

HOT ***SCOOP***

**A publication dedicated to Pacific Southwest Railway Museum Association members
November-December 2018**





**Pacific Southwest Railway
Museum Association, Inc.**
www.psrmm.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 6:30 PM,
Trinity Church, 3902 Kenwood
Drive, Spring Valley, CA 91977

Museum Officers

President:	Diana Hyatt
Vice-President:	Martin Caestecker
Treasurer:	Rob Stebbins
Secretary:	Stephen Hager
Equipment:	Ron Hyatt
Facilities:	Frank Denison
Museum Services:	Jim Lundquist
Operations:	Mike Edwards

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Historian:	Bruce Semelsberger
Special Events:	Diana Hyatt
Membership:	Alex Fiori
Steam Foreman:	Jim Baker
Gift Shop Mgr:	Alanna Hyatt
Fundraising:	Donna Spevack
Hot Scoop Editor:	John Wright
Photographer:	Alanna Hyatt
Certification & Training:	Mike Edwards

In This Issue

November-December 2018

From The Back Platform **3**

Diana Hyatt, PSRM President
September and October 2018.

Museum Services & Facilities Report **7**

Jim Lundquist, Museum Services Director

Chalmers Kerr **6**

Dick Pennick

New Members **8**

Alex Fiori, Membership Coordinator
Welcoming new members to the museum.

Library Report **9**

Bruce Semelsberger, Librarian
The library addition is complete and ready
for use.

Impossible Railroad C100 **6**

Reena Deustch, Chairperson
Reporting on progress on the Centennial
Celebration.

Robert Underhill **6**

Bruce Semelsberger, Librarian

Escondido Wig-Wag **7**

Stephen Hager, Secretary
PSRM acquires a wig-wag signal from the
AT&SF Escondido Branch.

New Picnic Tables Built **8**

Ryan Hartmann
New picnic tables are constructed for the
Campo Depot as an Eagle Scout Project.

Operations Volunteers **10**

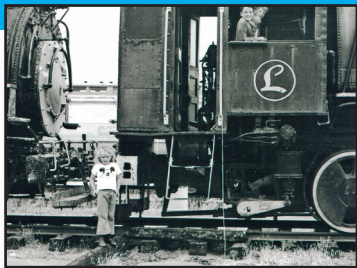
Rich Paulus, Operations Officer
Recognizing those that keep our trains running



Cover Photo:

A scarecrow in the pumpkin patch.

Alanna Hyatt



From The Back Platform

By Diana Hyatt, President

September and October kicked off the last quarter of the year with plenty of preparations to complete for both the Pumpkin Express trains and the North Pole Limited trains. With a titan's share of assistance from Alanna Hyatt, we were able to pull off a very profitable October. North Pole train tickets remain on sale with a few dates approaching capacity sales.

September marked the end of the third quarter, 2018 and the quarterly report due the railroad owner. Ridership during third quarter 2018 was 1,021 passengers. This summer we operated both Saturday and Sunday and ran three trains per day for a total of 67 Golden State trains, 14 Valley Flyer trains (due to lack of crew) and one midweek train for NMRA convention attendees sponsored by Bruce Deck. During third quarter 2017, we operated Saturdays only with one Golden State in the morning and several Valley Flyers during the afternoon. Ridership for 2017's third quarter was 822 passengers.

Maintenance of Way work continues under the watchful eyes of our Roadmaster Glen Rogers. With the assistance of CalFire crews, the switch ties have been replaced on the west end of the Siding and House tracks and our track speed is now up from 5 MPH to 15 MPH. MOW crews also hand-weeded 1.5 miles of right of way within Campo Yard Limits. Thanks to the coordinated efforts of Mike & Candy Obez and Glen Rogers, we were able to accomplish the annual weed-spraying in-house, saving PSRM about \$13,000. Well done mow department!

