

HOT SCOOP



**A publication dedicated to Pacific Southwest Railway Museum Association members
July-August 2014**



Robbie Smith and Mike Chisolm working on the new events trailer that will be used at the North Pole for this years North Pole Limited Trains.

Frank Denison

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1961

2014

**Pacific Southwest Railway
Museum Association, Inc.**
www.psrsm.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:	Heather Wright
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

Strategic Planning

Phase I of planning towards the museum's future took place over the last weekend in July. Each board member was tasked with inviting one individual from the general membership to participate. This Strategic Planning effort will be facilitated by Don Evans of DJE HOLDINGS LTD. for the first three years of its inception. The Strategic Planning Committee (SPC) was tasked with four main elements during this weekend: (I) define, as a group, the museum's strengths, weaknesses, opportunities and threats; (II) develop a definition of the future; (III) choose a strategy/set a plan and (IV) next steps. From discussions generating from 25 to 60 responses per item, the SPC was able to define the top 3 to 5. The following is meant to be a summary of the progress accomplished to date and a request from the membership for support towards our common goals. The success of any plan depends upon the buy-in of its participants. Keeping that in mind, it is our goal as your board and mine in particular, as this organization's president, to ensure that everyone understands the value of our future vision. Please feel free to contact me if you have any further questions, concerns, or input relative to our shared vision for PSRM.

I. SWOT

A. Strengths (Priority Ranked)

1. Our volunteers
2. Our passion for the museum
3. Our train operations/ride
4. Our major events

B. Weaknesses (Priority Ranked)

1. Lack of common focus, especially between departments
2. Impact of personal agendas
3. Lack of a long term operating agreement for the railroad

C. Opportunities (Priority Ranked)

1. Increase our non-train ride attractions
2. Expand special events at our site
3. Increase the length of our train ride
4. Develop a master plan for the facility
5. Obtain more funding

D. Threats (Priority Ranked)

1. Not obtaining a long term contract for operating the railway
2. Losing the land lease for the Campo Depot and surrounding railroad property
3. Not having the people available that we need to achieve our goals
4. Not reaching consensus—group burnout

II. Future Vision (Vision Elements for 2025)

- A. We own the Campo Depot and surrounding land
- B. We have a long term operating agreement for the railroad
- C. We have a strong master plan
- D. Our train ride has a destination
- E. We have additional skills on the board
- F. We have a strong mechanical department
- G. Membership and volunteers have doubled
- H. We have acquired additional property
- I. SD&A 050 is restored

- J. We have strong volunteer coordination
- K. Big and successful 100th anniversary of the railroad celebration in 2019
- L. Our train is climate controlled with flushing toilet facilities
- M. We are well known in San Diego and have a presence of display(s) there
- N. We have a climate controlled Shop

Here's where the work starts! These goals form an image of our future. The SPC believes them to be positive and inspiring and they are meant to be a challenge for us as an organization. We understand the accomplishment of these goals is not a sure thing. Certainly new factors will need to come into play to turn these goals to gold. To get there, PSRM will need a number of new elements in its war chest, including a professional master plan, a strong case statement, new funding access, \$10 million capital funding, and new skills and resources to augment the board and volunteers.

III. Choose a strategy/set a plan

A. Staff/Volunteer Resources

1. Establish a Volunteer Coordinator role
2. Recreate the Volunteer Handbook
3. Look for a mediation process that can be used in situations where differences of opinion cause issues. Goal to always resolve with all agreeing to work in the best interests of the museum
4. Consider the possibility of a paid fund raiser as a staff or contract position for the organization to ramp up the fund raising efforts and results

B. Board Development

1. Draft a first set of Board Guidelines for PSRM Directors
2. Identify the core skills brought by each current board member and identify a list of additional skills that are most needed
3. Research other boards of major San Diego non-profit organizations to see how they are governed

