



**A publication dedicated to Pacific Southwest Railway Museum Association members
September-October 2017**





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

Train Operations

PSRM Campo Depot
State Hwy. 94 at Forrest Gate Rd.
Campo, California
619-478-9937
Lat: 32°36.8'N Lon: 116°28.2'W
Open weekends 9 AM to 5 PM
See website for complete train
schedule.

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 3rd
Friday of the month at 6 PM,
Trinity Church, 3902 Kenwood
Drive, Spring Valley, CA 91977

Museum Officers

President: Diana Hyatt
Vice-President: Martin Caestecker
Treasurer: Dave Tomeraasen
Secretary: Robert Smith
Equipment: Ron Hyatt
Facilities: Frank Denison
Museum Services: Jim Lundquist
Operations: Mike Edwards

Museum Staff

Historian: Bruce Semelsberger
Special Events: Diana Hyatt
Membership: Alex Fiori
Steam Foreman: Jim Baker
Gift Shop Mgr: Alanna Hyatt
Fundraising: Anne Bolzoni
Hot Scoop Editor: John Wright
Photographers: Frank Denison,
Alanna Hyatt
Certification & Training:
Mike Edwards

In This Issue

September-October 2017

From The Back Platform 3

Diana Hyatt, PSRM President
Reporting on the third quarter of 2017.

Tie Rehabilitation Project 3

James Caestecker, Track Foremen
A massive tie replacement effort is underway..

Sid Saltzstein Obituary 6

Dick Pennick
Longtime La Mesa Depot Docent Sid Saltz-
stein has passed away.

Steam Whistling 6

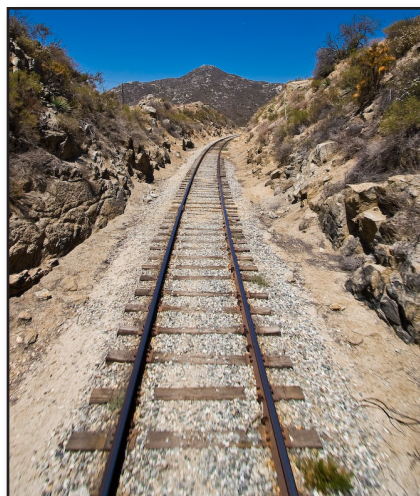
Jim Baker, Steam Foreman
Work progresses on the Coos Bay No. 11.

Brakeman Class 7

Jim Baker
Six students participate in the summer brake-
man class.

Celebration 100! 7

Reena Deutsch
The 100th anniversary of the San Diego & Ar-
izona railroad's first train into San Diego.



Cover Photo:

A view of the right-of-way between Campo
and Division. Many of these ties are due for
replacement during the forthcoming project.

John Wright

From the Back Platform

By Diana Hyatt, President

We are nearing the end of the third quarter of 2017! During this time of year our thoughts turn to preparing for our Pumpkin Trains and North Pole Limited Trains. There is a huge amount of planning and things that need to be done for these events to be successful. Pumpkin Trains will operate every Saturday and Sunday between October 7th and October 29th with train departures at 10:00 AM, 12:15 PM and 2:30 PM daily. Help is always needed for set up during September, the event itself and tear down in November. North Pole Trains will operate every Friday and Saturday evening between December 1st and December 23rd with train departures at 5:00 pm and 7:00 pm. Again, help is needed setting up during November, staffing during December and putting everything away. Particular assistance is needed with cleaning the train on Saturday and Sunday mornings, handing out tickets before train times at the Campo Depot and setting up and closing down the North Pole itself every Friday and Saturday night. There are many small, miscellaneous tasks as well. Please contact me at dhyatt@psrm.org if you are able to help anytime between September and December; most work is done on the weekends but during September and November I can also be found at Campo on some weekdays.

July and August were much busier for the president of this organization. So much has been going on! In the next few paragraphs, I will attempt to make an effort to at least fill you in on the biggest challenges we are currently facing as an operating, living history museum.

