



A publication for the Pacific Southwest Railway Museum members

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

Private Car “Robert Peary” receives a facelift restoration effort by Volunteers at the Campo Railroad Museum



Photo by Carl Brooker (11/22/2025)



**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.psrma.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

Museum Staff

Archivist: Bruce Semelsberger
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

November 28, 29, 30, December 5, 6, 7, 12, 13, 14, 19, 20 & 21

North Pole Limited

Friday & Saturday night - 5 P.M. and 7 P.M.

Sunday - 3 P.M. and 5 P.M.

December 12 - 7 P.M. Membership meeting with guest Russ Low.

January 10 - Special celebration for 40th year anniversary at Campo

February 14 - Wine Trains at 12:00 and 3:00 P.M.

February 27 - 7 P.M. Membership meeting with guest Bryon Harrington

March 21 - Volunteer Application Dinner train at 5:30 P.M.

April 4&5 - Bunny Trains

Regular Schedule:

At Campo Railroad Museum:

Museum **closed** to public until January 10, 2026, then:

Saturday & Sunday - Golden State train rides at 10:30, 1:00 & 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.

Volunteers are at both locations during the week as well.

Events:

Cover Photo - Facelift for Private Car “Robert Peary”

The interior of our Private Car “Robert Peary” has received a facelift in time for the North Pole Limited trains. Lead by Vice President Jenn Brooker, the dining room and solarium had the mirrors and wallpaper removed. Michael Rella, Natalie Filler, Carl Brooker, Jaden Soroka, Duke Schweikert, Morgan Snyder Frank Denison and Jim Lundquist all assisted in painting. The car is chartered during our North Pole Limited trains.



The “Robert Peary” is our President of the United States car, used by FDR coming into San Diego in 1935. For a complete history, go to <https://www.psrma.org/trains/passenger/pullman-robert-peary/> This car is one of seven named after explorers: David Livingstone, Henry Stanley, Marco Polo, Pioneer and Robert Peary. Later, 2 other PV were built to this Plan: Ferdinand Magellan (US Car #1) and

Roald Amundsen.

Robert Edwin Peary (May 6, 1856 – February 20, 1920) was an American explorer and officer in the US Navy who made several expeditions to the Arctic in the late 19th and early 20th centuries. He was long credited as being the discoverer of the geographic North Pole in April 1909, having led the first expedition to have claimed this achievement, although it is now considered unlikely that he actually reached the Pole.



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.

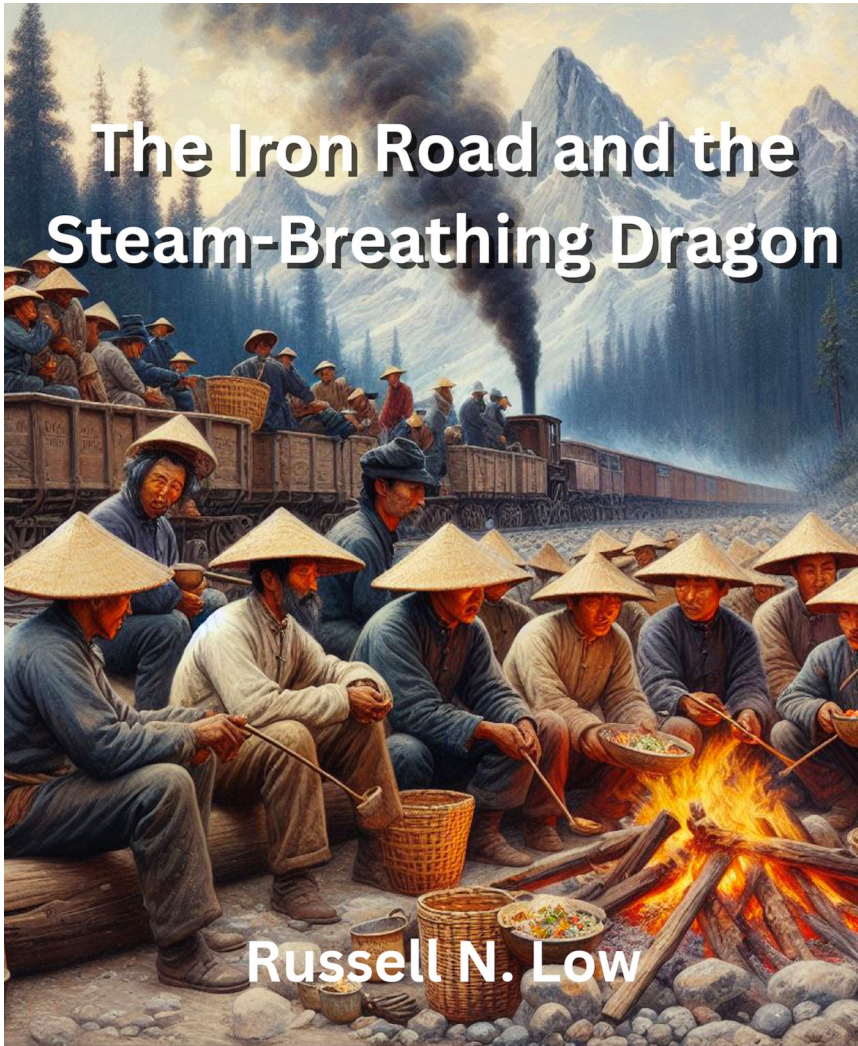
PSRMA is a member of the Heritage Rail Alliance.