C. Marketing/Growth/Communications

1. Develop a core presentation about and its accomplishments/plans that can be used as a basis for presentations to other organizations; the goal is to greatly increase awareness of our museum
2. Increase the use of the La Mesa Depot so it is open more; consider special events, birthday parties, etc. Maximize utilization of this location as marketing for Campo
3. Investigate opportunities to partner with other organizations in prominent locations
4. Write a case document for PSRM as a basis for future major fund raising work

D. Collection/Interpretation

1. Working from the organization's mission statement, draft a core interpretive plan for the Campo museum
2. Create a restoration plan for SD&A 050, with the goal of exhibiting the car in 2019
3. Add a listing of sought after rolling stock for the museum's collection to the Collection Plan

E. Museum Site/Physical Facilities

1. Research firms that may be able to prepare a master plan for the



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 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 Railway 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, but please no cell phone pictures. 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.

museum

2. Watch for any opportunities that might come along to acquire adjacent land to the Campo properties

3. Maintain good working relations with MTS

F. Museum Operations/Administration

1. Introduce a Birthday Party Package and market for Campo and La Mesa

2. Hold a Scouts Day, merit badge and site project

3. Connect with the movie industry regarding movie/film possibilities as an operating railroad location

4. Develop destination cards for groups such as car and motorcycle clubs, senior day trips, etc and distribute regionally

5. Develop a set of core operating statistics going back as far as reasonably possible

G. Train Operations/Track Infrastructure

1. Try to operate some newly themed trains: Wine Train, Private Party Cars on the train, Theater trains; first goal to grow traffic on current trains

2. Find a destination for the train ride to add value to the experience. Some locations to consider are Gravel Pit, Clover Flats, the Hi Bridge, house at MP 69, camp at MP 61, Bridge at Division, Tecate, Stone Store, Truck Museum

3. Get costs to repair the trestle at MP 66.77 and evaluate options

H. Financial/Fund raising

1. Create a finance committee of the board to establish financial oversight and set future financial policies for annual external review

2. Design and start a fund raiser for payment of the land parcels that are currently mortgaged

3. Search out a grant that could help fund the costs of the master plan development

4. Add donation opportunities to the website in various locations where donations can support projects or overall museum development

IV. Next Steps

A. Don Evans to deliver electronic plan to PSRM (done)

B. Overview of the plan with PSRM's membership (done)

C. Review vision at each board meeting, progress review quarterly (next progress review will be **Friday, September 26th from 3:00 - 5:00 pm** immediately precedes 6:00 PM Board meeting)

D. Hold an electronic review of progress

E. Hold a 6 month progress review in California, workshop key issues or obstacles that may have been discovered (planned for January, 2015)

As you can see this is a very ambitious plan that will require the positive efforts and contributions of our entire membership and invaluable volunteer base in addition to your elected board members. I am sure you may also have noticed that one or more projects near and dear to you personally were not incorporated into our short term accomplishments over the next ten years. That is the nature of democracy whereby determinations are arrived at and prioritized over a spectrum of viewpoints. What we have arrived at are needs and goals the SPC believes to be, at least for the next ten years, of the utmost importance towards success and growth. Our organization is at a crucial juncture that will determine its future success or failure. We can continue operating the way we always have, by crisis management and a limited, if not, non-existent consensus of direction, which should lead to either a status quo or a decimation of the organization over time, or we can embrace future goals of expansion that will lead us down the path towards becoming one of the premier railroad museums of the Pacific Southwest region if not the North American continent. Everything starts with a vision, the vision becomes reality when it is put into motion.

Vision Without Action is merely a dream...

Action Without Vision just passes the time...

Vision With Action can change the world.

-Joel Barker ►



Don Evans of DJE Holdings Ltd. conducted the museum Strategic Planning session during the last weekend of July 2014.

