



A publication for the Pacific Southwest Railway Museum members

December 2023

Southern Pacific #3709 Locomotive Operates at Campo for the First Time



Photo by Carl Brooker 10/29/23



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

Museum and Train Operations

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

La Mesa Depot Museum & Office

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

PSRMA Board of Directors

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

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Vice President: Gabe Zorbas
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Secretary: Jenn Brooker
Equipment Dept: Robert Smith
Facilities Dept: Frank Denison
Museum Services Dept: Travus Clark
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Gift Shop Mgr.: Jenn Brooker
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Hot Scoop Editor: Jim Lundquist
Membership: Carl Brooker
Steam Foreman: Jim Baker
Volunteer Coordinator: Gabe Zorbas
Asst. Dir. Of Facilities: Jim Lundquist
Station Master (La Mesa): Timothy Miller
Social Media Mgr: Jason Drenkow



In Campo:

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

North Pole Limited: December 1, 2, 8, 9, 15 & 16. **Tickets on sale NOW.**

Saturday and
Sundays: vol-
unteer work
days at Cam-
po.

Wednesdays
and Satur-
days: Library
open from
9AM to 5PM.

Call Bruce
Semelsberger
at 619-
264-7282 for
an appointment

In La Mesa:

December 7 - 7PM Members lecture: *Railroad Stations in San Diego County* at La Mesa Police Community Room



Members Meeting in La Mesa on December 7 at 7:00PM

Join us for a members meeting and lecture on the *Railroad Stations in San Diego County*. Member and author Jim Price will be reviewing the existing railroad stations. The meeting will be held at the La Mesa Police Community Room. If you can't join us in person, join us on zoom at:

<https://us06web.zoom.us/j/82517858399?pwd=OUxuRE9NakNKbzJpaytXbGRUMzIzQT09>

Meeting ID: 825 1785 8399 Password: 068670

Community Outreach Continues

The railway museum had an opportunity to have a booth at the "Fall Back" event produced by the Gaslamp Quarter Historical Foundation.



Mark Landguth and Bruce Semelsberger were on hand to set up and staff the booth, telling visitors about our museum. We are constantly hearing from people who pass-by these booths that they have never heard of us!

Jim Lundquist was the guest speaker at the Alpine Woman's Club November lunch meeting event. Help us get the word out. Tell us of upcoming events where we can set up a booth, a speaking opportunity or your local parade where we can take our float. If your non-profit needs a gift, reach out to Jim Lundquist for two free tickets. When we are at a street fair or a local parade, stop by and say hello to our volunteer(s) there!

Photos by Diego Lundquist 11/5/23



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

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

PSRMA Mission Statement:

PSRMA is dedicated to preserving the physical legacy and the experience of rail transportation. Programs address the historical, social, economic and technical impact of railroading with particular emphases on railroads of San Diego County and the systems with which they connected in the United States and Mexico.

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

PSRMA is a member of the Heritage Rail Alliance.

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

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

Comments are always welcome. Send your feedback to:

editor@psrm.org

Union Pacific #576 Reupholstered Seats Project Completed

The Museum's chair car UP #576 has been the subject of the several articles in the *Hot Scoop* as an interior restoration project was outlined in July 2022 issue. Great news - as of November, all of the chairs have been reupholstered thanks to the hard work of Mark Landguth, Project Manager. It looks terrific!



For more information
on the car, visit:

<https://www.psrn.org/trains/passenger/up-576/>



Community Outreach

John Olson reached out to us for a Podcast interview regarding our museum. Jenn Brooker and Jim Lundquist participated in the 40 minute interview. Hopefully, more people know about us now! Listen here:

<https://www.buzzsprout.com/1508560/13972035-jim-jenn-are-bringing-santa-to-the-pacific-southwest-railway-museum>

<https://open.spotify.com/episode/16yvllkVom9CqwGHhpg3Ze>

<https://podcasts.apple.com/us/podcast/jim-jenn-are-bringing-santa-to-the-pacific-southwest/id1541783400?i=1000634832866>

From the Back Platform By Stephen Hager, President

Season's Greetings! I hope you all had an enjoyable Thanksgiving with friends and family. Looking back on our organization's accomplishments over the past year, I am thankful for all the dedicated volunteers who selflessly and tirelessly work day in and day out to keep the place running. I feel like a broken record saying this, but it truly is a small but dedicated core group of volunteers who keep the organization afloat.

