

HOT SCOOP

A black and white line drawing of a hand holding a long-handled shovel, scooping a pile of dark, glowing coals into a small bowl. The coals are falling into the bowl, and some are scattered on the ground. The entire illustration is framed by a decorative border with ornate corner pieces.

A publication dedicated to Pacific Southwest Railway Museum members
July 2021



1961



2021

**Pacific Southwest
Railway Museum
Association Inc.**
www.psrma.org

Train Operations

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

La Mesa Depot Museum & Business Office

4695 Nebo Drive,
La Mesa, CA, 91941 619-465-
PSRM (465-7776)
Saturdays 1:00pm-4:00pm

PSRMA Board of Directors
Meetings are held on the 3rd Fri-
day of the month at 6:30 PM,
Lakeside Historical Society 12418
Parkside St. Lakeside, CA 92040

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

Museum Staff

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

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SP 3873 out for a photo-op

Alanna Hyatt





From the Back Platform

By Diana Hyatt, President

It is hard to believe that 2021 is now half over and we are heading into summer. The good news from this month is the elimination of the color-coded tier system on how businesses deal with the coronavirus going forward. The only requirement left is that unvaccinated individuals continue to wear a mask while indoors.

Ridership has been great on the days with lovely weather but the past several weekends have seen temperatures typically in the 90's and one day over 100 degrees Fahrenheit. In addition to four trains per day every Saturday and Sunday through October 3, 2021, we will offer one night train monthly. The first is on Saturday, July 24 at 7:00 PM. Passengers purchasing tickets online will have the opportunity to add dinner at the Campo Café before their train ride. One of these evening trains will be offered in August and September as well. The calendar for the remainder of the year has been settled and Pumpkin Trains will commence on the second weekend of October: October 9 and end on Sunday October 31 with four trains per day. November will see the return of our caboose special, the Valley Flyer, with trips to MP 64 and return so that the passenger equipment can be rotated out of service and

into the Shop for maintenance and attention prior to our North Pole trains commencing Thanksgiving weekend: Friday, November 26 and operating every Friday and Saturday through Saturday, December 18, 2021 with two train departures: 5:00 PM and 7:00 PM.

Funds towards media and advertising have been spread across multiple outlets. We have continuous ads running in the Armed Forces Dispatch, Classic Trains, San Diego Magazine, San Diego Family Magazine and Trains through April, 2022. PSRM advertisements can also be found in local directories as well as intermittently in local newspapers (print & online) and the San Diego Reader. Media Committee members Jason Drenkow and Jarod Black have been actively promoting the museum through social media outlets Facebook, Instagram and Twitter and we are running paid ads with Facebook/Instagram and Google Ads. Jarod Black and Travus Clark have been working on accumulating video and photographic content for future YouTube productions.

PSRM volunteers Ron Hyatt, Stephen Hager, Jarod Black, Travus Clark, Alanna Hyatt, Ian Hyatt and myself spent a hot



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.

summer Monday in Campo putting together a train consist of west to east: GP-9 SP 3873, SP baggage, 3 SD&A coaches and the ATSF 1509 to capture it in morning light and later in afternoon light. During the morning session, the east end of the locomotive (without cars) was pho-

tographed with the Stone Store museum in the background. Due to the amount of trees in front of the Stone Store, only the morning sun fully illuminates its face and there is only one angle where the sign over the threshold is visible without tree blockage. Thanks to

Glen Rogers for trimming the trees on the north side of the tracks next to the bridge that were beginning to block this view. To view the final photo, taken by Jarod Black, check out our community page (still under construction) at:

<https://www.visitcampo.com>



Board Briefs, June 2021

By Stephen Hager, Secretary

The Board held its regular June meeting on the 18th. The directors attending were Diana Hyatt, Martin Caestecker, Stephen Hager, Rob Stebbins, Frank Denison and Jim Lundquist.

Rob reviewed the balance sheet and the profit and loss statement as of May 31st with the Board. He noted that the bottom line in May looked bad due to high expenses; specifically, the bridge inspections, the Tunnel 3 geological report, MOW costs, and the annual insurance premium. The funds from Sherwin Dorris' estate were deposited in the contingency fund. As of the Board meeting, the general fund was up to \$181,000. The Board discussed issues

with PSRMA's accountant and frequent, recurrent mis-coding of income and expenses. Several Board members expressed a desire to have an outside audit performed on the organization's books. The Board voted to authorize expenditure of up to \$2,500 to have an outside accountant perform a review of the PSRMA's accounting records and procedures.

