



A publication for the Pacific Southwest Railway Museum members

February 2022

PRIORITIES SET FOR 2022



The Board of Directors has set the priorities for three projects at the railway museum for the year 2022. The photo on the left shows two of them. In the forefront is the completed concrete pad with a dock and a concrete walkway located directly east of the Campo Depot. This will become the location of the “Party Caboose”, which will allow our visitors to rent exclusive space with access to the C&O caboose and a fenced dock space. When completed, it

will become a prime location for birthday party like events. The C&O caboose has been sanded and primed, with additional work to be done. Also shown is the “California History: Mining, Agriculture & Railroads” exhibit depot and loading area. Working towards completion is the second of three priorities for the museum. The third is discussed inside this issue of the *Hot Scoop*.





**Pacific Southwest Railway Museum
Association, Inc.**
WWW.PSRM.ORG

Museum and Train Operations

Campo Depot
Highway 94 at Forrest Gate Rd, Campo,
CA 619-478-9937

La Mesa Depot Museum & Business

Office 4695 Nebo Drive, La Mesa, CA
91941-5259 619-465-PSRM (7776)

PSRMA Board of Directors

Meetings are held on the 3rd Friday of the
month at 6:30PM at the Lakeside Histori-
cal Society, 12418 Parkside St, Lakeside

Museum Officers

President: Diana Hyatt
Vice President: Gabe Zorbas
Treasurer: Dave Smith
Secretary: Stephen Hager
Equipment Dept: Ron Hyatt
Facilities Dept: Frank Denison
Museum Services Dept: Jim Lundquist
Operations Dept: Mike Edwards

Museum Staff

Fundraising: Donna Spevack
Gift Shop Mgr: Alanna Hyatt
Archivist: Bruce Semelsberger
Hot Scoop Editor: Jim Lundquist
Membership: Jarod Black
Photographer: Alanna Hyatt
Special Events: Diana Hyatt
Steam Foreman: Jim Baker
Volunteer Coordinator: Gabe Zorbas

Priorities set—continued

The third project will be the largest of all three and will, no doubt, take several years to complete. As shown in black, this involves the extension of yard tracks 12-15 with a new switching lead out to track 1 and the SD&AE mainline, about 1,300 feet of new rail and switches. We acquired an easement for railway tracks from our neighbors many years ago. This will eliminate the requirement of all movements into the Shop Building to negotiate the reverse curves and the three-way switch. The three-way switch was a landmark donation to the museum in 1985, having been used by the AT&SF at the foot of Broadway in San Diego for many years. Local TV10 news covered the donation and removal with a news story in 1985:

http://sdrm.info/gallery/videos/television/1985_SD_tracks.mpg

As shown below, the effort to acquire, move and relay the 3-way switch was completed in April 1985, in an article in

the then newsletter to our members, *Report*. Do to the curved approach to the switch and the curved exit out, the switch has been a challenge to our



operations for many years. The length of the cars and locomotives simply do not like to stay on the rails at this location. A crew member needs to be on the ground observing the movement to make sure the equipment doesn't derail which has happened several times. The result is a time-consuming ad-



venture of putting the equipment back onto the rails. In future projects, tracks 9-11 will also extended to the new lead, shown as the dash lines, as will possibility tracks 2-8 as well. A big and expensive project for sure, but similar to other big projects we have completed already!

From the Back Platform

by Diana Hyatt, President

The year 2021 has come and gone and leaves 2020 farther away in the rear view mirror. We are all happy of that but what did 2021 bring? Some things changed and some things remained the same. It seems that our previous Vice President, Martin Caestecker, termed out. We wish him well and thank him for his service; enough thanks cannot be given to all volunteers who toil behind the scenes. Martin will remain active in other positions at PSRM. His position has been filled by Gabe Zorbas. Also departing after a grueling stint as the organization's treasurer is Rob Stebbins. Rob also served as a past board secretary and can be consistently thanked for his generosity to the museum. It is thanks to Rob that PSRM was able to initially purchase the rental house and 6.25 acres that once served Camp Lockett as the veterinarian's residence and barn. Rob is replaced by member and Operations Department volunteer, Dave Smith. Dave hails from a family of CPA's and although he is not one himself, he brings a fresh look to the organization and the financials. Also in 2021, one of our stalwart volunteers, John Shannon passed away; a wonderful article was dedicated to John in the September issue of the *Hot Scoop*.



