

# Our 50th Year!

## HOT



A publication dedicated to Pacific Southwest Railway Museum Association members  
July-August 2011



SP 5119 switching in El Cajon in March of 1965. 5119 is now the property of the Pacific Southwest Railway Museum and is at Campo after a two day move from Modesto, CA. Full story on Page 5.

*F.H. Worsfold Photo. Joe Strapac Collection.*

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**GOLDEN ANNIVERSARY  
50 YEARS**



**Pacific Southwest Railway  
Museum Association, Inc.**  
www.psrsm.org

**Train Operations**

Pacific Southwest Railway Museum  
Campo Depot  
State Highway 94 at  
Forrest Gate Road  
Campo, California  
(619) 478-9937  
Lat: 32°36.8'N Lon: 116°28.2'W  
Open weekends 9 AM to 5 PM

**La Mesa Depot Museum &  
Business Office**

4695 Nebo Drive  
La Mesa, California 91941  
(619) 465-PSRM (465-7776)  
Open Saturdays 1 PM to 4 PM  
and at other times by appointment

Meetings of the PSRMA Board of  
Directors are held on the 4th Friday  
of the month at 7 PM, Trinity Church,  
3902 Kenwood Drive, Spring Valley,  
CA, 91977

**MUSEUM OFFICERS**

President: Diana Hyatt  
Vice-President: John Shannon  
Treasurer: Vacant  
Secretary: Rob Stebbins  
Mechanical Director: Ron Hyatt  
Facilities Director: Larry Rose  
Museum Services Director:  
Ken Helm  
Operations Director:  
Greg Luiz

**MUSEUM STAFF**

Historian: Bruce Semelsberger  
Membership: Larry Rose (Acting)  
Steam Foreman: Jim Baker  
Master Mechanic: Bill Palmer  
Webmaster: Lew Wolfgang  
Speaker's Bureau/Chief Trainman:  
Open  
Media Coordinator:  
Dick Pennick

**From The Head End**

**President's Report**

By Diana Hyatt

June and July were busy months for the museum, at a time when we're usually able to sit back and take a breather! On June 19th, we held our popular Father's Day BBQ and Engineer for an Hour program. Sales went very well and we sold about 230 tickets when we turned off sales for fear of not being able to handle the crowd. We originally planned to pick up the food from The Wrangler in El Cajon, but due to the surprising response, decided to pay extra for them to bring the food and serve it. It is unfortunate that we do not have the kitchen facilities to make food for a large number of people. Our tiny kitchen in the Car Barn was maxed out last year when we served close to 150. Nevertheless, the serving went quickly and everyone was happy. Once again, our long time members **Walt Richards** and **Paula Strong** of Rails & Trails provided the musical accompaniment to a welcoming crowd! Thanks again Walt and Paula!

On June 14th I was able to execute the sales agreement and deliver the funds for the purchase of the former Southern Pacific 5119, GE 70 tonner locomotive from Sterling Rail thanks to a significant donation from long time member **Larry Rose** in honor of his late wife **Tanya Rose**. Collecting donations to cover the cost of the move was spearheaded by **Dick Pennick**. Thank you to all who donated to this worthy cause! After much logistics planning, several of our Equipment Department members, **Ron Hyatt**, **John Shannon** and **Rusty Hoar** drove to Modesto to load the locomotive onto a low-boy trailer owned by **Renn Transportation** of Gilroy, CA. Renn had never moved a locomotive but were eager for the experience and were provided advice from Mike Porter, who had originally moved this loco from Oregon to Modesto 5-6 years ago. Member **Mike Edwards** drove over to Modesto to assist at the loading point. Long time member **Dan Robirds** was on hand to help with the planning as well as being on site in Modesto and Campo to assist with the loading and unloading. Dan owns another GE 70 tonner, Southern Pacific 5103, that resides in Oregon.