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

Rescheduled Membership Meeting—December 12th in La Mesa



As part of our education and outreach program, we are pleased to welcome back Russ Low and his multimedia presentation on the history of the building of American railroads. Russ has a new presentation and an illustrated book. “The Iron Road and the Steam-Breathing Dragon” describes the journey of two brothers who left Southern China in 1884 to help build the western half of the Transcontinental Railroad. The story follows the brothers from the time they board the Pacific Mail Steamer, through the Sierra Nevada Mountains and on to Promontory Utah. The 34-minute multimedia presentation will tell the story with videos, illustrations and music.

Meet Russ at the La Mesa Police Department’s Community Room located at 8085 University Avenue in La Mesa. The meeting starts at 7:00 P.M. See you there. If you can’t be there in person, the zoom link for the evening is:

<https://us06web.zoom.us/j/84761949801?pwd=gMKU3Uuipcn6gmBqZs74YHZGbe1jAj.1>

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 the final 6 Pumpkin Express trains, the final Sip and Scare Sunset Special, and the final Wine Train of the year, and the number of days they have volunteered through November 23: Colin Atwood 2, Ken Brown 1, David Choy 1, Greg Flores 1, Stephen Hager 1, Ryan Hodge 2, Randy Houk 1, Justin Hyland 1, Mike McIntyre 1, Bob Nickles 1, Will Vanni 1.

MOW - maintenance of way volunteers who have assisted Roadmaster Glen Rogers and Track Foreman James Caestecker in maintaining tracks and right-of-

way, equipment, and tools this period: Colin Atwood 3, Greg Flores 2, Dave Little 1, and Jim Lundquist 1.

Railbike EIC/Pilot: Jim Lundquist 1.

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

Yard switching - these are the volunteers who have worked in PSRM yards this period doing switching: Jim Baker 1 and Bob Nickles 2.

There was a total of 25 volunteer-days in Operations this period.

From the Back Platform

By Stephen Hager, President

Season's Greetings! It's Thanksgiving week as I'm writing this which means it's also week one of the 2025 North Pole Limited (NPL) Season. In my 15 years at the Pacific Southwest Railway Museum Association, this event has incrementally grown with ever-increasing ride offerings to meet ever-growing demands. When I started at PSRMA, each weekend of the event consisted of a single train ride on Friday evenings and two train rides on Saturday evenings. That made for a four-week event with a total of 12 trains operated. After a few years, we added a second train on Fridays bringing the total number to 16 trains. Some years when there were five weekends between Thanksgiving and Christmas, we ran the extra weekend. Other years, we experimented with offering one-off daytime trains to supplement the usual evening trains. Over the years, we've continuously tweaked the onboard offerings to enhance the passenger experience based on feedback that we receive every year.

This year for the first time, we've committed to adding two Sunday train rides to the NPL schedule with trains departing at 3 PM and 5 PM. This brings the total number of trains to 24 for the season; the most we've ever offered. We are cautiously optimistic that demand will keep up with the increased supply; ticket sales are going well as of my writing this. Our hope is that the earlier train rides will open up new opportunities for families with younger children to participate.

