

HOT ***SCOOP***

A publication dedicated to Pacific Southwest Railway Museum members
October 2021





**Pacific Southwest
Railway Museum
Association Inc.**
www.psrmm.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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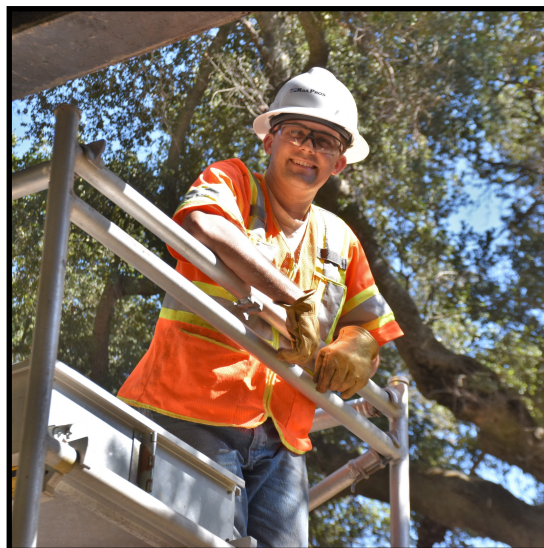
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**Stephen Hager mounts the
scaffolding to repair hand-
rails on the trestle at mile
post 65.27**

Alanna Hyatt



From the Back Platform

By Diana Hyatt, President

From the Back Platform
By Diana Hyatt

Aside from being typically one of the hottest months of the year, the end of September also marked the end of the third quarter, 2021. Upon reviewing ridership and income generation, it was encouraging to see that passenger ridership on our trains was higher than any other year since 2007!

September also brought us the opportunity to replace our ailing fleet of forklifts with a newer version. A heavy capacity forklift was found through the General Services Administration in northern California. Thankfully, Robbie Smith was able to drive there, inspect the forklift and negotiate transportation to Campo during his one day trip.

A large-scale project on the bridge at MP 65.27, was tackled by our volunteers, headed up by Stephen Hager. There is further work required, so if you would like to help out, read Stephen's article in this edition and contact our volunteer coordinator, Gabe Zorbas at gzorbas@psrm.org.

October 2 was the last Sunset Special train for the year. These trains proved to be a welcome relief from the heat and a special outing for families, groups of friends and dates. We

will likely resume them next summer.

Setup for Pumpkin Trains was accomplished by a handful of people at various intervals: Jarod Black, Grace Brown, John Cenknner, Stephen Hager, Alana, Diana, Ian, Ron Hyatt and Gabe Zorbas. Glen Rogers provided his expertise with the forklift that allowed us to unload the bales of straw, boxes of rubber mulch for the graveyard and Pumpkin Patch fencing. Glen was also available for the delivery of the pallets of pumpkins. Jarod Black and Gabe Zorbas pitched in to assist with onboard decorating and helping in the Display Building. Teresa Gonzalez and Pablo Martinez are very helpful with the event itself. The last day of Pumpkin Trains is also Halloween, so we hope to have an all-zombie train crew for our passengers that day.

As time closes in on North Pole train season, please keep in mind, we need LOTS of volunteers to tear down and pack up Halloween, prepare for Christmas and operate 16 trains to make these events a success. Please consider joining us!

Contact our volunteer coordinator, Gabe Zorbas at gzorbas@psrm.org and let him know your availability; he will match your interests to one or more suitable tasks.



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.

Bridge 65.27 Repairs

By Stephen Hager, Secretary

Bridges are a crucial part of a railroad's infrastructure, and the bridges on the San Diego and Arizona Eastern Railway are no exception. The PSRMA is responsible for maintaining the four bridges on our portion of the railway between the international border and Milepost 74. As many of you know, the wooden trestle bridge east of the museum in the Campo Valley at Milepost 66.77 has been out of service for several years due to structural issues. The remaining three bridges between Campo and the international border are of steel construction and are fortunately in much better condition. The bridges at Division (Milepost 60.08) and Dog Patch (Milepost 60.93) received their first annual inspections in years, earlier this year, and will soon be placed back into service pending receipt of their safe load rating calculations.

The bridge just west of the Campo Green Store (Milepost 65.27) is in service and is traversed regularly by our trains. This unassuming structure allows trains to pass over the Campo Creek as they negotiate the tight curve at the west end of the Campo Valley. The bridge consists of rolled steel beams sitting on con-

crete abutments. Overlaying the steel beams is a wooden deck with waterproofing. The track and roadbed sit atop this deck, making this a "ballasted deck" bridge. Wooden planks on the edges of the deck serve as ballast retainers. Finally, wooden handrails allow train crew members and maintenance of way personnel to safely walk across the bridge on either side of the track.

