

HOT SCOOP

A black and white line drawing of a hand holding a long-handled spoon, scooping a bowl of food. The bowl is filled with what appears to be a salad or a mix of vegetables. The spoon is positioned over the bowl, and the hand is shown in a dynamic, scooping motion. The entire illustration is framed by a decorative border with ornate corner pieces.

A publication dedicated to Pacific Southwest Railway Museum members
August 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
Volunteer Coord: Gabe Zorbas

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**Ian Hyatt does behind the
scenes work washing the
dishes**

Alanna Hyatt



From the Back Platform

By Diana Hyatt, President

July saw the addition of a newly branded train for 2021: the Sunset Special. Originally slated to run only one Saturday per month, it is now scheduled to operate every Saturday evening through October 2nd. The Sunset Special departs from the Campo Depot at 7:00 PM every Saturday and is not considered a "special event" train ride. What this means to our members is that they can ride this train, along with the Golden State and Valley Flyer trains free. So please join us, we love to see our members enjoying our train rides!

This month I attended the California Shortline Railroad Association's annual conference, conveniently held in San Diego. The hottest topic was pending regulations specific to the state of California and how they will affect railroads. The most pressing issue of all is the draft recommendation of the California Air Resources Board. The governor's Executive Order N-79-20 requires 100% Zero Emission Vehicles (ZEV) for off-road vehicles and equipment in California by 2035. Railroad locomotives fall into the category of "off-road vehicles."

I covered the affects of such regulations and their negative affects on our own organization in an earlier edition of the

Hot Scoop. Since that time, it looks hopeful that small operations such as railroad museums may benefit from an exemption. For shortline and regional railroads however, no exemptions are forthcoming. Many local air districts are concurrently drafting regulations that will affect railroad facilities including, but not limited to locomotive shop exhaust scrubbers.

The proposed regulation would impose:

- Yearly tax on each existing locomotive in operation
- Locomotives will have a max of 23 years to operate in CA, effective retroactively.
- All new locomotive purchases must be Tier 4 or higher as of 2023 (\$2-\$2.8M/each)
- New state rules on locomotive idling will be imposed
- New data reporting requirements will be a substantial burden

Transportation Mode Comparisons:

- Railroads contribute only **1.9%** of total Green House Gases (GHG) from the U.S. transportation sector
- Cars, light trucks and motorcycles contribute **59.8%** of GHGs. Yet under the Governor's Executive Order, in-state new cars sales must be ZEV by 2035 with existing vehicles able to continue to



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. 501c(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.

operate.

- Trucking contributes **23.5%** of GHGs. Under the Governor's Executive Order, medium and heavy duty trucks (the direct competitors of railroads) have until 2045 to achieve ZEV.
- Aviation contributes **8.9%** of GHGs. Under the Governor's Executive Order there is no attempt to regulate air freight.

The conclusion of the presentation postulates far-reaching economic effects and unintended consequenc-

es. If shortline railroads are forced out of business, not only will there be job and tax revenue losses but all that rail traffic will flood California roadways with more trucks, leading to more congestion, more road and bridge damage, more accidents and injuries and more air pollution. If this topic concerns you, please reach out to your state legislators and any rail shippers you may know and voice your concerns.

By now, members should have received their

postcard in the mail notifying them of their early bird opportunity to purchase North Pole Train tickets before sales open to the general public. If you have not received a postcard, you may go to: www.psrma.org/npl/ Click on the Purchase Tickets Now! orange box, select a date on the calendar and click **Buy Tickets**. At the section where it says : ***Please Enter the Event Password***, you will enter: SANTA21.

Until next month, may all your iron be good iron!



Board Briefs, July 2021

By Stephen Hager, Secretary

The Board held its regular July meeting on the 16th. The directors attending were Diana Hyatt, Stephen Hager, Rob Stebbins, Frank Denison, Jim Lundquist, and Mike Edwards. Museum member Bruce Semelsberger was also in attendance.

Rob reviewed the balance sheet and the profit and loss statement as of June 30th with the Board. There was a net loss of approximately \$12,000 in June, in part due to decreasing ridership. The PSRMA re-

ceived \$12,000 in donations in June. Diana noted that she had spent \$35,000 of the \$50,000 marketing grant to date. Expenditures towards Tunnel 3 are being tracked as their own line item on the P&L statement.

I gave an update on the Coaster F40PH-2C locomotive acquisition. Diana and I have been working on a pitch to the Baja California government to seek their financial assistance in reopening Tunnel 3. We hope to make a presentation to gov-

ernment officials in August. In the meantime, we are moving forward on plans to temporarily store the locomotives in the San Diego area.