Frank Denison



Some of the participants in the Strategic Planning Session. Left to right: Martin Caestecker, Dick Pennick, Jim Lundquist, Greg Luiz and Rob Stebbins. *Frank Denison*

Museum Expansion Plans Are Underway—Your Assistance is Requested

By PSRM Board

Since our initial purchase of two parcels of real property at Campo in 1981 totaling eight acres, our Museum has been dreaming of acquiring more property upon which to build our Museum and thus expand our ability to preserve, restore and display railroad history. With real property values down significantly in the past few years and mortgage rates at historical lows, the timing was right to purchase adjoining lands. Believing that our members and community will continue to support our goal, the two parcels adjacent to the Campo Depot (one 6.25 acres and another 12.90 acres) have recently been purchased by our museum as we stepped out in faith to acquire them. The total for both parcels was \$372,000, which is \$19,425 per acre. This land not only will allow us to expand, but, it will also guarantee our insulation from encroachment and development adjacent to the Campo Depot. Recently, your Museum took its first steps towards a concerted three year effort that will develop and implement a Strategic Plan intended to carry this organization into the future. One of the pivotal aspects for our future physical growth is the need for a Master Plan. The Master Plan will allow us to develop our expansion plans involving locations of future buildings including a display roundhouse with turntable.

We Need Your Help:

The mortgage for these two properties needs to be paid each month until they are paid in full, or, we can acquire a grant or donation to cover the balance due. The

total we need each month to cover the mortgages is about \$2,000. One property includes a rental house that helps pay one of the mortgage loans. Our need is for our members and friends to assist us in pledging money each month to assist us. If we can find 15 members to pledge between \$50 – 100 per month, or 30 friends to pledge \$25 – 50, we will have the mortgage payment covered. Of course, we will also be happy to accept a one- time donation as well.

Property Acquisition Fund:

Please help us acquire this property. Please use the envelope included with this Hot Scoop. We hope to have a “Donate Now” button set up on our website soon that will allow for one time and recurring payments against your credit or charge card as well. You may also write a check each month, please make sure to note on the check that it is for the Property Acquisition Fund and mail it to the La Mesa Depot:

Pacific Southwest Railway Museum
Attn: Property Acquisition Fund
4695 Nebo Drive
La Mesa, CA 91942

Thank you for your support and financial assistance. These are exciting times for our Museum. Please assist us as you are able. ►

Board Briefs, July 2014

Submitted By Rob Stebbins

With the largest number of guests in the audience in a very long time, the Board held its monthly meeting on July 25, 2014. Guests actually outnumbered Board members. The five Board members present were Diana Hyatt, Greg Luiz, Rob Stebbins, Frank Denison, and Jim Lundquist. Our guests included Martin Caestecker, Hector Gonzalez, Dawn Lundquist, Spencer Piontkowski, Dave Tomeraasen, Tom & Tessa Trefney, and Heather Wright. It is great to see so many smiling faces in the audience! And they kept smiling, despite the length of the meeting— over 3.5 hours.

The Board had many items on the Agenda to discuss. Some of them were tabled, but most prompted many opinions from the Board members that were present. Of particular importance, Diana reported that she is close to hiring a professional Certified Public Accountant to review and clean up our financial records. As has been mentioned in the past, a near-term goal of the association is to raise additional funds from grant givers and other donors. We need to show such potential

benefactors that our financial records are being properly handled and that association management is working to accomplish a worthwhile set of goals and objectives.

Perhaps by the time you read this, our new web site will be up and running. This project has taken the better part of a year to complete—we have a tremendous amount of information tucked away on our current web site that will become more accessible and useful when the new web site is introduced. PSRM members Martin Caestecker and Spencer Piontkowski are working with an outside web designer to accomplish this difficult and time consuming project in order to “get it right”!

The Board approved the cost of a new sliding door on Track 6 of the Display Building. The old one got severely damaged in a recent Santa Ana-type wind storm. The new door should be installed soon, and is being built to withstand these very strong winds we sometimes get at Campo. Another necessary expense that was approved by Board is for weed spraying the railroad right-of-way. Some of you may have noticed that we seem to be growing an exceptionally hardy crop of tumbleweeds this year.