For our mechanical guys, the week started early on Sunday, July 10th with a trip on the Pacific Surfliner from San Diego to Fullerton where **Ron Hyatt** and **Rusty Hoar** were picked up by **John Shannon**. The three of them drove the rest of the way to Modesto so that they'd be ready at the M&ET yard early Monday morning. By Tuesday afternoon the locomotive had been ramped onto the lowboy and we were waiting for approval of the permit. On Wednesday



**Dan Robirds on tractor; Rich Paulus and Ian Hyatt on water duty.**  
*Diana Hyatt Photo*

morning the truck was given initial routing and it left Modesto. Just before mid-day Thursday, July 14th, we found out the load would be routed through San Diego, down I-15 to I-8 through Boulevard to Hwy 94 WB. It arrived in Campo around 4:30 PM. On Wednesday, **Larry Rose**, **John Wright** and **Frank Stites** had taken down the fence between the parking lot and the tracks on the west end of the Depot. On Thursday, **Dan Robirds**, **Rich Paulus**, **Ian Hyatt** and myself

had begun preparations on covering over the House Track and firming the soil between the parking lot and the House Track.

After a few hours of ramp building the locomotive was finally rolled off the low boy onto the House Track under its own power by **Dan Robirds**. **Larry Rose** was prodded into the cab and along with **Dave DiGiorgio**, the locomotive made the short trip to the Car Barn where it is receiving attention from the Equipment Department before it is placed into service on our Golden State trains.

Also during all this, our Treasurer, **Ken Brown** tendered his resignation. We thank him for his 2+ years of service as the museum's treasurer. In the interim, the financial records have been turned over to a CPA for handling.

**Wally Barber**, along with **Don Getz**, **Rich Paulus**, **Glen Rogers**, **Juan Rangel**, **Concepcion** and **Jose Yescas**, began track work on the curve at MP 64.7 and now have replaced about 145 ties and swapped many sticks of rail. This has become a large scale but very necessary project in our ongoing maintenance of the aging railroad which we have chosen to protect and preserve. It is expected that we will need to allocate a minimum of \$25,000 annually into track work along the ROW for the foreseeable future.

Also during July I attended a Meet Your Elected Representative function sponsored by the Alpine Mountain Empire Chamber of Commerce making connections with key personnel at Golden Acorn, including Sheriff Bill Gore, Customs Border Protection and the California Highway Patrol. I also attended the second quarter SD&AE board meeting, the minutes of which can be found online. Elsewhere in this issue will be information for PSRM members to purchase "early bird" tickets on our North Pole trains and a nomination form for our upcoming annual election. This year the following positions will be up for election: Vice President, Treasurer, Director of Facilities and Director of Operations. Please read through the qualifications and nominate someone you think is legitimately qualified and would be an asset to the museum and its board.

## Board Briefs June 2011

Submitted By Rob Stebbins, Secretary

June 18th was a busy day at Campo, with lots of activities getting ready for the big Fathers' Day luncheon on Sunday, June 19th. The regular Golden State trains had decent crowds, and, as part of the Fathers' Day celebration, the Museum sponsored the Engineer for an Hour program both Saturday and Sunday.

Six directors, **Diana** and **Ron Hyatt**, **John Shannon**, **Larry Rose**, **Ken Helm** and **Rob Stebbins** (a quorum of the Board) were at Campo on the 18th involved in many different volunteer activities. Even so, President Diana decided to call a meeting of the Board for that afternoon upon the realization that a quorum would not be available for the regularly scheduled meeting the following Friday evening. The primary topic was the purchase of PSRM's newest addition to our locomotive fleet, former SP/SD&AE G.E. 70-tonner 5119.

The story can now be told. Over the past five years or so, 5119 Project Manager **Dick Pennick**—with the help of President **Diana Hyatt**, **Dave DiGiorgio**, **Dan Robirds** and others—had been in contact with the officials at the Modesto and Empire Traction railroad, a short-line switching operation serving a large industrial park in its namesake city in northern California, and more recently Sterling Rail, Inc., regarding the possible donation of the historic engine. Discussions began way back when it became clear that M&ET was about to retire its fleet of GE 70-ton locomotives in favor of new Railpower Gensets. The 70-tonners had been working for several decades for the M&ET, and were maintained in excellent condition over that time. It just so happened that one of that fleet's 70-tonners, M&ET 613, had formerly worked on the SD&AE as number 5119, the last remaining 70-tonner to work in San Diego. Even before they were retired from service, M&ET was informed of PSRMA's interest. Years of periodic contact ensued.



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Jim Lundquist

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Santa Claus

Comments are always welcome.