Since it's Thanksgiving week, I'd like to take an opportunity to reflect on the things that I'm thankful for. I'm thankful to our volunteers, who are quite literally the life blood of this organization. They do everything from the most glamorous positions like locomotive engineer and conductor to the most thankless and nearly invisible tasks like cleaning restrooms and pulling weeds. Volunteers are donating not only their time and talent

at the museum, but also their round-trip transportation and associated expenses. I personally spend two hours driving round trip and put 110 miles on my car every time I make a trip to Campo, and many of our volunteers do even more than that!

I'm thankful to the museum founders and volunteers who came before us who had the foresight and the resources to save numerous pieces of historic railroad equipment and artifacts which would have otherwise been unceremoniously scrapped. Thanks to their actions, we have the opportunity today to restore, maintain, exhibit, and operate these artifacts much like they were in their heyday. I'm also thankful to the museum volunteers and leadership who saw the importance of acquiring real-estate which started with the acquisition of the organization's first land parcel in Campo in 1980 and which has continued ever since. Today, PSRMA owns 100 acres of land in Campo and we are taking our first steps towards expanding our museum facility. Many of our contemporary fellow railroad museum organizations face dire straits when they are suddenly evicted by their landlords and forced to find new homes for their collections.

Lastly, I'm thankful to you, our organization's members. Thank you for entrusting the Board of Directors and the volunteers with the care of our organization and its collections. Your continued membership and participation in our programs reaffirm our collective commitment to our organization's mission; to preserve the physical legacy, historical context, cultural landscape, and experience of rail transportation. Whether it's through donations, riding our trains, or attending our lectures, your participation sends a message to the community that what we do matters.

Wishing you all the best this holiday season. I hope to see many of you over the next four weeks in Campo. 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!

Save the Date: January 10, 2026 - Celebration Planned for our 40th Anniversary

Forty years ago in January, our Campo Railroad Museum was opened to the public. Volunteers ran our first train to Miller Creek and we haven't stopped since. Members are invited to join with us on January 10, 2026 at the Campo Railroad Museum as we celebrate the event onboard the AT&SF #1509 car as we travel over the San Diego & Arizona Railway to Canyon and back. We will be serving cake and non-alcohol drinks to our members. Train departures are scheduled for 10:30 A.M., 1:00 P.M. and 2:30 P.M.

Fundraising for November - Donna Spevack, Administrator of Fund Development

(fundraising@psrm.org)

Hope you all enjoyed your Thanksgiving and are looking forward to **December**, which is just around the corner and so is the North Pole Limited along with gift giving! Hard to believe that soon it will be 2026, but remember there is still time to purchase a thoughtful gift of a membership, a one-day train excursion or just make a donation for a family member or friend to your favorite museum, (Donations are tax-deductible and parking is always free at PSRM).

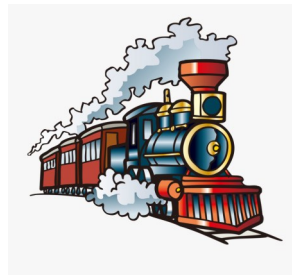
Special thanks to all of you for your contributions for October/November: YTD \$103,173.10

\$1,000—\$30,000 Level

Bruce L. Deck - Sustaining Member

Bruce A. Reinig & Robert Ridgeway - Trust

Jack O'Lexey - Sustaining Member



\$1-\$999 Level

Bonnie Crews; Kimberly Duvall ; Mike Palmer; Jacob Filler; Michael Acosta; Ann Field; Donald J. Fritz Sr.; Jesus Olivas; William Vanni; Julie Monir; Diana Humphrey (Company Match); John Dobyne; Natalie Filler; David Bender; Kim Whittemore; Brenda Bibbs.

Please go to our website at <https://www.psrn.org/donate/> if you would like to support our efforts in maintaining railway history for future generations. Thank you so much for your donations, either monetary or volunteer time; even the smallest contribution makes a difference.

And of course, you can always make a difference by exploring our free or low-cost donation giving options:

Three free/easy additional ways to donate are:

Free: Have you always secretly wanted to be a elf and pass out cookies and hot chocolate? Well now is your chance - we are looking for some great volunteers to help out with the North Pole Limited. Let us know, we'd love to have you join our volunteer team.

Free: *Microsoft Rewards Points* can now be automatically donated to your favorite charity (PSRM) as part of a new initiative called, "**Give with Bing**". The points that Microsoft Rewards users earn by searching the internet via Bing will be changed into money when it's donated to one of more than a million non-profits organizations. You can automatically donate your Microsoft Rewards points to charity, just designate the **Pacific Southwest Railway Museum** when registering, it's free, so keep browsing!