The last few annual inspections gave the bridge structure a clean bill of health, but noted that the wooden handrails had deteriorated to the point of failure. In fact, portions of the handrail railings had completely rotted away. The inspections also noted cracking in the abutments. These cracks do not affect the structural stability of the bridge, but they may allow water ingress into the abutments and the underlying earthen fill. Over time, this can lead to erosion and freeze-thaw damage.

Early in 2021, the Board decided to prioritize repairs to the bridge to correct these defects. I assumed the role of project manager. The handrails needed to be entirely replaced in-kind, complete with new hardware and pressure-treated wood. The cracks needed to be filled with a structural

epoxy. The filling process is accomplished by first enlarging the crack faces with a concrete cutting disk, pasting over the cracks with a low-strength epoxy, and then injecting a high-strength epoxy into the cracks through "injection ports".

The process of acquiring the materials for the bridge took the first half of the year. All materials had to comply with the industry standards set forth by the American Railway Engineering and Maintenance of Way Association (AREMA). The custom sized wood railings, stanchions, and spacers were ordered from a supplier in South Dakota. The wood was pressure treated with copper naphthenate, a safer and more environmentally friendly alternative to creosote, which the railroad industry is increasingly using for bridge timbers. The epoxy products had to meet the AREMA requirements for strength and durability.

Planning and preparing for the work were the next orders of business. The work on the bridge would require scaffolding, ladders, fall protection, and a wide range of tools. These along with the wood and epoxy materials were loaded onto the MoPac Caboose and one of the museum's heavy six-

axle flatcars. This work train would serve as the supply source for anything and everything that we needed on-site to accomplish the work. The caboose was also equipped with a portable air conditioner, making it a much-needed shelter to escape from the summer heat.

Finally, the work session arrived. Between Thursday, September 9th and Sunday, September 12th, volunteers descended upon the bridge. As luck would have it, we picked a particularly hot week to do the work, with temperatures averaging in the mid to high 90s. On Thursday, volunteers spent the day unloading supplies at the site and removing the existing handrails. Most of the existing nuts and bolts holding the handrails together were severely rusted, requiring some persuasion from a Sawzall. Scaffolding was used below the bridge to access the bottoms of the stanchions, while fall protection was used to protect the volunteers working atop the bridge.

On Friday, the main activity was enlarging the cracks in the abutments and epoxying the cracks. Unfortunately, this process took much longer than expected, and we ran out of paste-over epoxy. However, we were still able to inject the structural epoxy into several linear feet of cracks.

On Saturday, the work was complicated by the need to allow the Golden State and Sunset Special trains to pass through the work site. After dropping off supplies in the morning, the work train had to be sent back to the Campo passing track and tied down out of the way. Volunteers began installing the new handrails, stopping periodically to allow the excursion trains to pass through. The wood was not pre-drilled and we had planned to drill all of the holes on site. This process almost immediately hit a snag when we realized that none of our drills on site had large enough chucks to hold the 3/4" drill bits needed to drill out the bottom holes in the stanchions and spacers. After some head scratching, it was decided to mark out the hole locations at the bridge, and then send the stanchions and spacers back to the car shop to be drilled out on our Gorton milling machine. After some "creative" custom drill chuck modifications, we had a working setup. Work progressed on Saturday and we got the handrails on one side of the bridge reinstalled.

On Sunday, our goal was to finish installing the handrails, inject epoxy into the remaining portions of the cracks that we pasted over on Friday, clean collected soil off of the bridge abutment seats, and demobilize from the site. As with Saturday, we

had to periodically stop to allow the trains to pass. We successfully finished installing the handrails on the other side of the bridge and cleaned off the abutment seats. The epoxy process was going well until the epoxy injection gun broke, forcing us to cut that activity short. By 5 PM, we had completely loaded the tools and remaining supplies on the work train and headed back to the yard.

Although we did not completely finish the project during the four day session, we made significant headway and addressed the most urgent problems with the bridge. My thanks go out to everybody who helped on the project including Bryon Anderson, Jim Baker, Jarod Black, James Caestecker, Martin Caestecker, Kyle Cascadden, Jake Cotton, Bill Hohnhorst, Ian Hyatt, Ron Hyatt, Chuck Karayan, Glen Rogers, Bruce Semelsberger, Dave Smith, and Gabriel Zorbas. These volunteers did everything from operating the work train, preparing lunch, shuttling people to and from the site, grunt labor, fine detail work, and lending their expertise! My sincere apologies if I missed anybody.

