

HOT SCOOP



A publication dedicated to Pacific Southwest Railway Museum Association members
September-October 2013



The first of two SD&A boxcars transported from the San Diego Trolley Yard to Campo sits in front of the Campo Depot. More photos on Page 10.

Rich Paulus

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**Pacific Southwest Railway
Museum Association, Inc.**
www.psrma.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
Trains depart at 11:00 AM and
2:30 PM.

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:	Greg Luiz
Treasurer:	Shelia Edwards
Secretary:	Rob Stebbins
Equipment:	Ron Hyatt
Facilities:	Frank Denison
Museum Services:	Jim Lundquist
Operations:	Mike Edwards

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, PSRMA President

Shining Star

In the spring of 2009 on the verge of our impending railroad closure by Cal Fire, an individual from Irvine, Glen Rogers, appeared literally out of nowhere and introduced himself as an eager new volunteer. Recently retired, wearing a classic-car camp shirt he was eager to get his hands dirty. I remember thinking to myself, "Am I dreaming?" and then asking him why he had not approached the Orange Empire Railway Museum instead of us? Nevertheless, he was very likable so I gave him the fifty cent tour and explained to him how things work (or how I would like them to work) and that he should try a few different areas to see what he enjoys. I find that many of our volunteers enjoy learning new skills in addition to utilizing their existing skills in new ways. Glen had a varied background including operating heavy equipment, as a Marine drill sergeant and as an MP. Since that time Glen has qualified as a speeder operator, brakeman and conductor, he operates heavy equipment around the property sometimes actually fixing it as well, he has worked on the MOW jib crane and other small equipment with his stepson Mike Filiciccia, he frequently performs various odd jobs around the facility such as trimming trees, re-grad-ing roadways, digging culverts, etc. Glen was even one of my regular Santas on the North Pole trains until I discovered a group of men who actually grow mass quantities of white facial hair and like being Santa without their wives setting the cattle prod on them. I personally find Glen to be most valuable as our Roadmaster under the fledgling Maintenance of Way (MOW) section of the Operations Division. In the past several years Glen has worked alongside Wally Barber and the track laborers. He has traveled to various locales, at his own expense, to attend seminars on MOW and

worked with one other railroad to gain experience. Glen is yet another shining star in our Campo Constellation. Proving once again that doing what we do can only get done when we all pull as one. Thank you Glen Rogers! And thank you Pat Filiciccia for parting with Glen on a regular basis to share with us!

Department News

Administration

Administrative issues never take a vacation and this period was no exception. Insurance policies must be renewed, regulatory agencies must be interfaced with and bookkeeping must be kept current. Fortunately, Sheila Edwards and Cheryl Hoar have assumed the duties of getting everything ready for the bookkeeper and EA to finish up our tax returns and Dave DiGiorgio has been doing his part in providing information to our bookkeeper so that we remain current on our payments to the Franchise Tax Board. A big thank you to Sheila, Cheryl and Dave!

Equipment

September was relatively quiet in Campo. The Equipment Department continued their work on the UP 576 chair car and SD&A 350. They have also begun work on the 250 roof reconstruction project that was initiated by the receipt of County Grant Funds. The sheet metal on the roof has been removed on about half of the car exposing the structural steel supports underneath. At first glance, it looks like this car will be less work than the floor of 350 but only time will tell. All grant funds must be spent by next June so this will be the priority project for the first half of next year. Support equipment mechanics Earl Soladay, Rusty Hoar, Robbie Smith, Charles Smith, John Shannon and new volunteer Eddie Lestage have been working on various pieces such as the Clark forklift, the 15 ton crane, Pettibone forklift, trackmobile and manlift.

Facilities

The Facilities Department of Frank Denison and Jim Lundquist installed doors on the men's and women's rest rooms in the Display Building and removed the dividing wall in the walkway for a much cleaner look. They have also begun the project of repainting the volunteer lunchroom, locker area, hallways and restroom area in the Car barn. Glen Rogers continued to run a drag around the property smoothing out the roads; made necessary from the frequent thunderstorms in August. CalFire inmate crews cleared much of the shrubs and vegetation on the private museum owned property east of the Campo Depot. Glen Rogers has obtained a burn permit to dispose of the waste generated by this project and as soon as CalFire deems it safe, the burning shall commence.