Special events season in the fourth quarter of the year is the most critical period for the museum as it accounts for most of our annual operating income. This year's Pumpkin Express Season went off well, though it was somewhat underattended as unseasonably high temperatures in October kept many visitors away. Volunteers were busy throughout November taking down Halloween decorations and putting up Christmas decorations in preparation for the North Pole Limited season. We also completed annual inspections and maintenance on the remaining locomotives and railcars that needed their turn in the car shop. We had a few near record-breaking days of volunteer turnout in November as we made the final push before NPL. As I am writing this, we just had our opening night of NPL season and it went off very smoothly with two fully loaded trains of happy families on a journey to visit Old Saint Nick!



Back row left to right: Alexis Anderson, Bryon Anderson, Tim Wamsley, Colin Atwood, Mark Landguth, and Ken Brown. Front row left to right: Mike McIntyre, David Choy, and Tim Mendeola. Photo by Stephen Hager 11/4/23



Back row left to right: Colin Atwood, Alexis Anderson, Bryon Anderson, Tim Wamsley, Stephen Hager, Mark Landguth, and Ken Brown. Front row left to right: Mike McIntyre, David Choy, and Tim Mendeola.

Photo by Colin Atwood 11/4/23

We have had an exciting new development in the past month. At the end of October, we operated our low nose GP9 locomotive, Southern Pacific 3709, under its own power for the first time ever at the museum. This is a major accomplishment! I have been with the organization since 2010 and this is the first locomotive that we have restored to operation in that time. Volunteers in the equipment department have slowly been working over the past few years to get the locomotive reassembled following its move to Campo by truck in 2012. Efforts really kicked into high gear this year as we set a goal to get the locomotive running in time for NPL.

From the Back Platform continued

Volunteers reconnected the traction motor cables, replaced the engine's fuel injectors, reinstalled the #2 main air reservoir and pilots on either end of the locomotive, and reinstalled or replaced various other air brake, electrical, and mechanical components. The result was its first test run in late October. A short video of the test run was posted to the museum's social media accounts where it racked up over 40,000 views from around the world! We hope that continued coverage of the locomotive's restoration progress will garner support from our museum members and the wider railfan community.



Tim Wamsley is servicing the batteries on ATSF 1509 as Ben Lazerson works to tighten a leaking fitting on the brake pipe.

Photo by Stephen Hager 11/11/23

The locomotive looks a bit rough as it still wears the deteriorating paint job that it received while it was owned and operated by the US Military. Once we finish the mechanical restoration and perform some bodywork to replace rusted out steel and poorly done patches, it will come time to paint the locomotive. The locomotive was painted in Southern Pacific's famous Scarlet and Grey or "Bloody Nose" paint scheme for its entire operating life at SP, and we intend to faithfully reproduce that scheme. A high-quality locomotive paint job can cost about \$50,000 and we will not be able to do it without your support. SP 3709 has a restricted fund – donations earmarked for this specific fund will be stored separately and will be used exclusively for this project. If you are interested in donating towards the SP 3709 restricted fund, please visit our website at <https://www.psrn.org/donate/>, use the "Choose Fund" drop down box to select the SP

3709 restricted fund, and select the amount you would like to donate. You can also mail a check to our La Mesa Depot at: 4695 Nebo Drive, La Mesa, CA 91941 Make the check out to "Pacific Southwest Railway Museum Association" and write "SP 3709 fund" on the memo line.