Send your feedback to:

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Pacific Southwest Railway Museum  
Mission Statement:

The Pacific Southwest Railway Museum Association, Inc. is dedicated to preserving the physical legacy and the experience of rail transportation.

Programs address the historical, social, economic and technical impact of railroading with particular emphasis on railroads of San Diego County and the larger systems with which they connected in the United States and Mexico.

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Thanks to a successful intervention by the Museum, concerns by the local air-quality regulators were overcome, allowing the units to be sold as operating locomotives. Eventually, our donation request was denied. In recent months, the discussions became more animated as the original asking price was reduced and the seller wanted to sell the entire 8 locomotive fleet to one buyer if at all possible. Negotiations continued, and eventually the units were sold to Sterling for resale. Talks continued with the new owners, who also refused to donate the 613. But there was a happy ending for PSRMA. With the cooperation of Sterling's president, Robert Mertz, Dick was able to negotiate a sweetheart deal, and thanks to a generous 11th hour gift by long-time museum member and director, **Larry L. Rose**, the full 5-figure purchase price was donated to preserve the engine. A Bill of Sale was received on June 14th, and we are now the proud owner of a historic locomotive that worked on the SD&AE rails for about 7 years back in the 1950's and 60's. The red-and-white painted 600 h.p. rear-end cab locomotive has been stored in working order for the past year and a half, so we expect that with very little mechanical tinkering, we will soon have a third operating historic diesel locomotive available for our weekend trains.

But first we need to get the locomotive from Modesto to Campo. Larry's donation covered only the purchase price. The engine was still 500 miles from the museum. **Diana Hyatt** immediately began working on the transportation arrangements. She concluded a deal with a trucking firm that had actually previously moved this very locomotive to Modesto. The price is reasonable, but we need to raise funds to cover the transportation and perhaps additional costs to purchase some of the available spare parts for this unique, and to us, very special locomotive. A fund raising effort is currently under way, with a target of \$20,000. As of this writing, we are way past the halfway mark (see our web page for up-to-date progress) and climbing.

On behalf of the Board, I would like to express our collective gratitude for the many members of PSRM, as well as the public at large, that on short notice have stepped up to write a check or give online to help us get M&ET 613 (nee SD&AE 5119) back to home rails by mid-July.

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### Board Briefs July 2011

Submitted By Rob Stebbins

The Board of Directors convened for the July meeting on the evening of July 22 at Trinity Church. Attending the meeting were: President **Diana Hyatt**, Vice President **John Shannon**, Secretary **Rob Stebbins**, Facilities Director **Larry Rose**, Museum Services Director **Ken Helm** and Operations Director **Greg Luiz**. Members also present were **Jim Baker** and **Jim Lundquist**.

A highlight of the meeting was a presentation by Kate

Grafton, marketing representative for Groupon, the on-line discount coupon firm, arranged by **Jim Baker**. Groupon is essentially a "gift certificate" that is purchased by internet users, entitling those purchasers to discounts on a wide variety of activities, such as tours of museums, restaurant meals, sporting events, and clothing purchases. According to Kate, Groupon has about 800,000 "subscribers" in the greater San Diego area. On their web site, Groupon will rotate a featured business or activity each day, allowing the subscribers to purchase a discounted coupon for that day's featured activity. Typically, the coupons are 50% reduction off the listed price of the activity.

The Board was extremely interested in this concept as a way of reaching a wider audience for our Golden State train rides, particularly to fill up otherwise unused seats during our low ridership summer months period. (We will restrict usage of Groupon coupons to "regular" Golden State trains.) If we can pick up a few hundred extra riders, (or perhaps a lot more), we will view our collaboration with Groupon as a success. There is no direct incremental cost to the Museum for utilizing Groupon, and revenue from the sale of the coupons will be split 50%-50% between Groupon and the Museum. Kate noted that typically there is a 20% redemption of coupons purchased in the first month, with another 15% in subsequent months. After asking questions about some of the procedural and contractual details, the Board unanimously agreed to give this new, high tech marketing technique a try. We will be finalizing details quickly, and will announce implementation as soon as possible. We believe it is time to find and utilize newer, more effective methods of reaching a wider audience and getting the word out about our Museum.

