

HOT SCOOP



A publication dedicated to Pacific Southwest Railway Museum Association members
January 2012



Martin E. Hansen Collection

The winter winds and rains were swirling around the huge engine shop of the Coos Bay lumber Co. on December 27, 1956 when Jerry Hanson gained access to record this fine view of Coos Bay Lumber ALCO 2-8-2T awaiting her call to service the next day.

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**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
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: Scott Thompson (Acting)
Secretary: Rob Stebbins
Mechanical Director: Ron Hyatt
Facilities Director: Larry Rose
Museum Services Director:
Ken Helm
Operations Director:
Greg Luiz

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Historian: Bruce Semelsberger
Membership: Larry Rose (Acting)
Steam Foreman: Jim Baker
Master Mechanic: Bill Palmer
Webmaster: Lew Wolfgang
Hot Scoop Editor: John Wright
Media Coordinator:
Dick Pennick
Photographers: Frank Denison,
John Wright

From The Head End

President's Report: North Pole Wrap-up

By Diana Hyatt

The end of 2011 marks a number of milestones for PSRM: 50 years as an educational non-profit organization, 26 years as a railroad museum operating excursion trains for the public and now the completion of the restoration of the 94 year-old Campo Depot. None of these things would be possible without the ongoing support of literally hundreds, if not thousands of volunteers and supporters during the life of this organization. I cannot say it often enough: Our volunteers, members and supporters are the heart of this museum!

With the end of the year we also find ourselves wrapping up the efforts from our North Pole trains. This year we again ran twelve trains, one on Friday nights and two on Saturday nights beginning with the Thanksgiving weekend. Once again there is a fair amount of thanks to be doled out to our hard-working volunteers for helping with the numerous tasks necessary to be ready for the Christmas season at our museum. We are also fortunate for the many passengers who choose to ride our trains. Without their patronage all our efforts would be for naught. The North Pole trains are a significant source of funding for the museum, accounting for as much as fifty percent or more of our operating revenue.

With only three weekends between the end of Pumpkin Trains and the beginning of our North Pole trains there was too much work that needed to be done. The weather seemed to be most disagreeable for those three weekends, with gusty winds and torrential downpours but our loyal band of volunteers trudged forward. I had kept a very detailed list of volunteers on my phone (now lost in cyber space) in order to avoid inadvertently excluding someone from receiving credit and I must still rely on my memory; apologies in advance.

With the early rains, we were reminded that the SD&A coaches leak, leak, leak. Two were especially bad, and the seasonal application of roof patching compound had already failed. **Seth Miller**, almost single-handedly, cut fabric and applied Henry's to all the cracks he could find on the roofs of SD&A 253 and SD&A 254. Thankfully, Seth was joined by **Stephen Hager** for a full day of assistance but this project spanned a two week period in which Seth worked alone quite frequently during the week and even stayed at Campo on Thanksgiving to get the job done. Way to go Seth and Stephen!

Once the exterior cracks were sealed, quite a few of the interior ceiling panels of both cars needed to be replaced due to the water damage. **Rusty Hoar** and I drove all over town several times to pick up wood replacement panels of the same thickness; it is amazing how little product companies keep in stock. Once at Campo, these panels needed to be cut to size; naturally, the dimensions of each panel were not exactly the same and some required the cutting of a hole for the light fixture as well. As I recall, the ceiling panels were mainly replaced and repainted by **Rusty Hoar, John Wright, Rich Paulus** and **Larry Rose** with assistance from **Heather Wright, Lonnie Corley, Glen Rogers** and **Al Brill**. As a consequence, we were not able to complete the North Pole consist until the day of our first train ride; and wouldn't you know? We had almost no rain the entire four weeks. If we had not repaired the roofs and gotten rain, our unhappy passengers would have been demanding refunds. Bravo to the Equipment Department!