Pumpkin Express planning started in July/August with a reservation and contract put in for the pumpkins we would require. We initially ordered eight bins of pumpkins and received some beautiful, high-quality pumpkins which ended up being much larger than the sugar pie pumpkins we normally order. The first two weekends of the Pumpkin Express were far more popular than in the past ten years and we nearly ran out of pumpkins after the second weekend. A second order of five bins of pumpkins was made and rushed to us from our supplier which was sufficient to the end of the event. Incidentally, pumpkins take up a large amount of unseen labor hours. All thirteen bins of pumpkins had to be unloaded and laid out upon pallets with a huge fan blowing on them, and then hand washed, as they are normally covered in dust to several centimeters of dried, thick, mud. With the help of Brian Elmore, Annette Elmore, Rosalba Duran, Lee Neale, Alanna Hyatt, Ron Hyatt, Pat Shea, Mariano Curiel, Aaron Hyatt, Diana Hyatt, Robert Smith, Martin Caestecker and Ian Hyatt we got all the pumpkins unpacked and washed, well over 1,200 of them and set up the pumpkin patch!

Next up was pulling out the reefer car load of Halloween decorations and decorating the Display Building, our first class car on the Pumpkin Express, ATSF 1509 and the Campo Depot. A big thank you to Roark Stump and Ron McQuilliams for not only decorating the Campo Depot but undecorating it as well! Alanna Hyatt decorated ATSF 1509 with help from Jarod Black and



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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.

Diana Hyatt. The graveyard outside SP 2353 and Carriso Gorge 050 was erected once again with ghosts and ghouls in attendance and help was provided by Shaine Neale, Aaron Hyatt, Ian Hyatt, Stephen Hager, Travis Clark and Lee Neale.

During the 2018 season, it was decided, due to its availability (dependent upon its airbrake rebuild times), that the ATSF 1509 would be offered as a First Class car on the Pumpkin Express trains; this turned out to be a very good idea and the car was sold at or near capacity for all 24 trains operated during this event! Ian Hyatt provided bartender service on the car with light snacks and sodas and specialty non-alcoholic drinks. Overall attendance this year was considerably higher than in past years; as a comparison, 2018 Pumpkin Express Trains carried 2,735 passengers as compared to 2017 with 1,945.

During November, train operations will consist of the SDA 7285, 80-tonner and the MoPac caboose operating as the Valley Flyer on half-hour headways throughout the day on Saturdays and Sundays. During this time the passenger equipment is taken out of service for maintenance, repairs, cleaning and decorating. We are always looking for help decorating for the North Pole trains as well as undecorating the North Pole trains between Christmas and the New Year. Very few volunteers realize the undecorating of Christmas is just as much work, if not more. As always, if you are willing and able to assist, please contact dhyatt@psrm.org. North Pole Limited trains will begin their departures from the Campo Depot on Friday, November 30th and continue at 5:00 PM and 7:00 PM every Friday and Saturday night through Saturday December 22, 2018. Please join us as a passenger or volunteer and make memories for yourself and your family and friends!

The committee formed to celebrate the 100th Anniversary of the SD&A continues to meet. A logo has been selected to represent this effort and various locations have been identified to host talks as well as display boards generated by PSRM that will interpret the building and completion of the San Diego & Arizona Railway. A section of our website: www.psrn.org has been assigned to the specific events surrounding and building up to the ultimate celebration, to be held at Campo, CA on Saturday, November 16, 2019; please check back frequently as it is continually updated. If you would like to get involved with this effort, please contact the committee chair, Reena Deutsch at info@ImpossibleRailroad.com.

Until the next installment of the Hot Scoop, may we all enjoy good-iron on this adventure we call life! ►

Celebrate100! Status Report

By Reena Deutsch, Chair, PSRM C100! Planning Committee

Steam will return to the Campo Railroad Park and Museum on SD&A Centennial Day, November 16, 2019! A scale train powered by steam will offer rides courtesy of the Chula Vista Live Steamers. Historically speaking, steam locomotives and the SD&A belong together, so this reunion will certainly be welcome. Our C100! Committee is also excited about working with the Spreckels Organ Society to celebrate the San Diego & Arizona Railway Centennial next year. The SOS will include, as part of its popular annual

summer-long International Summer Organ Festival, a movie night featuring a 1920s-era silent movie featuring the SD&A. The film, accompanied by organ music, will be at Balboa Park's distinguished Spreckels Organ Pavilion, donated in 1915 by SD&A builder John D. Spreckels and his brother Adolph. We continue to reach out to other local organizations to expand the Centennial commemoration to a wide audience.