Concerning on-going and very important projects at Campo, the Board reviewed several bids by contractors for the re-roofing of the Car Barn. As has been discussed before, the Car Barn roof is in sad shape in many spots, a result primarily of rain water leaks over many years. With the active involvement of **John Shannon**, Vice President, discussing details with potential contractors, the Board selected and approved one of the bids, which we expect to finalize quickly. It is expected that work could start within weeks, so don't be surprised if you see lots of activity, even in the heat of summer, as this contractor's crew repairs the Car Barn roof.

For those of you that have not ventured out to Campo recently, another extremely important project is now underway—the maintenance and upgrading of mainline track at the first "big curve" west of Campo. Member **Wally Barber's** crew, along with assistance from several of other members such as **Don Getz**, **Rich Paulus**, and **Glen Rogers**, has made substantial progress installing new ties and "swapping" the rails around this curve roughly at milepost 64.7. Work should be finished within a week or so.

**Jim Baker**, head of the Steam Team, informed the Board about the status of a "sister" locomotive to our Coos Bay #11. This other locomotive is located in Florida but in such terrible shape that its current owner is starting to cut it up for scrap value. Jim has been in touch with that owner, looking for parts which could be used on the restoration Coos Bay #11. Jim will be making a trip to Florida to inspect what's available, and will be reporting back to the Board hopefully at our August meeting.

As a final note, it is with regret that I convey the news of **Ken Brown's** resignation from the Board. Over the past several years, Ken has been diligently paying our bills on-time, while simultaneously working hard to address a large number of accounting glitches that had accumulated in the past. Ken also took on the responsibility of Gift Shop manager, and, as most of you know, the Gift Shop is now producing record sales, a fitting tribute to the work of Ken, **Dave DiGiorgio**, **Dave Tomaaresen**, and **Heather Wright** as the primary staffers of the Gift Shop over recent months. On behalf of the entire Board, I would like to commend **Ken Brown** on his important contributions to the Museum during his time as a Director and Treasurer.

## **SP 5119 Back on SD&AE Rails**

By Larry Rose and John Wright

PSRM's new 70 ton loco rolled off the trailer on its own power about 8:00 PM the evening of July 14th, 2011. The operation went very well and this locomotive project went from purchase in Modesto to operating under its power on its new home rails at our museum in Campo in less than a month. The special trailer was unloaded right in front of the Campo depot with the usual PSRM grunts participating.

Everything went fairly smoothly except that before the rig left Modesto the M&ET shop people wanted the custom joint bars we made for the loading returned to them. Except for providing a cutting torch and some joint bars, they did not participate in the loading at all. We had to make another set at Campo when we found out we did not have the first set we made. The ramp rails were provided by the trucking company. The ramp at both ends of this move was put together then taken apart by the PSRM grunts you know so well. **Ron Hyatt**, (Life member No. 149) **John Shannon**, **Rusty Hoar**, **Mike Edwards**, **Dan Robirds** (Life member No. 7) and **Dave Tomerassen**. At the Campo end **Larry Rose**, **Diana Hyatt**, **John Wright**, **Rich Paulus**, and **Alex Fiori** joined the ramp crew. By 9:00 PM everything was cleaned up and put away and the truckers were gone.

**Dan Robirds** fired up the loco and backed it off the trailer. It was parked on the Campo house track while the crew dismantled the ramp and set the ramp rails back on the trailer. The honor of the first run up the main line

to the east and into the PSRM yard was given to **Larry Rose** who donated the full purchase price for the loco. Several dozen members contributed to the moving cost fund which is now close to \$15,000. Special thanks to **Rusty Hoar** who got our cutting torch from the shop and made the new joint bar sets while the rest of the crew stacked ties and cribbing under the ramp rails. **John Wright** took the "Victory Photo" in fading light with the crew lined up in front of 5119 that was parked in front of the depot after the truckers left. Look for it in the next issue of the PSRM newsletter Hot Scoop. Champaign was popped and passed around!

In all of the excitement of moving the 5119 to Campo I almost forgot to mention the Wednesday Campo crew who were vital to the success of the move. **Frank Stites**, **John Wright**, **Andy Andrews** and **Larry Rose** got the parking lot fence down and rolled up to make a 60 foot gap so the truck rig could pull up to the front of the depot and line up with the house track. Before that could be done John, Frank and Larry worked all morning trying to get a fork lift running. They finally put new batteries in both of our big forklifts but only one of them would start. The smaller lift, 6,000 LB capacity, did most of the fence post yanking once it got going. Larry did the honors. The next day **Ron Hyatt** used this lift to gather ties and cribbing material to build the ramp from the truck trailer. Pulling the ramp rails off the truck was also done with this lift. Without the Wednesday crew it would have taken many more hours to get the 5119 off the trailer. Don't you just love it when a plan comes together!