Museum Services

Museum Services continues its outreach to the public in various capacities. During the La Mesa Oktoberfest, held over the first weekend of October, Dick Pennick organized assistance in staffing the La Mesa Depot. On Friday, Dick Pennick, Cary Hyatt, Ray Lethbridge, Brian Caprini and I passed out Pumpkin and NPL flyers and spoke to numerous people. I honestly cannot remember who else assisted on Saturday and Sunday as I was at Campo setting up the Haunted Train, but thank you staffers! Jim Lundquist has been developing new signage for the Campo Depot area and, with the assistance of the Equipment Department, has been adding items of interest to the walking trail between the Campo Depot and the Display Building. Dick Pennick was able to get the word out to various local news agencies which surreptitiously resulted in free radio time promoting our Pumpkin Trains on Star 100.7. Nice work Dick!

We are always looking for La Mesa Depot docents; with more docents, we would be able to keep this in-town venue open to the public for more than three hours

per week. There are multiple opportunities to entertain school groups during the week and expose them to our historic and educational venue in Campo. If you have ever considered becoming involved and would like to stay in town, this is your opportunity. Another opportunity within this department exists for a Railroad Merit Badge Counselor. Please contact Dick Pennick or myself if you are interested.

Operations

The Operations Department recently held their quarterly department meeting on October 4th at Trinity Church in Spring Valley. The meeting was well-attended and discussion involved streamlining train operations during Pumpkin Trains and North Pole Trains as well as the newly lifted speed restrictions. The Special Events Director has been adamant about establishing consistent schedules and protocol and she can honestly attest that the Pumpkin Trains proved how well our train crews can work together when provided with the necessary information. We operated three trains daily over three weekends for a total of 18 trains and a record ridership of over 2300 with 517 on the last day alone! Well done everyone!

Operations: Maintenance of Way

We recently received our quote from the weed spraying company that applies weed killer and pre-emergent along the ROW. Now under new management, our quote has literally doubled from last year, so we are actively seeking a new vendor and re-investigating the possibility of performing the work in-house. Crews under the leadership of Glen Rogers have been busy tightening track bolts, installing gauge rods and double-spiking tie plates. Additionally, the Caestecker and Siegle brothers performed a track inspection to Miller Creek recently and repainted the double-sided milepost markers. Glen is planning a work party during Christmas break that will primarily entail tie



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 address the historical, social, economic and technical impact of railroading with particular emphasis on railroads of San Diego County and the 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.

replacement along the ROW. If you are interested, please contact Glen Rogers or myself.

ATRRM Conference Report

Bob Underhill, Jim Lundquist, Jim Baker and I attended the ATRRM conference in Riverside. It was a very nicely done event although I would have appreciated stronger presentations. One out of four presenters were able to use their Power point presentations to assist in the discussion. The other rooms could not get theirs to work. As much as railfan trips are fun, I feel this convention was overly rich in railfan trips and deficient in seminars. From other conventions I have attended, there is at least a day and a half of seminars. It was fortunate that PSRM was well represented so that Jim Lundquist and Bob could cover museum services issues, Jim Baker could cover steam and mechanical items and I could concentrate on administration, money making and grant writing. I don't recall Jim Baker in the grant seminar but I gather he spoke to other museums about their grant writing experiences. Most of what I heard in the grant seminar was not new information although it does help to hear it from another source.

The reason we established our three primary goals several years back was in an effort to avoid bending and forming our wants/needs/projects to grants being offered. The speaker concurred that these efforts are normally wasted and the foundations can see right through most of them. A sideline discussion entailed private donors and raising a significant portion of money for a project and then going to foundations for the rest, which sometimes helps to legitimize a project further as it shows progress being made.