I gave an update on the Coaster F40PH-2C locomotive acquisition. The SD&AE bridge load ratings are currently being done by RailPros and we expect to have them in July. Using the recommendations from the Tunnel 3 Geological Study, we were able to get a quote from a responsive contractor

in Tijuana to perform the clearing and stabilization of the former tunnel. The price was quoted in Mexican Pesos, and comes out to roughly \$308,000 given the current exchange rate. Although PSRMA does have the funds available to pay for this work, it is greater than what the Board can responsibly authorize without some guarantee of outside funding or a return on the investment.

To ensure that the organization can fund the Tunnel 3 clearing, we are in the process of obtaining a firm quote from a locomotive parts broker to part out some of the F40s. The proceeds from parting out some of the F40s will help guarantee that

they make it to Campo and that we will be successful in preserving the one that we deem to be in the best condition. PSRMA will also be working with the Baja California government to seek additional funding for the Tunnel 3 clearing work. In addition to allowing the Coaster locomotives to reach Campo, reopening the tunnel would allow PSRMA to resume our popular Ticket to Tecate excursions. If you are interested in seeing PSRMA preserve the Coaster F40s and return to Tecate, now is the time to donate towards this project. Please visit the donation page on our website at <https://www.psrma.org/donate/> and select “Coaster F40 Locomotives” from the dropdown box to make a donation.

The Board received an updated price quote from Quality Sprayers, Inc to manually clear vegetation along the SD&AE Right of Way. The Board discussed cost concerns and asked the Operations Department staff to seek an additional quote from the company to clear a narrower strip around the track. The Board also requested quotes from other

companies be pursued.

The Board discussed changes in scope to the Mine Train project and projected price increases. These scope changes will benefit the durability, safety, and longevity of the exhibit, though they will delay its completion. Jim requested that the Director of Equipment, Ron Hyatt, provide firm pricing information for the various equipment modifications that he requested. Jim expects to bring the topic back to the Board in July for a final agreement on the project design, scope and costs going forward.

The Board voted to authorize expenditure of an additional \$1,551.75 to purchase epoxy and fasteners for the repairs to the bridge at MP 65.27. The additional costs were due to unexpected minimum order quantities for fasteners and higher-than-expected costs for the epoxy. All of the materials are now on hand and the repairs will be scheduled in the near future.

Jim solicited a quote for additional utility locating on the PSRMA properties in

Campo as part of the aerial survey and base mapping scheduled to take place in the near future. Utilities including water, electrical, and sewer mains have already been located and surveyed. However, the County of San Diego will only survey sewer mains, not sewer laterals. Several sewer laterals are suspected to cross PSRMA land from properties along Sheridan Road to the sewer main that runs through our property roughly parallel to the SD&AE Mainline. The Board voted to authorize expenditure of \$5,500 to SafeSite to identify sewer laterals on PSRMA property in Campo.

Thanks to a nationwide decrease in Covid-19 cases and a relaxation of public health regulations and guidelines, the time had come to revise PSRMA’s Covid-19 protocols. I researched the latest regulations and guidance from the State of California, the TSA, the FRA, and the CDC and made an extensive list of recommendations to the Board. After some discussion, the Board agreed to ratify these recommendations. Going forward, masks will only be required for un-

vaccinated visitors inside buildings and for all visitors and volunteers aboard our trains as required by the TSA and the FRA. All other restrictions including social distancing, capacity re-

strictions, restricted building access, and suspension of first-class service have been terminated.

Board meetings take place on the third Friday of every

month, except December, starting at 6:30 PM in the Lakeside Olde Community Church Hall at 9906 Maine Ave, Lakeside, CA 92040. All members are welcome to attend.

