



**A publication dedicated to Pacific Southwest Railway Museum Association members
May-June 2013**



With the exception of a small portion of the back wall, outside painting on the library is complete. More library news can be found in the Museum Services Report on Page 6.

Bruce Semelsberger

In This Issue:

From the Back Platform	Page 2	Thank You Randy Houk	Page 8
Board Briefs May	Page 3	Maintenance Report	Page 8
Board Briefs June	Page 4	Brakeman Class Scheduled	Page 9
On the Future of Our Museum	Page 5	MOW Report	Page 10
Scouting Coordinator Needed	Page 5	New Membership Coordinator	Page 10
Museum Services Report	Page 6	Board Nominating Petition	Page 11
Thomas J. Bispo Obituary	Page 7		



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

Train Operations

PSRM Campo Depot
State Hwy. 94 at Forrest Gate Rd.
Campo, California
619-478-9937
Lat: 32°36.8'N Lon: 116°28.2'W
Open weekends 9 AM to 5 PM
Closed Sundays June 23, 2013
thru September 1, 2013.

La Mesa Depot Museum & Business Office

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

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

Museum Officers

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

Museum Staff

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

From the Back Platform

By Diana Hyatt

During the months of May and June there were no special events to report upon as things began to wind down from March and April's activities. The museum moved to its summer operating schedule on Saturday, June 22nd where trains depart on Saturdays at 5:00 pm and 7:00 pm and the museum is closed on Sundays. The Equipment Department has been going strong with consistent efforts towards its main project, UP 576 and the secondary project SDA 350. The members of this department, **Rusty Hoar, Robbie Smith, Charles Smith, Earl Soladay, Andy Andrews, Cary Hyatt, Aaron Hyatt, Ian Hyatt and Ron Hyatt** work on through all kinds of weather and adversity, much like the postman: *neither snow nor rain nor heat nor gloom of night stays these couriers from the swift completion of their appointed rounds*. As an added note, at the June board meeting it was announced that Facilities Director **Larry Rose** has decided to step down from his board post and **Frank Denison** has agreed to fill the position for the remainder of its term through December 2013.

Train Philosophy 101

So, in light of the fact that my report this month is under 200 words, I'd like to take the opportunity to side track onto a low traffic branch line where personality conflicts reside. Of course, such things happen all the time and within all organizations but there are particular challenges that are the hallmark of volunteer organizations. Just to preface this diatribe, I do not hold a degree in psychology or psychiatry nor do I claim to be an expert of any kind on the subject matter. The following opinions and observations are mine alone and do not necessarily reflect the opinions of PSRM leadership.

I think we can all agree that to work with

others, especially in a capacity where we are not receiving monetary recompense for our time and effort, takes a certain amount of passion and "thick skin." Apparently, thick skin can be a medical condition (who knew other than the elephants?) but if you Google it, the first seven suggestions pertain to the definition I will be working with herein. Webster's defines thick skin as: [1] having a thick skin: pachydermatous [2] (a) callous, insensitive (b) impervious to criticism. The Free Dictionary defines thick-skinned as: [1] Having a thick skin or rind. [2] Not easily offended. [3] Largely unaffected by the needs and feelings of other people, insensitive. I tend to be fond of the second definition from the Free Dictionary because there is a difference between someone who is not easily offended and someone who is completely insensitive. Certainly our sensitivities have a place in today's society where so many are so offended so often. If you already realize your skin may need some thickening, I suggest reading just about anything from Dr. Wayne Dyer or the following articles:

<http://www.scotthyoung.com/blog/2008/10/20/how-to-develop-a-thicker-skin/>

<http://www.cnn.com/2011/12/09/living/develop-thick-skin-rs>

As you can probably imagine at this point, it seems my position as the museum's president not only involves a vast knowledge of operating a railroad, operating a business and operating a museum but lately, in managing personality conflicts as well. The sandbox philosophy of *apologize to each other and hug* just doesn't work with adults. One would think it would transfer over to the more mature idea of *let's agree to disagree*. But sometimes you have two or more people who just don't get along and either one or more than one see no

reason to change that scenario. My personal philosophy of **life is the train, not the station** poses the question of how far one needs to go in order to ameliorate a situation, especially if that person is exercising their free will to change seats, change cars or get off the train entirely for some other train. Are there really tried and true solutions that work at resolving conflicts? My personal feeling is a resounding yes and no. In my infinite quest for knowledge, I have found *A Complete Idiot's Guide to Recruiting and Managing Volunteers* with a chapter devoted to managing difficult personalities. In my own experience, I have found that sometimes I am successful in remedying the situation in the short term, but if the personalities involved, do not change, it is only a matter of time before it will happen again.