I also attended two seminars on licensed vendor events. They were very helpful as well. I have expressed an interest off and on with the Thomas people over the years. Jim Lundquist approached them about holding the event on the Coronado Line years ago. I did not approach them this year because in years past OERM has had severe reservations about us also holding the event. Not only that, they usually would be held back to back with OERM's event which typically occurs in November of every year. I would prefer to fill up the other three quarters of our year with money making events. I have opened dialogue with Rail Events and we will be investigating the possibility of holding a Dinosaur Train event over two weekends. The Dinosaur Train is a popular kids program on PBS and this event typically draws about 4,000 people over two weekends. I think

it would be a good start to see how we could handle this and possibly take on larger events in future years. •

Board Briefs, September 2013

By Rob Stebbins, Secretary

The PSRMA Board held its monthly meeting on September 27, 2012. President Diana Hyatt, along with Board members Mike Edwards, Frank Denison, Ron Hyatt, Jim Lundquist, and Rob Stebbins attended. Vice President Greg Luiz was absent because of work requirements. We had two guests in the audience, Don Getz and Glen Rogers.

Rob reported that he had met with bookkeeper Pat Sosa earlier in the afternoon. As of September 26th, the Association had approximately \$116,00 available in its general checking account. Pat reviewed with Rob some of the work flow procedures she is utilizing in updating and maintaining the Quick Books program for our finances. This meeting aided in understanding the items put forth in the Audit Committee's report to the Board, which was thoroughly discussed at the Meeting. The Audit Committee consists of Jim Baker as Committee Head, Roger Garrett, Dave Tomeraasen, and former Treasurer Ken Brown. In its report, the committee focused on debit card procedures, using more electronic banking features, purchase order procedures, and more generally, implementing "checks and balances" on Treasury activities. The Board very much appreciated receiving the report, and extends its thanks to the Committee for the thorough discussion and quick production of this report.

Frank Denison reported on the initial work to move and expand our Workamper/RV space. We are now starting to utilize some of the property acquired over the past year and half to address some of the immediate needs at our Campo facility. The Board allocated funds to the Facilities Department to support this work.

Mike Edwards reported passenger train statistics for the month of August, and also brought the good news about issuing a new timetable for the railroad. This is significant, since we (PSRMA) are assuming direct operating control of our portion of the Desert line (MP 59.94 to MP 74), to include our own timetable (SD&A #93), General Orders, and track bulletins. The Board thanks the senior operations staff that worked hard to produce this new timetable.

The election process for the 2014-15 term is well underway. By the time you read this, you will most likely

have your ballots. Besides the election for open Board positions, there is a ballot measure that needs membership approval for the deaccession of the C&O caboose.

Also, don't forget you are welcome (and encouraged) to attend our Board meetings. •

Board Briefs, October 2013

By Rob Stebbins, Secretary

On Friday evening, October 25, 2013, the Board met for its regular monthly meeting. All Board members were present: Diana Hyatt, President; Greg Luiz, Vice President; Rob Stebbins, Secretary; Frank Denison, Facilities; Mike Edwards, Operations; Jim Lundquist, Museum Services; Ron Hyatt, Equipment; and by smart phone connection from northern California; Sheila Edwards, Treasurer. One guest attended the meeting, Roadmaster Glen Rogers.

Sheila reported on the financial condition of the Association and the ticket sales for our fall fund-raising efforts, the Pumpkin Express and North Pole Limited trains. In short, our cash position is good, and substantially better than the past few years at this time of the year. The general checking account had a balance of \$149,946 as of 10/24, and as of that same date ticket sales for the special events trains totaled over \$99K. Sheila has initiated several new procedures that provide tighter expense control and better checks and balances over costs and reimbursement. Board members had a couple of specific questions about recent expenses, which were readily answered. A couple of new and immediately needed maintenance items were approved by the Board to support the continued operation of our trains during this busy time of year.

Other important items that the Board considered were proposed changes to the Association bylaws that had been reviewed by counsel and PSRMA member Barry Hagar. After discussion among Board members, it was decided to postpone the recommendation of adoption of these proposed changes for now.

Frank Denison reported on the work now underway to provide an expanded (and level) workamper RV/trailer area on the newly acquired property to the east of the current RV pad. In conjunction with this, brush has been cleared from the overflow parking area in preparation for the large crowds that will arrive at Campo during North Pole Limited trains.