Board Nominations Now Open

By Stephen Hager, Secretary

It's that time of year again! The nomination period for the 2021 Board of Directors election is now open through August 18th. The board positions up for election for the 2022-2023 term are Vice President, Treasurer, Director of Facilities, and Director of Operations. As always, any ten Regular Members in good standing may nominate any other Regular Member in good standing for the position of an executive officer of the corporation or the position of division director, provided the person so nominated evidences in writing a willingness to serve if elected and the person so nominated is associated with the corresponding division of the corporation.

Members wishing to petition for a position on the ballot should visit

[https://www.psrma.org/](https://www.psrma.org/election2021/)

[election2021/](https://www.psrma.org/election2021/). This webpage contains download links for the petition forms, information on important dates for the 2021 election, as well as information about the duties of the positions up for election. Due to the Covid-19 pandemic, there are two versions of the petition form available. Candidates may use the traditional long form, which must be filled out by the candidate and signed by at least ten other members in good standing. Alternatively, candidates may use individual petition forms. Candidates opting for the latter method will be responsible for distributing individual petition forms to their supporters. Supporters may either mail or scan their completed forms back to the candidate. The candidate should check all individual petition forms for completeness and assemble them into a packet

(a minimum of ten are required).

Petition forms or packets of individual petition forms are due to me by August 18th, either in person, or by mailing them to:

PSRMA ATTN: Secretary
Stephen Hager
4695 Nebo Drive
La Mesa, California 91941

For those positions where more than one candidate submits a valid petition, a ballot will be mailed out by October 4th and will be due back to me at the above address by November 10th.

Remember, whether you chose to run for a board position or simply have to choose which candidate to support, all members have the power to shape our museum's future. Thank you!

Sunset Special Train Ride!

Join us Saturday, July 24th for our 7:00pm train ride!

Beat the heat of the day and enjoy a relaxing sunset train ride through East County's rugged backcountry.

Tickets are now available for our first Sunset Special scheduled for Saturday, July 24th.

Visit us at www.PSRM.org to reserve your tickets

For information on special events and more visit our website at www.PSRM.org



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Museum Services and Facilities Report

By Jim Lundquist, Director of Museum Services

Two terrific pieces of news to report this month.

First, the continuing support of the new exhibit under development on California History: Railroads, Mining and Agriculture, featuring the mine train, is always appreciated. This month, an anonymous doner made a \$10,000 donation to the continuing development of the exhibit. THANK YOU.

Second, as the country comes out of the Covid protocols and returns back to normal, we have followed. Our Display Building and Campo Depot are once again fully open to our visitors. This means our visitors will once again be able to access the historical equipment, videos and displays telling

them about our rich railway history.

The La Mesa Depot is also once again able to host visitors to meet with them and explain how east county was once a citrus producing area with refrigerator cars taking produce to the rest of America and the important role the rural depot agent played in making a community prosper. We are now looking for museum volunteers to open the depot and welcome our visitors. We would also love to expand the hours we offer the exhibit to the public. If you are willing to staff the exhibit, please contact Jim Lundquist at 619-417-7059 or Jim@psrm.org and I'll meet you there and show you just how easy it is to talk history to our visitors.

This is a great opportunity for volunteers who love to talk to people while staying in town. Speaking of the La Mesa Depot, all the repairs have been completed from the drunk driver crash.

Communities in San Diego are once again having parades, and the museum float is back out there in them. The public loves the float when it goes by and many comments are heard suggesting they need to go out (again) to visit us. Two more parades are already scheduled. Many thanks to Dawn Lundquist for her assistance. If your city or community has a daytime parade, please pass along the location and dates and I will contact them.



Jim and Dawn Lundquist in front of the PSRM float.

Jim Lundquist

Douglas Ian Duncan, 1925 - 2021

By D Pennick

Christmas Eve, 1925: Douglas Ian Duncan's father, George D. Duncan, a sign-painter in San Diego (expert in gold leaf), his very-pregnant wife Edythe and their daughter Dorothy, decided to attend the annual Christmas Eve organ concert at the 10-year old Spreckels Organ Pavilion in San Diego's Balboa Park. The massive Austin pipe organ, the largest of its kind in the U.S. at that time, was a gift to the city by local philanthropist John Diedrich Spreckels for the 1915 Panama-California Exposition. Whether the strong reverberations of the powerful organ had any effect on the birth of Mrs. Duncan's fetus or his adopted profession decades later, will never be known. Two days later, Douglas was born!