2009's North Pole elves from l-r Aaron Hyatt, Christopher Meyn, Ian Hyatt, Zoe McCrea and Alanna Hyatt

Photo by Brian Elmore

In 2022 we bid farewell to an invaluable and irreplaceable volunteer for the past nineteen years, Alanna Hyatt. Alanna began helping as an elf at the North Pole, a bunny helper with every Bunny Train since their inception and has been The Bunny for the past five years. As Alanna grew, her work ethic was put to work cooking for the volunteers as well as multiple and various menial tasks no one else wanted to take on. Alanna became the assistant to the Special Events Director and was that person's right hand

woman for easily, the past ten years. Alanna could be relied upon to assist in the weekly shopping for paper towels, toilet paper, cleaning supplies, batteries for various equipment, trips to the dry cleaner, and the list goes on and on. She frequently assisted your president with multiple tasks including the weekly shopping for the volunteer meals and ordering items for Special events as well as locating low cost decorations, candy, goodie bag items, purchasing bar supplies for the first class drink service offered in the ATSF 1509 during Bunny, Pumpkin and NPL trains and UP 576 during NPL trains. Realizing that Alanna had an artistic and creative eye, about six years ago, some of the other volunteers pooled their money and gave Alanna a camera for Christmas so she could photograph museum events, as she was always at every museum event assisting, and it seemed a logical combination. She then assumed the unfilled role of museum photographer which was a great help with internal and external publications and virtual print and she became a valuable member of the Media Committee. In early 2018 the previous Gift Shop Manager decided to resign and none of the volunteers trained to work there wanted the responsibility that came with that position. Alanna stepped in and one of her first changes was to convert from an expensive, stand-alone, cumbersome point-of-sale system costing this organization an additional \$2,000 per year to a cloud based system with a low monthly fee and requiring low-cost checkout stations. Focus was placed on more old fashioned food products, rather than trying to compete with the Campo Trading Post as a convenience store. The store began to carry more impulse items, particularly child-oriented products, as this is where the primary and consistent sales lie, after ticket sales and incidental food purchases. During the hectic year that was 2019 with the 100th anniversary of the San Diego & Arizona Railway, there was even more event work to do than usual, but even so, Alanna graciously assumed the role as editor of the *Hot Scoop* with the resignation of the former editor after no success in finding his replacement during the previous eight months. Alanna continued with this responsibility performing the job admirably, particularly for an organization where such positions are completely volunteer and expectations should take into consideration that volunteers have to work a real, paid job to survive. Alanna will continue as a qualified motorcar operator as time permits, but she knows her talents will be appreciated elsewhere from now on. We wish her the best of luck in her endeavors.

Our three workcampers remained on the entire year and we were so glad to have their help: Teresa Gonzalez, Pablo Martinez and Nancy McDonald – many thanks! Oftentimes, they are the only helpings that can be found.

Nancy McDonald has been the primary face and staff at the Gift Shop throughout the calendar year. Pablo and Teresa take care of the museum grounds, both public restrooms: those at the Campo Depot and the Display Building as well as keeping the Display Building clean. Other faces seen frequently at Campo are those of Stephen Hager, Martin Caestecker and Rich Paulus keeping the Operations Department literally chugging along. The first two are often seen, when not on train crew, assisting the Equipment Department in repairing and maintaining our aging fleet of operating equipment. Rich Paulus can usually be found assisting with the monthly steam group, when not on train crew along with Jim Baker and a few others; remember, steam meets once per month and could use some additional helping hands.

Speaking of helping hands, I would like to acknowledge the assistance of Mark Landguth, Bruce Semelsberger and Stephen Hager who showed up after Christmas to assist the Special Events Director in undecorating the last two coaches and readying them for Golden State trains in January. Nancy McDonald can be credited with undecorating the Gift Shop and Waiting Room and the Hyatts carried it up a ladder and stored it in the depot attic. Pablo, Teresa and Jim Lundquist have removed the exterior decorations and the icicle lights from the depot and restroom building. Charles Smith and Pablo Martinez also made multiple trips to Canyon/(the North Pole) to empty out Santa's house and placed all those items in storage where they should be safer from vandals, wildfires, etc. THANK YOU ALL!