Diana Hyatt reported on the ATRRM conference held

the prior weekend at Orange Empire Railway Museum in Perris. A number of our Board members and active volunteers also attended this industry conference. Many networking contacts were made with other railroad museums around the country, and many good ideas were shared that may well be applicable to our own evolving Master Plan for Campo. And as a final note, Diana reported on the successful move of the two SD&AE box cars from the MTS yard in San Diego to Campo. They are now our property and an important addition to our collection of railroad equipment from the SD&AE era. •

Museum Services Report

By Jim Lundquist, Museum Services Division Director

Recently, four members of our Museum attended the Association of Tourist Train and Railway Museum's convention in Riverside, hosted by Orange Empire Railway Museum. We all had a great time and made lots of contacts with other railway museums.

DOCENTS

Bob Schussler has agreed to offer a one-day class for our Docents and hosts at Campo. If you would like to assist in hosting our visitors and telling them about the great railway history we have, please contact me and I'll set up a class date. I can be reached at Jim@psrm.org or via phone at 619-417-7059. This is the most important job we have. We need to get more people involved. No experience is necessary – just a love for people and trains!

LIBRARY

At the Library recently, Bruce Semelsberger, Bob Underhill, Jeff Cauthen, Sylvia Montero and Rena Deutsch have been working away. The library will provide storage for all of the steam locomotive drawings Jim Baker has acquired, allowing them to be stored flat and all will fit in the latest cabinet donated by Larry Rose. Bruce used white roofing emulsion to re-sealed the abraded places on the containers and the roof. Jeff finished trim painting on the last two remaining upright supports inside while Bruce cut the last piece of carpet to complete the entry. They have started to tackle the shelving of books and the removal of duplicates. We are going to keep two copies of most books plus any subsequent revisions, with the remainder being sold off to help support our funding. Eventually a list will be posted of what is available for sale. Another project was to scrap out some excess metal shelving parts we don't need and rearrange items in our storage container

to make room for the ordering of archival boxes and supplies. When it arrives, we will have photo envelopes, magazine boxes and large file boxes so we can begin transferring documents to acid-free long-term storage containers and generate new labels. The list of projects needing volunteers has now outstripped the supply, so please consider coming out to help even if it is only occasionally. When you come out, use the volunteer entrance on Sheridan Road next to the car shop. Any questions, please ask either Bruce or Bob. They are there almost every Saturday.

SIGNS

Recently, a team effort has concluded for the next sign—a multi panel on the history of the SD&A—which will be installed at the Campo Depot. Our thanks to Bob Underhill, Rena Deutsch, and Bruce Semelsberger who assisted Jim Lundquist in putting the sign together. Next up is a history of San Diego County railroads and a new and improved sign over the entrance.

LA MESA DEPOT

The annual Oktoberfest event in downtown La Mesa over the Oct. 4–6th weekend was another successful promotion opportunity for our Pumpkin and Santa trains. Free lemonade was offered to visitors all three days, and over 300 Pumpkin/Santa flyers were distributed to the crowds, helping to boost ridership on our Pumpkin Express trains to record levels. Two of our large color banners advertising the Pumpkin trains and North Pole Limited were prominently displayed. We had the donation jar out and the “free” lemonade resulted in \$60 worth of donations! Volunteers staffing our table at the depot one or more days were: Diana Hyatt, new member Brian Caprini, Mike Retz, Bruce Semelsberger, Sid Saltzstein, Ray Lethbridge, and Dick Pennick, who also coordinated the event.

The annual holiday event *Christmas in the Village*—sponsored by the La Mesa Village Merchant’s Association—will be held this year on Friday, Dec. 13th & Saturday, Dec. 14th. Our depot is usually gaily decorated with Christmas lights (thanks to Bruce Semelsberger), and we set up a table outside under the roof overhang on the south end. To express the museum’s appreciation for the community’s support of our activities, we give out complimentary hot chocolate, cookies and hot apple cider. We also hand out North Pole Limited flyers, museum brochures, and other materials. It’s a target-rich environment for NPL because of the large number of young children. The local Sprouts Market will again

donate the cookies, and Bruce often donates the apple cider. We have the hot chocolate. The only thing left is you. Let Dick Pennick know if you are available one or both nights for about 3 hours (5 - 8 p.m.) at dickpennick@yahoo.com or 619-463-2276. •

Facilities Report

By Frank Denison, Facilities Division Director

Work around both the La Mesa Depot and Campo museums has continued. Larry Rose and Frank Stites are taking care of wood rot and painting at the La Mesa Depot. Meanwhile in Campo, our parking lot has been cleaned up and made ready for the North Pole Limited trains this winter. Glen Rogers, Jim Lundquist, Frank Denison and a local contractor leveled the site and removed trash.