As you can imagine, there is a lot of decorating, washing and planning to be done to prepare for the North Pole trains as well. I received help in decorating the train cars from **Marie Denison, George McElvey, Dave Tomeraasen, Dylan Hager, the Tran Horde, Cheryl Hoar, Alanna Hyatt** and **Aaron Hyatt**. The colored lights bordering the parking lot were placed by **Dylan Hager, Alanna Hyatt** and myself. **Rusty Hoar** and **John Shannon** helped with maintenance on the manlift which allowed me to place the icicle lights on the eaves of the Depot. I got the

manlift stuck at least twice thanks to the muddy ground and was helped out by **Seth Miller** and **Jim Baker**.

Jack O'Lexey was busy moving the hobo camp props from the Display Building down to the Depot area. With help from **Steve Clark**, Jack replaced parts of the rotten floor on one of the North Pole trailers and repainted the structures and floors of both trailers. **Larry Rose** repaired and repainted Santa's three reindeer. **Brian Elmore** drove both trailers to the secret site of the North Pole along the tracks near MP 61 and **Rusty Hoar** brought them back to the museum when we were done.

Frank Denison, Frank Chaco, Frank Stites, Larry Rose, Jim Lundquist and **John Shannon** could be found primarily around the Campo Depot working on the electrical wiring, installing the pot belly stove, mounting the flat screen television, installing the new ticket counter and mounting new green window shades for the eight tall windows and three windowed doors. Larry Rose ordered and assembled two vintage benches for the interior as well. We would like to order at least six more in the future as funds permit at a cost of about \$900 each. Now that we are done with the North Pole trains, Larry and his gang of helpers will be looking towards the impending installation of a heating and air conditioning system for the entire depot.

Now to the actual train operations portion of the North Pole experience. My immense gratitude goes to **Steve Clark** who took on one of the least favored and often consciously ignored jobs there is. Because of Steve and his diligent efforts, I actually still had energy left for the nighttime train rides. Steve arrived at Campo every Friday and stayed until Sunday morning to clean the train cars which included picking up the trash, emptying and relining trash cans, hot water mopping where necessary, sweeping the floors and vacuuming the carpets in all the cars. In fact, Steve even showed up on at least two weekdays to make sure the cars were clean for the Friday night train. I cannot express how grateful I am for Steve's hard work and willingness to commit himself to all four weekends of North Pole trains.

Bruce Deck also gave the museum his time for every single North Pole train. Bruce not only set up the hot chocolate production station in the Guard Car and made all the hot chocolate for every North Pole train (+/- 300 gallons). After he was done with the hot chocolate, Bruce would change his clothes and man the ticket counter in the depot to distribute the night's tickets to our passengers. If that isn't enough, Bruce also took the responsibility of supervising our parking lot help on Saturday nights. Our parking lot assistants were the **Tran Horde, Nick Weiss** and his friends **Bobby** and **P.J.**

Also, down at the depot were our resident hobos who invariably attempt to bum a ride every year on our North Pole trains. There is the sock boiler **Jack O'Lexey**, the poor little orphan boy **Aaron Hyatt** and the professional drifter **Andy Andrews**. Unfortunately our dear **Bruce Semelsberger** was laid up in the hospital and was unable to 'bo for us this year but word has it that he is on the mend and we look forward to his return to the 2012 NPLs.

Two more people were at Campo, besides the Hyatts, working on and helping every single day there were North Pole Trains and sometimes they arrived the day before and stayed until the day after the trains as well (Sundays are a Ghost Town!) These two were **Rusty Hoar** and **John Shannon**. Without their moral support and assistance everywhere they are needed, the Hyatt's wouldn't have been able to keep their sanity. Rusty Hoar drove to the North Pole and set it up for all twelve of the North Pole trains (**Larry Rose** helped here too) and **John Shannon** rode all twelve of the North Pole trains as the onboard electrician and mechanic in addition to all their other projects at Campo in the Equipment and Facilities Departments.



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., or its officers and staff.

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.

The Museum is a member of the Association of Railway Museums (ARM) and is a not-for-profit educational corporation.

