

HOT ***SCOOP***

A publication for the Pacific Southwest Railway Museum members

Campo Railroad Museum **September 2025** La Mesa Depot Museum





**Pacific Southwest Railway Museum
Association, Inc. WWW.PSRM.ORG
619-465-PSRM (7776)**

Campo Railroad Museum

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

La Mesa Depot Museum & Office

4695 Nebo Drive, La Mesa, CA 91941

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.

Museum Directors

President: Stephen Hager
Vice President: Jenn Brooker
Treasurer: Carl Brooker
Secretary: Duke Schweikert
Equipment Dept: vacant
Facilities Dept: Frank E. Denison IV
Museum Services Dept: Jim Lundquist
Operations Dept: Colin Atwood

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Asst Dir. Of Facilities: Jim Lundquist
Fundraising: Donna Spevack
Gift Shop Manager: Sarah Fullum
Asst Gift Shop Manager: Roark Stump
Hot Scoop Editor: Jim Lundquist
Membership: Lena Ibarra
Social Media Manager: Jason Drenkow
Station Master (La Mesa): Timothy Miller
Volunteer Coordinator: Jenn Brooker
Acting Equipment Dir: Stephen Hager



Special Events:

September 20 & 27 - Brakeman Training Class at Campo

October 4, 5, 11, 12, 18, 19, 25 & 26 - Pumpkin Express Trains

October 4, 11, 18 & 25 - Sip & Scare Sunset Special Trains + Haunted train

October 24- Membership Meeting at 7:00 p.m. at La Mesa Police Dept Community Room. The speaker for the evening will be Russ Low.

November 1—Backcountry Wine Train. Advanced reservations required.

Regular Schedule:

At Campo Railroad Museum:

Saturday and Sunday, 9 a.m. to 5 p.m. - Museum open to public.

Saturday - Golden State train rides at 10:30 a.m., 1:00 p.m. and 2:30 p.m.

Saturdays and Sundays - volunteer work days.

Wednesdays and Saturdays - Library open from 9 a.m. to 5 p.m.

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

La Mesa Depot Open:

Tuesday & Thursday Noon - 3 p.m. Saturday: 11 a.m. - 2 p.m.

Volunteers are at both locations during the week as well.

For more information, please email: volunteer@psrm.org

Volunteers Continue to Transform SP 3709 At Campo



President Stephen Hager continues as project manager in transforming the former U.S. Marine base Camp Pendleton locomotive back to its as-built condition as a Southern Pacific GP-9 Low nose locomotive.

Notice the headlight has been relocated to the nose while a plate covers

the location where the gyalight package, a Southern Pacific feature, will be installed in the future.

Working with Stephen Hager this day on August 16th was Jaden Soraka. The goal is to return SP 3709 to its original Southern Pacific glory. Still coming will be a SP paint job.

Photos by Jim Lundquist



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

Fundraising for August—Donna Spevack, Administrator of Fund Development

Summer is whizzing by and before you know it fall will descend upon Campo and you know what that means, the Pumpkin Express will be arriving! It's not too early to start booking your reservations, [PSRM.org/Pumpkin](https://www.psrma.org/pumpkin). There are also a few spots left on the Backcountry Wine Train on November 1st train Sunset Special, hurry before they disappear! Reserve your spot today at: [Backcountry Wine Train – Pacific Southwest Railway Museum](https://www.psrma.org/backcountry-wine-train).



Why your donations and volunteerism matters:

When you arrive at PSRM you will notice that the restoration work on the Campo Depot has been completed thanks to volunteer Frank Denison working with Eric Stutzman of Stutzman Siding. Looks great!

And for our visitors' safety in the evening hours, our volunteers' next project is to install enhanced lighting around the boarding platform in preparation for the Pumpkin Express and NPL, as well as for our newest excursion ride the Backcountry Wine Train.

As you all know PSRMA is an all-volunteer, 501 (c)3 non-profit museum and relies on funding through excursion ride ticket sales, private and public grants, memberships, private donation and online giving platforms. With the support you provide we will continue restoring equipment and provide you with unique yearly events and new exhibits.

Did you also know that your support provides school children with a "Living History" Day? On the third Tuesday of each month PSRMA docents and volunteers host buses of school children for a short excursion ride and a full day of learning about historical railroading history to coincide with their in-school programming that centers on California history.