The SD&A Centennial webpages are now active at www.PSRM.org/

[Centennial](#) and will provide more details as we get closer to the big day. We still need volunteers and are in particular need for someone who can assist with media contacts to promote broad coverage throughout the year leading up to Centennial Day. Donations to the SD&A Centennial fund at PSRM.org/Donate would also be appreciated. Contact C100@PSRM.org for more information or to volunteer for the Centennial effort. ►



Museum Services & Facilities Reports

By Jim Lundquist, Museum Services Director

Museum Services

For about a decade, John Wright has been our Editor of the Hot Scoop. This important job allows the museum to keep in touch with you, our members. John has indicated that it is time to step aside to allow others the opportunity to become Editor. We would also like to return to a monthly schedule for the Hot Scoop. Here's the perfect job for a volunteer with some computer skills which does not require the manual labor that so many of our volunteer jobs do. If you can assist us as Editor, please contact Jim Lundquist

by email Jim@psrm.org or call Jim at 619-417-7059.

Bruce Deck has been a Docent on the trains and assisting in the Display Building for our annual Pumpkin Trains. This event has been very popular this year, and the usual terrific job was done by the Hyatt Family and our volunteer crews.

The La Mesa Depot was staffed during the three day Octoberfest this year by Mike McIntyre, Duane Dubke, Tim Wamsley, Donna

Spevack, Sherwin Dorris and John Powers. Our volunteers greeted visitors and invited them out to Campo to visit. Dawn and Jim Lundquist placed our parade float at La Mesa, which attracted additional attention.

Congratulations to our Membership Secretary Alex Fiori for his recent marriage to America. Thank you Alex, for the fine job you do with keeping all our members up to date with cards and information letters upon renewals.

Facilities

Last month we reported that the fencing project had been completed, with the wish that we could find funding for an automatic gate opener for the Main Gate. The gate is used multiple times each day during the week. Making sure it was closed and locked by multiple individuals was proving to be difficult. Dave Tomeraasen heard the call for action and stepped forward with a donation to cover the cost to install a new gate opener! THANK YOU Dave! Greg Heyser and Jim Lundquist have already poured the concrete bases for the installation. Final installation will be completed in November.

Our County of San Diego \$30,000 grant check arrived to assist in covering the cost of foaming our library complex. Those funds, along with restricted donations made for the library, have allowed that project

to move forward, and it looks great. Bruce Semelsberger reports that the additional expansion section is now cool and usable. Painting the inside of the Library was completed by Bruce and Richard Finch. Stop by the Library sometime to see the new space. Maybe you'll be interested in assisting the Library crew as we shift our collection around to utilize the new space.

The DAP Depot (our little depot for the mine train); the small freight shed and the motorcar shed have been the subject of attention this past month. After the prep work and priming was completed, we started painting the depot SP Buff final coat on the outside. The depot is very cute, with lots of trim and eave work, along with a door header from the original wooden San Diego Hotel. It is those features

which make the depot so hard to paint! To date, 25 person-days have been donated by a crew of Steven Pohjola, Dawn Lundquist, Jim Lundquist, Frank Denison, Adolfo Rice and Patty Grace with one more session to go to complete the job with brown trim!

The Board recently approved the installation of new electrical service out to track 11 for our new jacks. These were funded by the remaining restricted funds we have had for years. Still unfunded is the \$12,000 necessary for two concrete pads upon which the jacks will rest as a railroad car or locomotive is raised.

Our thanks to Bruce Semelsberger who has taken on the task of repairing our La Mesa Depot after it was vandalized by a homeless guy with a hammer! Thank you, Bruce.

As you can tell, much is being accomplished by our hard working volunteers. If you would like to join us as we build our museum, we work both weekdays and Saturdays,

depending upon availability of volunteers. Simply email Jim@psrm.org or call Jim at 619-417-7059 and join our happy group! Love to see you. ►

In Memory Of Robert Underhill

By Bruce Semelsberger, Librarian

Robert Underhill, longtime PSRM Library and Museum Services Department volunteer, passed away on August 25, 2018 of pulmonary fibrosis. Bob was born in Newton, MA, in 1936 and later attended Harvard University where he achieved a degree in history in 1958. After serving in the army from 1958 to 1960, he returned to Harvard and received a degree in linguistics in 1964. After relocating to Del Mar in 1973 he became a professor of linguistics at San Diego State University where he taught for over 40 years, earning a reputation as an extremely tough instructor who did not gladly suffer fools according to his former students. Bob also chaired the Phi Beta Kappa academic honors society and authored a textbook still in use today.