Donations are tax deductible under Section 501(c)(3) of the Internal Revenue Code.

Comments are always welcome. Send your feedback to the Editor at hotscoop@psrm.org

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Then there are my onboard helpers: **Chyette Patterson**—First Class Head Elf, **Cary Hyatt**—1509 barkeep, **Cheryl Hoar**—Assistant Event Director/all around make-people-feel-happy person and **Janet Paulus**, **Gus Paulus** and **Julie Paulus** for their Santa handler skills. Thanks to these people, I was actually able to spend some time schmoozing this year. Once again we were pleased to welcome back the Mountain Empire High School students who are becoming regular pros at this whole elf-character thing as well as the Bonita Vista High School Sound Unlimited and Music Machine groups. Finally, all of the Santas and Mrs. Claus', many of whom work professionally as these personalities, donated their time to PSRM: **John & Maren Hart** (4 nights), **Mikki Hansen** (4), **Marv Nicholson** (3), **Dick & Ann Ruppert** (2), **Ken Schuettenehelm** (2), **Mike Slavin** (2), **Kelly Weiss** (2), **Dottie "Cookie" Ruhnke** (2), **Naomi Anderson** (1), **Mr. & Mrs. Willis Conley** (1), **Jim Lundquist** (1) and **Glen Rogers** (1). Also at the North Pole, freezing like good little elves were: **Alanna Hyatt**, **Ian Hyatt**, **Mercedes Weiss**, **Aaron Hyatt**, **Emily Edwards** and **Erika Gravalec**.

Thanks also go to our train crew volunteers. Hopefully, **Rich Paulus** has submitted a thorough list elsewhere in this publication as I am sure to forget someone. It was great having the Edwards family at Campo during the last weekend of North Pole trains. **Mike Edwards** pulled two train crew spots and daughter **Emily** was an adorable North Pole elf. **Ron Hyatt** cooked dinner for the tired and weary volunteers seven out of the eight nights of North Pole and **Heather Wright** volunteered for a night of feeding the troops and KP. THANK YOU Heather and Ron!

Now, we're looking towards this year's events. Our next big event is the 2nd Annual Chefs Fire Up the Iron Horse on Saturday, March 24, 2012. The event is already on our website with tickets available. I am working with the Chefs and the Vintners and we are looking towards branding the event with a logo of its own, posters and brochures to follow soon.

Election Results

Submitted By Rob Stebbins, Secretary

On Jan. 2, 2012, the election committee of **Sandy Schussler**, **Bob Schussler**, and **Rob Stebbins** met to count ballots for the three Director positions open for the 2012-2013 term. 161 ballots were received by the deadline of 5 PM December 31, 2011. One ballot was not counted because it did not have a signature on the outside of the envelope.

The results of the election are as follows:

Vice President: John Shannon

Director of Facilities: Larry Rose

Director of Operations: Greg Ruiz

Operations Report

Submitted By Rich Paulus

12/02-03: Early in the afternoon on Friday, **Seth Miller**, **Hector Gonzalez**, and **Steve Clark** went out in the motorcar to inspect the track and grease the curves. Friday night, 294 passengers rode the train to the North Pole with the crew of Conductor **Rich Paulus**, Engineer **Don Getz**, Brakeman **Jim Baker**, and Brakeman Trainee **Hector Gonzalez**. Diana Hyatt headed up the onboard elves. **Cliff and Gloria Fox** seated our guests in the train, **Bruce Deck** was the Ticket Agent, and Station Master was **Dave DiGiorgio** assisted by **Dave Tomeraasen**. The San Diego Children's Coalition was a guest organization riding the Robert Peary and they have posted photos at <http://www.facebook.com/ChildrensCoalition?sk=photos>

Saturday evening, Conductor **Seth Miller** and his crew of Engineer **Jim Baker**, Engineer **Rob Stebbins** on a certification run, Brakeman **Bob Nickles**, Brakeman Trainee **Hector Gonzalez**, and Trainman **Tom Gray** carried 577 passengers on two North Pole Limited trains. **Glen Rogers** visited the children as Santa Claus and **Cheryl Hoar** led the elves. **Cliff and Gloria Fox** and **John Wright** seated passengers and numerous PSRM volunteers helped load and unload the train. **Dave DiGiorgio** was again Station Master with the assistance of **Dave Tomeraasen** and **Ken Brown**.