Thanks to the following supporters of PSRMA for July/August: **YTD \$52,100.95**

\$100-\$25,000

Theodora Davis; Susan Gallier; Cass Witkowski; Mariusz Sulek

\$1-\$99

Janice Sanders Weeks; David Little; Gregg Leyden; Mark Wilson; Tom Ulrich; Lee Ann Michener; Susan Ruiz; Veda Donoho; Joseph Jolly; RJ Warner; Teri Garcia; Judith Wu; Joseph Davies; Diana Humphrey

Note: If you have not received a tax donation letter and would like to receive one please let me know.



As you probably know there are many ways for you to support these great programs and events at PSRMA, but an easy one is just to follow the link below:

Please visit <https://www.psrma.org/donate/> to make your donation today.

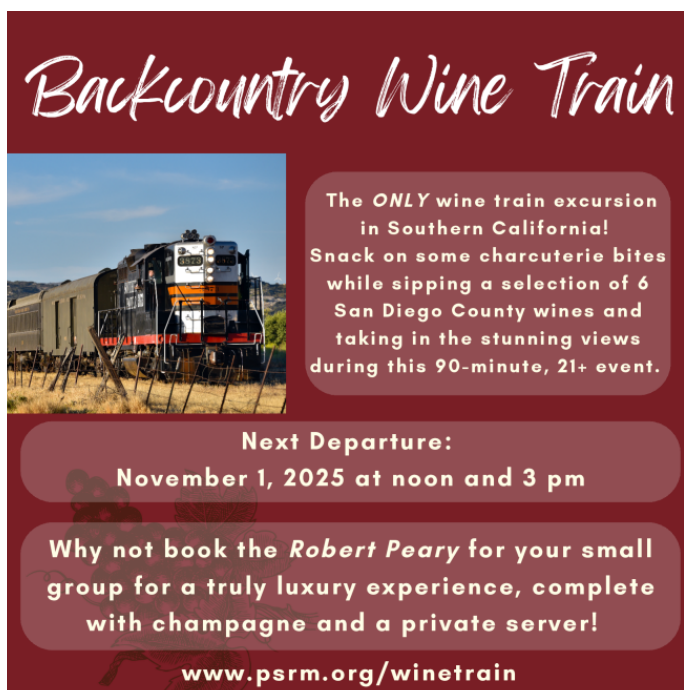


Special Events Coming Up Next at the Campo Railroad Museum

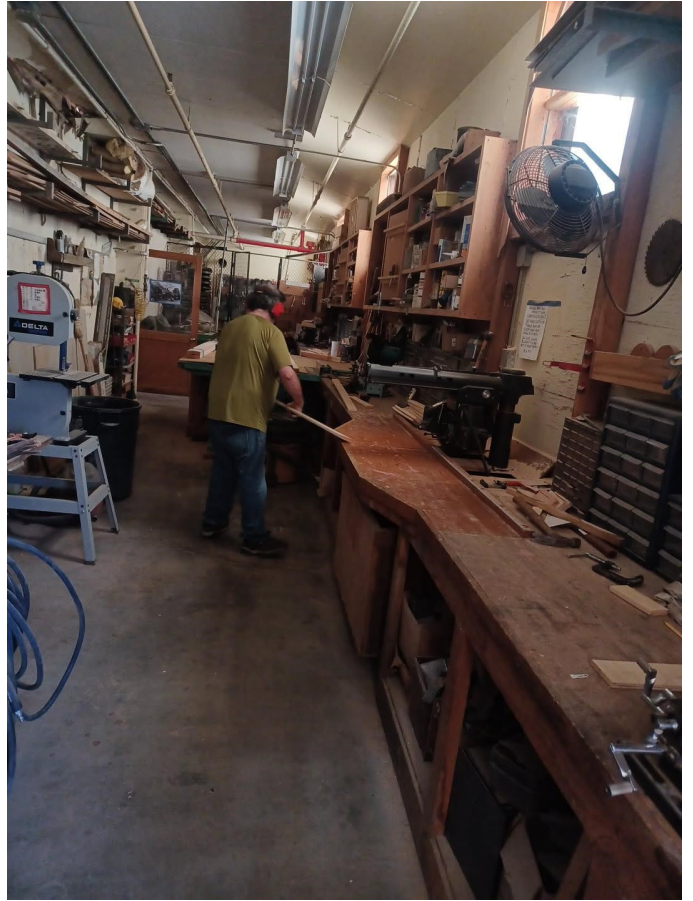
As we approach the Fall season, things get really busy at our railroad museum. We have four special events on tap this quarter: Pumpkin Express, Sip & Scare, Wine Train and North Pole Limited

Each event is very important to the financial well-being of our museum. Each of these events require many volunteers to present to the public. Please reach out to us and offer your volunteer services if you are able to.