After the unloading, and a short joy ride, the 5119 was parked on track 12 in front of the shop. On Friday it was moved to track 13 so the GP9 and the rail bus could be pulled out for the days scheduled trains. **Ron Hyatt** installed an air horn on the 5119 on Saturday. It came without a horn as M&ET ran it as the center unit in a threesome of 70 tonners. At the end of the day it was placed over the pit on track 12 to reattach the sander hardware and pilot boards that had been taken off in Modesto so the engine could negotiate the steep loading ramp. **Dan Robirds** was the ramp building guru and also used our neighbors borrowed tractor loader to smooth out the sand over the house track to make a good road for the truck trailer rig. **Rich Paulus**, **Diana Hyatt**, **Ian Hyatt**, **Cary Hyatt** and **Larry Rose** got out the hoses to water down the sand that was scraped to the top of the rails. **Rusty Hoar** helped pack it down with our fat tired fork lift.

Special mention should be made of **Diana Hyatt** who went over to the new Campo Subway restaurant Thursday evening and came back with a bunch of subs and cookies for both the truckers and our crew as the sun went down. Everyone was starved after a tough day chasing the truck down over Tehachapi and Cajon Pass, then out Interstate-8 to a junction with Old

Highway 94, then building a ramp while we still had daylight.

Special credit should go to **Dave DiGiorgio** for his intervention with the Air Pollution Control District in Modesto. The District demanded that the old engines have their blocks punched when they were taken out of service as they declared them to be an environmental hazard. Dave educated the Board that the old locomotives were well maintained and loaded with historic value and was able to persuade them to back off their demand that the engine blocks be destroyed. That made the eight locomotives valuable as used locomotives instead of scrap metal. They became a great deal for the outfit in Texas that bought all of them and advertised them for sale nationwide. PSRM was forced to expedite the purchase of 5119 before all the locomotives went to a grain operation in Canada.

A plaque will be placed in the locomotive's cab honoring **Tanya Rose** for her 35 years of service to the museum as Membership Director.



SP 5119 (M&ET 613) being secured to the trailer after loading in Modesto. *Ron Hyatt Photo*



The loading crew in Modesto. Left to Right: John Shannon, Rusty Hoar, Peter Renn (truck driver), Mike Edwards, Ron Hyatt, Ran Robirds and Dave Tomeraasen.

*Dave Tomeraasen Photo*



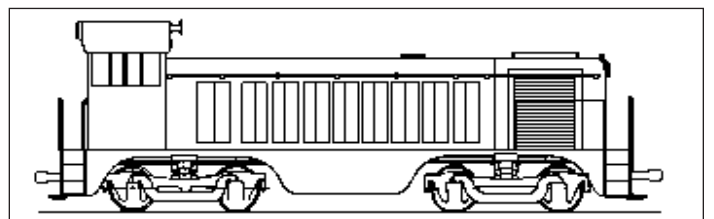
The transporter on the road approaching Sunrise Highway on eastbound Interstate-8. *John Wright Photo*



The transporter passes the Highway 94 West crossing before turning onto the museum entrance. *Dave Tomeraasen Photo*



The locomotive and transporter in front of the Campo Depot prior to building the ramp and off-loading. *Larry Rose Photo*





Alex Fiori, Rich Paulus, Ron Hyatt, Rusty Hoar and Dan Robirds make last minute adjustments to the ramp before off-loading the locomotive. *John Wright Photo*



Ron Hyatt observes as Dan Robirds carefully backs SP 5119 off the trailer and onto the house track. *John Wright Photo*



The tired crew in front of the new locomotive. From left: Rusty Hoar, Ron Hyatt, Diana Hyatt, Dave DiGiorgio, Larry Rose, Rich Paulus, Dan Robirds and Alex Fiori. *John Wright Photo*

## Donations Needed!

Donations are needed to cover the cost of moving SP 5119 from Modesto to Campo and to purchase some of the available spare parts that will keep this locomotive rolling into the future.