The cleaned up and leveled parking lot ready for North Pole Limited.

Frank Denison

We are also expanding our workamper sites, which will take many months to complete. The shop bathroom and lunch area is being improved and painted with that effort led by Frank, along with Jim and Dawn Robertson.



The Campo lunchroom area, showing improvements in work.

Frank Denison



Jim Lundquist (L) and Dawn Robertson at work on the improvements to the Campo lunchroom area. *Frank Denison*

Our thanks to all involved. •

Wednesdays at the La Mesa Depot

By Frank Stites

Since my last report work has continued at the La Mesa Depot. Larry Rose and I continued the work repairing the two window frames in the trackside bay window. These, you will recall, had been partially devoured by termites. Our fix—much cheaper and less involved—was again to use SculpWood. It worked well. I then sanded and painted not only the frames but also the entire bay window exterior. The various stages of this repair occupied three Wednesdays. SculpWood, for example, must cure for 24 hours before sanding and painting, and the first coat of paint needs time to dry before application of a second coat. The depot exterior is now in good shape, however, the interior portions of the window frames still need painting.

Future plans for Wednesdays include repairing/replacing decayed sections in the cab of the Mohave Northern locomotive (MN #3) that sits at the head of the display consist at La Mesa. This work will require quite a few Wednesdays.

The artifact team of Dick Rupert, Ed Osborne, and Frances Wolven (a volunteer and recent History major graduate from San Diego State University) has also been busily working on Wednesdays taking inventory and cataloguing our large collection of artifacts. So, Wednesdays at the La Mesa Depot are abuzz with activity and will remain so for the foreseeable future. •

Maintenance of Way Report

By Glen Rogers, Roadmaster

Like all of our departments, Maintenance-Of-Way needs people power. Starting Friday November 8 and tentatively every other Friday, except in December, we will begin necessary MOW work on the main line and in our yard. Ideally we will have enough volunteers to fill a 4-5 member crew every other Friday and work once or twice every two months.

So if you have some spare time and are interested in trying your hand at tightening some joint bolts, replacing ties or placing some gauge rods, we can sure use the help. For a little sun, a little exercise, some fresh air and the satisfaction of repairing and improving our track, please see me at Campo or call 949-351-1528 •

Miller Creek Mapping Trip

By James Caestecker

As you all may know, James Caestecker has been working diligently with Director of Operations Mike Edwards and the Maintenance of Way Department to create a comprehensive milepost map of our trackage, spanning from the International Border at MP 59.94 to just past Miller Creek at MP 74.00. On the morning of Saturday October 26th, a crew of five, including Foreman/Speeder Operator James Caestecker, Photographer/Flagger Martin Caestecker, GPS Assistants/Speeder Operator Observers Charles and Nicholas Siegle, and Territory-Qualified Pilot Dave Tomeraasen went in a speeder to document the locations of the Mileposts and Station signs using GPS data.



(From Left to Right) Nick, Martin, Charles, and James pose beneath the original Milepost 74 sign. *Dave Tomeraasen*

The crew also performed a track inspection, making note of and photographing a few obstructions between

the rails. All of the Mileposts between MP 67 and MP 74 are badly in need of repainting as the sun has faded the numbers away to become almost invisible. Most of the station signs are in decent shape, but could use some touch-up paint and the Miller Creek sign has lost one of its bolts and hangs crooked. Sparse patches of weeds exist throughout the route especially on the siding at Miller Creek, but none posed any threat so as to make the route impassable by speeder. Both of the switches at Miller Creek were lubricated and the sand was cleared away from the switch stand mechanisms and from underneath the connections to the switch-points.