THANK YOU.



Weekday Activities at the Campo Railroad Museum



Wednesday, July 30th finds volunteers working on the new scary haunted train exhibit for our Sip & Scare Sunset Special trains. Morgan Snyder stopped his work to take photos of Richard Finch, Mark Landguth, Michael Rella who are hard at work.

If you have some available time to assist in this new event, please consider coming out to Campo and enjoying the day with the guys,

Always a rewarding day and the camaraderie amongst the volunteers is great.

Thank you guys.



From the Back Platform

By Stephen Hager, President

Perhaps it's just me, but it feels that 2025 has been zooming by. It seems like it was only yesterday that we were running Bunny Trains in the weeks leading up to Easter. Now it's the beginning of September and we're only a month away from the start of our busy fourth quarter special events season. Despite the typical hot and humid summer weather in Campo, volunteers of the Pacific Southwest Railway Museum Association have continued plying away at multiple projects.

In early August, volunteers in the Operations Department held a track work day on the main track adjacent to the Campo Green Store and the Highway 94 railroad crossing. The goal for the day's work was to surface and line a curved section of track that had settled over the decades. Over time ground settlement, deteriorating ties, and even the passage of trains can cause the track to warp and settle. "Surfacing and lining" is railroad terminology for restoring the proper horizontal alignment and vertical profile of a section of track. During the August workday, volunteers replaced two deteriorated ties; un-spiked, gauged, and re-spiked the outside rail in the curve; spread new ballast rock; raised the outside rail; and firmly tamped the track in its new position. Volunteers made use of a work train, our backhoe, and hand tools to accomplish the work, all with minimal disruptions to the day's Golden State train rides.

Volunteers with the Special Events group are working feverishly to build a new haunted house (AKA "the Lost Train") in the interiors of two passenger cars; ATSF 1304 ("Chief Manakaja") and SD&A 351. This will be a new and improved experience for visitors to our museum during our Pumpkin Express and Sip & Scare Sunset Special events this October. If you're a lover of all-things-Halloween, you won't want to miss the events this year!

Volunteers in the Equipment Department have been making progress on multiple projects. After being out of service for two months pending inspections and maintenance, our 35-ton electric screw jacks are back up and running. In late August, we lifted SD&A 253, one of our passenger coaches, off of its trucks and re-

placed its wheelsets. This is the second coach and third car overall to receive new wheelsets this year. As I have mentioned in previous editions of the Hot Scoop, the new wheelsets will add decades of life to the car, ensuring that it will continue to safely and comfortably carry museum visitors for another generation.

Another exciting project that's nearing completion is the Santa Maria Valley Railbus #9. It was the first piece of equipment ever acquired by PSRMA, and the first piece of equipment to arrive at the Campo Railroad Museum back in 1981. It was parked in the Campo car shop over ten years ago awaiting installation of a new roof. Thanks to efforts by multiple volunteers over the past couple years, new wooden roof framing and vinyl roof skin has been installed. In the past two months, volunteers have installed trim around the roof edges, installed a new battery, and started the engine. There are a few items left to reinstall, but the railbus should be complete very soon. We look for-



ward to its public debut and plan to make a public announcement ahead of time.

Southern Pacific 3709, our low-nose GP9 locomotive, is back in the car shop for restoration work. This time, the focus is on bodywork. As those familiar with our locomotive roster know, SP 3709 was sold by Southern Pacific to the US Army Transportation School in 1987, and served multiple roles in the US Army and Marine Corps before ending up stationed at Camp Pendleton. It spent the last 10+ years of its service life sitting alongside the Pacific Ocean.