Jim Lundquist brought up the topic of Neighborhood Reinvestment grants. This San Diego County program provides recipients with much larger grants than we have previously received and is intended to fix up and stimulate areas or activities that are in need of improvements. Jim feels we qualify, and outlined a proposal to tap this fund for better fencing and security at our Campo facility. He was given approval by the Board to submit an application for this grant.

Two of our guests made presentations to the Board. Heather Wright outlined her proposal for Corporate Memberships. As most of you know, Heather is now our membership chairperson, and is bringing several fresh and efficient ways to the sometimes tedious task of keeping track of and growing our membership. After her presentation, the board, by consensus, asked Heather to move forward implementing her plans for Corporate Memberships. I am sure you will be hearing much more about this topic from her very soon.

Hector Gonzalez brought the Board up to date on rail developments in Baja, Mexico. Hector is currently working in the office of the Mayor of Tecate, and has taken a lead role in encouraging more and better rail service in Tijuana to Tecate and into the U.S.A. His presentation was most informative, and provided us with valuable information on rail use in Baja, the quickly

industrializing areas near Tijuana and Tecate, and the emphasis on tourism development that could well benefit PSRM’s operations. ►

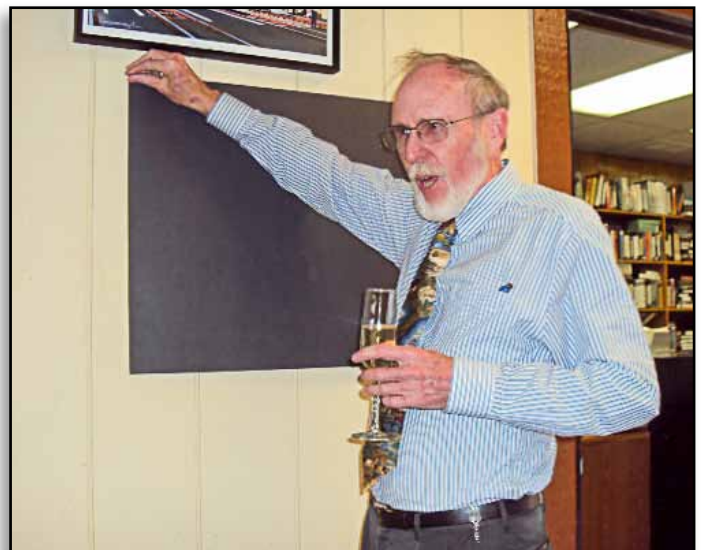


Hector Gonzalez made a presentation to the board about rail developments in Baja California.
Frank Denison

Museum Services Report

By Jim Lundquist

Congratulations are in order for the many, many years of hard work and investment of hard earned money for the opening of our library. All the people involved for all the years, then it comes together and everyone can see what a wonderful idea it became. Thank you for all the members who have been involved, both for those in past years and those in recent times—especially for those who have been around for both!



PSRM Librarian Bruce Semelsberger prepares to unveil the library plaque at the dedication on July 12, 2014

Dave Tomeraasen

The last of the large 4' x 6' signs have now been installed at both of our museum sites. It has been a long time goal of mine to share our knowledge of railroading and history with our visitors through signage. Signs allow us to include text, photos and maps to tell the story—all at a pace which allows our visitors a quick review or which allows them to read in depth. At La Mesa, we have three signs which tell the story of the San Diego, Cuyamaca and Eastern Railway, the depot itself and a brief history of our railway museum. At Campo, we have installed a new welcoming sign at the entrance, history of Campo, history of San Diego county railroads, history of the San Diego & Arizona Railway, history of the SD&A wooden coaches, the various jobs of railroaders, expanded history of our railway museum, how a diesel-electric locomotive works, history of the ALCO locomotive company, history of the section house and section gang, history of the SDC&E Railway and history of the telephone booth and railroad communications. Many of these signs are more than one panel of information. All of them involved text and edits from the Museum Services department volunteers with most passing through multiple rounds of edits. A special thanks goes out to Frank Denison, Glen Rogers, Dawn Lundquist, Carlos Smith and Ricky Northcoat for their assistance in helping me with the physical installation of these signs—including the installation of ties as sign posts and digging the holes. I am proud of how they have all come out and truly appreciate the gratitude expressed by our members and the public on how the signs look. The next signs will be much smaller and will convey information about a specific equipment piece. Many of these have already been made and installed.