A total of \$16,690 has been donated as of August 5, 2011!

All such donors at the \$500 level and above will have their names engraved on a brass plaque permanently mounted in the cab of the 5119.

At the \$1,000 level, donors will be allowed one full hour at the throttle of the 5119. At the \$5,000 level, donor and up to 5 guests will have one free use of 1926 private open-observation car ATSF 1509 on museum's "Golden State" passenger train. For \$10,000, donor and up to 11 guests will be treated to a full-course steak dinner, with wine and champagne on private car ATSF 1509 on their own private evening dinner train.

If you prefer to send your donation by postal mail, please send your tax-deductible check made payable to "PSRMA" and marked "5119 Fund" to:

PSRMA 5119 Fund  
c/o Dick Pennick  
4695 Nebo Drive  
La Mesa CA 91941

Be sure to include your name, mailing address and phone/e-mail address for proper acknowledgment.

The following persons have donated at the levels indicated:

### Donor record (as of July 22, 2011):

**\$50,000-\$75,000 level:** Larry Rose

**\$20,000+ level:** Available

**\$10,000+ level:** Available

**\$5000+ level:** Available

**\$1000+ level:** Moxie Foundation, Dr. Owen & Marie Peck, Ted & Margo Leimbach, Carl & Jean Eichenlaub

**\$500+ level:** Robert Stebbins, Ronald Sims, Richard Paulus, Dick & Karen Pennick, Elmer Werner, George C. Brtamblett, Ken helm, Ken Kramer, Charles F. Bach, Walt Richards & Paula Strong, Mark & Jean Brockner.

**\$100+ level:** David Curlee, James F. Robinson, Alfred Lingo

**\$1-\$99 level:** David DiGiorgio, Jeffrey D. Trimble, Kyle Jensen, Lonnie Corley, Bill Gardiner.

## Nominations Open for 2012 Board Positions

In accordance with the Bylaws, for all members in good standing, we will be electing four Board members to complete the 2012-2013 term ending December 31, 2013. The positions open for election will be:

### 1. Vice-President

In the absence or disability of the President, the Vice President shall perform all the duties of the President and, when so acting, shall have all the powers of, and be subject to all the restrictions upon the President, as from time to time may be prescribed by the Board. (§5.7)

### 2. Treasurer

**Books of Account.** The Treasurer shall keep and maintain, or cause to the corporation's properties and business transactions, including accounts of its assets, liabilities, receipts, disbursements, gains, losses, capital, retained earnings, and other matters customarily included in financial statements. The books of account shall be open to inspection by any director at all reasonable times.

**Deposit and Disbursement of Money and Valuables.** The Treasurer shall deposit, or cause to be deposited, all money and other valuables in the name and to the credit of the corporation with such depositories as the Board may designate, shall disburse the corporation's funds as the Board account of all transactions as Treasurer and of the financial condition of the corporation, and shall have such other powers and perform such other duties as the Board may prescribe. Bond. If required by the Board, the Treasurer shall give the corporation a bond in the amount and with the surety or sureties specified by the Board for faithful performance of the duties of his/her office and for restoration to the corporation of all its books, papers, vouchers, money, and other property of every kind in his/her possession or under his/her control on his/her death, resignation, retirement, or removal from office.

**Annual Independent Review.** At the request or with the approval of the Board, the Treasurer shall commission an annual independent review of the corporation's books of account and financial performance, to be conducted by a certified public accountant. Such review may, but need not, be a full audit. (§5.7)

**Other Positions:** Responsibility for the maintenance, activities, safety, and operations of the corporation shall be delegated to "divisions." These divisions are (1) Museum Services, (2) Operations, (3) Facilities, and (4) Equipment. Each division, in cooperation with the Board, shall be managed by a director specifically elected to the position of Division Director with respect

to such division, as set forth in Section 4.2, and shall establish procedures, policies, rules and regulations necessary for the safe and efficient operation of the division, and all property and equipment under its jurisdiction. The particular duties of the Division Directors as well as the jurisdiction and functions of each division from time to time shall be described in a resolution or resolutions of the Board adopted for that purpose.)