There is still work left to do. Once we get the additional epoxy materials, we need to return to the bridge and finish repairing the cracks. Ideally, we would like to finish this work before the

rainy season begins. Fortunately, this work only requires a small selection of tools and supplies, and can

take place without interruption as trains pass over the bridge. Please reach out to me at hager@psrm.org if

you are interested in helping with this work. Once again, thank you to everybody who has helped with the project!



Museum Services and Facilities Report

By Jim Lundquist, Director of Museum Services

A huge Thank You goes out to Mark Landguth who has taken on the job of going out to various community events and talking about our railway museum to the crowds, most of whom have never heard of us. After 36 years of being open to the public and offering train rides on the SD&A Railway, we are still the best kept secret in San Diego! We need to keep up our outreach efforts through these types of street fairs, parades, advertising and talks with local groups. In this regard, if you are aware of a commu-

nity event, parade or local group who is seeking our participation, please let me know so we can cover it if we have a volunteer available. We still need to get the word out to our potential visitors.

Dawn Lundquist and I recently surveyed our collection of potential exhibits of interest to our public. We have identified many pieces which we hope to place into the existing display cases soon. Also, various signs around the property are being reprinted which have

been sun damaged over the years.

The La Mesa Depot is being regularly opened to the public by volunteers Paul Falk, John Powers and/or Duane Dubke on Saturdays. If you are available to volunteer other times, we'd love to hear from you as we would like to keep the Depot open additional hours.

Dave Smith has been keeping up the batteries for our mine train electric locomotive and well as working on the caboose.

Teresa and Pablo Gonzalez continue to keep

our place looking great – the Display Building and restroom are always so clean and visitors welcomed at the door as they get off the train at the Display Building.

The Library team with Bruce Semelsberger, Richard Finch and Jason Drenkow are doing great work in our Library. Stop by on a Wednesday or Saturday to see their progress. Our

thanks to Gabe Zorbas for Membership and Alanna Hyatt for compiling and editing the Hot Scoop each month.

In Facilities, new wooden poles are being installed in the Campo Depot parking lot. We will then install new lighting for the lot in time for our night trains to the North Pole. In addition, the regular staining of picnic tables and dragging

the driveways (thanks to Glen Rogers) is an ongoing effort. New volunteers are always welcomed.

Just a HUGE THANK YOU to these fine volunteers for keeping us going and growing. If you'd like to assist, simply call Jim Lundquist at 619-417-7059 or email Jim@psrm.org I'd love to hear from you.





Board Briefs, September 2021

By Stephen Hager, Secretary

The Board held its regular September meeting on the 17th. The directors attending were Diana Hyatt, Martin Caestecker, Stephen Hager, Rob Stebbins, and Ron Hyatt. Board members Frank Denison, Jim Lundquist, and Mike Edwards joined the meeting telephonically. Vice President-elect Gabriel Zorbas and Treasurer-elect Dave Smith were also in attendance. Volunteer Mark Landguth joined later in the meeting.

Rob reviewed the balance sheet and the profit and loss statement as of August 31st with the Board. He noted that excursion income for the month of August remained above average compared to previous years due to income from the Sunset Special trains.

I gave an update on the Coaster F40PH-2C locomotive acquisition. Efforts to get financial assistance from the Mexican Government to reopen Tunnel 3 will begin in earnest in the next couple of months once the

newly elected politicians take office. In the meantime, coordination efforts continue to secure a temporary storage location for the locomotives.

Martin reported that weed clearing on the SD&AE right of way between the Campo Valley and Canyon was nearly complete. Once that section is complete, the contractor will move on to clear the track between Canyon and Division. Track Foreman James Caestecker is seeking an updated quote to spray pre-emergent on the right of way once the rainy season starts. This will significantly limit future weed growth.

Diana reported that repairs to the Mojave Northern #3 Steam Locomotive at La Mesa were ongoing. The demolition of the old roof is complete and new timber will be installed soon.