There are many books, songs and poems memorializing the concept of life being like a train ride, including the PowerPoint presentation turned YouTube video that many of you have seen: <http://www.youtube.com/watch?v=ngus5ZaAnwI>. When you are born, you board the train with no baggage. Some people are already riding with you like your parents, siblings and grandparents and you think they will ride with you until the last station but at some point they usually have to disembark. Some will meet up with you again along your journey and board the train at a different station. Some will board the train during your trip and you will become close, some of these people will stay while others will disembark because of a tiff or for personal reasons, some may not be able to ride your train at all because they have too much baggage. Your train may be delayed, derailed, pulled out of service, re-routed, cancelled – the possibilities are endless. But, no matter what, we must strive to treat our travel companions civilly and always look for the best in everyone. After all, if we're only looking for the worst in people, we will assuredly always find it.

My first non-metaphorical, long-distance train trip was in the summer of 1976 on the Southwest Chief to Chicago. For brevity's sake, I won't go into detail but it was a horrible, horrible, horrible trip! After that, I wasn't too keen on train travel and it took some doing for my husband to convince me to take another one in 1989 on the Coast Starlight to Centralia, Washington. This time there was no coach class for me! I had brought several books and magazines to read, we had watched a movie, dined in the dining car and relaxed to the Pacific Parlor Car then we were forced into a siding (SP of course) and I was bored and ready to arrive at our destination. Ron looked at me incredulously and proclaimed "This is the best part of the entire vacation, it isn't about where you're going, it's about enjoying the ride."

Enjoy the ride, my friends, and may you have good iron wherever life takes you. ●

Board Briefs May 2013

By Diana Hyatt

The meeting of the Board of Directors for the Pacific Southwest Railway Museum was called to order at 6:14 pm at Trinity Church, Spring Valley. Board members present were President **Diana Hyatt**, Vice President **John Shannon**, Treasurer **Sheila Edwards**, Equipment Director **Ron Hyatt**, Museum Services Director **Jim Lundquist** and Operations Director **Greg Luiz**. Secretary **Rob Stebins** and Facilities Director **Larry Rose** were absent. Member **Tim Miller** was the only guest.

A Treasurer's report was submitted covering the period from January 1st to May 24, 2013. The museum is in a sound financial position with liquid assets at \$281,809 and invested assets valued at \$240,110 as of April 30, 2013. The hired bookkeeper continues to work with our records to bring the information current and once the 2012 cleanup is finalized,



The Hot Scoop© is a publication of the Pacific Southwest Railway Museum, Inc.

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

Pacific Southwest Railway Museum Association Mission Statement:

The Pacific Southwest Railway Museum Association, Inc., is dedicated to preserving the physical legacy and the experience of rail transportation. Programs assess the historical, social, economic and technical impact of railroading with particular emphasis on railroads of San Diego County and the larger systems with which they connected in the United States and Mexico.

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

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

The Hot Scoop is available in color via e-mail. To receive the electronic version in PDF format, reply to hotscoop@psrm.org and include your name, membership number and e-mail address. 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 the Editor at hotscoop@psrm.org.

she will prepare and submit the museum's tax return.

Maintenance on the SD&AE ROW was discussed and the potential of bringing back the same expert that provided the board with an evaluation summary of the track condition for a more thorough walking inspection. **Mike Edwards** will take the lead on coordination.

The museum purchase of the property at 1118 Sheridan Road from board member **Rob Stebbins** will be finalized by the end of the month. Mr. & Mrs. Stebbins have agreed to carry the paper on the property for several years until the museum is either able to pay off the balance or acquire alternate financing arrangements.