In 1990 while the PSRM library was located in a school building on Mohawk Drive, this tall individual with spectacles and a quiet manner (not the Doctor Underhill we knew, said his former students) walked in and

asked what we were about. Roy Pickering and I gave him the ten cent tour, and when he discovered a few thousand books on railroads he immediately joined PSRM and became a part of our staff. As it turns out, his family knew he was a huge rail fan but not his academic colleagues. Bob took on any task that needed doing, particularly organizing and labeling. During his 28 years with us he single-handedly boxed or filed and labelled all of our magazines, time-tables, newsletters and art works. He was about half way through the book collection when he left for the last time, working right up to the weekend before his scheduled surgery. While the library was in storage for nine years, Bob worked with Museum Services on several interpretive projects, notably writing and editing all of the equipment plaques for the rolling stock collection.

I always found Bob to be a lot of fun and greeted him when he walked in each Saturday with "Hi, Bobbo!" His

former students gasped in horror at this revelation. "What did you call him?", I asked. "Doctor Underhill!" they rejoined in unison. Dr. Jekyll and Mr. Hyde for sure. Knowing he loved opera and classical music, I would start off playing a little Liszt on the stereo and then follow it up with "Surfin' Bird" or some such and Bob never complained, but he did wince a little. Bob was one of the most productive and least complaining volunteers I ever worked with, and I miss him very much.

Bob is survived by his wife of 54 years, Ayse, a brother, two charming and witty sons and several grandchildren, many of whom I met for the first time at his memorial service and who were all incredibly friendly and hospitable. Bob was also a member of the Sierra Club, the La Jolla Chamber Music Society and San Diego Opera. Bob has left us all of his railroad books and many other items as a gift of remembrance. ►

Homer Chalmers "Chop" Kerr, Jr., 1931 - 2018

By Dick Pennick

The museum mourns the passing of long-time PSRMA Life Member and volunteer, H. C. "Chop" Kerr, Jr. on July 17, 2018 after a long illness. There were no local services. He was buried in his hometown of Rolla, Missouri. Chop spent his career as a Systems Analyst for the former Naval Electronics Lab (now SPAWAR).

Chop joined our museum in the late 1960's and immediately began on the path of his many contributions to our association. He wasted no time in securing a seat on the old Board of Directors under President Dick Pennick. In 1970, when the museum was faced with losing its storage/operating site at the foot of Crosby St. in San Diego, Chop arranged a lease of the unused mile-long Navy spur

track at Miramar Naval Air Station. This was the museum's home for the next 10 years until the Campo site was acquired. In 1980, he engineered the donation of the former SD&A steam locomotive #104 and Spreckels business car #050, the "Carriso Gorge", to the museum by the 22nd District Agricultural Assoc., operators of the S.D. County Fair, after years of neglect.

One of his most energetic, but frustrating, projects was an ill-fated effort to bring an operating 2-8-2 steam locomotive to San Diego, that had been donated to us by the French National Railways (FNCF). Baldwin built this engine to American standards for use by the French to help rebuild their destroyed railway system after WWII (the engine

has since been preserved in France). Lack of funds finally torpedoed the project.

Over the years, Chop served as museum President, Chairman of the Board, Secretary, Vice-President of Railroad Operations, Exhibits Committee Chairman, Library Site Search Committee Chairman, and

Trainman, Brakeman and Conductor on our weekend trains at Campo until an injury ended his train service duties.

The museum extends its sincere condolences to his widow, Janet, who has arranged to donate most of Chop's books, research and artifacts to the museum. ►

Museum Acquires Escondido Branch Wigwag

By Stephen Hager, Secretary



ATSF wigwag, Guajome Ave., Vista, CA, July 13, 1998. Copyright 2001 by Evan Werkema.