From the Back Platform - Continued

Not unlike Coaster 2103, SP 3709 suffered from widespread corrosion due to the humid air and salt spray. By the time it came to us, numerous holes had rusted through the locomotive's cab roof, walls, and car body. The Marine Corps attempted some weld repairs on the locomotive's nose, but the hastily performed repairs were unsightly. Now that the locomotive has proven itself to be mechanically sound, volunteers have begun the laborious process of cutting out the rusted sections and welding in new flush

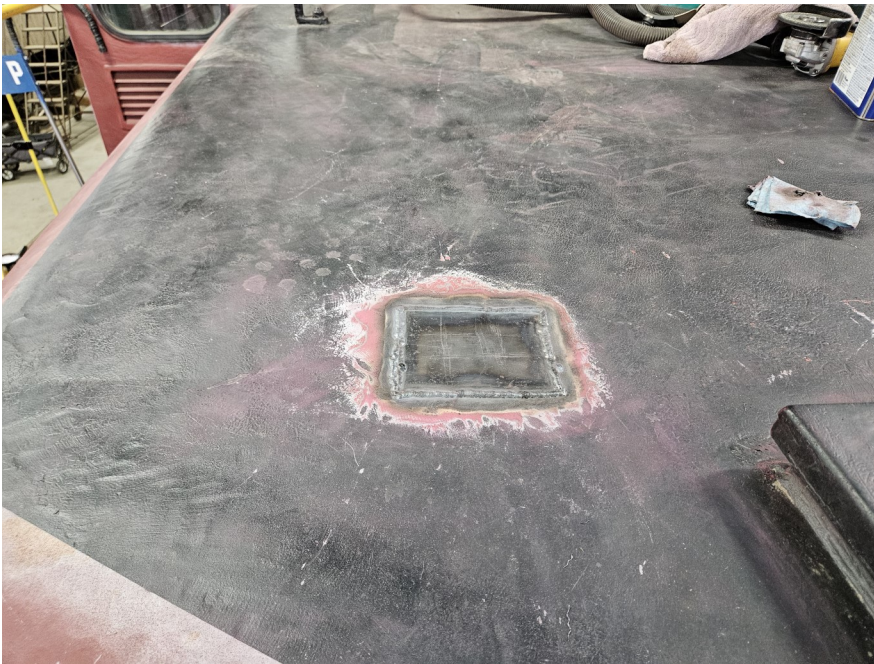
Equipment Department to work on SP 3709 and many other projects. Becoming a volunteer is easy – just send an email to volunteer@psrm.org with your name and membership number, and let us know that you're interested in volunteering! Those with welding or steel fabrication experience would be a great help on the SP 3709 project, but we have room for volunteers with all skill sets, including those willing to learn new skills.

You can also make a tax-deductible donation to the SP 3709 restricted fund by going to our website at <https://www.psrn.org/donate/> and selecting SP 3709 from the "Choose Fund" drop-down box. Alternatively, you can donate by mailing a check to:

Pacific Southwest Railway Museum Assoc
4695 Nebo Drive
La Mesa, CA 91941.

Please make your check payable to Pacific Southwest Railway Museum Association and indicate in the memo line that the check is an SP 3709 Restricted Fund donation.

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!



patches. The steel we're using was purchased thanks to a 2021 grant from the John H. Emery Rail Heritage Trust. This bodywork is the first step in the cosmetic restoration that will culminate in the locomotive being repainted into its original Southern Pacific Scarlet and Grey "Bloody Nose" colors. Additional efforts underway include the reinstallation of the locomotive's "Gyalights" and "Mars Lights" and the restoration of its dynamic braking system. Many of the missing components will need to be purchased brand new. Want to be a part of the effort to make this happen? There are two ways you can contribute!

You can become a volunteer in the



Volunteers Continue Work on Haunted Train

Members of the "BOOCrew" Morgan Synder and Richard Finch are trying out some new set props for the haunted house. Work is continuing to have Dr. Deadtrack's Lost railcar and laboratory ready for the Sip and Scare guests in October. More help is needed. If you would like to join in the fun and be one of the "BOOCrew" contact: Jenn Booker (jbrooker@psrm.org) or Richard Finch (rfinch@psrm.org).