Free or Low Cost: There is also a **Matching Gift** option whereby many companies double (or even triple) your contribution. Find out if you work for, or are retired from a company that matches donations by visiting. [Home - Matching Gifts](#) or ask your Human Resources Department if your place of employment participates.

Happy Holidays!

Down at the La Mesa Depot by Timothy Miller , Station Agent



PSRM participated in the La Mesa Village Association 7th Annual Halloween Trick-or-Treating event on Friday October 31, 2025, from 4 to 6 PM at the Depot. La Mesa Boulevard was very busy. We gave out *lots* of candy. Thanks, Donna Spevack! Bruce Semelsberger, Justin Hyland and I chatted with the crowds, reminding everyone that PSRM 2025 fun would be continuing with the Back Country Wine Train and the North Pole Limited. BG Miller kept the festive atmosphere going.

Paul Falk has stepped down from being the La Mesa Depot's Saturday volunteer docent. Paul has volunteered for many years at PSRM'S most visible metropolitan location and was so knowledgeable about the Depot. Thanks, Paul, for your many years of hard work for the museum. You will be greatly missed!

Please consider being a volunteer at the La Mesa Depot. I have been told by many of our first-time visitors that they never see the depot open. (And

with Paul's retirement, we are now only open two days, Tuesday and Thursday from 12-3PM.) You can change that perception. There are unique benefits from volunteering at the Depot. For example, it's possible to commute to the Depot by rail. And if you have HO trains that hardly ever get operated, you can run them on the layout for our visitors!

On Thursday, November 13th, with significant assistance from Richard Finch, the flue was connected, completing the official return of the Depot stove that was donated by Rusty Burkett. Rusty had purchased the stove long ago from the Lakeside Historical Society, which owned the La Mesa Depot at that time. before the Depot was placed in the field as a chicken ranch-worm farm. He wanted it to be returned to the La Mesa Depot, and made that wish a reality. Thanks, Rusty!



FIRST EVER OFFER – NAMING RIGHTS

As the final touches are being made on the double-wide trailer located west of the Campo Depot, we are offering a first for our museum. We are soliciting a donor to place their name on the building as a donation to the museum. The intended use of the building is to have a theater available to educate our visiting Boy Scout Troops, school groups and our own volunteers with videos on the history of railroading. Volunteers have been working months to completely refinish the outside and clean the inside. Dawn and Jim Lundquist found chairs this past month, travelled to east Hemet, transported them home and cleaned every chair. Meanwhile, Frank Denison and Jim water blasted and painted the building this past month.

Not including the value of the volunteer labor, we have invested around \$10-15,000 for new siding, doors, paint, chairs and television. The Board approved the solicitation of a donor to help offset these costs. We will recognize your donation with your name on the building. We have several names in consideration and will be able to work with you in selecting a proper name. If you are interested in making the donation, please contact Jim Lundquist at 619-417-7059 or Jim@psrm.org and let's discuss. THANK YOU.



Photo upper: Director of Facilities Frank E. Denison IV is power washing the building. *(Photo by Jim Lundquist)*



Photo left: Assistant Facilities Director Jim Lundquist is also power washing. *(Photo by Frank Denison)*

Work Progresses on Education Center

Work continued this past month by volunteers Frank Denison, Jim Lundquist and Dawn Lundquist on the double-wide office trailer at the Campo Railroad Museum.

The skirting was reinstalled, the trailer was water blasted, then primer paint was applied. Finally, two coats of green paint were applied. Work left on the outside includes adding white trim boards and painting doors.

Meanwhile, Dawn and Jim drove to East Hemet to pick up 42 stackable chairs, brought them home and completely cleaned them. They will be used for training and video presentations for our volunteers, Boy Scouts, school groups and the like.



This will be a very nice addition to our educational activities at our Campo Railroad Museum. Prior to this, we had to close off the Campo Depot waiting room to the public while the classes were conducted.