Last month, I reported on a large track rehabilitation project that we are performing on the SD&AE Railway between Campo and the outlying station that we call Canyon (AKA, the North Pole). This month, I am happy to report that that project is now underway. In fact, we got our contractor started on the project in just the nick of time for them to do some initial tie replacements needed to get the railroad reopened to Canyon. Over the next few weeks, the contractor will continue working on weekdays to install a total of 500 new ties, surface and line the track through multiple curves, add ballast to improve drainage and build up walkway shoulders along the tracks, and cut drainage ditches in two cuts between Milepost 64 and Milepost 62.8 that suffer from poor drainage. As I mentioned, we are digging deep into our pockets and pulling from multiple cash reserves to finance this project. This year, we are participating in Giving Tuesday with an appeal for donations to help us recoup the costs of the track project. We have already received several generous donations towards the project, but we need many more! To donate towards this project, follow the donation instructions that I detailed above, but select/write in "Giving Tuesday Campaign" when designating the fund that you are donating towards.

I look forward to seeing many of you out at Campo over the next month as you partake in the cherished annual tradition of riding the North Pole Limited train. As always, if you would like to get in touch with me, please send a note to president@psrm.org. Until next time, keep it on the high iron!

A note from Fundraising - Donna Spevack

Happy Holidays to everyone! The year is almost over and we are delighted that this year brought us all together to enjoy trains, a bit of the past and make new friends. Thank you to all our members old and new for making 2023 a memorable year at PSRM!

Thank you to our donors for October and November:

William B. Dyke, Kenneth F. Faller, Christian Mergliano, Evan I. Samuda, Carl Brooker, Dean Yager, Francis C. Witkowski, David P. McMannus, Tamara Shirazi, Mr. and Mrs. Robert Stebbins, Paul Daspit, James Jordan, Julie Weiler, Ken C. Lee, Michael J. Retz and Ronan Mandra.

I apologize if I forgot anyone and please let me know and I will be glad to add your name in the next newsletter.

Thank you so much for your generous donations to

the Pacific Southwest Railway Museum over the years. Your contributions have already made such an impact to our mission of preserving railway history and being able to share this history with you. We cannot thank you enough!

Anytime is a great time to donate to the Historic Preservation Fund at PSRM, preserving railway history that tells our stories, reflects our culture, and has shaped our shared American experience.

To make a donation go online at: [Donate – Pacific Southwest Railway Museum \(psrm.org\)](https://psrm.org) and click on our donation site or you can mail in a check addressed to **PSRM, 4695 Nebo Dr., La Mesa, CA 91941-5259**. Please specify if you would like to contribute to a special project, in memory of a loved one (table with a plaque) or a general donation.

If you would like to explore more ways in which you can help PSRM, please feel free to contact us for more details.

Thank you!

Down at the La Mesa Depot

by Timothy Miller

Paul Falk hosted the Depot on Saturdays in October. After a long recovery, I was finally able to increase my presence on Tuesdays and Thursdays. Best of all, the Depot finished October with lots of activity on Halloween! Thanks to Bruce Semelsberger for helping me replace the Pumpkin Express banners with the North Pole Limited banners. And thanks to Donna Spevack for supplying the Halloween treats. Later Halloween evening, Donna and I handed out candy to the younger crowd of Trick-Or-Treaters, and flyers promoting the North Pole Limited to the older crowd, with some assistance from BG Miller.

On Monday, November 20th, Jim Lundquist and Steven Pohjola reinstalled the decorative lights on the Depot. (The lights had been removed for the new paint job on the Depot.) Now the Depot has resumed its status as a bright spot in La Mesa.

I will next start installing our Christmas display. That work will begin November 28th. I always welcome help with that installation. Hope you'll have a chance to drop by and check it out. For now, there are no plans to repeat the holiday gathering we had at the Depot last year, as my schedule is packed, and North Pole Limited is our focus in December.