12/09-10: Friday's Motorcar Crew of **Jack O'Lexey** and **Steve Clark** inspected the track and greased the curves and then the North Pole Limited crew of Conductor **Jim Lundquist**, Engineer **Jim Baker**, Fireman **John Wright**, Brakeman **Rich Paulus**, and Brakeman Trainee **Hector Gonzalez** took a sold out train to the North Pole. **Cliff and Gloria Fox** helped board the passengers on a crisp, cool night. **Dave DiGiorgio** was Station Master assisted by **Dave Tomeraasen**.

Saturday's crew was Conductor **Jim Baker**, Assistant Conductor **Kyle Jensen**, Engineer **Bob Nickles**, Fireman **Stephen Hager**, Brakeman **Dick Pennick**, Brakeman Trainee **Hector Gonzalez**, and Trainman **Tom Gray**. This crew took two sold out trains to the North Pole and back with Station Master **Dave DiGiorgio** and Assistant **Ken Brown** minding the Depot.

12/16-17: Friday's crew was Conductor **Seth Miller**, Engineer **Rob Stebbins**, Fireman **Stephen Hager**, and Brakeman **Mike Edwards**. 294 passengers rode the train to the North Pole to pick-up Santa Claus.

Saturday's crew was Conductor **Kyle Jensen**, Engineer **Robin Becker**, Fireman **Steve Clark**, Brakeman **Mike Edwards**, and Brakeman Trainee **John Wright**. 581 passengers rode two North Pole Limited trains on the final day of operations in 2011.

Saturday evening, December 17, 2011 marked the last North Pole Limited train of 2011 and the end of PSRM's railroad-themed quilt raffle. In the gift shop in Campo Depot, **Heather Wright** vigorously shook the ticket jar as last-second ticket purchasers getting off the 7 PM train deposited their tickets. **Janet Paulus**, who made the quilt, drew the winning ticket. Station Master **Dave DiGiorgio** noticed that, by the number on the ticket, the winner likely would have been on the 7 PM train and made an announcement over the PA. Shortly, the winner, **Rosa Berry**, and her daughter came into the gift shop to claim the prize.



Winner of the 2011 NPL quilt raffle, Rosa Berry, on the right, with her daughter in the center, and Janet Paulus, maker of the quilt on the left.

Rich Paulus Photo

Thanks to **Janet Paulus** for making and donating the quilt and the gift shop staff, **Dave DiGiorgio**, **Heather Wright**, **Dave Tomeraasen**, and **Ken Brown** for their effort in selling tickets since mid-October. Their efforts brought in over \$500 for the Museum.

Four weekends of North Pole Limited trains carried 3442 passengers, surpassing last year's NPL ridership of 3200 passengers. Far more volunteers than just the train crews made this event successful. Many of these volunteers were at Campo for every train; most did more than one job and some stepped up again to handle unexpected problems.

As a final note, total ridership for 2011 was 10,915, exceeding 10,000 passengers for the first time since 2008 with almost half of those passengers taking in the special events on the Pumpkin Express and the North Pole Limited.

Thanks to everyone for volunteering.