Diana Hyatt provided a financial summary of the Chefs Fire Up the Iron Horse event which grossed nearly \$10K. A date has not yet been set for next year's event but the CFUIH committee has already agreed that the entrance rate is too low and will raise it next year. Diana also reported on the increased concerns with the aggressive new position by the County's Department of Environmental Health and the potential impact upon the museum's special events.

John Shannon reported the completion of the 92 day inspection on the goat and announced it ready for train service tomorrow.

Ron Hyatt reported on the progress of several projects within his department including Earl's work on the Clark forklift and Robbie's work on the electric carts. Robbie and Charles continue working on the UP coach car roof and John and Rusty have been performing maintenance on the rubber tired support equipment along with their other duties.

Jim Lundquist submitted the minutes from the monthly Museum Services Department meeting and again addressed an interest in placing the UP coach car on display in the Display Building when it is not in service on the North Pole trains. The board requested the Museum Services Department develop a recommendation for the board pertaining to the disposition of the C&O caboose as these changes will displace it from covered storage. Jim also requested and the board approved spending \$500 to purchase a television and DVD player for use in the baggage section of the Jim Crow car.

Greg Luiz and **Mike Edwards** reported that the annual Operations Department training classes are going well and Mike offered an alternative time period of March for next year's classes. ●

Board Briefs June 2013

By Rob Stebbins, Secretary

The June Board meeting was held on the evening of the 28th at Trinity Church. In attendance were: **Diana Hyatt, John Shannon, Rob Stebbins, Ron Hyatt, Greg Luiz, Jim Lundquist**, and by phone, **Sheila Edwards**. Guests attending included **Frank Dennison, Mike Edwards, Dave DiGiorgio, Don Getz, Glen Rogers** and **Heather Wright**

The big news at the meeting was the announcement that long-time Board member **Larry Rose** had submitted his resignation. As most of you know, Larry has been an active member of the Museum literally for decades and a Board member for many of those years. We will miss his detailed knowledge of the history of the evolution of our organization, and his contributions as Facilities Director at the Board level to the continuing development of the Museum's facilities at Campo and La Mesa. These few words of acknowledgment and thanks to Larry's vision, skill, and hard work over the years do not do him justice. To fill Larry's vacant position, **Frank Dennison** agreed to act as interim Facilities Director until another member can be elected to a full term in the up-coming Board member election cycle. The election cycle will be starting soon, so for those of you interested in running for a position on the Board, please be alert to notices regarding the election process.

Several other changes in regards to duties that Larry was handling are taking place. Most notably, the large administrative responsibility of taking care of our membership records will henceforth be handled by **Heather Wright**. Heather has been a consistent volunteer at the Museum for several years, working mostly in the Gift Shop. The Board appreciates her increased commitment to the Museum.

Concerning on-going business, the Board discussed the need to do a thorough track inspection of PSRMA's portion of the rail line. The Board approved a motion to hire a qualified track inspector to accomplish this task, and to prepare a proper written report.

Museum Services Director **Jim Lundquist** brought forth several action items that his area would like to accomplish in the near future. The board discussed the purchase of an old steam boiler that would be cut open to show its inner workings and placed inside the Display Building at Campo. Also approved were improvements to the bathrooms in the Display Building.

Diana reported that there is a high probability the

Museum will receive a grant from the San Diego County Board of Supervisors specifically to refurbish the roof of one of our passenger coaches. Vice President **John Shannon** reported on the successful recruitment of several new Workkamper couples that have committed to stay at Campo. **Ron Hyatt** reported on the progress of the final touches of returning Union Pacific coach 576 to service, and **Frank Dennison** reported on several important improvements around the Campo depot and restroom area, notably that new decomposed granite has been spread to make the area more attractive.

Our next meeting of the Board will be on July 26 at Trinity Church in Spring Valley beginning at 6 pm. We always encourage members and other interested persons to attend. ●

On the Future of Our Museum

By James Caestecker

In the last year since I joined the Museum, I have been quite surprised at the operation that we put together. Like many other museums, we face the same problem: getting the next generation interested in our hobby. It never ceases to amaze me how much our visitors, especially the children, enjoy our personal approach to our Train Operations. We all do our best to draw in visitors and members, but the young new faces will hopefully help to secure continued enjoyment of PSRM for years to come. Our young membership is slowly growing, which also offers a ribbon of hope for the long term survival of the museum. It is in all of our best interests, however, to encourage members of all ages to join our museum.