A large portion of operating standard gauge trains involves much more than the train operation itself. There are multiple sections of the Code of

Federal Regulations that apply to not only us but the railroad industry nationwide and which all are expected to follow to the letter. Rich Paulus has been doing an exemplary job with our Part 219 Drug & Alcohol program since assuming responsibility for it last year and we are very grateful to him! Additionally, Robert Smith, often assisted by Martin Caestecker, has taken on the role for several years now as our signal maintainer assuming responsibility for the monthly, quarterly, yearly, as well as five and ten year inspections required by law. As our grade crossing signals, dating from the 1990's, continue to age they need some extra TLC once and awhile. Unfortunately, the bond wire at the west Highway 94 crossing was struck by lightning recently and produced an intermittent electrical problem that Robbie, Charles Smith and the Caestecker brothers were able to remedy after ordering new parts then replacing those parts and testing the system. Mike Edwards, our Director of Operations keeps the trains chugging along and issues a Daily Operating Bulletin along with track conditions. Additionally, Mike coordinates the dispatching of the track warrants we require and which are sometimes requested by other affiliates. Glen Rogers, our Roadmaster, assisted by James Caestecker, our Track Foreman, has been working overtime organizing and supervising track crews since earlier this year when the heavy rains accelerated the need for tie replacement.

At the end of June we were visited by the FRA to follow up on the railroad's Bridge Maintenance Program. It was determined that the inspections made through contractors of the freight operator of record were deemed insufficient to satisfy the requirements outlined under Bridge Safety Standards (part



The Hot Scoop® is a publication of the Pacific Southwest Railway Museum, 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 Association 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 systems with which they connected in the United States and Mexico.

The Museum is a member of the Heritage Rail Alliance and is a non-profit educational corporation. Donations are tax deductible under Sec. 501(c)(3) of the Internal Revenue Code.

Submission guidelines: All articles should be limited to no more than three single spaced pages and submitted in Microsoft Word format. Photographs should be in jpg format no larger than 8 x 10 inches at 150 to 240 PPI resolution, but please no cell phone pictures. Send all submissions to hotscoop@psrm.org.

The Hot Scoop is available in color via e-mail. To receive the electronic version in PDF format, reply to hotscoop@psrm.org and include your name, membership number and e-mail address. 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 the Editor at hotscoop@psrm.org.

237). As a stop-gap, San Diego Trolley, Inc. a subsidiary of the railroad owner, Metropolitan Transit System, has allowed us to integrate the one bridge we will continue to operate over within their Bridge Maintenance Program and we hired the civil engineering firm contracted by SDTI to perform the bridge inspection and load rating necessary to return the railroad into compliance by the September deadline stipulated by the FRA.

In July the FRA arranged a follow-up meeting to walk the six miles of railroad we operated over from MP 65.8 (Campo Depot) to MP 60.04 (east portal of tunnel 4) and determine whether it was fully compliant with Track Safety Standards (part 213). Several areas outside of Yard Limits stood out; the last sweeping curve at Division headed westbound became much worse thanks to the heavy rains and rivers of silt from the burned hills above it; the problematic cut on solid rock at MP 63 and the curve at Chicken Ranch. Maintenance of Way has been diligently working on the trouble spots but not quickly enough. Once FRA issues a notice, the railroad is given thirty days to remedy the problem(s); every time a revenue train is operated over that area after the 30 day grace period and before completing noted repairs, it is considered a violation and comes with a monetary fine. It was immediately determined that our weekend train ride would need to be cut short and our Golden State train ride currently turns at Chicken Ranch.

James Caestecker, our Track Foreman volunteered to walk the railroad over several sweltering hot summer days, sometimes assisted by Shaine Neal in order to determine exactly how many ties needed replacement. Once there was a definitive number of ties, James solicited multiple track contractors for work proposals. The Board selected RailWorks to perform the tie replacement and their mobilization is expected within the next 30-45 days. We are hopeful that the work will be completed in time to operate our North Pole Limited trains to their "normal" North Pole destination. Initially, the funding for this project will be taken from our Contingency Account but additional funds will be necessary; a fundraising drive is in the works. Look for the fundraising information soon.

San Diego became the venue for the California Shortline Railroad Association's convention and Federal Regulations Seminar in late July and was attended by Rich Paulus, James Caestecker and myself. The two day Federal Railroad Administration seminars covered multiple issues faced by shortline railroad operators within the state of California; most of these issues are also faced

by us as a living history museum with an operating railroad. These invaluable sessions covered numerous issues including Drug & Alcohol testing compliance, Hours of Service rules and Motive Power & Equipment.