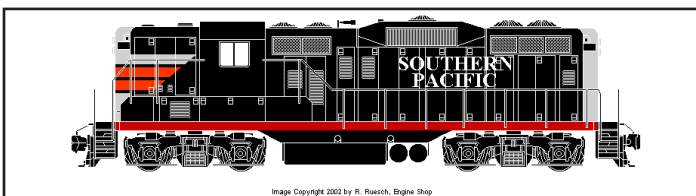


Image Copyright 2002 by R. Riosch, Engine Shop

Steam Whistling

By Jim Baker, Steam Foreman

The last couple of months were not really big as far as accomplishments on Coos Bay #11 went. However, we did manage to get the frame and other undercarriage parts steam cleaned, and then lubricate the rods. This work was done by **Bob Nickles**, **Rich Paulus**, and **Larry Owen** in November. The wheel bearings still needed to be lubricated, but because of preparation for North Pole Limited trains (NPL), the pit was not available. We'll try to complete this in January. Other work for NPL trains precluded doing more work on #11 in November and December.

But, the big news is that we did manage to purchase a number of parts from Coos Bay #10 that was being scrapped in Florida. About 3 tons of parts were delivered to a truck terminal located in the Miramar area in early December. **Brian Elmore** and I met at the truck terminal one morning, and with his truck and trailer, and my utility trailer, we delivered the material to Campo in one trip. When we arrived, **Rusty Hoar** was waiting for us with a fork lift, and he unloaded the four pallets of parts for us. The parts received included the main and side rods, the throttle, the boiler check valves, superheater U-bends, and a steel drum of miscellaneous small parts. We plan on doing an inventory and taking a close look at what all we received during our January work session. It is always good to have some spare parts on hand.

Our work sessions are on the second Friday and Saturday of each month. Come on out and join us!

Weekday Reports

Submitted By Larry Rose

12/14: Today **Frank Stites** and **Larry Rose** installed traditional green window shades on all the windows and doors in the lower waiting room area of the Campo depot. **Diana Hyatt** had ordered them on line and they fit perfectly. The last of the window locks were also installed. **Frank Chaco** got about half of the locks installed last Saturday. Next, Frank and Larry, assisted by **Steve Clark**, moved the RPO car access stairs into place in the Display Building and mounted the mail bag back on the catcher pole. This required a considerable amount of grunt work and pallet jack use to get the heavy stairway aligned correctly and move two very heavy floor safes out of the way.

Steve also vacuumed and mopped the floors of the NPL train getting it ready for the last NPL weekend.

One of the goals for the day was not done. The ticket counter needs at least two more coats of clear finish but it was too cold at Campo today to use the product required. Yesterday the high temp in Campo set a record at 40 degrees at 1:00 PM. Brrrrr!

To top the day off Frank and Larry delivered a donated roll top desk to the La Mesa depot. **Jack O'Lexey** arranged for the donation that just happens to be the right size for the La Mesa station. This will replace a flat table that has held the agents train order typewriter for the last 30 years.

12/21 & 23: **Frank Stites** and **Larry Rose** were out at Campo twice this week. Frank was able to get two more coats of clear finish on the depot ticket counter, sanding between coats. To do that we had to stoke up the pot belly stove to get the depot warm enough to apply the product.

The roofers we hired were working on the roof of the old nut and bolt room. They had to replace many damaged 2x6 joists that were uncovered after two layers of rotten plywood was removed. Larry went to East County Lumber to get the additional wood. They finished installing the new foil backed strand board deck Friday after a three day effort to remove the old roofing and do the joist repairs. Larry, PSRM's resident architect, inspected the roof work twice during the day. The roofers will be back on Monday or Tuesday to apply the roof felts and cap sheet.

Frank and Larry were able to get the concrete sealer applied to both the new concrete in the shop around the pit and the new concrete in the display building. This was possible because of the visit of old time member **Tom Travis** from La Porte, Indiana. Tom was put to work right away with a long handled roller to help spread the sealer. Tom was active in PSRM back in his Navy days when stationed at San Diego. He was one of the legendary **Norm Hill's** regular restoration grunts.

Frank and Larry enjoyed a free Christmas dinner at the local Campo community center put on by the Mountain Empire Kiwanis Club. This was a great treat and better than the average lunch. **Ken Hanson** showed up and kept the stove hot while the foot troops were at lunch. **Bill Armfield**, former work camper, also came by to see the progress at the depot.