As a youngster, Doug enjoyed scooting around the house on a sturdy 10" high by 26" long rubber-tired toy steam locomotive with 18" long gondola. Doug was a graduate of San Diego's Hoover High School (class of 1944). He attended San

Diego Junior College on a part-time basis before transferring briefly to Evergreen Episcopal Music School, Evergreen, CO in 1946. Later, after three terms at the University of Redlands in California, he eventually graduated from San Diego's California Western University with a B.A. in Music. His professional life included stints at St. Andrews Episcopal Church in San Diego, Director & Music Instructor at San Miguel and St. Mathews Episcopal Church in National City. During WWII, after years of piano and organ lessons, Doug served as the chapel organist at the San Diego Naval Training Center Chapel and at congregational, Lutheran and Episcopal churches in San Diego. In 1954, he opened Duncan Organ Studio in San Diego. While Doug was guest organist at the Central Congregational church in La Mesa, he met a local junior high school teacher: Frederic "Eric" Sanders. Sanders expressed his appreciation of Doug's ability on the organ, but was unaware at the time that the

two shared an interest in streetcars and trains! In the spring of 1949, the two were to meet again near the Balboa Park station of the San Diego Electric Railway while both were photographing the dismantling of the overhead wires and other structures in preparation for busses. They renewed their earlier acquaintance and Doug expressed his regret that there was no existing local organization to preserve some of this San Diego heritage. Whereupon, Sanders recounted his recent efforts over the past 4 years to gain support for exactly that issue, and he invited Doug to join that effort! Both men were also involved with model trains at the time, and Sanders was married with a family.

Doug, in concert with Sanders and others, began the task of pulling together an organization. Their efforts eventually paid off with the founding of the Railway Historical Society of San Diego (RHS). In 1954-55, as American steam locomotives, streetcars and other

railroad artifacts were being retired and scrapped in favor of more modern and efficient vehicles, the RHS began looking for appropriate items for preservation and display in San Diego. On the target list was San Diego & Arizona Eastern Ry. 2-8-0 steam locomotive No. 50, which was used in building the SD&A Ry., wooden former Cafe-Observation Car No. 02 (then being used by the railroad for maintenance purposes) and other possible targets, including a retired Santa Fe Railroad steam locomotive. One major problem was that RHS, (1) had no site to display the item and (2) was not registered as a charitable non-profit. In late 1954, through the efforts of Doug and other RHS members, the group managed to interest the 22nd District Agricultural Association (operators of the annual San Diego County Fair at Del Mar) in accepting the donation of a locomotive and appropriate railcar for display outside the large Bing Crosby Exhibit Hall. The original car choice, ancient wooden car No. 02, was denied as being in too poor condition, and old engine 50, which had helped build the original SD&A Ry., had already been sold

by the railroad for scrap. The Southern Pacific Railroad (owners of the SD&AE) offered alternate choices for both: recently-retired SP Medical Examination Car No. 135, and SD&AE 2-8-0 steam freight locomotive No. 104 (formerly Southern Pacific Railroad No. 2720), which was working out its last miles on SP's Central Valley branch lines in California. Car No. 135 was a surprise gem: in earlier times, it had been SD&A President John Spreckels' private business car No. 050! The paperwork was drawn up and the arrangements were made with the fairgrounds to accept the two items and display them on the condition that RHS pay all costs for movement and provide maintenance and staffing during the Fair each year. The SP and Santa Fe railroads delivered the items to Solana Beach for free, but the museum was on the hook to move them overland to the fairgrounds and set up the exhibit for the public. Doug related the story years later how he, Sanders and other members went literally door-to-door to raise the money for the moving project, which was successfully completed in time for the annual Fair in 1956. After its

28-year career at Del Mar, the exhibit was donated to PSRMA and moved to its' 100-acre facility in Campo, California.

Doug and Eric were considered the "co-founders," of RHS and in 1958 it was registered as a bona-fide state non-profit educational organization. Duncan served at various times as President, Director, Historian, newsletter staff, and other volunteer positions. By 1959, an "operating museum" committee had been formed by some of the members to explore the possibilities for actual operation of streetcars, locomotives and other historic vehicles collected by the group. But after several years of frustrating effort, this committee was eventually dissolved and replaced by a new group that became the present-day Pacific Southwest Railway Museum Association.