The County land transfer is well under way. I submitted our Restated Articles of Incorporation and the finalized County Conveyance documentation has been signed. We should begin escrow within a matter of days and will soon own an additional 100 acres, 6 of those acres are adjacent parcels to existing PSRM owned land. The separate matter of the museum overlay continues, spearheaded by our land use representative, Sharon Haven. The county has contracted with a private engineering firm to assist them in the venture that we embarked on over two years ago. We are hopeful that now that the county has assigned funds and staff to seeing this project through that we may have our "museum" zoning in under twenty four months!

Our Administrator of Development, Anne Bolzoni, continues seeking out grant opportunities for PSRM. We have been awarded \$1,000 by the Fox Foundation earmarked for students to ride our monthly School Train. Anne has also put in a grant request for \$30,000 for insulation of the six newest forty-foot containers, doubling the size of our Southwest Library. The concrete pad, foundation and foyer are complete, the containers are in place and all of it is wired with lighting installed. Due to our temperature extremes in Campo, the workspace is completely unusable until it has been insulated; daytime temperatures during the summer in the containers are above 130 degrees Fahrenheit. Anne has also worked diligently on our online information, specifically GuideStar, a preferred site used by foundations and donors. PSRM now has the 2017 Silver Seal of Transparency on GuideStar. Also on the subject of grants, the County of San Diego awarded us \$50,000 out of their Community Enhancement funds towards establishing a commercial grade kitchen. I am currently looking into a containerized kitchen which would be placed on the west side of the car barn and all utilities piped in at its location.

Equipment Department progress has been slow due to the extreme heat during the past two months but some shop cleanup has been performed, most recently by Stephen Hager and Alanna Hyatt. Stephen also removed the brake valves from our locomotive SP 3873 with the help of Cary Hyatt and Shaine Neal; these valves will be shipped off for rebuilding and testing at a certified shop. Stephen was also able to begin testing

and repairs on our DODX flat car which will be used to transport ties to various locations along our Right-of-Way for the impending track work. Robbie Smith and Cary Hyatt performed some servicing and repairs on our SD&A coach car 254 including replacing an exterior vestibule door.

The gift shop, under the management of Alanna Hyatt, is looking great! We are happy to welcome back gift shop staffer and workcamper Roark Stump! Several pieces

of mismatched furniture have been eliminated and replaced and the antique wood and glass sales counter now has a vintage appearance. The ultimate goal is to recreate the atmosphere of a general store one would visit during the heyday of SD&A passenger operations. Remember, museum members always receive a 10% discount on all item purchases! If you are already looking towards early Christmas shopping, come visit the gift shop for your gifting needs! ►

Nearly 1,000 Tie Rehabilitation Project Beginning at PSRM

by James Caestecker, Track Foreman

On July 20th, 2017, track inspectors from the Federal Railroad Administration (FRA) and California Public Utilities Commission (CPUC) visited our railroad at Campo as a follow up visit to their initial trip with MTS to take a look at our bridges. Roadmaster Glen Rogers, Track Foreman James Caestecker, and PSRM President Diana Hyatt accompanied two men from federal agencies that oversee railroad safety and compliance on a trip from the Campo Depot to Division. On the way, the inspectors helped Glen and James identify several areas where extra maintenance needs to occur on our trackage and showed them how better to inspect the track and gave PSRM resources with which to further educate the members of our track maintenance department. The FRA issued several recommendations to fix problems, including fixing a ballast condition near the Campo Green Store and some loose joint bars, both of which have been recently repaired by our volunteer crews and others. On the inspection, wide gage was discovered just west of Chicken Ranch (MP 63.5). In the interest of the safety of our passengers and crews, James elected to take the track out of service between MP 63.48 and Division. During the next few months, our regular Golden State train service will offer a shortened ride to Chicken Ranch. Valley Flyer trains will continue to operate in the Campo Valley as well, and our track crews are hard at work improving the track condition and increasing the track speed limit as repairs allow.