2024 Tax Return Available

The 2024 Federal Tax Return is available to all members. It may be found at <https://www.psrn.org/financials/>

Simply click on the 2024 Federal Form 990

See Tracks?
**THINK
TRAIN®
WEEK**

SEE TRACKS? THINK TRAIN® WEEK 2025

Themes and Audiences



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MONDAY 9/15	TUESDAY 9/16	WEDNESDAY 9/17	THURSDAY 9/18	FRIDAY 9/19	SATURDAY 9/20	SUNDAY 9/21
#STOPTrackTragedies  News Media, Government Officials, OLI Partners, General Public	Operation Clear Track  Law Enforcement and First Responders	Crossing Safety  General Public, Mature Drivers, Shift Workers, Professional and School Bus Drivers, New Drivers, Outdoor Enthusiasts, Transit Users, Farmers, Risk Takers, Those Working Near Tracks	Transit Safety, Professional Driver Safety  Transit and Commuter Riders, Professional Drivers, School Bus Drivers	Volunteer with OLI, Wear Red for Rail Safety  All Audiences	Trespass Prevention  General Public, Pedestrians, Cyclists, Joggers, Outdoor Enthusiasts, College Students, Unhoused, Risk Takers, Those Working Near Tracks	No Photo/Video/Selfie is Worth the Risk  Photographers (Professional and Amateur), Social Media Influencers

oli.org

The Boo Crew Needs YOU! By Jenn Brooker, Special Events Coordinator & VP

Abandoned railcar? Check! Spooktacular story? Check! Disturbing décor? Check! The volunteers needed to make it all happen? Volunteers?? Anyone????

Campo Railroad Museum's newest haunted Halloween attraction, the Lost Train of Dr. Deadtrack, is under construction as we transform two unrestored train cars into a first-class crazy train! We can't do it without some (warm) bodies to assist. We only have two short months to turn this empty shell into a terrifying, immersive experience, and we need **enthusiastic volunteers** to make it happen. No matter your skill set, there's a place for you on the Boo Crew:

Construction Crew: repair windows, patch the roof, and frame out interior walls

Painters: black out the windows and paint walls

Crafters: prop fabrication and costuming

Electricians: wiring overhead lights and install sound systems

Set dressers: build out each haunted room with props and décor.

The tiny but mighty Boo Crew meets **every Wednesday and Saturday** so drop on by to lend a hand or email volunteer@psrm.org for more information. Let's bring Dr. Deadtrack to life!

Membership News

By Lena Ibarra, Membership Coordinator

We are thrilled to welcome our new members to the PSRMA!

Joining with a Family membership are Marisa Bowersox, Jeffrey Mykel, and John Reeder.

With an Individual membership are Susan Ruiz and Katherine Stowe-Thurston.

Senior memberships had a significant increase this month. We'd like to welcome Michael Hite, Gregg Leyden, Lee Ann Michener, Carl Pickus, Philip Spencer, Dana Toogood and T. Daniel Trunk Esq.

And last but not least a warm welcome to Haylie Martinez, with a student membership. Thanks for volunteering, Haylie!

There are many events coming up this fall, please consider volunteering.



Operations Volunteers

by Rich Paulus, Chief Operations Officer

Train Service - those who are qualified train crew members, speeder operators/crew, and trainees who have helped us run 12 Golden State trains and the number of days they have volunteered through August 24: Colin Atwood 3, Alyssa Andersen 2, Jim Baker 2, Paul Bandemer 1, Carl Brooker 1, David Choy 1, Greg Flores 3, Jared Green 2, Stephen Hager 1, Ryan Hodge 2, Randy Houk 2, Dave Little 3, Bob Nickles 2, Duke Schweikert 1.

Culminating in August, Colin Atwood qualified as an

engineer on the SD&A.

MOW - maintenance of way volunteers who have run a Work Train and assisted Track Foreman James Caestecker in maintaining tracks and right-of-way and equipment this period: Colin Atwood 1, James Caestecker 1, Stephen Hager 1, Ryan Hodge 1, Jaden Soroka 1, Mario Sulek 1, Will Vanni 1, Tim Wamsley 1.

MOS – maintenance of signal volunteers who conducted monthly and quarterly and annual electrical and mechanical maintenance and testing of highway crossing signal systems this month: Chad Baker 1.

There were a total of 35 volunteer-days this period.