### 3. Director of Facilities

### 4. Director of Operations

Any ten (10) Regular Members in good standing may nominate any other qualified Regular Member in good standing for the position of an executive officer (and concurrently director) of the corporation, provided the person so nominated evidences in writing a willingness to serve if elected.

Each nominee may submit a maximum 200 word statement with respect to their qualifications, vision and intentions respecting the office to which nominated. All petitions and any statements are required to be turned in to the Secretary of the Museum not later than 5:00PM on Thursday September 1, 2011. Address all petitions to: Secretary, PSRM, 4695 Nebo Dr, La Mesa, CA 91941-5259.

If there is only one petitioner to qualify and agree to serve in the vacated office, and there are no objections to the petitioner from the standing officers and directors, that sole petitioner may assume the office without conducting a written ballot, until the expiration of the term of the replaced director.

A copy of the nominating petition is included at the end of this issue.

Thank you for your interest in serving our Museum.

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## North Pole Limited Tickets on Sale Now!

Ho! Ho! Ho!

This is my announcement for the 2011 North Pole Limited Holiday Train! My thanks go to the Pacific Southwest Railway Museum Association and their fine volunteers for helping me run my Christmas trains again this year.

I've consulted with my elves and the Museum volunteers and we've decided to run my trains on eight dates this year. The Friday dates will run one train at 5:00 PM. The Saturday dates will offer two trains, the first leaving at 5:00 PM, the second at 7:00 PM. All my trains will leave from and return to the Campo Depot.

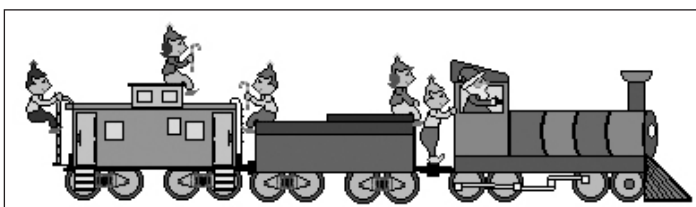
The available dates and times are available on the Museum's web site at: <http://psrm.org/npl/>

Tickets are currently on sale, but please purchase your tickets early! Some folks have been trying to come with me on my Christmas Train for years, but by the time they remember to get some seats, they're all gone! I've seen the tickets sell out as early as October, so please don't procrastinate!

The museum's President said that she hopes you will join the organization to help the volunteers with their many charitable events, such as my Christmas Train. My Train is made possible every year by generous people just like you! I will let non-PSRM members purchase their tickets soon, so get your tickets now!

I'm looking forward to seeing you and the kids this year!

Merry Christmas,  
Santa



## San Diego County Fair Report

We were invited to participate at the San Diego County Fair in Del Mar again this year. **Ken Helm** and **Larry Rose** took on the task of making our exhibits, the handcar and a motor car, look good by painting them in Larry's driveway or garage. **Seth Miller** and **Ken Helm** teamed up to transport the exhibits from Campo to Del Mar and return. Our thanks go out to these volunteers who staffed the exhibit space: **Seth Miller** (7 times), **Kris Stewart** (5), **Reena Deutsch** (2), **Richard & Sheri Buffington** (2), **Jim & Sabrina Lundquist** (2), **John Shannon** (2), with **Mike Retz**, **Duane Dubke**, **George MacKelvey**, **John Witt**, **John & Heather Wright**, **Rich Paulus**, **Chop Kerr**, the **Hyatt Family**, **Jodi & Will Tomlinson**, **Dick & Ann Ruppert** and **Rob Stebbins** each taking one time slot. We were able to speak to those visitors who expressed an interest in our exhibit and passed out discount coupons for the trains and membership fliers.

Many thanks to all who participated.



The PSRM exhibit at the San Diego County Fair was located next to a walkway on the infield of the track.  
*John Wright Photo*

## Track Inspection Conducted East of Campo

By Dave DiGiorgio

At the request of CZRy, a group of volunteers from the Pacific Southwest Railway Museum made an inspection of the railroad between Campo MP 65.8 and Jacumba MP 92.5. The primary reason for this inspection was to check the line for the Border Patrol, who have been requesting to resume their evening runs on the railroad.

### Findings:

The track from Campo to MP 74 was passable, and the brush wasn't too bad, due to PSRM's weed spraying a few years ago. A good portion of the track between East 94 crossing at MP 67.2 and MP 73 are in or very close to compliance with Cal Fire requirements. This is

a good testament to the value of regular weed spraying, especially along a mountain railroad.