Back in September, the Pacific Southwest Railway Museum Association obtained a significant piece of local railroad history. Wigwag crossing signals, referred to officially as Magnetic Flagmen by their manufacturer, were once a common sight on railroad lines across the county. Developed in the early 1900s, wigwags played a crucial safety role as they were one of the first forms of automatic warning devices for railroad crossings. They came in many forms, but they typically featured a red or black and white banner with an illuminated red light in the center. The banner was attached to a rotating armature

that was powered by alternating electromagnets, producing a swinging motion like a pendulum. Most also featured a gong bell that was rung by a striker powered by the armature. San Diego County was dotted with these signals, including several on the Atchison, Topeka, and Santa Fe Railway's Los Angeles-San Diego "Surf Line" and the adjoining Escondido Branch.

As highway and rail traffic increased and technology progressed, railroads began replacing the somewhat modest wigwag installations with more modern crossing warning devices featuring flashing red lights, bells, and gates. While wigwags were innovative for their time, they did not provide the same level of attention-getting that these more modern systems provide. Wigwags around San Diego County continued to disappear until there was only one left on the Escondido Branch. This last surviving wigwag, located on Guajome Street in Vista, remained in operation into the year 2005. This last wigwag holdout in the county likely survived this long because it protected a low volume branch line where it intersected a low volume residential street.

The North County Transit District, having purchased the Escondido Branch from the ATSF Railway in

1992, began upgrading the branch for the SPRINTER commuter service in 2005. The upgrades included new crossing warning devices along the line, including replacements at Guajome Street. In September of 2005, the wigwag was removed from service, and the entire signal was moved in one piece to NCTD's Stuart Mesa Yard in Camp Pendleton, where it was placed in storage with an uncertain future.

Fast forward several years and museum members became aware that the wigwag was stored serviceable in Stuart Mesa. Early this year, the PSRMA contacted NCTD and inquired about the signal. NCTD confirmed that the wigwag was available and



The Wig-Wag on the trailer ready for transport to Campo. Stephen Hager

agreed to donate it to the PSRMA. In September, Jim Lundquist, director of museum services, travelled to Oceanside to pick it up and transport it to Campo. The PSRMA wishes to thank NCTD for their generous donation and for lending their manpower and machines to load the wigwag for transport.

The museum intends to display this significant piece of local railroad history in operating condition for visitors to enjoy. The wigwag needs to be cleaned, stripped, repainted, and mechanically restored. Once this work is complete, it will be erected adjacent to the main track at Railroad Museum, where

it will be triggered by trains stopping there to disembark museum visitors. Funds and manpower are needed to help restore the signal. If you are interested in donating towards the restoration and/or getting your hands dirty, please contact Stephen Hager at hager@psrm.org. ►

New Members August & September 2018

Submitted By Alex Fiori, Membership

August

Joseph Arseneault
Lorry Boggeman & Family
Clairine Hernandez
Jim Croff & Family
Ben Velge
Rex & Joyce Schildhouse & Family
Denise Thompson & Family
Jerald Garcia & Family
Bertha Roman
Rebecca Graves & Family

Ellen Myers
Keith Brown

September

Patrick Garity
George Cesena & Family
Susanna Summers & Family
Bill Burch
Matt Brady
Manuel Alercon & Family
Heather Coate

Susan Renteria & Family
Darwin Dapper

New Life Members

Kenneth Riha
Hugh Strachwitz
Rich Paulus

Thank you all for joining the Pacific Southwest Railway Museum! ►

Constructing The New Campo Picnic Tables

By Ryan Hartmann

Have you seen the new picnic tables in front at the Campo Depot? Hello members of the Pacific Southwest Railway Museum. My name is Ryan Hartmann. I am a speeder trainee at Campo, and a member of Boy Scout troop 782, based in Solana Beach. I have always had a fascination with trains, especially 1:1 scale railroad operations such as those at Campo during runs of the Golden State toward the direction of Division. As I considered what to do for my Eagle Scout project, naturally my mind drifted to trains and the Campo museum, but with no specific plan. The Eagle Scout Rank is the highest rank a scout can earn in the Boy Scouts organization. It has gained fame for its rigorously over the years primarily due to the fact that completion of the rank requires a large scale service project to benefit a community organization.

What is not officially mentioned by the Boy Scouts is that the project also includes a lot of paper pushing. Myself being especially prone to paper cuts, I procrastinated a bit.