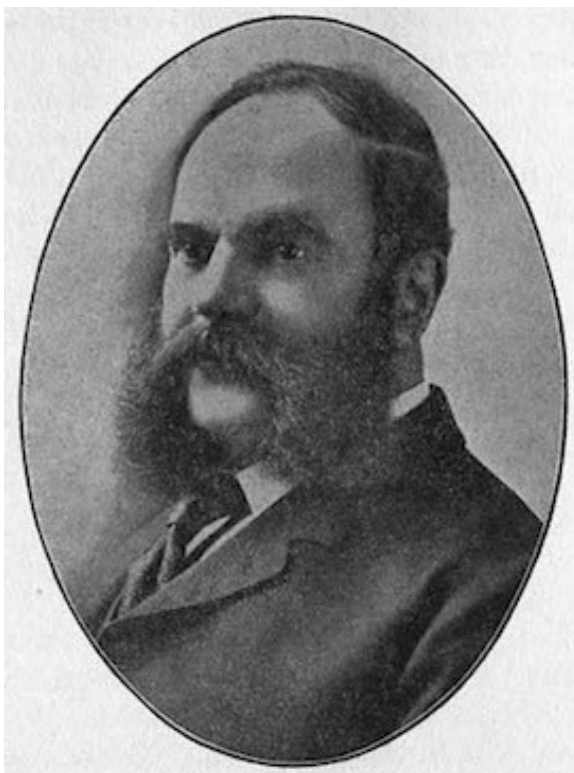
Engineering Highlight

Railway Track and Signals

Chad E. Baker MIRSE

State Route 94 Track Circuits

Last month, we highlighted Insulated Joints, and after that, I wanted to explore track circuits, especially those on the SD&A. The track circuit is essential for railroad signals and activating highway grade crossings. Let's examine our State Route 94 track circuits and train detection.



The foundation of modern railway signaling dates back to the invention of the track circuit by Dr. William Robinson in 1872. Dr. Robinson, an American electrical engineer, introduced the revolutionary idea of using the running rails themselves as part of an electrical circuit to detect the presence of a train. His innovation eliminated the need for flagmen and mechanical treadles by enabling an automatic, fail-safe method of train detection.

The principle was simple but clever: when the track section is clear, electricity flows freely through the rails and activates a track relay. When a train's wheels and axles enter the track circuit, they bypass the rails, shorting the circuit and turning off the relay, causing the signal to show "occupied." This fail-safe idea, where a loss of current indicates a "failure" message, became the foundation of railway signaling safety worldwide.

Over time, Dr. Robinson's direct-current (DC) track circuit evolved to handle longer track lengths, higher resistance ballast, and more complex signal applications, resulting in refined designs like the AC/DC Style C track circuit, which is used on the

SD&A Railway at both State Route 94 grade crossings. The SD&AE parent company, Southern Pacific Railroad, adopted the Style C track circuit as a standard for most branch line crossing detection.

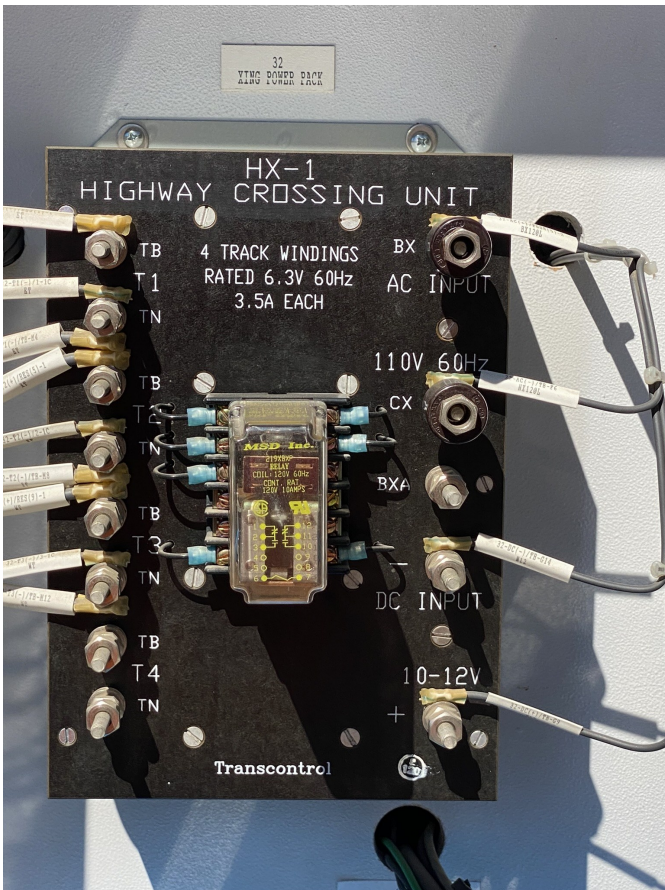
AC/DC Style C Track Circuit

The Style C track circuit is an AC-DC system designed to detect a train's presence. A DC track relay is connected across an inverter-powered AC source, which is linked to the rails. At the opposite end of the track circuit, a track rectifier is connected across the rails, providing a half-wave shunt across the relay coil. This rectified AC signal energizes the relay. When a train is on the track, it shunts the rectifier and lowers the rail potential, resulting in a reduced AC wave being applied to the DC track relay. This sequence causes the track relay to deenergize, triggering the grade crossing warning.