Year end gifts and donations. Don't forget your railway museum as the end of 2023 wraps up.

There are many projects in need of funding at the museum. Certainly the general fund could use your donation to recover from the \$285,000 track rehabilitation project just underway. Also, we need a small donation to purchase the fourth picnic table for the Campo Depot. Or a gift membership. **To make a donation** go online at: [Donate – Pacific Southwest Railway Museum \(psrm.org\)](https://psrm.org) and click on our donation site.

THANK YOU FOR YOUR SUPPORT.

Please remember us for your End of Year Donations

Your railway museum has many fine projects on the books awaiting funding. Some of these include:

- * General funds to replace borrowed money for the rehabilitation of the railway from Campo to Canyon/ North Pole. We hired a company to install new ties and improve drainage. The job is \$285,000.
- * SP 3709 has just been mechanically overhauled and ready for service. It needs an SP paint job – costs are around \$50,000.
- * A fourth picnic table is \$1,157 for the Campo Depot.
- * Our Master Plan has many proposed exhibit buildings. Funds are needed to design and cost estimate construction, or, thinking bigger, to construct a building.
- * The Library needs funds to expand with additional containers, covered hallways and insulation.
- * Almost every piece of equipment needs painting. Do you have a favorite?
- * Adding air conditioning and heating to a car for our demonstration train.

These are only a few of the projects which we need funding to complete. Please consider these needs as the end of the year draws near.

To make a donation go online at: [Donate – Pacific Southwest Railway Museum \(psrm.org\)](https://psrm.org) and click on our donation site or you can mail in a check addressed to **PSRM, 4695 Nebo Dr., La Mesa, CA 91941-5259**. Please specify if you would like to contribute to a special project, in memory of a loved one or a general donation.



SP 3873, Campo

Photo by Stephen Hager, November 2023



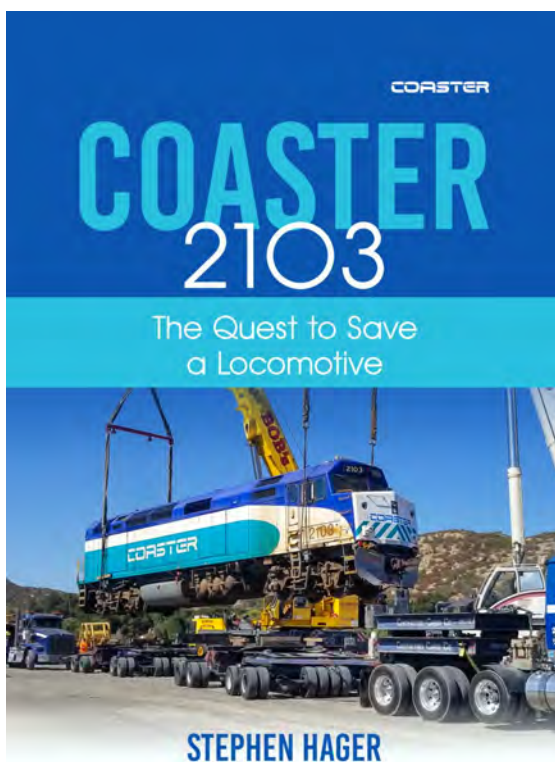
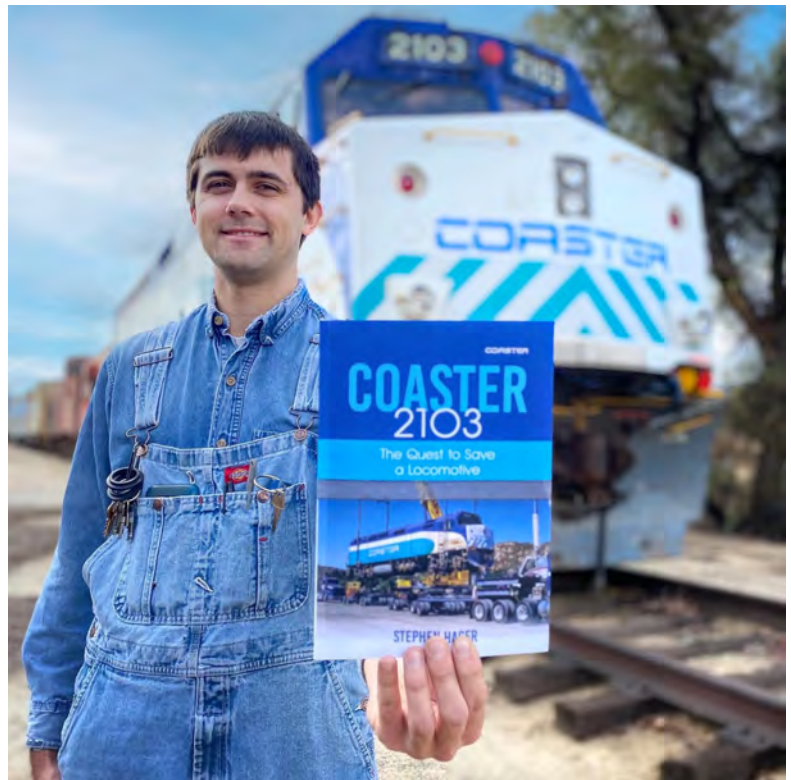
Sante Fe Depot, San Diego.