Fast forward to the start of summer when Dave Tomeraasen and I were returning from an observation run down to Canyon and back when I noticed the old picnic tables by the playground. Specifically, the two tables. That train of thought (a little bit of a pun intended) got me thinking back to the community service project needed for my Eagle Scout rank. After talking with Glen Rogers and Dave that day, it seemed to me that construction of picnic tables for the museum would be a viable project. My first plan was to do picnic benches with steel legs, reasoning that steel would fare better against the elements. Moving forward with this

project idea, I reached out to Diana Hyatt to get her opinion on the tables as she is the President of the museum. She shared the museum's vision of maintaining the ambience of the Campo Depot from its circa 1900's operational time frame. I researched that period and found a suitable design for wooden construction. After the specifications for the table were approved by Diana and my troop leaders, I purchased the Douglas Fir wood planks needed for the two new tables along with some screws, sandpaper, stain, and other materials. I assembled a team of scouts who began construction by sanding the wood and then painting them with a stain/sealer to provide weather protection. The next day was assembly day for the tables. We first assembled the legs by building a jig template used to align the wood pieces and make construction of all 4 leg

structures even and more efficient. The tabletops were then constructed out of the long 6 foot planks. Everything was running smoothly until we attached the tabletops to the legs. We realized that the 3 inch long car-



Finished tables in front of the Campo Depot.

Ryan Hartmann

riage bolts intended to hold the legs together were not long enough. After a quick trip to Ace Hardware, the 3 inch bolts were swapped for 3.5 inch

bolts. This proved to be a great learning moment between idealized build plans and real world manufacturing. Next came attaching the braces, which proved to be difficult as each brace needed significant sanding to fit. Eventually, the braces fit in nicely and we were able to flip the tables over and attach the seat boards. The finishing touch was the plaque on each table commemorating the project.

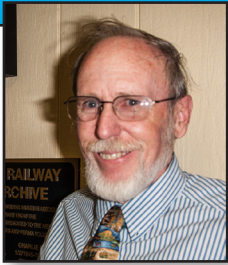
Delivery was accomplished the next weekend, with some very nice museum members in addition to Roark at the gift shop aiding in the unloading of and advising on the placement of the tables. Of course my mom made me pose for a picture. There are just a few remaining steps before I turn in my Eagle Scout application, but

I am proud to have conquered this project. Hopefully, the new tables will provide years of good service to families visiting the museum, perhaps seeing the mine train (when it opens). Thanks to the museum and supportive staff for allowing me to do my Eagle Scout project here at the Pacific Southwest Railway Museum in summer of 2018! ►



Commemorative plaque on each table.

Ryan Hartmann



Library Update

By Bruce Semelsberger, Librarian/ Historian

As of October 27th, the construction phase of the PSRM library archive is complete! Thanks to donations from many PSRM members and a community enhancement grant from the County of San Diego, the two -year effort to provide working and storage space for the expanding collection and a comfortable and controlled area for researchers is now a reality. The project adds a new 600 square foot work area and 1,920 square feet of storage space and places the entire facility within a stable environment ideal for archival storage. The central office area can now be used exclusively for research, document repair and cataloguing. The next phase, assembly of new

steel shelving, is fully funded and will begin shortly.

Special thanks to all the people and organizations who have contributed to the overall project with their ideas and their financial and physical support. It is hoped that a full list can be pulled together by the time of the dedication sometime in 2019 (also the centennial year of the completion of the SD&A!). The most recent work was performed by Richard Finch and Bruce Semelsberger who masked and painted the interior of the new work space after completion of the exterior insulation by Cool Roof Systems. The difference in interior temperature after the application is incredible; storage bays

with temperatures well exceeding 100 degrees Fahrenheit have been reduced to about 70 degrees on a hot day and are almost cold in winter months. The roof is now an overall reflective white and the walls are light tan, blending well with the buff color of the office area. Lyle Orth, owner of Cool Roof Systems, thought the normally white walls simply did not look good with the rest of the building, so he painted the nice tan color at his own expense! Thanks, Lyle!

Two more volunteers have stepped up to help assemble the shelving, so it should go quickly and we will be ready to begin transferring materials to relieve the overcrowding.