Style C track circuits are isolated using insulated rail joints (see last month's Engineering Highlight on Insulated Joints), and all rails within the track circuit must be bonded to ensure proper electrical continuity. This type of track circuit is cost-effective and offers reliable shunting characteristics, especially where rails tend to be rusty. All power supply equipment is located at the crossing signal case.

Key Components

Track Transformer or Power Pack:



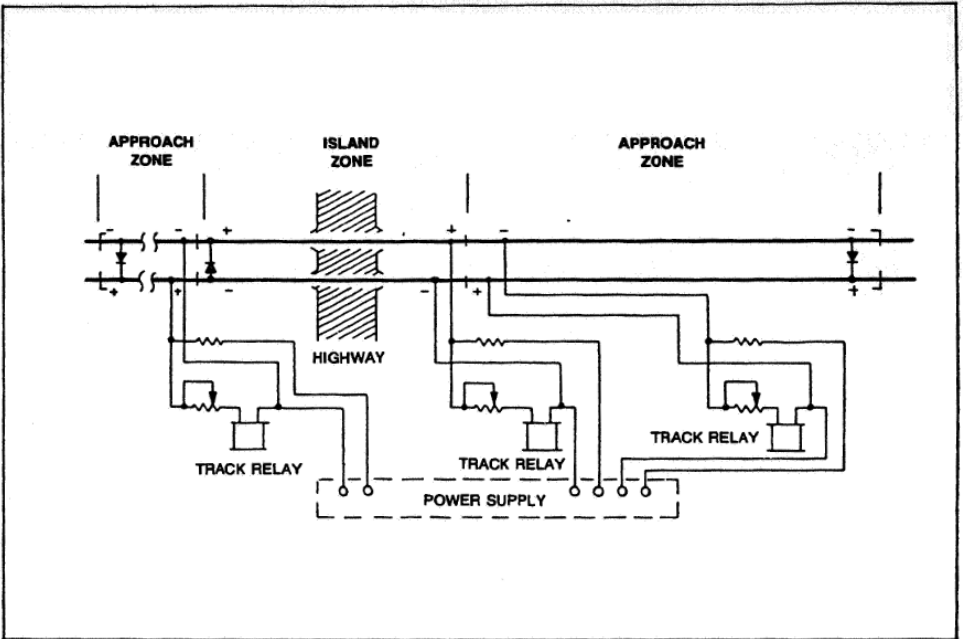
Converts and isolates AC input power for the track circuit, often providing stepped-down voltage for safe rail applications. The AC current is beneficial for penetrating rust that forms on the rail when the track isn't used regularly.

Rectifier: A device located in a trackside capsule at the far end of the track circuit that converts AC to DC to power the track relay operation.

Track Relay: A polarized biased relay specifically designed for a track circuit, sensitive enough to detect small voltage changes but durable enough for field conditions. Given the mostly dry climate of Campo and the lightly used rail line, the crossing design engineer chose a 1 Ohm track relay for the 94 crossings, which provides excellent shunting sensitivity for the track circuits.

Limiting resistors: These resistors fine-tune impedance to balance the circuit, extend the range, and stabilize operation across various ballast conditions. Additionally, a limiting resistor absorbs current when a train shunts the circuit to prevent a direct short on the AC transformer.

Shunt: The train's wheels and axles create a short-circuit path, showing occupancy by dropping the rail voltage to nearly zero.



Engineering Highlights—Continued

Operation Principles

Energized (Unoccupied) or relay up/energized:

The AC source is rectified, providing a steady DC current to the relay. The relay stays energized, indicating that the section is clear or the crossing is deactivated.

Shunted (Occupied) or relay down/deenergized:

A train's wheels and axles connect the rails, redirecting current from the relay coil. The relay then de-energizes, moving to the "track occupied" position or an active crossing with lowered gates.