Mike made a push to hire a professional weed abatement company to clear vegetation on the SD&AE right of way as soon as possible. The Board agreed that continuing to delay this work in favor of volunteer labor was not feasible. The Board voted to authorize expenditure up to \$20,000 to

clear vegetation on the SD&AE right of way between Milepost 66.76 and Milepost 61.6. The Operations staff will move forward with plans to hire a company to perform this work as soon as possible.

The PSRMA received notice from BART in the San Francisco Bay Area that they selected us as one of the potential recipients of their retired Rohr cars. Unfortunately, Jim's efforts to get Rohr's successor Goodrich Corporation to sponsor an exhibit for a car has not produced much interest. BART has stringent requirements for the recipients of the cars, generally expecting a large investment on the part of the recipient. The Board discussed whether the PSRMA could realistically construct an exhibit to house the car. It was agreed that the expense of acquiring the car and constructing a dedicated shelter or exhibit building could not be justified at this time. An interpretive exhibit on Rohr's role in local railroad history could still be constructed in the future, albeit with models instead of a full-size car. Jim agreed to follow up with BART and notify them that

the PSRMA cannot move forward with the acquisition at this time.

Diana reported that repairs to the New Holland backhoe at Valley Tractor in Lakeside were complete and that it would be shipped back to Campo soon. The cost of repairs came out to only \$1,700. After the backhoe is back in Campo, the next piece of heavy equipment to be sent for repair will be the Terex forklift.

The Board authorized expenditure of up to \$20,000 from the Library Restricted Fund to purchase scanners and printers for the library. These will be used to digitize various archives and oversized images, including books, photos, maps, negatives, slides, prints, and other fragile documents.

The Board discussed the ongoing issue of vandalism and deterioration of the exhibit train at the La Mesa Depot. In addition to the above issues, people have been destroying the wooden cab roof, sleeping in the Mojave Northern #3 locomotive cab, and placing and burning trash in the firebox. The Board discussed ways to limit access to the locomotive cab and prevent climb-

ing on the equipment without destroying the aesthetics. The firebox latch has recently been welded and the peephole sealed to put an end to the fires. In the short term, we will be looking into security cameras and lighting for the La Mesa Depot grounds. We are soliciting estimates from a welder/carpenter to do some woodwork and metalwork repairs to the cab of the locomotive.

Earlier this year, one of the utility poles in the Campo Depot parking lot rotted out and fell over, destroying the lights mounted to it. We have a replacement pole on the property, though SDG&E will need to install it. The Board authorized expenditure of \$2,000 to purchase three new outdoor LED light fixtures and hire an electrician to install them.

Board meetings take place on the third Friday of every month, except December, and begin at 6:30 PM in the Lakeside Olde Community Church Hall at 9906 Maine Ave, Lakeside, CA 92040. All members are welcome to attend.



Volunteer Report, July 2021

By Gabriel Zorbas, Membership Coordinator

This is my first article as PSRM's volunteer coordinator. I want to start by saying "thank you" to the board of directors for affording me this opportunity.

The board of directors created the position of volunteer coordinator to allow for a more organized and effective system of managing our large base of volunteers and to unify the various departments' efforts in recruiting volunteers.

To that end, here is what I have been focused on for the last two months:

Volunteer Hour Submissions

Starting in the next few months, we will be adding an option to submit your volunteer hours online. It is a simple Google form and can be accessed and completed on any computer, tablet, or phone with internet access.

Once we have finished with the program's beta testing phase, we will send out the link to the hour submission form to the vol-

unteer base.

We will still retain the option to fill out a paper time-slip if you so prefer. The paper time cards can be found on the wall next to the check-in/check-out table in the Campo Car Shop or on the desk behind the ticket counter in the La Mesa Depot.

Remember, it is essential that we track our hours and mileage. Our volunteer hours assist our grant writer in applying for grants, and our mileage is tax-deductible.

Checking In/Checking Out

Tied into the hour submission form is a new way for us to "Check In" and "Check Out" of our Campo facility. Instead of a paper sign-in/sign-out sheet, it will be replaced with a permanently affixed computer that will be locked on a check-in/check-out screen. Above that computer terminal will be a fixed monitor, which will display who is currently checked in and on the property, along with their emer-

gency contact phone number, if provided.

This system will serve two purposes. One, in the event of an emergency, such as an evacuation order, the highest-ranking officer of the organization will have quick and easy access to the list of volunteers currently on the property. Two, upon checking out of the facility at the end of the day, you will have the option of submitting your volunteer hours electronically on the computer terminal, streamlining the administration needed for that task.

More information will be sent out to the volunteer base once we are finished with beta testing.

Volunteer Orientation:

After a couple of dry runs earlier this year, I am happy to announce that starting September 19th, we will begin holding a bi-monthly volunteer orientation. The orientation will be held on the second to last Sunday of every other month.

The orientations will

cover the expectations of volunteers, the various departments of the organization, their responsibilities, and general safety guidelines.