Between July 30th and August 2nd, Track Foreman James Caestecker and PSRM Volunteer Shaine Neale conducted a Scope of Work walking inspection between Railroad Museum (MP 66 next to the Display Building) and the location of our "North Pole" (at the Border Patrol Road near MP 61.7). Walking over 4 miles in two and a half days, James and Shaine evaluated the condition of all of the railroad ties over which they

walked. It was determined that nearly 1,000 ties will need to be installed in order to coincide with certain federal track standards to ensure the safe and efficient operation of our North Pole Limited Trains this winter. This is a project which is out of the scope of what PSRM is capable of handling by itself in the allotted time, so PSRM has solicited bids from two Los Angeles-Area track construction firms which both have years of expertise in building and maintaining track systems for railroads like Amtrak, Metrolink, MTS, and others. The cost of repairing the track will be substantial including the cost of labor and materials. PSRM eagerly solicits your donations to help fund this project, which must be completed in order to run the NPL trains in December.

Preparations for the monstrous track project are already underway. The first order of business for our track department was to find a way to transport track materials to the work sites where we will be fixing the track and to carry rotten ties and other materials away from the work site. A flat car has been identified (Our thanks to Steam Foreman Jim Baker for looking at all of our Museum Flat Cars) to have its brakes rebuilt and various repairs made to load materials for our project. The ex-US Army flat car that has been selected has a weight capacity of 100 tons and was built in 1954. We anticipate using the Mo-Pac Caboose, this DODX flat car, and one of our locomotives to run men and equipment to the work sites, pending approval from the PSRM Equipment Department. Our next task is to improve the railroad crossing at the west end of the Chicken Ranch Cut (MP 63). This railroad crossing will be crucial for bringing heavy equipment in to make repairs on the nearby area, which is among the most intensive locations for repair. 40 feet of drainage pipe will be laid on each side of the track to allow water to drain under the improved dirt and timber crossing because rain water has recently eroded much of the road surface.

Again, it is at this time that we ask for your donations of time and money to help complete this project in time for our holiday trains. The Fourth Quarter is the biggest revenue-producing quarter for the museum due to our Pumpkin Express and North Pole Limited trains and the completion of track renovations is essential

for the Museum's success in 2017. Please contact Track Foreman James Caestecker at track@psrm.org for more information on how to help. ►

In Memoriam: Sidney L. "Sid" Saltzstein, MD, MPH **July 27, 1927 - May 31, 2017**

By Dick Pennick

Sid Saltzstein left us on the last day of May, two months shy of his 89th birthday. He was a PSRMA Life member for the past 20 years and one of our most faithful docents at our La Mesa Depot Museum venue for the past ten years. Sid was also a member of the museum's Board of Trustees in the 1990s, and early 2000s. His last docent stint at La Mesa was May 6, 2017.

Sid was born in Milwaukee and moved to El Cajon, Calif. with his wife, Sally, in 1962. He had served as a Petty Officer in the U.S. Navy in WW II and later attended Yale and the Johns Hopkins University Medical School, where he received his M.D. degree in 1954, Phi Beta Kappa. After arriving in San Diego, he began his long and distinguished career in Pathology. Sid was the first Pathology faculty member for UCSD and Chief of Surgical Pathology at its Medical Center and later head of its Division of Anatomic Pathology until his

retirement. In addition to authoring or contributing to many medical publications, he authored the book "Cancer in the Chronologically Gifted."

Sid was also a lifelong railroad fan, and collected books and other materials related to the railroads he was familiar with growing up in Wisconsin. Eventually, he discovered PSRMA and became involved in the administrative workings of the museum. He also volunteered at San Diego's Natural History Museum in Balboa Park.

At the invitation of long-time PSRMA member, Dick Pennick, Sid agreed to assume the vacant docent slot at La Mesa. He was the perfect description of a "docent", as he loved talking to strangers and was always ready to share snippets of his sharp wit. We will miss him dearly. The museum staff expresses its deepest condolences to his family. He will be tough to replace. ►

Steam Whistling

Article and Photos By Jim Baker, Steam Foreman

June to August 2017 Accomplishments

As I mentioned last time we were now at a point where we could get a testing company to come out and check some portions of the boiler via radiography. This occurred on July 20, with the radiography being done by InspecTesting, of National City. As our consultant, Stathi Pappas, had suspected, some existing boiler patches and a couple of other areas had cracks or "grooving." This appeared to be confirmed by the x-rays. I have sent the films to Stathi for his comment.