Next Wednesday we need to apply another coat of clear finish on the ticket counter top and a second coat on the back side of the counter on the drawer fronts and cupboard doors.

12/31: The weather at Campo was perfect Saturday. The temp maxed out at 79 degrees. **Frank Stites** put another coat of clear finish on the back side of the ticket counter. **Larry Rose**, **Ken Helm** and **Frank Chaco** took down the depot and parking lot Christmas decorations, boxed them up and put them away on the second floor of the storage room. This took many hours as this years decorations were extensive. Ken Helm vacuumed the floor of the depot waiting room that had become covered with pine needles from our Christmas tree. **Jack O'Lexey** worked on getting the depot hobo

display picked up and moved to the Display Building. He also put away the 2x6 joists left over from the roof repair over the nut and bolt room. Many thanks to **Ken Helm** who treated the crew to lunch at the local Subway shop.

The wood shop is still a mess from the work done on the SD&A coach ceilings. More helpers are encouraged to lend a hand with clean up now that the Santa NPL train rush is over.

One of the many projects for 2012 will be a complete rebuild of the North Pole Trailers.

Museum to Inaugurate Restored Jim Crow Car and Exhibit

By Ted Kornweibel

One of the most significant railroad history events of 2012 will take place at the Pacific Southwest Railway Museum on Saturday, February 25, at the inauguration of the nation's oldest completely-restored Jim Crow car, Rockdale, Sandow & Southern #3, and the unveiling of the most comprehensive African American railroad history photograph display anywhere.

The completion of these complimentary projects makes PSRM the premier site nationally for documenting the black railroad heritage. No other museum has both a fully-restored Jim Crow (segregated) passenger car and a photo exhibit documenting the entire scope of black railroading. Only a handful of museums display a restored segregated car, none west of the Mississippi. And no other museum comes close to assaying the entire 180-year black railroad experience. PSRM's new 100-photo display not only doubles the number of images from the previous display, but is the museum's first professionally designed interpretive exhibit.

The inaugural ceremony will take place at 1:00 PM in PSRM's Display Building at Campo, 50 miles east of San Diego. RSVPs are required; seating is limited. Please RSVP to **Ted Kornweibel** by February 22, at kornweib@mail.sdsu.edu or at (619) 461-0098. Admission is free.

Holiday Hot Cocoa

Submitted By Bruce Deck

Ingredients: 300 gallons water
354 lbs cocoa mix (177 2 lb bags)

In a large pot, heat 250 gal water to 160-170 degrees F.

Using a drill and paint mixer, slowly add the cocoa mix, stirring constantly. While mixing, add water to bring the total volume to 300 gallons.

Serve steaming hot in cups, by Elves.

Serves 3200.

Unsung Heros of NPL

By Larry Rose

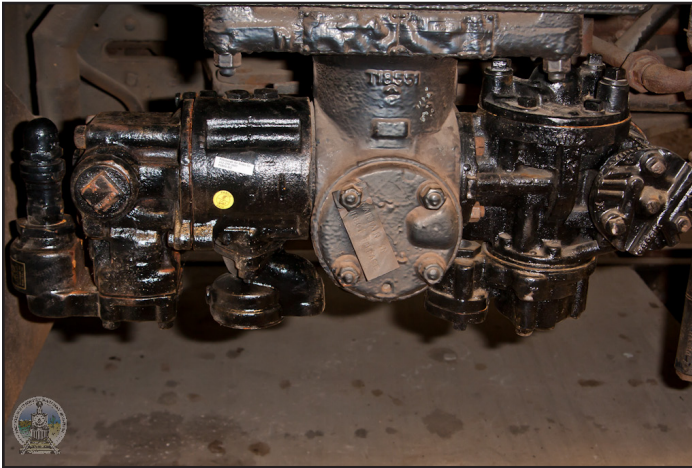
The best good deed quietly done was when our work campers **Cliff and Gloria Fox** fixed two stopped up toilets and mopped the floors in the women's rest rooms between trains Saturday, 12/17. It was an awful mess and they got it cleaned up before the 7:00 PM train returned. Many thanks to Cliff and Gloria for saving me a big clean up hassle when I returned from my North Pole duties.