Photo by Kenneth Williamson, 1984

New Book Announcement! Volunteers of our Southwest Railway Library are proud to present "Coaster 2103 - The Quest to Save a Locomotive" written by Stephen Hager

The book chronicles the 4 1/2 year long process it took for the museum to obtain the soon to be retired locomotive and save it from being scrapped. You may recall that Stephen had written a multi-part series, "The Coaster F40s Saga" for the museum *Hot Scoop* which detailed the challenges and triumphs of this acquisition. Recognizing that history was being made in the moment, library and media volunteer, Jason Drenkow, approached Stephen with a book concept and volunteered to take on the project. He would combine Stephen's articles with a number of never before seen photos and adapt those materials to create this book.

Our library currently has ongoing book projects and the staff were already exploring publishing options. Since the Coaster story was already written, they decided to push the creation of this book to the front. Library volunteer, Richard Finch, suggested Amazon's Kindle Direct Publishing, a self-publishing program. It looked to be a great fit. Books are printed to order and are also available to purchase online. Jason, who is also our social media manager, quickly realized the potential to market, promote and sell this book to our nationwide (and beyond) audience of social media followers. The museum did not need a



"middle man," it could publish and promote a book on its own. The potential exposure for the museum and for the library was through the roof, not to mention, this would also generate a small stream of revenue for the museum.

As an all-volunteer organization, it is important to our museum that we share with the public what challenges we face when it comes to railroad preservation and the rewards of success. We hope this book encourages more support towards our museum and more involvement. Acquiring the locomotive and producing a book are both great accomplishments. We congratulate Stephen and the Library Staff for producing this book.

Pick up a copy today! The book will be on our Gift Shop shelves just in time for North Pole Limited trains. What a perfect gift idea! It is also available on Amazon at: https://www.amazon.com/dp/B0CMPKS9L3?ref=cm_sw_r_cp_ud_dp_954VSPHYJ3FK6CQM61NN

Great Christmas gift for your railfan or history loving friends!!

Manufacture offers discount, donation received for ~~two~~ **three** replacement Picnic Tables. Only \$1,157 needed for a fourth table.

Our thanks to longtime volunteer member Mike Retz for his generous donation of \$3,200 for new plastic picnic tables. Originally, this would have purchased two tables. However, the manufacture has offered us a great deal, with each table costing us only \$1,157 including shipping. Most of the old wooden picnic tables at Campo have outlived their usefulness and need to be replaced. The tables are very popular with our visitors, with many enjoying a meal or birthday party while visiting us. Replacing the wooden tables with recycled plastic offers many benefits. The coloring is molded right into the product, and the low-maintenance features of rugged, yet stylish products are sure to please everyone.