Jim reported that the biological report on the 17-acre parcel north of Highway 94 had been completed. The biologist didn't note any major concerns, and sug-

gested that any environmental mitigation for future grading could be accomplished on site. A further study on butterflies and other native species will be required between March and May, totaling \$25,000. This cost could be covered by MTS if the talks have progressed to that point. The County of San Diego confirmed in writing that the parcel would be automatically rezoned as railroad right of way upon transfer to MTS, making it exempt from grading and zoning permit requirements and restrictions. Jim suggested that it was time to approach MTS with a proposal to have the PSRMA purchase the land, and then swap it with MTS in exchange for the portion of the SD&AE right of way underlying the Campo Depot, section house, and portions of the PSRMA yard. Diana agreed to approach MTS with the proposal.

Earlier in the year, the PSRMA received a \$10,000 grant from the Emery Rail Heritage Trust to help bring

our Alco MRS-1, USAX 2104, back into service. Among other work, the locomotive needs new steel tread plate for the catwalks. The Board voted to authorize expenditure of up to \$4,500 from the grant funds to purchase steel diamond tread plate.

Earlier in the year, the Board voted to authorize the purchase of materials to perform repairs on Bridge 65.27. Much of the repair work, which is detailed in a separate article, was completed over a four-day peri-

od in September. Additional epoxy and supplies are needed to finish repairs to the cracking in the bridge's concrete abutments. The Board voted to authorize expenditure of up to \$3,000 to purchase additional materials for repairs to the bridge.

Jim reported that the topographic and utility surveys of the PSRMA properties in Campo were complete. The next steps needed to progress the master plan will be to have an engineering site plan designed and a drainage study performed.

The estimated cost for this next step is roughly \$66,000. The Board discussed and decided that a breakout meeting would be needed to solidify some of the master plan details before beginning the engineering process.

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.



Volunteer Report, September 2021

By Gabriel Zorbas, Volunteer Coordinator

Volunteer Check-In and Hour Tracking

Starting November 1st, the Pacific Southwest Railway Museum will launch our new volunteer personnel tracking and hour submission system. Here are the important details you need to know:

Volunteer Tracking

Once you arrive on property at Campo, inside the Car Barn where we cur-

rently maintain the volunteer sign-in sheet you will find a computer terminal and a wall monitor mounted above the terminal. Starting November 1st, we will no longer be using the paper sign-in sheet. Instead, volunteers on-property will be recorded using a digital check-in system.

On the computer terminal you will find a prompt to enter your four-digit member number, as well as

an option to “check-in” or “check-out.” If you are arriving on property, select “check in” and click the “next” button at the bottom of the screen. You will then be given the option to enter an alternative contact phone number than the one you have on file with us. This is optional, you may either enter a phone number or leave the prompt blank, either way you must click the “submit” button at the bottom of the

screen. You will then see your name, check-in time, and contact number appear on the monitor screen mounted to the wall.

When you are ready to leave the property, simply return to the terminal and fill out the form again, but instead click “check out” and then click “next.” You will then be given the option to submit your volunteer hours in each department; this is optional, if you wish to just “check out” without submitting hours, leave each of the prompts on that screen empty and scroll down to the “submit” button and click it. You will then see your name disappear from the wall-mounted monitor. Note: hours submitted when checking out will be recorded for the date you checked-

out. To submit hours for a previous day, use the stand-alone hour submission form detailed below.

Please make use of the volunteer tracking system, as this allows us to ensure everyone’s safety in the event of an on-property emergency!

Hours and Mileage Form

Starting November 1st, volunteer hours and mileage will now be recorded digitally. The form to submit hours and mileage will be made available on the members-only area starting November 1st. A memo will also be sent out via email with the link to the form so you may directly access the form instead of going through the website. Signs will also be posted at the volunteer table

in Campo and inside the La Mesa Depot with the access link to the form.

Paper copies to submit hours and mileage will still be available at both Campo and La Mesa; however, we highly encourage all volunteers to use the digital form.

Volunteer Email List

We have had an all-volunteers email list for a few months now and many announcements have been made using that list. If you have not received any work-day emails from us, that means you are not on our email list. Send an email to volunteer@psrm.org letting us know that you are not receiving volunteer emails and we will gladly add you to the email list.



Membership Report, September 2021

By Gabriel Zorbas, Membership Coordinator

We have finally broken above the 600 number! Last month, we sent out a letter campaign asking former members to come back and renew, and a number of them have so far!

Thanks to Jarod Black for helping out with so much in processing all these memberships!

Current Active Members: 606

Percent Change: +2.0%

New Members for September

Abel-Concepcion Alcaraz

Jaylen Aguilar

Myles Mongar

Chris Lannoye

Maria Dulalia

Ryan Castillejos

Cody Lewis



The PSRM Invites You to our Volunteer Orientation!