Thanks also to **Dave DiGiorgio** and **Frank Chaco** for keeping the pot belly stove stoked. It kept the entire waiting room cozy warm for our guests before and during the two train evening on Saturday.

What Is It? Where Is It?

The November **What Is It?** is the emergency fuel cut-off on the SP 5119/M&ET 613 70-ton locomotive.

Here is this month's submission:



More Pictures of Museum Volunteers at Work in 2011:



Engineer Rob Stebbins at the controls of SD&A 7285, the museum's 80-ton GE switcher.

John Wright Photo



Diana Hyatt (center top) and Dave DiGiorgio (front, third from left) with members of Chefs De Cuisine at the Iron Horse event.

John Wright Photo



Jim Lundquist attempts to locate a buried water valve outside the car shop.

John Wright Photo



Larry Rose (left) and Seth Miller leveling the foundation and stairs of the operations trailer.

John Wright Photo



Photo by John Wright

COME AND ENJOY!

CHEFS FIRE UP THE

MARCH 24, 2012



12:00 - 5:00 PM

IRON HORSE

PRESENTED AT

THE CAMPO RAILROAD MUSEUM

The Chefs de Cuisine & The Campo RR Museum are celebrating
over fifty years of service to the San Diego community
together with The San Diego County Vintners Association

**GOURMET FOOD SAMPLING • WINE TASTING
BEER GARDEN • SILENT AUCTION • LIVE MUSIC**

(MUST BE OVER 21)

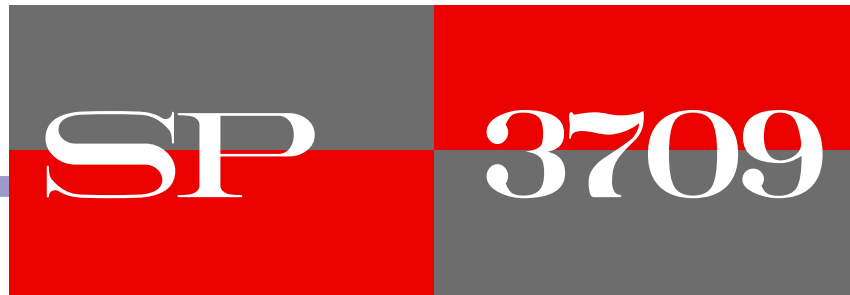
**TICKETS \$25 PER PERSON | \$30 DAY OF EVENT
\$20 PER PERSON FOR GROUPS OF 12 OR MORE | TICKETS AT WWW.PSRM.ORG**

619-465-7776



San Diego Wine Country

PACIFIC SOUTHWEST RAILWAY MUSEUM



PSRM has just acquired an ex-SP GP-9 locomotive. This loco was built in August of 1959, and was among the last order of GP-9s for SP. This loco was one of the first low nose GP-9's built! It was built as SP 5873 and was later re-numbered by SP to 3709, then purchased by the military, and eventually numbered 1401 and made it's way to Camp Pendleton. Now we need your help moving this loco to Campo ASAP. It is estimated we can purchase and move this to Campo for about \$25,000! Just think how good this locomotive MU'd with the SP 3873 would look!



Photo by Charles J Freericks

Even before this locomotive was allocated to us, we raised \$3000! Thank you Jim Lundquist, Rob Stebbins and Larry Rose for kicking off this fund raiser!

More photos and information can be found soon at www.psrn.org as soon as we get all the details and photo permissions.

Online donations can be made at:

www.psrn.org



Photo by Craig Walker

RailPictures.Net - Image Copyright © Craig Walker



Please send your donations to:

**SP 3709 Fund
4695 Nebo Drive
La Mesa, CA 91941-5259**

Unfortunately due to the conditions of the SDAE we will need to truck this locomotive to Campo, which will require cranes on both ends!