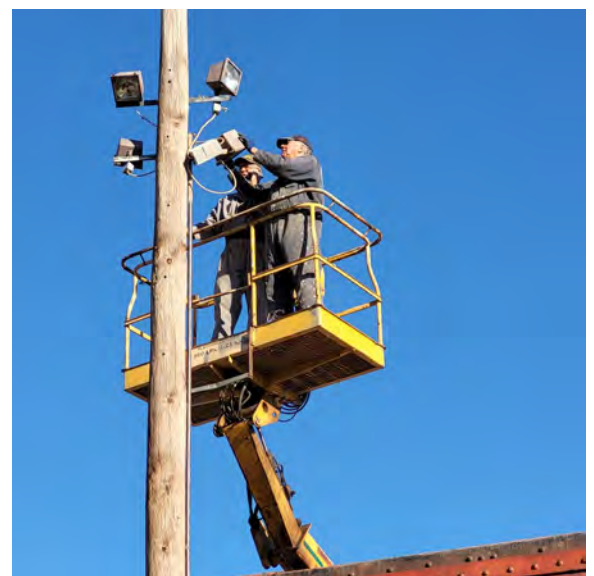
- No painting
- No staining
- Will not warp
- Will not splinter
- Will not rot

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



Each table is now only \$1,157 . If you would like to donate a table, with or without a dedication plaque, please contact Jim Lundquist at Jim@psrm.org

Overhead lighting repairs at the Campo Depot Using the museum's manlift, Frank Denison and Jim Lundquist made repairs and improvements to the overhead lights around the Campo Depot in preparation for the evening North Pole Limited trains.



Both photos by Dawn Lundquist 11/15/23

Drainage Improvements Underway in Campo

Our visitors at Campo usually take the excursion train from the Campo Depot and disembark at “Railroad Museum”, walk across the drainage ditch and into the Exhibit Hall. About 15 years ago, a pipe was installed which turned out to be too small, which caused water to run up and over the walkway, washing out the handrails. In November, that pipe was removed and new, large concrete pipes were installed. These pipes were donated at the request of long time life member Wally Barber. A new headwall is being installed on the pipes. The final work will be to bring in decomposed granite (DG) to level off the walkway, then to install handrails on the side to guide our visitors from



the train to the Exhibit Hall.

Our thanks to Wally Barber for arranging the pipe donation years ago, Brian Elmore, Gabe Larson, Jim Lundquist, Frank Denison, Dawn Lundquist, Steven Pohjola and Bruce Semelsberger for their work on this project. When completed, it will be a great improvement for our visitors.

Above left: Steven Pohjola is working in the ditch, while Jim Lundquist is at the mixer and Bruce is at the wheelbarrow. Above right: Steven and Jim work the concrete. Left: Frank Denison and Jim have completed one side. All photos by Dawn Lundquist 11/10/23 and 11/15/23

SD&A/SD&AE History: Test train of tall cars by Mike Reading

Editor note: Mike is a former active museum volunteer who also worked with Carrizo Gorge Railway when they were the freight operator over the SD&AE



A test train was operated over the SD&AE Railway to determine if the tall auto racks and double stack cars would be able to pass across the railway. It was six 19'5" tall auto racks (four standard racks and 1 articulated rack) with the seventh auto rack 20'2" tall. The remaining cars were double stacks with empty domestic containers. They were empty so the cars would ride high and domestic containers are taller than ocean going containers.

On February 20, 2004, the train test train was picked up at Dos Cabezas and proceeded westbound. We made it to the east portal

Both photos by Life Member Dan Robirds 2/20/2004

of Tunnel 19, where the 20'2" auto rack hit the knee braces at the top of the portal! We took some quick measurements and determined the 20'2" cars were not going to make it through the tunnel. We backed the train back to Dos Cabezas and set it out on the siding.