What immediately impressed me upon arriving at the museum was the degree to which we strive for professionalism. Partially due to the massive efforts by Mike Edwards and his top-notch training programs, it is my opinion that we all take great attention to safety. Guests love that we operate like a real railroad, and not some dinky tourist train. Allowing the passengers to stand on the rear vestibule during the shove to Division, offering Cab Rides, and having other opportunities (like Engineer for an Hour) to involve the public in our operations make them feel immersed in the railroad. Also, we are very privileged to have a 12-mile train trip through some of the most scenic countryside anywhere. Most people that visit our museum do not appear to be from the Mountain Empire area, but from Metropolitan San

Diego and its suburbs, lending greatly to their amazement at our unique and extensive train ride.

I am so inspired by the opportunities available to us at the museum. Having just received my qualification on the Speeder in just under a year, I am eagerly perusing a qualification as a brakeman, which I hope to have completed by the end of the summer. Doors continue to open in the Operations Department for me, of which I am thrilled. I have also had the opportunity to work from time-to-time in the Mechanical Department. I have enjoyed learning from **Rusty Hoar** and others and continue to blend my existing railroad knowledge with the new. It is quite enjoyable to be able to move from operations one day, to restorations on another.

Let's hope that we continue our fine legacy and keep those trains rolling! ●

Museum Scouting Coordinator Needed

by Dick Pennick

The museum receives requests throughout the year from various Boy Scout and Cub Scout groups to visit the museum, perform service projects for the museum, earn the Railroading Merit Badge, have an overnight camping experience onsite or nearby, perform Eagle Scout projects, etc.

Diana Hyatt and I have coordinated these activities in the past but time constraints have made it necessary for us to step down and turn over this vital function to other interested, qualified members. I will continue to assist and help a new coordinator develop new guidelines for the program.

If you would be interested in helping us with this vital community program, please contact me at "pennick@psrm.org" and we can discuss the details in more depth. A background in the Scouting program as a Leader (including Explorer Scouts) would be a plus. As an extension of this program, a Railroad Explorer Post might be implemented to help encourage an interest in railway historic preservation and vintage train operation among older teenage youth of both genders. ●

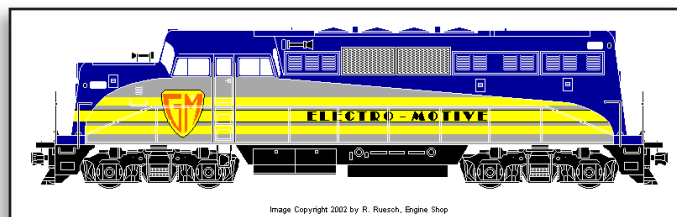


Image Copyright 2002 by R. Ruesch, Engine Shop

Museum Services Report

by Jim Lundquist, Director

Library News:

Bruce Semelsberger reports that the outside painting is almost complete and the structure looks great with all of the trim matching. Brian Elmore has largely completed our long unfinished back wall with only a little window trim and some caulking left. The remaining inside



foaming and caulking was completed, so hopefully we are now proof against any incursion of unwanted pests. The outside back wall will need to be painted when the temperature cools a bit. That leaves one remaining



outside job—coating the newest container roof with reflective/protective emulsion sometime before the rains arrive this fall. As soon as Roy Pickering completes the software updates on our initial computer we can begin loading the most recent information, then cataloging can begin while we order and set up the remaining



computers. Once the computers are up and running we will announce a date for classes in Past Perfect and cataloging. Despite the 100 degree plus temperatures at Campo, the library was comfortable thanks to good insulation and A.C. Surplus magazines were relocated to storage. In the space created, we assembled the remaining steel shelving from our GSA acquisition and filled it with museum files, extra timetables and such. After some further restacking of the remaining magazines, we have enough space to store the two new wheeled carts Jim Lundquist has found for us, if we are successful in obtaining them. Prefabricated cabinets and a shelf now house enclosed storage for our tools, hardware and other maintenance stuff, as well as an area for our audio/visual equipment. We'll install four twelve inch deep shelves for additional equipment and the work area computer and monitor. If all the equipment works, we can play Beta, VHS, CD and DVD as well as vinyl records, all of which we have in our collection! PLEASE do not give us any more equipment or furniture without asking first! At present, it makes one more thing we have to move to get everything into final position plus creating an obstacle to what else we need to move.