Another long time goal has been realized with the installation of two additional video's in our Display Building. In addition to the video on how a steam locomotive works filmed several years ago, there is now a video inside the Railway Post Office car which was shared with us by the Smithsonian Institution with interviews of retired RPO clerks talking about their experience inside the car while in service. Also, we have added a video which shows our Rockdale, Sandow & Southern Railroad #3 baggage/coach car in the movies during the time it was owned by 20th Century Fox studios. Our thanks go to Frank Denison, Christopher Richardson, Dawn Lundquist and Marie Denison for their assistance in completing this project. Thanks also to Frank Stites for constructing the crates which are used by our visitors for seating to watch the film.

Martin Caestecker and Spencer Piontkowski have teamed up to kick start a new look for the museum's website. Knocks your socks off! Go to www.psrn.org to see the new look.



Sid Salstein and Duane Dubke at the La Mesa Depot.
Frank Denison

Thanks go out to Glen Rogers, Bruce Deck, Tom Grey and Tom Trefney for their docent activities around the property and on the train. Our visitors always appreciate the opportunity to talk trains with our volunteers.

La Mesa Depot News:

Frank Stites and Bruce Semelsberger have continued the hard work of stripping and repainting the depot floor. Terrific work guys. Sid Salstein and Duane Dubke continue to staff the La Mesa Depot. We would still like to have more staffers to open the depot additional hours. Please contact Jim Lundquist at JimLundquist@gmail.com if you are interested in assisting.

Media / Promotions:

Glen Rogers has been very busy pounding the pavement among our neighbors in the Imperial Valley, cold-calling local radio and TV stations to extol the virtues of the Pacific Southwest Railway Museum in a one-on-one environment. He reports his efforts have been very well received. Media Coordinator Dick Pennick provided Glen with a list of all the San Diego area stations, which are also on his radar. Other Promotions Committee members—Diana Hyatt, Tessa Trefney, Charles Siegel and Martin Caestecker—are also making great contributions to the effort to bring more visitors to Campo. Tessa continues to come up with new online places for our advertising; Charles is working on a full-color event brochure and comes up with great new ideas for promoting the museum; Dick is gearing up for our 3-day assault at La Mesa's annual Oktoberfest, Oct. 4–6th and needs some warm bodies to help spread the word. We use this opportunity each year to kick

off the promotion of our Pumpkin Express and North Pole Limited special trains, and will have a new color flyer to pass out. If interested, e-mail Dick at pennick@psrm.org.

Working together with Frank Stites of the Facilities Department, we have recently completed improvements inside the Display Building with a better door closer on the rest room door and we constructed a temporary wall at the end of the aisle leading to the rest room until such time as we have raised funds to complete the concrete sidewalks on the south side of the Display Building. We also replaced a broken window in the Shop Building and installed shading film on the windows to reduce the heat and glare.

It's terrific to see so many volunteers working hard to serve our visitors. ►

Museum Launches New Website

By Martin Caestecker

Our museum is in the midst of a great deal of change. The focus on planning more for the future has been spreading throughout the membership and the administration of the Museum. Part of planning for the future includes reinventing our image and taking the items that many of our visitors see every day and making them even more spectacular.