We are still working on trying to remove the pins that support the left side brake hanger for the #3 brake beam. We've heated, cooled, and lubricated to no avail. We got the right one out by drilling and tapping a hole in it, and inserting a bolt, after putting the bolt through a steel plate. We then drove wedges between the plate and the pin's housing, and the pin finally came out, after leaving



the tension on it for several weeks. We are using the same process on the left one, but without success yet. We've also tried loosening the bolt, driving the wedges in tight, then tightening the bolt to put a steady tension on it. (See photo.)

We needle-gunned all eight drivers, then followed that with dye penetrant testing of all the spokes for cracks. No cracks were found. Next, we will paint them.

The Maintenance of Way Department (MOW) needs a flat car to move a load of ties out on the line for their tie-replacement project. It was determined that the flat car that holds the Coos Bay's saddle tank was the best one to use. Another flat car was brought up from the display string west of the depot, and we spent most of one day moving "stuff" that was spread all over that car

to one end and moving some Coos Bay parts from the "old" flat car to the other end of the "new" one. The Mechanical Department will move the saddle tank from one flat car to the other.

Back on the Coos, we removed and cleaned about 40 more flexible stay bolt caps.

The volunteers doing all this work were Rich Paulus, Bob Nickles, Jim Baker, Harry Lineback, Cass Witkowski, and Tim Wamsley. In August we were joined by new volunteers Dave and Jared Smith. Many thanks to all.

Our regular work days are the second Friday and Saturday of the month. We can always use more help. Come out and get dirty! Questions? jbaker@psrm.org ►

Brakeman Training Class

By Jim Baker

On July 22 and Aug. 5 we held this year's brakeman class. Originally scheduled for July 8 and 22, I got hit with the flu or some such thing and had to postpone it a couple of weeks. We had six students; four new volunteers and one who has been volunteering for the Steam group for a while, Tim Wamsley. Two others were Dave and Jared Smith, who have since started volunteering on Steam. Travus Clark has been volunteering off and on for a few years, but due to school, hasn't been able to come out too often. Two totally new volunteers are Jonathan Brier and Enrique Ayala. Dave has already completed his three observation runs. You should be seeing the six of them going through their training for the next few months. Please welcome them to our crew when you see them.

The next brakeman class will be in the Spring, probably soon after Easter. Keep an eye on the museum web site, and it will also be announced here in the Hot Scoop. If

you have any questions, feel free to contact the instructor, Jim Baker, at jbaker@psrm.org ►



2017 Brakeman Training Class, Left to Right: Jim Baker, Travus Clark, Tim Wamsley, Jared Smith, Dave Smith, Enrique Ayala, Jonathan Brier.
Dave Tomeraasen

Celebration100!

By Reena Deutsch

The Pacific Southwest Railway Museum is planning on marking the 100-year anniversary of the inaugural arrival of a San Diego & Arizona Railway train to San Diego back on December 1, 1919. A planning committee is in the process of being formed to develop a program of activities for the museum's centennial celebration. Please contact Anne Bolzoni at ambolzoni@psrm.org

or 760-450-4498 and let her know if you are interested in joining the committee at any level of effort and provide contact information so we can notify you about future meetings. We hope to get started well enough in advance to make this celebration one of the museum's best planned and executed events for its members and visitors. ►

Create a *railroad legacy* for you & your family

The Pacific Southwest Railway Museum (PSRM) is proud to offer permanent venue, facility and historic equipment naming and recognition opportunities at our Campo and La Mesa, California locations.

A few opportunities include the La Mesa Depot Building, The Pacific Southwest Railway Library, playgrounds and camping areas, historic passenger cars, cabooses, and steam engines. Trestles, tunnels, and station signs are also available. PSRM is a nonprofit organization that relies on donations from generous individuals for the important work of preserving and sharing the past and the future of the railroad industry.

A simple way to make a named gift to PSRM is to make a bequest in your will. If you already have a will, your lawyer can usually add a codicil to include the Museum. Bequests can be of cash, stocks, bonds, securities, automobiles, real estate, or other appreciated assets. Gifts made by Will or by Trust may help to reduce your estate tax liability.

For additional information on naming recognition, bequests, & other planned giving options, please contact:

Anne Bolzoni, Administrator-Fund Development
760-450-4498 • ambolzoni@psrm.org

We assure you of expert support and respect your privacy.