SD&A/SD&AE History - continued

The CZRY track crew was sent out a week later to begin excavating the floor of the east end of tunnel 19 to lower the floor. A week after that, on a run from Coyote Wells with a regular freight train, I was asked to pick up the test train and to take it up to Tunnel 19, to see if enough material was removed from the floor. Again, the cars hit the knee braces. We backed the test cars back to Dos Cabezas and set them out!

The next time we took the test train up the hill, we only took the 19'5" auto racks and they cleared all the tunnels and were run all the way to Jacumba. A few days later, they were returned to Dos Cabezas and were coupled on the remaining 20'2" rack and the double stack cars and were taken back to Plaster City where they could be sent back to the UP!

On November 5, 2005, the UP sent another set of double stacks for another test. This time the train was coupled up to the freight and we planned to run all the way through the gorge this trip. I was the engineer on this train. We had extra hands aboard this trip as we were going to drop off folks to be at each portal to watch as the train went by. We passed through Tunnel 19 without any problems at all! The track crew removed 6 inches of material for a distance of about 120 feet into the tunnel.



Both photos by Randy Houk 11/5/2005

The next tunnel we came to where the upper corners of the containers touched the knee braces was Tunnel 6, built on an S curve through the tunnel. The guys watching at the portals reported nothing at the east portal, but the guys at the west end reported that the upper corner of every container hit the knee braces on the north (downhill side)! They reported the squealing got less noisy as each succeeding container cut the notches deeper! Interesting note, the return trip the following week had the same effect but, on the south, (uphill side) of the east portal! Due to the S curve, which caused the cars/containers to lean toward the north or south side of the portals, depending on the direction of travel!



Once we got to Jacumba, the extra crew dropped off the train and the decision was made to take the whole consist to Campo! A couple of hours later, we pulled into Campo, set out the freight on the passing siding and then set out the double stacks on the house track west of the depot for the weekend.

On Monday morning, I shoved the test train west down to Division and shoved the train through Tunnel 4 at the border, to make sure the cars cleared that tunnel! Later that week, the train was sent back east and taken back to interchange at Plaster City!

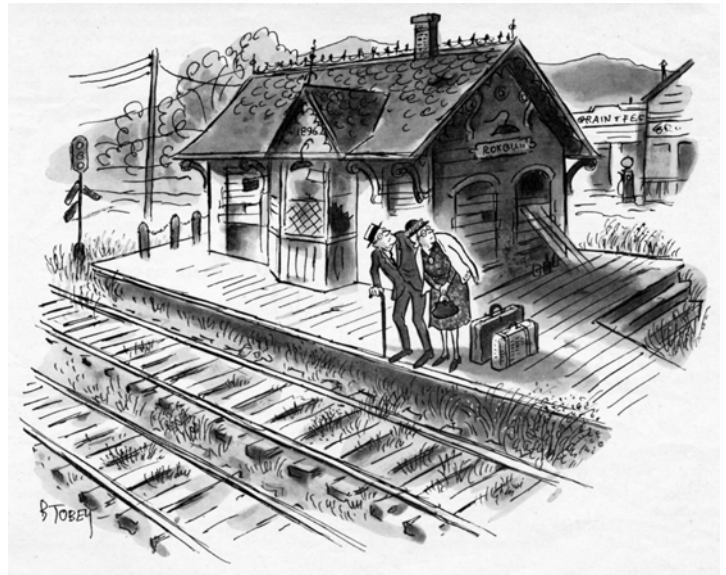
LIBRARY UPDATE FOR NOVEMBER 2023

by Bruce Semelsberger

It may be closing in on the end of the year, but nothing has slowed down at your museum library. We continue to hone the new computers and software (well, that's mostly Richard Finch doing the honing) so that everything done on all of the work stations is backed up on the master server and is accessible from all stations without going through some kind of "Chinese fire drill" to find it. This is not as simple a task for a couple of volunteers who are only there a couple of times a week as one might think. As part of the upgrade, we also discontinued the previous internet service which included the old library email, so those wishing to contact us directly will be happy to hear that a new and more direct link will be forthcoming as soon as Martin has time to update the web page. In the meantime, please use the "contact us" link and word will get to us.