This past fall, I approached the board of directors with the hope of taking the reins of the museum's website overhaul and guiding it towards completion. My offer was well received and I began right away working with the new website's designer to combine his vision for our website with ours. The designer and I worked together for almost six months sending emails back and forth about changing this and editing that. One of the newer volunteers at Campo, Spencer Piontkowski, offered his expertise in designing and maintaining website servers to help our project along. By the end of July, Spencer had the server ready and waiting for the transfer from the designer's server to our own.

After overcoming some initial challenges with the configuration of the new website server, Spencer and I were able to finally go live with the new website on August 8th. Since then, the website has been in a constant state of editing and redevelopment. Some of the content from the old website still needs to be moved to the new one and reformatted to fit the new website platform. Little by little, we're working towards getting everything finished.

Larger tasks coming up for the new website include moving all of the videos once stored on the site to our new YouTube channel and updating the equipment roster pages with new photos and more up-to-date information.

We want to think of the development of the website as a team effort. If you spot something that doesn't look quite right or find that one of your favorite pages from the old website is missing and you're wondering where it is, please feel free to send Spencer and me an email at it@psrm.org so we may investigate your inquiries.

As a final note, I'd like to personally thank Lew Wolfgang for his many years of service as the Museum's webmaster. He created the original PSRM website in a time when having a website for your business was one of the newest and greatest advances. The content he maintained on the previous site is irreplaceable and lives on in the new site. Lew continues to be a fabulous resource for Spencer and I. His assistance in the transferring of mailing list servers and in providing general guidance over the last few months have been essential to the new website's success.

We hope that the website is able to serve you better than ever before. Stay tuned for more new features and content. ►

Steam Whistling, March—August 2014

By Jim Baker

As I reported in the January–February, 2014 issue of the Hot Scoop, the biggest surprise in Stathi Pappas' report on his inspection of the Coos Bay Locomotive was the following:

"First, and perhaps most interesting is the fact that it appears all the frame connections leading to and from the cylinder saddle were broken and welded back together. It is possible that this occurred during one catastrophic event, or could have been the cumulative results of long term heavy service and/or abuse. The weld repairs appear to have been very competently carried out in terms of their outward appearance. However, it would be good insurance to radiograph some or all of these welds before investing a great deal of resources into the locomotive in order to prevent surprises later such as incomplete penetration, incomplete fusion, or extensive internal flaws. Regardless of the quality of welding, this condition is something that warrants careful observation if the engine is returned to service to ensure the welds do not begin to crack."

So, we spent some time wire-brushing and scraping crud off the frame so that the welds could be tested. Due to scheduling conflicts, both with the testing company and at the museum (crew shortages), we were not able to have the welds looked at until the end of May. Decisive Testing, Inc. did the job as a donation. THANK YOU!

The technician was able to tell us that several of the welds were good, one had an obvious crack, and some others were located where he couldn't get his testing instrument. His recommendation was that we try to remove everything that we can that is in the way, thoroughly clean the frame, and test it with dye penetrant.

This job was done just in time. Unbeknownst to us, the North Pole trailer was moved into the shop for rebuilding just prior to the weld testing, blocking access to the pit. We were able to pull the trailer outside for the day, so we could get to the pit for the testing. Afterward the trailer was put back in the shop, blocking the pit ever since.

Outside, we steam cleaned the frame, but to start removing the things that obscure the frame, the brake and spring rigging, we will need to access the pit for a few days. This is not likely to happen until January.

People who have helped with the work that we did accomplish include: Dwight Koller, Raymond Lee, Rich Paulus, Harry Lineback, Walt Novinger, Robbie Smith, Ron Amberger, and Jim Baker.

Because of the delays in accessing the shop, I decided that we really need to have a more permanent place to work on the Coos Bay. Also, since the board recently met to come up for goals and plans for the future, I asked them to tell me where steam fell in their priorities, and if we could have a fixed location to do our work under some type of shelter.

The Board said that steam is not high on their priority list, but it is still something they think we should be working on. They did approve us setting up a work shelter for the Coos at the west end of Track 11 (under the ATSF gantry crane.)