Signs:

We have now completed the installation of all signs at the entrance to the Museum in Campo off Forrest Gate Road. There is an overhead sign welcoming them to our Museum, with the logos of Union Pacific, Southern Pacific, Santa Fe and the SD&A on the left—representing

the railroads of main interest we cover, and our museum logo on the right. We also have a temporary summer schedule sign. This job involved many people and months and it looks terrific. Also installed are



restroom signs with smaller signs for the Ladies and Gents sides. Already installed are the ties which will hold up a history of the construction of the SD&A signs adjacent to the walking path near the Campo Depot. Other signs are in development.



Campo Depot:

We are looking to replace the extension phone, Morse code key and sounder box with extension. If anyone

has expertise in this area and would like to assist in acquiring these for our Museum to put on display in our depot, please contact Jim Lundquist.

Display Building:

Work inside the Display Building hasn't really started as yet. There are many projects which need to be completed. Please contact **Jim Lundquist** if you can assist.

Docents:

Many thanks to those who have come out to guide our visitors both on the train and inside the Display Building. Our goal is to find a Workamper to take over the day-to-day activities as guides and clean-up. ●

Thomas J. Bispo

April 1, 1973 – June 26, 2013

By Mike Edwards

Many of you may remember my best friend **Tom Bispo** who accompanied me to Campo on several occasions. While at Campo, Tom became qualified as a Brakeman and Speeder Operator. Because of his 20+ years experience as a Steam Engineer and Fireman, Tom was anxious to get more involved with the PSRM's steam program.



Tom Bispo at the throttle of Sierra Shay No. 2 in 2011.

Courtesy Mike Edwards

Earlier this last winter, Tom became quite ill which restricted his abilities to come out to Campo as he had. In early spring, Tom was diagnosed with an aggressive form of liver cancer. He began chemotherapy in mid-June. Sadly, my dear friend Tom passed away on June 26th due to complications from the chemo.

Tom was born and raised in Fresno, CA where he resided his whole life. Tom's father Joseph retired from

the Union Pacific Railroad after 45+ years with the Union Pacific and Southern Pacific Railroads. Since before Tom could walk, he literally grew up at the SP Fresno Yard. He always enjoyed referring to his hometown as "SP Country". Tom began his career on the Sierra Railroad at a very early age and developed a vast knowledge for shortline railroading and running steam locomotives.

Tom has been a very close member of our family both on and off the rails for many years. From my Conductor's seat, Tom sat to my right, running the locomotive as we brought hundreds of trains to their destinations and talking only as true friends do. On my wedding day, Tom stood to my left, side by side as I entered a new chapter of my life. Throughout my career, Tom stood behind me as a constant support offering advice and giving me confidence to move forward. And as a person, Tom always stood in front of me, showing me the kind of person I'd like to be.

Tom's passing will be a huge loss to many railroad organizations such as the *California State RR Museum*, *Railtown 1897 SHP*, *Yosemite & Sugar Pine RR*, and his home road...the *Sierra Railway*. Tom was one of the leading experts in steam locomotive operations in Northern California. Although Tom only spent a short time at Campo, he enjoyed every minute of it and he considered those of you he worked with as friends.

Here's wishing you clear signals at maximum authorized speed my friend. ●

Thank You Randy

By Dave DiGiorgio

For the last 10 years or so **Randy Houk** has been the main DSLE (Designated Supervising Locomotive Engineer) for PSRM, as well as maintaining all the records for our engineers. This required a lot of work, from record keeping to making sure the engineer's documents were in order (DMV print out, National Driving Record and medical certificate) and of course current on their tests. He would keep a binder for each engineer which was available for Operations management and the FRA/PUC. Randy would also notify, and re-notify, and sometimes have to hound an engineer to get their documents in. In addition to all the clerical work, the DSLE would give each engineer an annual check ride, to ensure their skills are still where they need to be, and issue engineers cards as needed.