Charles Siegle prepares to plot a GPS point for a weather-beaten MP 69 sign. Martin Caestecker

In the future (after NPL this winter and weather permitting,) James plans to put together some more MOW trips to Division and Miller Creek for additional repainting and mapping. James plans also to have new Milepost Maps available covering the route to Miller Creek by the end of November. •

Rules And Review

By Michael Edwards, Operations Division Director

It's time again for annual Rules & Review. All qualified and certified volunteer crew members must attend their required classes and pass all written exams.

For your convenience, classes will be offered in Spring Valley on various dates and times. You may choose which dates and that you attend your assigned classes to accommodate your personal schedules.

Your individual class requirements are included herein. They are based on information gathered with regard to your most recent training and testing cycles.

Below is a list of dates, times and locations where classes

will be held. All Train Service volunteers must take their required classes and pass the associated exams. You may attend your required classes on any of the dates offered.

Test failures will be handled in accordance with **San Diego & Arizona Railways Program of Operational Tests and Inspections**, dated **August 25, 2012, Section 3, Paragraph 6, Subparts A & B**, which reads in part:

Written Examination Failures

(a) If a Speeder Operator Trainee, Brakeman Trainee, Student Conductor, Student Hostler, or Student Engineer receives a failing score on any required written examination, they will be allowed to continue training in that capacity. However, they will not be cleared to qualify and/or certify until they have successfully re-taken and passed the required written examinations. Students will be allowed only two test re-takes. If both re-takes receive failing scores, then those persons will be removed from the training program.

(b) If a Qualified Speeder Operator, Qualified Brakeman, Certified Conductor, Certified Hostler, or Certified Locomotive Engineer receives a failing score on any required written examination, they will be removed from service. They must re-take and pass their examination no less than thirty (30) days from notification of their test failure. They will be allowed only two test re-takes. If both re-takes receive failing scores, then those persons will remain held out of service. Any certification revocation and/or disqualifications will be administered by the Director of Operations.

All 2014 Rules & Review classes will be held at:

Trinity Church Ward Center
3902 Kenwood Dr
Spring Valley, CA 91977

In order to maximize efficiency for our teaching staff, please RSVP which class dates and locations that you are planning to attend. This will help us to better prepare the classrooms. You may RSVP via e-mail at traindancer169@hotmail.com, or by phone at 916-201-4867

Safety & Security – 4 Hour Class

Three sessions available Dates & Times offered	
Friday; March 14, 2014	18:00 to 22:00
Friday; April 4, 2014	18:00 to 22:00
Friday; May 2, 2014	18:00 to 22:00

General Code of Operating Rules – 8 Hour Class

Three sessions available Dates & Times offered	
Saturday; March 15, 2014	09:00 to 18:00
Saturday; April 5, 2014	09:00 to 18:00
Saturday; May 3, 2014	09:00 to 18:00

Airbrake & Train Handling – 8 Hour Class

Two sessions available Dates & Times offered	
Saturday; March 22, 2014	09:00 to 18:00
Saturday; April 19, 2014	09:00 to 18:00

Airbrake – 4 Hour Class

Two sessions available Dates & Times offered	
Friday; March 21, 2014	18:00 to 22:00
Friday; April 18, 2014	18:00 to 22:00

All classes will begin promptly at the advertised start time. Students will need to bring their rule books, timetables, special instructions, and all other pertinent information. Students attending any eight hour classes will be accommodated with a one hour lunch period between 13:00 and 14:00.

If you have any questions, please feel free to contact me at 916-201-4867 or e-mail me at traindancer169@hotmail.com.

Other Dates to Remember

North Pole Limited:

November 29, 2013	7:00 PM
November 30, 2013	5:00 & 7:00 PM
December 6, 2013	7:00 PM
December 7, 2013	5:00 & 7:00 PM
December 13, 2013	7:00 PM
December 14, 2013	5:00 & 7:00 PM
December 20, 2013	7:00 PM
December 21, 2013	5:00 & 7:00

Pearl Harbor Day Troop Train Dec 7, 2013

Ride restored vintage streamliner era train cars between San Diego and Los Angeles Union Station as we honor our country, our flag and our veterans. A flag waving good time will be had by all. Your senses will be in overload as you are immersed in our 1940s time travel experience.