In 1957, Doug was selected to be the City of San Diego's fourth civic organist, and took his seat at the giant console of Mr. Spreckels' generous 42-year old bequest to the people of San Diego in Balboa Park, the largest outdoor pipe organ in the U.S. On Feb. 5, 1978, he

retired to his new home in Cathedral City, California, near Palm Springs.

DOUGLAS IAN DUNCAN, “a fine right Scotsman,” has made his final trip on this train. He was laid to rest at Riverside National Cemetery, Riverside, California on May 19, 2021.

(NOTE: Doug donated all of his many years of collected railroad books, magazines, artifacts, photographs and ephemera to PSRMA and its Southwest Railway Library research & archive facility for preservation and interpretation. PSRMA thanks Mr. Duncan’s executor, Mr. Gerald Lynch and his long-

time Descanso friend & neighbor Norman Machado for their kind help, and Dick & Karen Pennick for inventorying and transporting everything to Campo.

From the Back Shop

By Ron Hyatt, Director of Equipment

SD&A 7285

Our GE 80 tonner known as the Goat, as in a yard goat, has been out of service for a few months due to bad batteries. This unit uses eight heavy-duty eight-volt batteries. 7285 is our primary power for the Golden State demonstration trains as it is not an artifact and is inexpensive to operate. Servicing the batteries has always been a difficult task even for someone very thin who could squeeze into the battery box to inspect and clean terminals. This task is usually given to Martin Caestecker as he is able to squeeze into the box. With the replacement of the batteries we will be installing battery trays on 500-pound drawer rollers to allow the batteries to be pulled out for inspec-

tion and maintenance. The new batteries are on the property and Stephen Hager is fabricating the trays that will be mounted to the rollers.

SD&A 38128 MOW Flat Car

This car will be used for some future maintenance of way work on the SD&A. An inspection of the car showed it needed the brakes adjusted. After getting the car into the shop and over the inspection pit we determined the automatic slack adjuster was not working and probably had not functioned for some time. Ron Hyatt and Stephen Hager assumed the task of rebuilding it. With the help of Gabe Zorbas, Jarod Black and Ian Hyatt we were able to remove the

slack adjuster from the car. It fought us all the way, a threaded brake rod was fused to the slack adjuster and needed to be separated and removed from the car structure. With some heat and brute force we were able to get the two separated and removed from the car. On the work bench the teardown began with all the parts removed from the housing, we then removed all the old grease and cleaned everything thoroughly. The housing and all of the exposed surfaces were bead-blasted by Ian Hyatt and painted by Ron and Stephen. The packing cup for the piston was in great shape and reinstalled. Ron cut new paper seals for the caps and new felt packing seals were installed by Stephen. The unit was reas-

sembled and bench tested, we then reinstalled it and all the associated brake rigging, then tested the slack adjuster and observed it to be functioning as intended.

Fairmont Motor Car UP 2466

This car is our primary inspection car used on the SD&A it has been out of service and awaiting new drive chain guide blocks purchased from the Fredericksburg Shops. Ron Hyatt and Martin Caestecker removed the drive chain and the old guide blocks then installed the new blocks, and cleaned and inspected the drive chain prior to reinstalling. Martin and Ian Hyatt tested the motor car in our yard successfully and were able to place it back into service for use on the main line, the hydraulic turn- table pump failed on the car and was removed by Ron; a new pump

is being sourced to replace the failed unit.

GE 70 tonner SP 5119

We recently performed some routine maintenance, adjusted the brakes and replaced the return spring for the hand brake chain. Martin Caestecker had vinyl SP recording marks and numbers made to replace the M&ET recording marks and old numbers on this unit, Martin and Stephen Hager mounted the new recording marks and numbers and now the locomotive has its proper number. Future work will be to replace the front and rear handrails with the proper multiple unit type handrails and replace the missing drop steps and train number boards. The pieces are slowly coming together. When complete, it will look as it did when the Southern Pacific took delivery of it from General Electric.