If you, or anyone you know, are interested in volunteering with the museum, this is a great way to get started. To sign up for the orientation, send an email to: volunteer@psrm.org

Volunteer Calendar and Email Blasts:

We now have a work calendar for volunteering activities. The calendar lists recurring and upcoming volunteer opportunities, along with the contact information for the project lead. If you are interested in volunteering but are not sure what you can help out with, the volunteer calendar is a great place to reference. You can find the calendar at: www.psrn.org/volunteer.

We now have an email group dedicated to just volunteers, so upcoming projects and special announcements can be sent out to our volunteers. To be added to the group, send an email to: volunteer@psrm.org, and I will add you to the group.

Master Volunteer List

Finally, I have compiled and will be maintaining a list of all our volunteers. I am pretty sure I have everybody, but just in case, I have listed the names I have below. If you do not see your name on this list and you are a volunteer, please send me an email at: volunteer@psrm.org so I can add you to this list. It is important that we keep this list as up-to-date as possible!

Bryon Anderson
Colin Atwood
Chad Baker
Jim Baker
Paul Bandemer
Jarod Black
Ken Brown
Mark Brown
Nathan Brown
James Caestecker
Martin Caestecker
Kyle Cascadden
John Cenknier
Steve Clark
Travus Clark
Maureen Colaha
Frank Denison
Andy Diefenbach
Jason Drenkow
Duane Dubke
Mike Edwards
Paul Falk
Richard Finch

Cameron Garvin
Teresa Gonzalez
Stephen Hager
Ryan Hartmann
Randy Houk
Alanna Hyatt
Diana Hyatt
Ian Hyatt
Ron Hyatt
Allen Jones
Charlie Karayan
Harry Lineback
Mike Lucek
Jim Lundquist
Pablo Martinez
Nancy McDonald
Mike McIntyre
BG Miller
Timothy Miller
Shaine Neale
Bob Nickles
Candy Obetz
Rich Paulus
Dick Pennick
Spencer Piontkowski
Steven Pohjola
Russel Ray
Glen Rogers
Bruce Semelsberger
John Shannon
Charles Smith
Dave Smith
Robert Smith
Robert Stebbins
Roark Stump
Dave Tomeraasen
Tim Wamsley
Cass Witkowski
Gabriel Zorbas

Clearing out the ACY Box Car

By Gabriel Zorbas, Membership Coordinator

Over the past couple of months, we have been busy clearing out and organizing the many decades worth of material stored in the ACY Boxcar. This project is part of a larger project to refurbish the upstairs business office in the Campo Car shop.

I wanted to take this time to recognize all the hard-working volunteers who assisted me on the project: Alanna and Ian Hyatt, who have been helping with the organizing and distribu-

tion of all the material; Jarod Black and Paul Bandemer, who have both assisted on multiple occasions with removing the many cardboard boxes out of the car; and Roark Stump, who spent 8+ hours with me clearing out and organizing material!

I want to also give special thanks to George and Misty Porter for their assistance. George and Misty are two members from Texas who came out to San Diego to visit their son and took time out of their trip to stop

by the museum and help out! Because of George and Misty's help, we made a considerable dent in organizing all of the material. Thank you again, George and Misty, for all your help!

We still have much work to do to finish the ACY Boxcar. Any assistance we can get on the project would be greatly appreciated; watch your email inbox for a volunteer email announcing the next workday for the project!



Steam Whistling

By Jim Baker, Steam Foreman

Due to COVID overall, and the fact that I was exposed to someone with COVID and quarantined for several weeks, accomplishments for the Steam group were quite limited during the past year and a half. However, just recently an update to our progress on Coos Bay #11 through March of this year has been added to the museum's web site. Please

take a look at <https://www.psrn.org/cbl-11-restoration-update-march-2021/>.

As a further update, about five years ago, we started removing the brake rigging from #11. This includes all the rods, levers, and castings that operate the locomotive's brakes from the brake shoes up to, but not including the (air) brake

cylinders. This work went fairly smoothly until we tried to remove the brake hanger for the brake shoe on the number 3 driver on the fireman's side of the engine (the hanger supports the brake shoe). When the engineer applies the brakes, the brake cylinder pulls on a series of rods and levers, one of which is attached to the bottom of the brake hanger.

The hanger is supported by a pin that is supported by a casting mounted on the locomotive's frame. The rods pulling on the bottom of the brake hanger pull the brake shoe against the driving wheel to provide stopping force.

We were not able to remove the supporting pin, so we could not remove the hanger or the brake shoe. The main problem seemed to be that not enough of the pin extended out of the casting so we could attach a wrench to pull it out. We tried adding penetrating oil, heating with a torch and drilling and threading a hole in the pin. We put a large bolt into the threaded hole and tried using it as a way to turn and pull on the pin. It would not budge. This work was spread over several months.