Since we can't access the pit due to the North Pole construction, for the next couple of months I'd like to concentrate on site preparation on Track 11, and decide exactly what dimensions we want our shelter to be, based on the available clearances. Then I can get some bids. Also, there is a lot of "stuff" that needs to be moved.



The location under the Santa Fe gantry crane for the proposed steam team work shelter. *Jim Baker*

Once we can access the pit, probably not until January, we need to remove the brake rigging, at least that part of it that is under the axles, so it will be easier to crawl under the engine when it is in the work shelter. Once we get all the brake rigging removed, we'll need to remove the spring rigging. To do that we'll need to jack up the engine to take the tension off the springs. We'll need to discuss that during our work in Sept. also.

Our next scheduled work days will be Sept. 12 and 13, and Oct. 10 and 11. Come out and join us, especially if you have suggestions as to how we should build our work shelter for the Coos Bay. If you can't come out, and have some suggestions, let me know: baker@sdrm.org.

Brakeman Training Class

By Jim Baker

A hands-on class for the entry level train crew position, Brakeman, will be held this fall. The class is open to anyone, age 16 and above, who is interested in becoming a member of our volunteer train crew. (Don't let the brakeman title scare away any ladies.) Class size is limited to eight people.

There will be two sessions of the class; attendance at both sessions is necessary to complete the class. The two sessions will be held on Oct. 4 and 18 (Saturdays), all day, at Campo.

Prior to taking the class, it is suggested, but not required, that you take some "observation runs" with one of our presently qualified brakemen to see what all the job entails. To sign up for these, and the hands-on class, you need to be a member of the museum, and contact

Mike Edwards, our Certification & Training Officer at traindancer169@hotmail.com.

After taking this class, you will need to take three observations runs, including any taken prior to the class, followed by a series at least six training runs with qualified brakemen. Trainees are evaluated by

the brakeman, and at least three "qualified to operate without supervision" recommendations from three different brakemen are required to become qualified. Sixteen hours of classroom instruction and written

examinations covering Safety & Security, the General Code of Operating Rules, (GCOR) and Air Brakes is also required (two 4-hour classes and one 8-hour class). These classes will be held at various times in the Spring next year. Minimum age for qualification is 18.

If you have any questions, feel free to contact Mike Edwards, or the Hands-On Instructor, Jim Baker, baker@sdrm.org ►



Brakeman trainee Raymond Lee directs the locomotive in for coupling during the last Brakeman Training Class.

John Wright

Membership FAQs

By Heather Wright

In the little over a year that I have been the Membership Coordinator, we have had some questions come up repeatedly. I am hoping to answer some of those questions in this article.

Q - What does a Membership include?

A - All members receive a bi-monthly Hot Scoop, free train rides except Special Event trains, guest passes (the number varies by membership level,) advance

sales of North Pole Limited Tickets and 10% off gift shop purchases.

Q- What is a family?

A - A family is one adult, that person's spouse or significant other and up to four dependent children living in that household (under 18 years if age.)

Q - What is considered a Special Event Train?

A - A Special Event train is any train that differs from our regular operating trains such as the Golden State trains, summer evening trains and Railbus Adventures. Special Event trains include but may not be limited to Bunny Trains, Halloween Trains and North Pole Limited Trains.

Q - Is there a member discount for the Bunny, Halloween or North Pole Limited train tickets?

A - No, due to the additional costs involved in these trains, we are unable to offer any discounts to members.

Q - What if I want to volunteer at the museum?

A - All Volunteers are required to be PSRM members in good standing. This is required by our insurance.