January has been spent organizing things and evaluating items in need of replacement before the next Christmas season. Additionally, the Gift Shop has been inventoried in order to produce a correct asset value once again. End of year reports are being compiled and readied for further action. I have been working with our new treasurer and our existing accountant to make the transition from old treasurer to new treasurer smooth. Dave Smith is looking forward to completing everything for our annual tax filing as well as producing a workable budget that can be agreed upon at future board meetings.

The bi-annual strategic planning meeting was held on January 17th and led by myself since Don Evans, as most of you know, passed away before Covid. There were some new faces and new board members participating. You can read about the museum's strategic planning in a separate article within this publication.

The third kitchen container has been ordered from a company in Arizona and they are currently waiting for the fire suppression hood to arrive. As with almost everything since Covid, there is a backlog in production and the current expectation for delivery of the range hood is six to

eight weeks. Once it is delivered to the container manufacturer, hopefully it will be a matter of weeks when we can expect physical delivery of the container. Until then, I will be looking for a contractor to ready the identified location for the container as well as working with the County Building/Permitting/Planning Dept. as well as County Environmental Health. If any member out there would like to offer their experience with these matters, your input and assistance would be greatly appreciated, please email me at dhyatt@psrm.org or phone me at 619-247-3275.

Also on the horizon are preparations for moving the five Coaster locomotives to Campo. Our neighbors south of the border installed a number of new politicians this past November so now that they are settled into office, Stephen and myself along with some assistance by member Hector Gonzalez are in the process of setting up meetings with key government personnel to revive interest in re-opening the Tijuana and Tecate railroad. There is also renewed interest within the National Latino Peace Officers Association, San Diego Metro Chapter to reinstitute the Christmas Train/Three Kings Train/El Tren de los Tres Magos. This association also has connections in Mexico and we will be collaborating with them towards the same goal.

As you may have heard, the last remnants of a wood portal on the west end of the international border tunnel number 4 were ablaze on New Year's Day. The good news is that the fire cleared out a dangerous situation of rotting and falling wood that has been a nuisance for years. As predicted, the portal itself was holding up very little, other than itself and the tunnel is primarily solid rock. All that will be needed now is the removal of a few loads of dirt.

For the past fifteen years or more, the Hyatt family has been making lunch for the volunteers every Saturday and Sunday. With very few exceptions, there have been lunches available to all volunteers on the property when the museum is open. A few other volunteers have helped here and there but never enough to relieve the load that this very valuable service provides to our hard-working and dedicated staff. It is with some regret that I am announcing the temporary cessation of these lunches. The coming weekend of January 29th and 30th will be the final, Saturday & Sunday consistent volunteer lunch. Something may be resurrected in the future, but will require more organization and advance RSVP's. Please continue to enjoy your lunch in the volunteer lunch room but brown bagging it or ordering from the taco place: El Paso or the Campo Café will be the order of the day going forward.

With the above announcement, it has also become necessary for me to realize that I am very overworked with administrative tasks and I am making every effort to separate

those out as individual tasks that could be taken on by persons with administrative management skills. If you have been thinking about volunteering with us but cannot make it to Campo, this may be a prime opportunity to get involved. Please email me at dhyatt@psrm.org or phone me at: 619-247-3275. Until next time, may your iron always be good iron!

Membership Report by Jarod Black, Membership Coordinator

Although the rate of new member registration has slowed down after the busy holiday season, January has seen a small but steady growth in our membership. Renewal notices have gone out for members expiring at the end of January and February. There are a lot of memberships expiring February 28th, so make sure to check your membership cards for the expiration date and follow up with your renewal letters and emails. All volunteers must have a current membership before performing any volunteer work. If you are not receiving renewal notices in the mail and you changed your address or contact information in the last year, please email me at membership@psrm.org so I can update your information in our database. I thank you for your continued support and I look forward to a prosperous year for our organization!

