. The self-tapping screws were slightly oversized for the existing steel frame holes so I had no trouble running them in tight from outside. Next I used a nut driver borrowed from Ted's tool crib to tighten everything up. After that I found some good exterior window sealant and ran a bead all around the outside.

I finished the day by vacuuming the inside of the dust covered container and cleaning up the new mess I made in the wood shop. By this time it was after six PM and I was running out of gas; another great day at Campo. I was having so much fun I didn't even stop for lunch!



DONATION LIST by Tanya Rose

General Fund donations:

Mr. & Mrs. John T. Burke	20.00
Gloria & Lonnie Hinkley	35.00
Glenn & Paula Johnson	15.00
Andre & Jean Johnson	40.00

In memory of Bob Yaussy

Crane Fund donations:

Bruce L. Deck	500.00
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Equipment donations:

Larry & Tanya Rose	1,000.00
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Facilities donations:

Kenneth S. Helm	223.73
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Hot Scoop donations:

Herbert G. Kehr	100.00
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Library Fund donations:

Bruce L. Deck	500.00
Kenneth S. Helm	450.00

Steam Fund donations:

Herbert G. Kehr	100.00
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Your board usually meets the third Thursday of each month at 7:00 PM at Trinity Church, 7902 Kenwood Drive, Spring Valley.

Dates of Note

	June	July	Aug
School Train	--	21	18
Tecate Train	--	--	1
Board Meetings	18	16	20
Museum Services Meeting	--	21	18
Hot Scoop Article Submission	20	20	20

Article Submissions

Please submit all articles by e-mail to hotscoop@psrm.org. If you are including photos to accompany your article, please submit them in high resolution, and choose the three best.

Web Page Information

Visit [http://psrm.org/members/\(username:volunteer,password:2353\)](http://psrm.org/members/(username:volunteer,password:2353)) to download the Hot Scoop with full color photographs.

Website: <http://www.psrn.org>