The Pacific Southwest Railway Museum Assoc. Invites you to the next volunteer orientation!

The orientation is open to any and all who are interested in volunteering with the Pacific Southwest Railway Museum. The only prerequisite for volunteering is a current, active membership.

The orientation will be held inside the waiting room of the Campo Depot, located at **750 Depot St, Campo, CA 91906.**



The orientation will last approximately 4 hours and lunch will be provided!

Attendance size is limited, so be sure to reserve your spot ASAP by sending an email to Volunteer@psrm.org

Dates for our Orientation!

Sunday, November 21st, 2021

Sunday, January 23rd, 2022

Sunday, March 20th, 2022

RIDE THE NEW SAN DIEGO TROLLEY BLUE LINE EXTENSION BEFORE ANY-ONE ELSE DOES!!

The San Diego Electric Railway Assn has been invited to take a once-in-a-lifetime trip on the newly completed Mid-coast Trolley Extension of the Blue Line on the San Diego Trolley!

Saturday November 6, 2021, 10 a.m. Return approximately 12 Noon.

Start and End point: San Diego Trolley headquarters, 12th & Imperial Ave.

- plenty of parking available in the adjacent parking garage, or
- ride any San Diego Trolley line and get off at 12th & Imperial station

We will have our own special train, running non-stop from 12th & Imperial up the coast, through UCSD, to University Town Center and back. We will slow down at each new station and learn about them. See map on next page.

Cost: \$25 per person, (\$20 for SDERA members), children under 5 Free. **NOTE: this is a fund-raiser for SDERA.**

NOTE also that face coverings WILL be required while on board the train. Due to distancing requirements, the number of tickets available will be limited!

Tickets: PREFERABLY purchase on-line at <https://sdera.org/excursion2021.php>, code to the right, or fill out and mail the form below

scan the QR



COME ONE, COME ALL – you do not want to miss this one!

For more information contact Jim Price, jnprice@pacbell.net, 619-787-4148

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-Mail Address: _____

Number of Individuals: _____ x \$25.00 each = _____

Number of SDERA Members: _____ x \$20.00 each = _____

Join SDERA: Family = \$35 / Single = \$25 / Student or Senior = \$15 = _____

Donation to SDERA (Tax Deductible) = _____

TOTAL ENCLOSED (Check made to SDERA) = _____



Operations Volunteers for September 2021

Rich Paulus, Chief Operations Officer

Train Service

Those who are certified/qualified crew members and speeder operators/crew who have helped us run 30 Golden State trains and 4 Sunset Specials over the month, and the number of days they have volunteered:

Colin Atwood	3
Jim Baker	2
Jarod Black	3
Ken Brown	1
Martin Caestecker	2
Kyle Cascadden	5
John Cenknor	2
Stephen Hager	3
Randy Houk	4
Diana Hyatt	5
Charlie Karayan	4
Mike McIntyre	1
Rich Paulus	2
Glen Rogers	1
Rob Stebbins	4
Tim Wamsley	2
Gabe Zorbas	3

Yard Switching

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

Martin Caestecker	1
Stephen Hager	1

MOS

Maintenance of signal volunteers who conducted electrical and mechanical maintenance and testing of highway crossing signal systems this month:

Chad Baker	1
Christopher Baker	1

MOW

Maintenance of way volunteers who have assisted Roadmaster Glen Rogers and Track Foreman James Caestecker in maintaining tracks and right-of-way and the volunteers who assisted Foreman Stephen Hager working on repairs to the bridge over Campo Creek at MP 65.27 this period:

Bryon Anderson	1
Jim Baker	1

Jarod Black	1
James Caestecker	3
Martin Caestecker	3
Kyle Cascadden	1
Jalke Cotton	1
Andy Diefenbach	1
Cherry Diefenbach	1
Stephen Hager	5
Bill Hohnhorst	1
Ian Hyatt	3
Ron Hyatt	4
Charlie Karayan	1
Glen Rogers	6
Bruce Semelsberger	1
Dave Smith	1
Gabe Zorbas	1

PUMPKIN TRAINS!

JOIN US SATURDAYS AND SUNDAYS IN OCTOBER

FOR A SPOOKY FUN TIME

**TAKE A 45 MINUTE TRAIN RIDE THAT WILL DELIVER YOU
TO OUR PUMPKIN PATCH AND HAUNTED TRAIN!**

FOR INFORMATION ON SPECIAL EVENTS



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facebook

@SanDiegoTrain