We welcome the following new members for January 2022: Carl Brooker, Jerald Sonaratue, Brian Joseph, Jim Millen, William Durring, Susan Larney, Brad Larney, Leslie Delaney and Randall Dunphy. Welcome one and all.

Current Active Members: 636

Volunteers: Operations Department

by Rich Paulus, Chief Operations Officer

Train Service - those who are certified/qualified crew members and speeder operators/crew who have helped us run 24 Golden State trains and the number of days they have volunteered through January 23: Colin Atwood 2, Jim Baker 1, Jarod Black 3, Ken Brown 2, Martin Caestecker 2, John Cenker 1, Stephen Hager 1, Randy Houk 2, Charlie Karayan 2, Jim Lundquist 2, Mike McIntyre 1, Glen Rogers 3, Dave Smith 1, Rob Stebbins 1, Gabe Zorbas 1.

This totals to 25 volunteer-days so far in Operations in January 2022.

thank you!



The *Hot Scoop*® is a publication of the Pacific Southwest Railway Museum Association, 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., (PSRMA) or its officers and staff.

PSRMA Mission Statement:

PSRMA 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 emphases on railroads of San Diego County and the systems with which they are connected in the United States and Mexico.

PSRMA is a non-profit educational organization operating under section 501(c)3 of the tax codes. Donations may be tax deductible.

PSRMA is a member of the Heritage Rail Alliance.

Submission guidelines: All articles should be single spaced and submitted in Microsoft Word format. Photographs are also welcomed. Send all submissions to JimLundquist@gmail.com

The *Hot Scoop* is available in color via email. To receive the electronic version in PDF format, send an email to editor@psrm.org and include your name, membership number and email. 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:

JimLundquist@gmail.com

Strategic Planning Session 2022 by Diana Hyatt

In the March, 2021 issue of the *Hot Scoop*, I wrote a very extensive article with the background for our strategic planning efforts, so I will not go into as much detail as that article. But, if this article leaves you with some questions, I strongly recommend reviewing my earlier article; all past issues of the *Hot Scoop* can be found on our website: www.psrn.org. Select Membership from the header row, hover over Membership and select Members Only Section. At the Sign In enter volunteer for Username and 2353 for Password.

In late January, 2021 we resumed our strategic planning efforts after some time away, first because of the loss of our facilitator, Don Evans, but then due to ongoing Covid restrictions and the uncertainty that brought to many businesses and organizations. Suffice it to say that the strategic planning process is a **living strategy** which means that it is a document meant to be adapted and perfected as one moves through time. Strategy in and of itself is the foundation that sets the course for our organization and by having a strategy, we are more fully equipped to face and plan for the future of this organization as well as to achieve our collective goals. An active, living strategic plan should accomplish three things:

- ♦ it should capture the best of the organization,
- ♦ it should identify what is needed in order to succeed in the future and
- ♦ it charts the course of actions necessary to achieve its goals

Strategy workshops are attended by current and past board members and active volunteers. Together, this group continues to formulate strategies that are clear, understood, concise, actionable and measurable. This group then communicates that information to the entire organization and attains its support. Strategic planning is a key part towards the success of every organization, whether it is a for-profit or non-profit business. The completed strategy, which we are now working with, consists of both long term and short term goals and becomes the roadmap for decisions and operation used by the organization to **stay on track** moving towards its desired future.

2022 S.W.O.T. results:

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
History	Vision	Recruiting	Integrity of the RR Right-of-Way
Location	Unaudited financials & fundraising focus	Renegotiating our Operating Agreement	Inability to maintain enough volunteers to grow the museum
Facilities Structures	Core volunteers – not enough	Re-Open Mexico	Internal prioritization – crisis/funds management
Dedicated core volunteers	Recruitment & retention of volunteers	More events-military encampments, conventions, Railbikes, wine trains, Special Events	Environmental & regulatory agencies
Unique attraction for the locale	Lack of focus towards organization's collective goals	Pushing east with more tracks	Lack of funds
Educational interpretation	Marketing	More engagement with railfans	Distractions from our Mission Statement
Train Operations	Prioritizing	World class tourist train operations	Lack of competent/focused project management
Vision for the future	Inability to transition to paid staff	Build out master plan	Lack of respect & appreciation for volunteers
Knowledge base	Hours of Operation (limited)	Increase number of paid members	Natural disasters
Thinking outside the box-problem solving	Location		MTS lease-SDAE ROW Operating Agreement
Financially solvent			