Where help is really needed more than ever is with the accessioning of new donations. At least 28 boxes of

new donations have arrived in the last month and more is on the way. If any members have basic skills in this area,

please consider spending some time helping the library for a few hours a couple of times each month. ►

Operations Volunteers for September - October 2018

Submitted By Rich Paulus

Train Service

Those who are certified/qualified crew members and speeder operators/crew who have helped us run 28 Golden State trains and 1 School Train in September and 24 Pumpkin Express trains in October and the number of days they have volunteered:

Jim Baker	2
Jared Black	3
Ken Brown	3
Mark Brown	3
Nathan Brown	1
Martin Caestecker	2
TravusClark	3
Dave DiGiorgio	1
Alex Fiori	1
Jon Frost	5
Stephen Hager	10
Randy Houk	3
Alanna Hyatt	1
Diana Hyatt	5
Ron Hyatt	2
Austin McAdams	1
Mike McIntyre	3

Shaine Neale	13
Candy Obetz	3
Mike Obetz	3
Rich Paulus	3
Dick Pennick	9
Glen Rogers	4
Dave Smith	1
Rob Stebbins	4

Docent

These are the volunteers who have been docents aboard our trains this period:

Bruce Deck	2
------------	---

MOW

Maintenance of way volunteers who have assisted Roadmaster Glen Rogers and Track Foreman James Caestecker in maintaining tracks and right-of-way this period

Martin Caestecker	1
Stephen Hager	1
Ron Hyatt	1
Rich Paulus	1
Glen Rogers	1

I missed reporting these for August:

Alanna Hyatt	1
Diana Hyatt	1
Glen Rogers	1

Yard switching

These are the volunteers who have worked in PSRM yards this period:

Jim Baker	1
Rich Paulus	1

Engineer for an Hour

These are the volunteers who have been instructors and crew for participants who have taken advantage of the opportunity to run one of the Museum's diesel locomotives:

Alanna Hyatt	1
Diana Hyatt	2
Shaine Neale	1
Dick Pennick	1
Glen Rogers	1

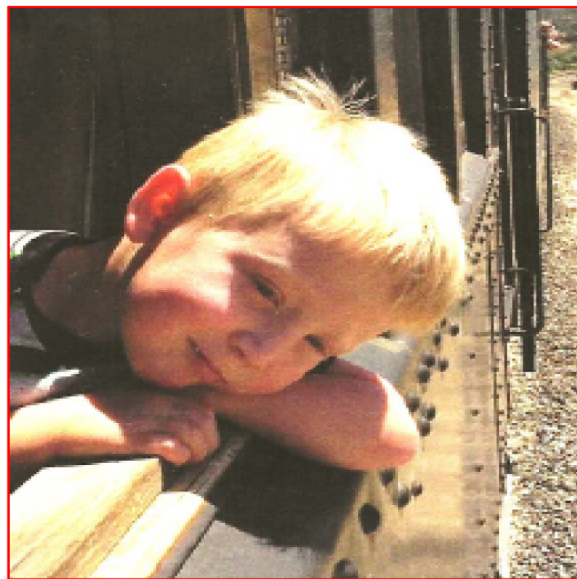
This totals to 104 days of volunteering in September and October 2018.



Ian Hyatt, Diana Hyatt and Shaine Neale in the Southern Pacific 3873 during the Engineer For An Hour program in September.

Alanna Hyatt

**COME JOIN US AT THE PACIFIC
RAILWAY MUSEUM**
as we take you on a magical
**NORTH POLE LIMITED TRAIN
EXCURSION!**



**Begin your family holiday traditions by
reserving your space now on the North Pole
Limited**

**Go on our website at [https://
www.psrcm.org/npl/](https://www.psrcm.org/npl/) to purchase
advance seating and to check out dates
and times, to begin your Memorable
Holiday Season.**

New to the La Mesa Depot

La Mesa Depot Monthly Coffee/Meet and Greet



Please join our hosts Diana Hyatt, President and Donna Spevack, our new Administrator of Fund Development, on January 22, 2019, at 9:00 am, for a meet and greet coffee at the La Mesa Depot, located at 4695 Nebo Dr., La Mesa, CA 91941. Please join us for tea, coffee and treats and learn about our programs, memberships, financial planning, volunteer opportunities and more

Can't join us for coffee? Please call us and we will be glad to speak with you. Call Donna at (619) 606-6231 or email us at fundraising@psrm.org.