Fail-Safe Circuit:

Any fault, power loss, broken wire, or excessive ballast leakage causes the relay to lose energy, resulting in the signal system defaulting to a restrictive or "stop" indication.

Typical applications include yard leads, branch lines, mainline crossovers, industrial sidings, and other rarely used tracks.

Conclusion

The AC/DC Style C track circuit combines Dr. William Robinson's original concepts with modern electrical engineering improvements. By combining the durability of DC relays with the adaptability of AC operation, it continues to provide safe and dependable train detection in various railway settings.

More than 150 years after Robinson's pioneering work, the track circuit still forms the core of railway signal and highway grade crossing detection today, demonstrating that sound engineering and fail-safe design remain timeless.

Authors Note

Are you interested in seeing more of this in the Hot Scoop? What topic would you like to learn more about? Feel free to reach out via email at brcrail@aol.com. I hope that you, my fellow volunteer colleagues, have enjoyed this series. Cheers to a wonderful holiday season and a prosperous new year.



Membership News

By Lena Ibarra, Membership Coordinator

Happy Holidays! I'd like to give a warm welcome our new members this month:

Kimberly Duvall joins us with a Contributing membership; along with Julie Monir and Mike Palmer with Family memberships.

Joining with Individual memberships are Michael Acosta, Jacob Filler, Natalie Filler, and Jesus Olivas.

Ann Field is joining us with a Senior membership.

It is nice to see folks from outside San Diego County join our museum. With all the many fun train rides through the year we are becoming a destination!

LIBRARY UPDATE by Bruce Semelsberger

Last month, if you recall, we began a series of descriptions of the various holdings in the library beginning with books. This month I want to talk about the San Diego & Arizona Railroad papers archive. We will discuss the photo and map portions at a later date. This archive was acquired from a variety of sources including documents salvaged from various depots, personal donations, purchased materials, documents rescued from the SD&A freight house during its demolition and a very large collection acquired from the San Diego History Center. This was originally donated by Southern Pacific to UCSD who sorted it and created some index cards. When UCSD needed space for other things, they passed the collection on to the San Diego Historical Society, now the History Center. Volunteers including yours truly further refined the catalog and began to create some detailed entries. When the History Center was offered the hard copies of the San Diego County tax records a space issue arose and PSRM convinced the center's board to donate the SD&A materials to us.

Altogether the materials comprise two of our 40' by 8' storage bays amounting to over 1,000 linear feet of shelf space, much of it double depth shelves of large archival boxes. This is a very sizable collection for one short-line railroad and it's predecessors. The collection dates from 1887 for the earliest predecessors, the National City and Otay Railroad and the Coronado Railroad. Some records of the Cuyamaca Railroad date from 1888. The various reorganizations follow as the San Diego Southern, San Diego & Southeastern, SD&A and SD&AE extending into the 1950s. Only a small percentage of this material has been catalogued to date.

While the largest portion consists of correspondence between various departments, there is much more:

- Ledgers, some very large and heavy, detail accounting and reflect profit and loss, inventories, taxes, demurrage and depreciation.

- Contracts with various companies for the construction of the main line extend from 1907 to 1919.

- Deeds for right of way and other real property reflect previous ownership of the lands occupied by the railroad.

- The survey record books are hand-written records with drawings and references to the terrain

- covered by the survey. Within urban areas references may be existing buildings, fences, etc.

- Job numbers and work orders show all of the work performed by the railroad's labor force (these are indexed and are searchable on the library's computers).

- All of the original invoices for everything purchased by the railroad including supplies for the construction and maintenance crews are bound by month and date. These include the original merchant bills, copies of Western Union telegrams, proof copies from printing tickets, posters and advertising.

- Department bills show the internal cash flows between the various departments.

- Pay records for all of the officers and employees show economic trends from 1906 to the 1940s.

- Medical records, road accident records, industrial accidents reflect the attitude of the company toward the employees.

- Train orders, clearance cards and train sheets detail daily train operations.

- Bridge inspection records detail the effort to maintain the largest structures.

There is more, much more, but this gives you an idea of the breadth of the materials. Whenever the next prospective author of a book on San Diego railroading comes along, they will have an unprecedented resource to draw upon. If you, as a member of PSRM, just have questions or a curiosity bump, these assets are yours to use. Come out and see us, but beware; if you get too interested, you may wind up as my eventual replacement!