Beyond MP 74 the brush was quite bad. Many times our speed had to be reduced as the rails were completely hidden.

The first area that needed substantial clearing was around MP 74.9. There were severe brush conditions beyond the work area. This wash-over was caused by dirt washing down a dirt road above the track. At the deepest part, this wash over was about 8" deep, and maybe 15' long, and was fairly compacted.

The next area of major work was about MP 79.5. This one had a lot more dirt, but was much looser. It one was at least a foot deep at its deepest area, and probably 20-25' long.

That was it for the major clearing requirements, but there were many smaller ones that would certainly derail a motorcar or hi-rail if they had not been cleared. Some areas around Hipass were so overgrown with very wet weeds that I feel if we had stopped in those areas, we would not have gotten started again. We did approach every crossing whether lined or just dirt prepared to stop if they needed cleaning out, which most did.

One other issue found was the west switch at Hipass. It has had all the spikes removed from the frog, which appears to be in bad shape. The spikes were there, and my guess is the track crews were planning on replacing this frog when they were laid off. Certainly this needs to be re-spiked before the Border Patrol is permitted to make trips over it.

At Jacumba it appears someone is or has been living in the Amtrak diner or coach (coupled to the F Units on the upper track. There is a power cord and rope lights strung from a shed behind the equipment into the car. The old fire engine shed has a motorcar in it, and lots of track parts, and is unlocked. There is still power inside the operations office, and the DSL modem is plugged in and flashing. There is a space heater on the floor that has a light on it. It is not known if the heater was left on, or just a power light. There is supposedly someone living in the depot but no one was seen. New locks should be taken up there and everything secured. Most of the equipment at Jacumba is open.

It is estimated PSRM contributed 56 man hours, about 15-20 gallons of fuel, and the use of 1 A-5 gang car with trailer and the Santa Maria Valley Railbus #9. At a rate of \$25 per hour (same rate as PSRM paid for CZRy track crews) the labor value for this trip is \$1,400, 18 gallons of fuel at \$4.50 per gallon comes to \$81, and \$100 for two track cars and a trailer. That would give an approximate dollar value of this project of \$1,581, which we are happy to do to help promote cooperation between all parties involved.

It is the opinion of myself and others on the trip that it is not recommended that the Border Patrol make hi-rail trips out here with the current weed conditions. There is certainly an increased level of danger, especially at night, as rocks or other things on or between the rail could easily be missed. If it is decided to allow the Border Patrol to resume runs in this area, It is recommended the operators make a daylight trip or two in order to really see the conditions there.

The key people on this trip were CZRy Dispatcher and project supervisor **Dave DiGiorgio**, PSRM President **Diana Hyatt**, PSRM Vice President **John Shannon**, PSRM Director of Equipment **Ron Hyatt**, PSRM Chief Operations Officer **Rich Paulus**, PSRM Mechanic **Rusty Hoar** and PSRM Photographer and Hot Scoop editor **John Wright**. Also along on the inspection were **Aaron Hyatt**, **Ian Hyatt** and **Cheryl Hoar**.



Clearing the track at Milepost 79.5. From Left: Rusty Hoar, John Shannon, Dave DiGiorgio, Rich Paulus, Ron Hyatt and Diana Hyatt.  
*Photo By Cheryl Hoar*



The crew at Jacumba. Left to right: Dave DiGiorgio, Rusty Hoar, John Shannon, Cheryl Hoar, Aaron Hyatt, Diana Hyatt, Ian Hyatt, Rich Paulus and Ron Hyatt. Not pictured: John Wright.  
*Photo courtesy Rusty Hoar.*

# PETITION FOR BOARD ELECTION

I, \_\_\_\_\_, being a member in good standing of the Pacific Southwest Railway Museum, do hereby submit this petition signed by at least ten members in good standing, in order to stand for election to the position of \_\_\_\_\_. I agree to serve the Museum in this capacity until the next election for this position.

Signed this \_\_\_\_\_ Day of \_\_\_\_\_, 2011.

Signature: \_\_\_\_\_.

The following members in good standing support this candidate for the above position. At least 10 signatures are required below.

Print name:

Signature:

[illegible]