Eventually we used a reciprocating saw to cut the pin on the outside and inside of the brake hanger. That cut the pin into three pieces: one

in the outside portion of the supporting casting, one on the inside portion of the supporting casting, and one going through the brake hanger. The portions in the brake hanger and the outside portion of the casting came out easily. NOT the inside portion!

We tried all of the above on that last portion with no luck. Finally, we drilled five half-inch holes around the perimeter of the pin. On June 11, the holes were then enlarged with a burr (like a file that attaches to a drill). Then an air chisel was used at an angle along the edge of the pin to try to move it. It moved a bit! We added some oil, and tried the air chisel again, it moved freely. Using a pair of needle-nose pliers, the pin was removed easily. Finally, one little job that took many hours of labor was completed.

We have now essentially completed all the work we can do on the engine it-

self, until such time as a contractor can be engaged to do the major boiler and running gear repairs that are needed. In the meantime, we will direct our attention to the hundreds of parts that we have removed from the engine. These will all need to be cleaned and assessed as to their suitability for being reused as is or their need to be repaired, or to be only used as patterns for new parts.

We will start with the 26 superheater units. They will need to be cleaned and hydrostatically tested. This is a good thing to be doing in hot weather, because those doing the work will probably get wet! Come and join us and get cooled off. Our next few work days will be August 13 and 14; September 10 and 11, and October 8 and 9. For further information, contact the Steam Foreman, Jim Baker at: jimbaker2353@gmail.com



(Left) Finally getting the pin pulled out

(Right) Holding the two sections of the troublesome pin

Jim Baker/Rich Paulus





Upper: One of the other 7 pins easily removed

Lower: The inner and outer sections of the troublesome pin

Jim Baker/Rich Paulus



Membership Report, July 2021

By Gabriel Zorbas, Membership Coordinator

As expected, new memberships have slowed as we enter these hot, summer months. However, we have maintained a very high renewal rate, so membership numbers continue to rise!

Current Active Members: 582

Percent Change: +1.9%

New Members for July

David Campbell

Kathurima Mburugu

Nanci Olson

Leanne Quintal

Kayla Leach

Janice Craddock

Joe Chavez

Heather Wright

Edwin Lopez

Brian Caprini

Gary Black

A Note from Fundraising

By Donna Spevack, Administrator of Fund Development

As with any museum, the list of what we want to accomplish is staggering—and very exciting, too. This past year, we have been extremely grateful for all the wonderful donors, whose philanthropic generosity has enabled us to upgrade our facilities, expand our programming and enhance our educational offerings.

We look forward to engaging more fully with the whole community, from students to young professionals and families of all ages.

Check out our website at <https://www.psrn.org> for more information on PSRM's latest excursion schedule and news.

I am always available to assist with any questions

you may have or to direct you to someone that can. So please feel free to reach out to me at: fundraising@psrm.org or follow us on Facebook, Instagram and Twitter.

Your patronage is what keeps PSRM chugging along the tracks, so once again thank you and please be sure to visit us. Stay cool and we

look forward to seeing you soon!

Donna Spevack

(619) 606-6231

Fundraising@psrm.org

DONOR LIST FOR JULY 2021

Anonymous Donors
Chad E. & Cybele Baker
Walter H. Barber, Jr.
James O. Bartlett
James H. and Rita F. David
P. Allen & Virginia D.
Copeland

Network for Good
Jackson M. Olexey
The Robert and Audrey
Zinser-Endowment Manage-
ment Account
Thomas Uter

Operations Volunteers for July 2021

Rich Paulus, Chief Operations Officer

Train Service

Those who are certified/qualified crew members and speeder operators/crew who have helped us run 35 Golden State trains, 2 Sunset Specials, and a Work Extra over the month, and the number of days they have volunteered:

Paul Bandemer	4
Jarod Black	7
Ken Brown	2
James Caestecker	3
Martin Caestecker	2
Brian Caprini	3
Kyle Cascadden	2
John Cenkner	6
Travus Clark	4

Stephen Hager	2
Ryan Hartmann	1
Randy Houk	3
Alanna Hyatt	1
Diana Hyatt	3
Charlie Karayan	2
Jim Lundquist	2
Shaine Neale	1
Rich Paulus	1
Glen Rogers	2
Dave Smith	1
Rob Stebbins	1
Gabe Zorbas	2

MOS

Maintenance of signal volunteers who conducted electrical and mechanical

maintenance and testing of highway crossing signal systems this month:

Chad Baker	1
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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:

Glen Rogers	2
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This totals to 58 volunteer-days in Operations in July 2021.



Sunset Special Train Ride!

Join us Saturdays for our 7:00pm train ride. Departing every Saturday evening until October 2nd, beat the heat of the day and enjoy a relaxing sunset train ride through East County's rugged backcountry.

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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