EMD GP-9 SP 3709

Work has started on getting this unit running and the conversion from U.S. 1401 back to Southern Pacific 3709 as it was in 1965: new lube oil, batteries, and battery cabling has been purchased with funds from a grant for this particular locomotive. Stephen Hager, Gabe Zorbas, Jarod Black, John Cenkner and Travus Clark have worked hard on removing the build-up of oily debris on the engine compartment deck. Ron Hyatt, Stephen, Gabe, Jarod, and Ian Hyatt have been working on removing old biodiesel fuel that has turned into a thick slime similar to Bunker "C" heavy fuel oil over the past few years. The military used biodiesel but failed to drain the old fuel when it was retired and the result is a sticky mess.



SP 5119 with its new recording marks and numbers.

Alanna Hyatt

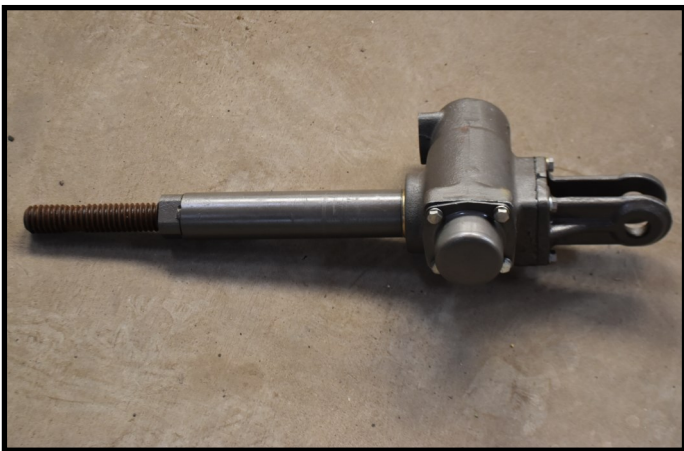


Stephen Hager removing the slack adjuster from the MOW flatcar.

Alanna Hyatt

Ron Hyatt cleaning the slack adjuster and prepping it for overhaul.

Alanna Hyatt



The rebuilt slack adjuster ready for reinstallation.

Alanna Hyatt

The frames for the battery trays to go into SDA 7285.

Alanna Hyatt





Have some free time?

Become a volunteer!

Volunteers are essential to the day-to-day operation of our museum. From the board of directors to the train crew to the mechanical department, thousands of hours are volunteered each year by our 100% volunteer staff. We are ALWAYS looking for more people to help us keep the Museum in good working order.

For more information and how to get involved visit us at

www.PSRM.org/volunteer



Membership Report, June 2021

By Gabriel Zorbas, Membership Coordinator

It was another great month for membership. As San Diego County re-opens and once we exit the summer months, I anticipate a large expansion in membership numbers.

Current Active Members: 571

Percent Change: +2.3%

New Members for June

Zenna Roden

Erik Garcia

Lana Roberts

Carmen Sanchez

Chris Anderson

Patrick Yarni

Elizabeth A. Vagani

Amanda McDade

Silvia Lopez

Richard Swallow

Ryan G. Cook

Rita Garza

Bridget Mojiri

Robert Buchanan

Sharon Fernandez

Duane Mueller

Valerie Mueller

David Yow

Davor Andric

Lisa Ceja

David Levine

Steven Reinholtz

Frank Najera

Operations Volunteers for June 2021

Rich Paulus, Chief Operations Officer

Train Service

Those who are certified/qualified crew members and speeder operators/crew who have helped us run 29 Golden State trains, a Photo Extra, a Photo Special, and a Work Extra over the month, and the number of days they have volunteered:

Colin Atwood	2
Jim Baker	1
Jarod Black	5
James Caestecker	1
Martin Caestecker	2
Kyle Cascadden	3
John Cenkner	4

Stephen Hager	5
Randy Houk	2
Diana Hyatt	1
Ron Hyatt	3
Charlie Karayan	4
Jim Lundquist	1
Mike McIntyre	2
Shaine Neale	2
Rich Paulus	1
Glen Rogers	4
Dave Smith	1
Rob Stebbins	1
Dave Tomeraasen	1
Gabe Zorbas	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 which concentrated on weed removal and track repair in PSRM yards:

Chad Baker	1
James Caestecker	1
Ryan Hartmann	1
Glen Rogers	1

This totals to 52 volunteer-days in Operations in June 2021.