LIBRARY REPORT by Bruce Semelsberger

Milestone reached! Although there are other happenings of equal importance to report, I chose this one with which to open; for the first time since the library was established at Campo and all of the materials retrieved from storage there are, with one exception, no pending donations waiting to be accessioned! No boxes of books, rusty lanterns, 1940s train orders, nada.

(The exception is the Bill Schneider collection which is an archive itself- we're taking a break before we tackle that one!) It looks strange to see unadorned walls bereft of piles of stuff and empty metal shelves, and I'm sure it won't last long, but we can revel in it today. Next step is to catch up on the mailing of the paperwork to those who have graciously donated items to us. If you are one of those folks and you don't see any paperwork arrive in the next week or two, please let us know so we can investigate (library@psrm.org). I'm sure that during the long process some items were misplaced as to their attribution due to the sheer volume of the donations and for this we apologize and will endeavor to make any necessary corrections.

Second milestone: all of the museum newsletters have been organized and scanned into a digital database! This includes all known issues of the newsletter of the Railway Historical Society of San Diego (aka Dispatcher), the PSRM Report and the Hot Scoop. The data and photos are in PDF format and are searchable. Eventually they will be available online to our members, but that is at present beyond our capabilities. This job was completed by volunteer Mike Rella with assistance from Richard Finch and took many weeks as you can imagine. In the meantime, we are happy to use the new tool to do research for anyone on past museum events.

Along with their work on the upcoming haunted train, Richard and Mike have spent many hours unravelling the mysteries of our wide format scanner and its interface with our admittedly antiquated data storage system. A complete set of blueprints for the second (1950s-2000s) ATSF Oceanside depot donated by member Roger Garrett was the test vehicle for the operation. After cleaning and the application of about 80 feet of document repair tape (this stuff is old!) the entire set was successfully scanned into our main server. This sets us up to begin the digitization of the rest of our map collection which will not commence now until after the holidays and will probably be a multi-year effort. The scanning itself doesn't take a lot of time, but the preparation does as it often involves cleaning, rehydration and repairs.

This brings up the topic of equipment and software which needs to be upgraded and serviced regularly. This costs money, not only for the material assets but especially for the technical expertise. We are looking into several modern archival software systems, but before any data can be transferred from the existing Past Perfect software a number of glitches that have appeared over the years need to be repaired. If anyone knows of a software engineer conversant with old Foxpro based systems PLEASE put them in touch with us! After that, we hope to identify grants and other financial resources with the help of our friends at other museums and our grant writer, Donna Spevack.

Last item: While researching the origins of the SD&A equipment, an item showed up on a National City & Otay Railway job number index card from 1906 to the effect that John Spreckels' private railroad car "Spreckels" was repaired and serviced in their National City shops. This is 13 years before the 050 came into being. Does anyone out there know anything about this car? Bill Schneider, this should be right up your alley!

Board of Directors Notes for August

The Board approved:

- \$84,100 budget for the North Pole Limited trains
- \$5,500 budget for Wine Train supplies
- \$37,000 to RailPros for an assessment of the SD&A tracks and identify work required.

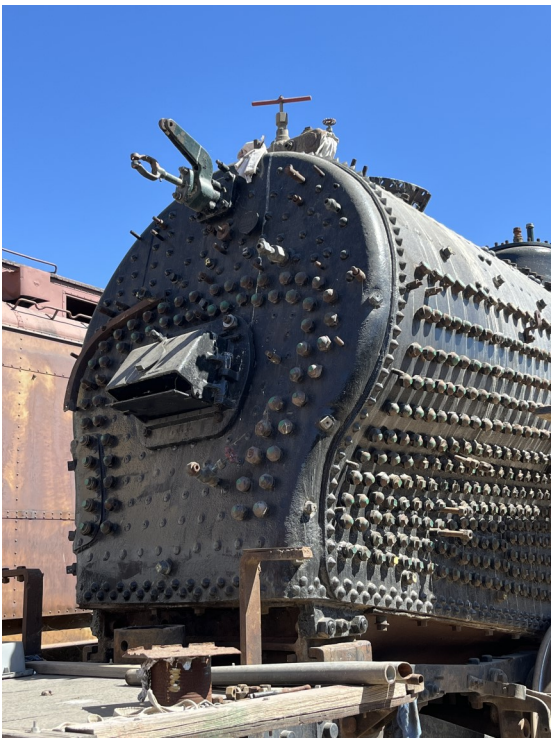
- Authorized a grant request to the County of San Diego

Received reports on the potential of installing air conditioning for three railcars (SD&A #255, UP #576 and AT&SF #1509) and reviewed the potential to operate for Railbikes on the SD&A.