The ***Pearl Harbor Day Troop Train*** will make two round trips between Los Angeles and San Diego. Our San Diego patrons have a wonderful midday trip to Los Angeles and back .

The train departs 1st from Los Angeles (Amtrak #564) at 7:20 AM Saturday morning, arriving in San Diego at 10:05 AM. We depart San Diego at 10:50 (Train 573) and reach Los Angeles at 1:35 PM. Our 2nd departure (Amtrak #580) is at 3:05 PM arriving San Diego at 5:50. Finally, we depart San Diego at 6:15 PM and return to Los Angeles at 9:05. (Passengers can board at any Amtrak station along the way, please call for times at intermediate stations)

The train traverses the scenic Surf Line of the former AT&SF Railroad. This was the route of their famous San Diegan service and the forerunner of today's Amtrak Pacific Surfliner service. We'll enjoy many scenic highlights through the large picture windows of the vintage cars including miles along the Pacific Ocean, the former military bases at Tustin and El Toro, Anaheim Stadium, Del Mar Race Track and much more.

On board will be ww2 Veterans who will give brief testimony of their service to our country, re-enactors dressed in 1940s uniforms and so much more! Enroute, we'll enjoy (included in your fare) delicious food and beverages served from the buffet table. A large variety of beverages will be available at no extra charge including: sodas, juices, tea and water (but we really gouge you for coffee: Five cents a cup!)

Please call 800-539-7245 to purchase your tickets at \$109.95 each (credit cards accepted). Food and beverage included. Parking in Los Angeles and San Diego is not included, but free parking available at intermediate stations. Ask about discounts for veterans. More info at: www.larail.com or email bill@overlandtrail.com

T'was The Night Before Christmas

Railroad Style

T'was the night before Christmas and all through the yard,

Every brakeman was on duty and working quite hard.

The extra list was depleted and all were quite tired,

But work they must or else just get fired!

Each yard track was filled with boxcars of toys

Lots of dolls for the girls and toy trains for the boys.

The yard boss was screaming into the speaker alright

Let's get those tracks switched out so we can call it a night.

So out of the shop they flew like a flash,

Tore across the yard lead and made a mad dash.

Checking the switch list and chalking the cars

The sky was pitch black except for the stars.

The freight cars were all flying and moving quite fast

The pace was tremendous and surely would not last

Over at the roundhouse, it was quite the same

The Christmas Eve Special was a most important train.

The engines were serviced and sat by the shed

Ready for whatever long trip lay ahead.

This train was important and that was made clear

It was powered by new GP diesels instead of reindeer.

Three A-B-A little diesels were ready to go,

Glistening underneath a light cover of snow.

Usually steam-powered in many years past

These little GP diesels were sturdy and fast.

The hogger marked up...the best on the list

He checked the engines and nothing was amiss.

A veteran of many, many years

A ringing bell was simply music to his ears.

The engineer was Santa...of course we all knew

And believe it you must because it is true.

Many miles tonight this special train would run

Completing its long journey before the Christmas morn sun.

The Christmas Train was soon complete; engines, freight cars and hack

Santa whistled the air test and looked down the track.

All signals were green and glowed bright in the night.

A highball came from the conductor that relayed all was right.

Slowly Santa notched out the throttle and the GPs answered the call

As the train passed the shanty it was looked over by all.

No hotbox or stuck brake was heard as it passed

Because soon on the mainline the speed would be fast.

With Santa at the throttle; now in Run 8

A schedule had to be kept and no time to be late.

As the caboose markers glowing red into the night

The Christmas Express was soon out of sight.

Over the train radio came a message...loud and quite clear

It rattled across the yard for all the brakies to hear

"Your job is complete, the train is right

MERRY CHRISTMAS TO ALL, AND TO ALL A GOOD NIGHT!"•





SF 2381, part of the PSRM collection, shown at Bakersfield in the early 1960's.

Courtesy Robert Morris Photography

More Pictures of the SD&AE Boxcar

Photographs by Rich Paulus



Happy Holidays From PSRM!