Please send any questions you have to membership@psrm.org. ►

New Members and Donations

Submitted by Heather Wright

We would like to welcome the following new members to PSRM:

Sherwin Dorris, Dawn Lundquist, Tony Suarez, Thomas Gartner, David Moore, Austin McAdams, Laura Harr, Ian Herzing, Lawrence Scott, Bill Norin, Devon Fortune, Norma Gonzalez, E.D. Murdock, Teresa Rudesill, Mike Naegeli, Phil Genet, Maria Ibarra, Andrea Phipps, Robert Barriga, John Andrado, Chris Lowe, Alicia Medina-Tracey, Luciana Corrales, Sean Cartlidge, Enrique Medal, Erin Shetler, There Graf, Cindy Vasquez, Amy Turner, Meredith Garner, Karla Kourajian, Gary Lakey, Duane Johnson, Ken Daubach, Nikki Botts, Nancy O'Connell, James McMurren, Vanessa Wright, Michael McKittrick, Cecilia Garcia, H. Michael Bammerlin, Tony Brendon, John Thomas, Jamo Ammon, Bryon Kimball, John Ploppery, Robert Mackey, Jamo Ammon, Tom Shilling, Gabrielle Madsen, John Baer, Manuel Jimenez, Eric Havens, Jeffrey Espirtiu, Michael James Chris Van Stelle, Ryan Woodley, Maria Gamez, Michelle, Deczynski, R.H. Thompson, Edwin Pampo, Thomas Engelhorn, Shawna Kramer, Jason Bradshaw, Melanie Monroe, Kelly Baier, Elaine Hiel, Eleanor Stewart-Garbrecht, Xanthe Rivera,

Sierra Shapery, Jeffrey Shoemaker, Jose Juan Quiceno, Gregory Siota, John Cardenas, John Tigert, Chris Anderson, Craig Bennett, Chad Hughes, Brett Vargo, Moises Garcia Moreno, and David McClure

The museum would like to thank the following individuals for their generous donations:

General Fund: Penelope Hamel, Kurt Wegelius

Library Fund: Dana Graham ►

Gift Shop Notes

By Tessa Trefney

The gift shop is gearing up for Halloween and Christmas. While you're here for the Pumpkin Express train pick up our new Bump & Go locomotive and start your Christmas shopping early! Kids love the Bump & Go! When it bumps into something it backs up, changes direction and goes again. It also has a working headlight and real horn sounds.

Sandy ShortLine says, "This is the perfect toy for grandparents to buy for their train loving grandchildren." The best part is that it's about 7.5" tall and 13" long so you won't mistakenly step on it.

This toy requires batteries and we sell those batteries in the gift shop for your convenience. The Bump & Go is only \$29.99.

Look for our new Gift Shop mascot Sandy ShortLine in the Gift shop and around the museum.



Once again we have a beautiful quilt created by our very own Janet Paulus. You'll be able to purchase tickets to win this quilt in the gift shop.

The drawing for the lucky winner will take place on Saturday December 20, 2014. Once the 7:00 PM train has left we'll draw the winner!

The more tickets you buy the better chance you have to win this quilt for your special train lover.

This beautiful quilt is 45" wide by 55" long.

Raffle Ticket Prices

1—\$1.00

6—\$5.00

15—\$10.00

30—\$20.00



Maintenance of Way



Roadmaster Glen Rogers conducting a track inspection on the line between Campo and Division. *Frank Denison*

BRICK ORDER FORM

Each brick is 4" x 8". Minimum Donation \$100 each — 1-3 lines of inscription, 20 characters per line



Engraving Information

Each line has a maximum of 20 characters, including spaces and punctuation. Please print clearly; use capital or lower case letters and make sure the information is spelled correctly. All inscriptions will be centered.

1																			
2																			
3																			

Payment Options

Visa/MasterCard

Card Number _____

Expiration Date _____ CVC _____

Recurring charge for _____ months

Signature _____

Or

Mail this form along with your check or money order to:

PSRM Brick Fundraiser

4695 Nebo Dr, La mesa, CA 91941-5259

PSRM is a 501(C)3 California Non-Profit Corporation

PRINT YOUR NAME: _____

ADDRESS: _____

CITY: _____

STATE: _____

ZIP _____

PHONE (Please include area code): _____

E-MAIL: _____