STEAM WHISTLING – COOS BAY #11

by Jim Baker, Steam Foreman (Ret.)

This will be the last report I will write concerning Coos Bay Lumber Co. #11. After approximately 20 years of intermittent work on that locomotive, we have come to the point where there is no further work we can do. We have disassembled the locomotive as far as we can. The purpose of this was to determine what all would be needed to restore it to operating condition, and to avoid as many surprises as possible if a restoration was started. Shown below is a summary of the MAJOR work that we know would need to be done to restore it to operation.



FRAME

1) Quoting a 2014 report from our consultant, Stathi Pappas, “All the frame connections leading to and from the cylinder saddle were broken at some time in the past 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 dye penetrant testing we did at a later date showed two large cracks in the weld on the left frame. Note that the front pilot area is not in line with the rest of the frame; it is tilted upward toward the front. This will be a major job to repair. Additionally, the remainder of the frame was cleaned and tested with dye penetrant to look for cracks; a crack was found in the “bumper knee” an L-shaped piece that attaches the rear bumper to the left frame. A similar crack was found earlier on the right side.

Also a crack was found in the left pedestal for the #2 axle.

BOILER

- 2) Replace lower approx. $\frac{1}{3}$ of all firebox sheets.
- 3) Replace approx. lower $\frac{1}{3}$ of the smoke box.
- 4) Rear tube sheet; A number of small cracks radiating from tube holes were found. It has not yet been determined if these are a significant factor that could require the entire sheet being replaced. If not significant, only the top portion will need to be replaced, due to an existing crack.



Coos Bay #11 - Continued

5) Radiographic analysis.

A radiographic (x-ray) analysis by a contractor of several areas on the boiler showed following:

- a) There is a patch on the lower left corner of the back head that is not completely riveted. X-ray showed there is a crack under the patch."
- b) The left and right sides of the throat sheet show cracking and weld (slag) inclusions. Cracking also seen in rivet/bolt area.
- c) There is a patch on the lower left side of the boiler drum. The X-ray showed some pitting/weld inclusions. The patch covers a welded crack visible on the inside of the boiler.

Member Ron Amberger did the FRA Form 4 calculations for us. If the defects noted above are repaired, the remainder of the boiler is serviceable.

6) Repair or make a bracket for exhaust nozzle broken ears.

7) All new jacket and lagging.

RUNNING GEAR

7) Replace hub liners/wear plates on drivers.

8) Turn pilot and trailing wheels.

9) Lots of machining: crank pins, crosshead guides, wheel profiles on pilot and trailing wheels, shoes and wedges, along with pins and bushings on the valve gear. Axles/wheels will need to be quartered and trammed, valves timed.

10) Overhaul the springs and spring hangers.

BRAKES AND BRAKE RIGGING

11) New pins and bushings in all brake rigging is needed, and we need to overhaul the brake valves, and replace all the brake plumbing.

CAB

12) All new wood cab interior, including deck, ceiling, walls, window/door frames and glass.

DOCUMENTATION

Daily maintenance reports were filled out each day any work was done on the locomotive. They are filed in the Mechanical Office. Similarly, jpg files of hundreds of photos taken during this work, along with a list of the photos are on a USB memory stick are filed there. Finally, a complete inventory of every part that was removed from the locomotive was prepared. The inventory lists each part, and where it is stored. A detailed report to the board was made in 2017. Not much of significance was found since then.

ESTIMATED COST TO RESTORE

The detailed report that I wrote in early 2017 estimated that it would cost about \$500,000 to restore Coos Bay #11 to operation. Considering inflation and other increasing costs in the interim, I would guess that a restoration to operation would cost somewhere in the area of eight hundred thousand to one million dollars.

Until such time that the board decides to either dispose of the engine or decides that a major fund-raising to restore the engine is possible, the engine will probably be stored in our yard.