Over the last few years Randy has become quite involved

in the [Coast Guard Auxiliary](#) and volunteers with them on a daily basis. With the changes to our program at Campo, and the addition of Mike Edwards as a DSLE, Randy has decided to step down as DSLE and instructing engineer for PSRM. We couldn't have gotten by these last 10 or so years without you and we thank you for your service! Now enjoy just running trains when you come to Campo! ●



Engineer Randy Houk

Jim Polloreno

Maintenance Report 6-2-13

By James Caestecker

UP 2644

On Friday, 5/31, Saturday, 6/1, and Sunday, 6/2, repairs were made to the UP 2644. On Friday, **Rusty Hoar**, assisted by **James Caestecker**, replaced the Ignition Switch, and the knob to the Strobe Switch.



Rusty (Left) and James (Right) investigate the ignition switch problems.

Using some time on Friday and Saturday, **James**

Caestecker made some basic repairs to the windshield wipers, which still require some repair. Before running the Speeder on Sunday, **Dave Tomeraasen** and **Alex Fiori** changed the oil and the oil Filter. The new oil filter was apparently not of the correct thread type, although the size and specifications were the same. Speeder operators **Jack O'Lexey** and **Dave Tomeraasen** reported having no oil left upon return to the Yard after the afternoon train, having coasted down the hill to Division, CA without use of the engine down the hill on both runs. **Rusty Hoar** fixed the problem a week or so later, and the oil filter has now stopped leaking.

SD&AE #103

On Saturday, 6/1, **Hector Gonzalez** and **James Caestecker** made several repairs on the Gang Car. James used an electrical tester to check the continuity of the horn button and found that faulty wiring to the terminals on the horn itself and a bad ground were to blame for the faults. After removing the horn for testing, re-wiring several feet of corroded wire, and using a free wire to establish a ground, the horn became operational. Hector began the process of troubleshooting the Strobe Light/Rotating Beacon on the roof of the 103. Though his efforts did not fix the beacon, he did manage to fix wiring to switches controlling the Rear Marker Lights, and the Rear Headlight.



Hector (Left) looks at the rotating beacon and headlight wires while **James (Right)** repairs wiring to the horn.

After quitting for the night, James and Hector also worked on the 103 the following morning, Sunday, 6/2. With James's help, Hector re-wired some existing terminals and jury-rigged butt-splices for the Front Headlights. James noticed that one of the three original headlights was missing and found a suitable replacement in the speeder shed, mounting it to the front right side. At the end of the morning this was

the only operational headlight.

Hector and James plan to make further repairs on the 103, including fixing to the other two front headlights, the rotating beacon, and making possible modification to the horn, and possibly adding a seat-back for the operator. ●

Brakeman Class Scheduled

By Jim Baker

Want to be a member of our operating train crew? There will be a two-day hands-on class on Sept. 21 and Sept. 28. To qualify as a brakeman trainee, both of these days of training are necessary. Another sixteen hours of classroom training, two four-hour sessions and one 8 hour session are required. These will be scheduled at a later date, depending on how many sign up for this hands-on class and their availability.

The classes are open to anyone, 16 years older and above. However, a minimum age of 18 is required to be qualified as a brakeman. The job can be physically demanding, but if you are interested, come out and give the class a try to see if you can do it. And, we consider the traditional "brakeman" term to be gender neutral, so ladies are welcome, too! Class size is limited to 8.

For details and more information, contact Jim Baker. E-mail: baker@sdrm.org. ●

Fullerton Railway Days

By Dave Tomeraasen

The Pacific Southwest Railway Museum booth at Fullerton Railway Days was very busy both Saturday and Sunday, May 4 and 5. Over 300 discount train ride coupons were handed out to Railway Days visitors. Thanks goes to PSRM volunteers **John Shannon**, **Stephen Hager**, **Dave Tomeraasen**, and **John Shannon** for staffing our booth. ●



Dave Tomeraasen

MOW Report 6-13-13

By James Caestecker

On Friday, June 13th, Dave Tomeraasen, James Caestecker, and new volunteer Martin Caestecker went out to repaint the mileposts between MP 66 and Division. Though delayed by a traffic accident, Dave, James, and Martin began work at about 1 PM painting mileposts. Departing Campo, new white spray paint was applied to the posts in the westbound direction. After returning to Campo, new 4 inch black numbers were painted to the posts.