Even as new donations continue to arrive the backlog of previous ones is slowly being addressed. Thank you to Mike Edwards for a nice crop of technical works and updated rules and regulations, also to Kevin Kuzma for three probably annual group photos of the Santa Fe depot staff taken during the 1920s judging from the clothing and the background. If any of our many members and fans has any background information about these photos, we would appreciate your sharing it with the rest of us.

Speaking of depots, staff is currently involved in assisting with two related projects. The effort to create a museum at the old Tijuana depot has been forced to



shift further south to Garcia due to operational considerations and the nature of the prospective museum has changed as well because of the physical constraints. We have continued to work almost weekly with Maria Curry in locating plans and drawings, photos and suitable artifacts for what promises to be an interesting sort of "garden museum" with little indoor space. We also are assisting in compiling photos and data for Jim Price's upcoming presentation on the past and present depots of San Diego County at our next museum quarterly meeting on December seventh. All that we find or photograph, whether used in the presentation or not, will be available in a master file at the library afterward. This presentation brings to mind the anguish felt across the country as railroad stations were abandoned seemingly overnight, so we include the vintage cartoon by New Yorker Magazine illustrator Barney Tobey which states it so beautifully.

Finally, library staff will be on shorter than usual hours during the remainder of the year while working on the North Pole Limited trains. We have brought the hobo camp up to usable condition for this season and will be looking to create a different look for next season. The existing set-up created by long-time volunteer Jack O'Lexey was only designed to be for holiday use, but proved so popular it has been left out all year and has deteriorated as a result. We hope to provide something with more local flavor and which will be more rugged as well. Any input is welcomed.



Welcome New Members by Carl Brooker

PSRM is excited to welcome the following eight new family, individual, senior, and student members of our museum: Rod Anderson, Robert Black, America Fiori, Lee Huntington, Victoria Marin, Francis Pruett, Joyanne Raya, Harold Wanzo, and Donna Zix.

Are you stuck on a good Christmas gift idea for someone in your life? Need a great stocking stuffer, or white elephant gift for the office holiday party? Did you know that the museum sells gift memberships! Support the museum and delight the history buff or railfan in your life this season! Contact member-ship@psrm.org for more information!



La Mesa Depot exterior lights rehung

The exterior lights at the La Mesa Depot were removed to allow for the painting project. That job has been completed. On November 20th, Steven Pohjola and Jim Lundquist rehung the lights.

Many of these types of projects are completed during the week, both in La Mesa and Campo. If you would like to become involved, please contact Jim Lundquist via email at Jim@psrm.org. We can always use the help.

Steven Pohjola on the ladder at La Mesa. Photo by Jim Lundquist 11/20/23

Operations Volunteers for October 23 to November 19, 2023

by Rich Paulus, Chief Operations Officer

Train Service - those who are qualified train crew members, speeder operators/crew, and trainees who have helped us finish up October with 8 Pumpkin Express trains, and the number of days they have volunteered through November 19: Colin Atwood 1, Paul Bandemer 2, Carl Brooker 1, James Caestecker 1, David Choy 1, Hector Gonzalez 1, Stephen Hager 1,

Charles Karayan 1, Bryson Medlock 1, Morgan Snyder 1, Rob Stebbins 1, Tim Wamsley 1.

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

There were a total of 15 volunteer-days this period as train service was suspended and volunteers worked in Mechanical getting equipment ready and decorating coaches for North Pole Limited.



We hope your Thanksgiving Day was as great as it was for these wild turkeys, which escaped the dinner table as the main course. *Photo by Frank E. Denison IV*