Board Nominations Now Open

By Duke Schweikert, Secretary

It's that time of year again! The nomination period for the 2025 Board of Directors election is now open through October 3rd. The board positions up for election for the 2026-2027 term are Vice President, Treasurer, Director of Facilities, and Director of Operations. There will also be a special election for the Director of Equipment position to fulfill the remainder of the 2025-2026 term. As always, any ten Regular Members in good standing may nominate any other Regular Member in good standing for the position of an executive officer of the corporation or the position of division director, provided the person so nominated evidences in writing a willingness to serve if elected and the person so nominated is associated with the corresponding division of the corporation.

Members wishing to petition for a position on the ballot should visit <https://www.psrma.org/election/>. This

webpage contains download links for the petition forms, information on important dates for the 2025 election, as well as information about the duties of the positions up for election.

Petition forms or packets of individual petition forms are due to me by October 3rd, either in person, or by mailing them to:

PSRMA ATTN: Secretary Duke Schweikert
4695 Nebo Drive
La Mesa, California 91941

For those positions where more than one candidate submits a valid petition, a ballot will be mailed out by November 7th and will be due back to me at the above address by December 5th.

Remember, whether you chose to run for a board position or simply have to choose which candidate to support, all members have the power to shape our museum's future. Thank you!

Brakeman Training Classes

By Stephen Hager, Brakeman Class Instructor

The next hands-on class for the entry level train crew position, Brakeman, will be held this September. 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 September 20th and 27th (Saturdays), all day, at Campo. There are only two prerequisites for the class; those interested in taking the class must hold a current museum membership and must have completed two brakeman "observation runs". Visit the brakeman class webpage to view more details and information on signing up: <https://www.psrma.org/brakeman-class/>

\$25,000 Donation Received

It is very gratifying when we receive financial support from our members. Local Campo members so much the better. Campo resident and member Theodora Davis donated \$25,000 this month! She included a note that said "Thank you so much for all you do to keep our little train running! Also preserving the history!"

Thank you Theodora, for your support and kind words. Our volunteers do make a large effort to preserve and present local history – and we certainly are pleased when that effort is recognized.

Thank you.



Down at the La Mesa Depot

by Timothy Miller, Station Agent

During this summer heat, we have constantly had a nice cool breeze through the La Mesa Depot. Talk about perfect site planning! Perfect for our visitors to have a cool visit.

We have been busy telling visitors how a depot like ours was so important for a community. For many visitors, it is their first experience around full-size railroad equipment.

Maintaining the depot is important, since it is over 100 years old, and parts are not easily replaced. A big thank-you to Bruce Semelsberger for repair and maintenance of many items that are irreplaceable. Bruce is pictured working on one such part, a door-knob mechanism.

News Flash! Southern Pacific 3709 visits La Mesa!



Well, this 3709 is HO scale, but it does help us show visitors what the full size 3709 will look like when its restoration is complete out at Campo. I, for one, am looking forward to riding behind fresh scarlet and grey paint, the last big restoration step in the process.

Drop by when you can. Always room for more members to volunteer at the Depot!

Looking Back – Decades of Museum History

Summer, 1975 – The effort to lease property in Campo is ongoing. Freedom Train coming to San Diego. AT&SF #1509 is being restored for exhibit in downtown San Diego as funds are raised to purchase the car.

Summer, 1985 – Six coaches arrive from D&LW. Grading completed and installation of two switches and a siding at Miller Creek are installed by volunteers. SD&A #1809 painted and ready for excursion service in Campo. Three-way switch installed at Campo along with many other yard tracks.

Summer, 1995 – Fire lit in SP #2353. Campo Depot restoration continues. Rockdale, Sandow & Southern Railroad #3 Baggage/Coach Combination restoration continues. RPO car readied for excursion on the SD&A. Tecate trains continue to be well patronaged.

Summer, 2005 - Museum members ride a special pre-opening Trolley trip to SDSU. Major fundraising push for new bathrooms at the Campo Depot. Major rebuilding effort on the Campo Depot. ALCo RS-32 #4004 arrives Campo.

Summer, 2015 – Efforts are underway to rezone and develop our new 19.15 acres of property adjacent to the Campo Depot.



Santa Fe Northern #3758 4-8-4 steam locomotive is fired up and ready to take a passenger train north (Santa Fe east or west - that's another topic) out of the Santa Fe Depot in San Diego.