Martin (background) and James (foreground) use stencil-holders made out of cardboard to stencil the numbers on MP 61.

Dave Tomeraasen

During the day, it was decided that it would benefit us to have an east-facing MP 63. James and Martin beat at the rock face just to the left of the current MP 63 with a sledge hammer and chisel until the surface was smooth enough to paint a new 63 on both sides.



A look at rejuvenated MP 63. The New MP 63 is on the left and the original on the right.

Dave Tomeraasen

Plans are being made to come back in July to touch up the mileposts as well as the yard limit signs and the Whistle Post X's, and remove some of the rotten ties piled along the right-of-way. ●

National Train Day

By Dave Tomeraasen

The Pacific Southwest Railway Museum had a booth at the National Train Day on May 11th in the Los Angeles Union Passenger Terminal. Our booth was extremely busy all day. We gave out over 700 train ride discount coupons. Thanks goes to Dave Tomeraasen, Glenn Rogers, John Shannon and Dick Pennick for staffing our well attended booth. ●



Dave Tomeraasen

Changing Membership Coordinators

By Heather Wright

First of all, I would like to thank Larry Rose for all his years of working as the Membership Coordinator for the museum. He did a great job.

My name is Heather Wright, and I have been a volunteer with the museum since Oct. 2010, working primarily in the Gift Shop. Two months ago, I volunteered to take on the role of Membership Coordinator.

As I am working reconciling the database and Larry's roster, I am making a couple of changes to streamline the process. You will be noticing a new membership card replacing the one you have seen for years. This card will have your membership number located on the left side, making it easier to locate. We are also going to be changing expiration dates, making all cards expire on the first day of the month. Most of these changes you will see as you renew your memberships.

I am always available by email for questions about your membership. Please email me at psrmgiftshop@cox.net.

Thank you for this opportunity. ●

**PACIFIC SOUTHWEST RAILWAY MUSEUM
PETITION FOR BOARD POSITION**

I, _____, being a member in good standing of the Pacific Southwest Railway Museum, do hereby submit this petition signed by at least ten members in good standing, in order to stand for election to the position of _____. I agree to serve the Museum in this capacity until the next election for this position. You may also submit a Statement of Candidacy of 250 words or less that will be included with the ballot materials.

Signed this _____ Day of _____, 2013

Signature: _____.

The following members in good standing support this candidate for the above position. At least 10 signatures are required below.

Print name:

Signature:

ALL NOMINATION FORMS MUST BE SUBMITTED NO LATER THAN 5:00 PM, FRIDAY, SEPTEMBER 27, 2013 TO:

**PSRM
Attn: Rob Stebbins
4695 Nebo Drive
La Mesa, CA 91941**

Board positions up for election in the 2013 cycle are Vice President,
Secretary, Facilities Director, and Operations Director.



Full Schedule and Reservations at:

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

Tickets are sold ON LINE or at the

Campo Depot Gift Shop:

Open Saturdays only through Labor Day,
Saturdays and Sundays through Nov. 24, 2013

The Pacific Southwest Railway Museum Announces The North Pole Limited 2013

Ho, Ho, Ho...

The elves are working hard to get ready for our North Pole Limited trains for 2013. As a member of the Pacific Southwest Railway Museum, you are invited to a special early registration! Please visit our North Pole website: <http://www.psrn.org/npl> for your reservations. You will need your member number (near your address on the Hot Scoop) to purchase member tickets. Sales to the public will become live on August 20, 2013 and are expected to sell out fast. For your choice of night, make your reservation early!

Featuring:

- Ride the train to the North Pole
- Meet Santa on board the train
- Hot Cocoa
- Cookies
- Holiday Fun
- Santa's Elves