Projects Identified for Museum

At the November meeting, the Board reviewed these projects for our museum as recommended by a special committee.

MAJOR PROJECTS REQUIRING FUNDRAISING

Complete trackwork from Canyon to Division. Install siding for runarounds at Division. Make repairs to tunnel 4 entrance sufficient for safe entry.

Repair and upgrade SD&A #255 with new wheel-sets, air rebuild, paint and re-cover seats. Install generator and air conditioning to provide power and run heat and cooling for SD&A #255, UP 576 and AT&SF #1509 for first class passenger service.

Note: 255 is the only car with a suitable frame for the installation of the new equipment.

Complete one of four planned new exhibit buildings in phases.

LARGE PROJECTS REQUIRING FUNDING

(NOT NECESSARILY IN ORDER OF PRIORITY)

4. Purchase four new workstation computers for library. Purchase new library software. Install software and arrange networking. Migrate data from old to new system (requires skilled supervision). Purchase uninterruptable power supply. Create blanket funding for annual software maintenance fees and replenishment of outside insulation every ten years. Fund an accredited archivist to oversee operations.

5. Work at Campo depot- includes a brick platform trackside, overhead platform lights. Relocate one Jacumba car to provide clearance for new connecting track. Provide shelter for both cars.

Car shop/upper yard- Continue removal of rock abutments, realign tracks with probable requirement of new ties and track materials. Same applies to lower yard. Make repairs to internal walls- wood shop, air brake shop, etc. Clean shop area and dispose of excess

materials.

Exhibit Hall/lower yard- realign tracks along with upper yard alignment. Extend Exhibit Hall to provide additional shelter for equipment (need MTS lease or sale of property). Provide additional cover for equipment. Install drainage and grade footpaths for public safety.

Construct paint shop for equipment and general use. Remove paint from wood shop.

Complete drainage system as suggested by the engineering study.

Replace condemned trestle east of yards at MP 66.9 with culvert- requires MTS approval.

Make external metal and roof repairs to 1509 and Robert Peary and repaint exteriors.

Repaint all locomotives and rolling stock as required- establish priority order.

Return one steam locomotive to operational condition- number to be determined. Est. cost \$750,000 to \$1,000,000.

Determine disposition of locomotive 104; restore cosmetically or return to running order.

Restore SD&A car 050- some funds exist, but not even close to estimated cost.

Install solar panels at advantageous locations- could include work camper sites, Exhibit Hall, etc.

Repair section house and determine usage- exhibit, storage, etc.

Create one open air car for excursions- could use SD&A 250, air force car, purchase gondola, etc.

Add one coach to regular operation. Use one of three SD&A coaches.

La Mesa depot- Examine for black mold and rat infestation, treat as required, replace rotted interior baseboards, repair exterior signal lamp.

Repair and paint appropriately locomotive 65-00608 as special military exhibit.

ONGOING PROJECTS NEEDING COMPLETION- FUNDED OR MOSTLY FUNDED

Party Caboose and locomotive (nearing completion).

Complete mine train and create operational exhibit. Could use wrist band as proof of payment or create a separate ticket.

Complete restoration of locomotive 3709.

Complete restoration of SVRR rail bus and make operational for special events.

Complete construction of training center in office trailer.

Replace cab and other wood items on Mojave Northern #3 at La Mesa (Woodworkers Guild).
Repair sheet metal work. Determine method for protection of completed work.

ITEMS REQUIRING LABOR ONLY/ MISC. ITEMS

Inventory items in old horse barn, sell unneeded machinery and other items, consider removing some supplies to car shop storage. This structure will be allowed to collapse in place and extraction after that point will be difficult.

Retire the existing mortgage, est. of \$130,000.

Establish a long term fundraising goal for the remaining items in the long term plan- new exhibit halls, engine house, turntable, trackage and library/ theater building.

Make certain catalogued items in the library available to members on the website, i.e. Newsletters, archived board minutes, etc.

Make needed repairs and digitize the maps and drawings in the library.

Repair lighting of Signal Science sign.

Repair track velocipede.

North Pole Ready, Simply Add Mr. & Mrs. Santa Claus

Volunteers Morgan Snyder and workcamper Mike have our North Pole Limited destination ready for the big event.





The Campo Depot is ready to welcome our visitors during our busiest time of the year. **Merry Christmas.**