From these sessions, an Action List has been utilized for some time to keep the group on track and that list is to be reviewed at the beginning of every board meeting. From our initial sessions in 2014 and 2015, ten long and short term goals were identified as the top 10 for the organization. Since that time, three of those goals have been accomplished and discussion ensued as to which three goals should be elevated in their importance. From that discussion, three *new* goals were added to the top ten. These goals are not new to the organization, only new to the list of top ten goals that PSRM needs to focus upon: Birthday Party Caboose at Campo, three-way switch removal and the acquisition of the Campo Depot and parking lot. These three goals were then evaluated on the basis of their closeness to completion, cost factors and likelihood of accomplishment within the next one year time period. The top five goals have been prioritized and the 6th through 10th goals are listed in no particular order:

- Birthday Party Caboose at Campo
- Removal of three-way switch (Annual Appeal focus)
- 1st class coach put into service
- Kitchen facility, health-approved
- Marketing & promotion
- Master/Site Plan engineering study
- Mine Train
- SD&A 050 Restoration
- Track upgrades east towards Miller Creek
- Acquisition of Campo Depot and surrounding land

If you would like more information and feel you could legitimately contribute, even in a small way, to PSRM accomplishing some of the individual goals outlined in the Action List, please email me at dhyatt@psrm.org and I would happy to share that document with you. Why strategic planning? Because even a railroad needs a mainline track to follow.

La Mesa Depot Museum has a new Station Master

Long time museum member Timothy Miller has agreed to become the point person for our La Mesa Depot Museum. As Station Master, he will oversee the day-to-day operation while we continue to thank Paul Falk as a docent welcoming the visitors to our in-town museum location on Saturday's between 1 to 4. Timothy and his son BG Miller have great plans to make improvements to the museum to attract more visitors. As a start, they are opening the museum on Tuesday's and Thursday's from noon to 3PM. Please stop by to visit with them. If you'd like to become a docent, please reach out to Jim at 619-417-7059 or via email at JimLundquist@gmail.com



The 1894 La Mesa Depot is the oldest building in La Mesa.
<https://www.psrn.org/visitor-information/la-mesa-depot>

From the Back Shop by Ron Hyatt

Post North Pole Limited work started the week after Christmas and extended through early January with the removal of all of the Christmas decorations and associated lighting and support items. This took three full days of work by Diana Hyatt, Alanna Hyatt, Aaron Hyatt, Ian Hyatt and myself. We had additional help for a day by Mark Landguth, Bruce Semelsberger and Stephen Hager. A significant amount of detail goes in to decorating the equipment for this event which means there's a lot of work removing all of the decorations, getting them in the proper storage units and labeled for the specific piece of equipment. A big thank you to the above-listed, dedicated volunteers for taking on this task.

SD&A 7285

Last March we noticed that the batteries on 7285 had started to degrade. For years, I have had plans to install pullout battery trays that would make it safer and easier to service them. As designed, someone thin had to climb inside the battery compartment and on top of the front batteries to access the back row of batteries for inspection. When we verified that we would need to replace the entire set, we knew it was time to also install pullout battery trays. Stephen Hager was willing to take on the task of making and installing the

trays. I explained what I was looking for and with a rough sketch on a dinner napkin, Stephen was on his way to the final design. The steel was ordered and delivered to Campo by Stephen, after numerous hours of grinding, stripping and cleaning by Martin Caestecker, Stephen and myself, it was ready to be cut into the proper pieces. Martin took care of the cutting and bending of the sides of the trays while Ian Hyatt performed abrasive blasting tasks for the pieces that would fit in the abrasive blasting cabinet. Stephen took care of the welding, drilling and tapping of all the mounting locations.



Initial framing for battery trays

Photo by Alanna Hyatt

In addition to fabricating the trays, the preparation of the battery boxes themselves was being carried out concurrently. Preparation of the battery boxes consisted of stripping rust and corrosion with needle guns, wire wheels and grinders then the priming and painting of the clean steel; this work was performed by Martin, Alanna, Gabe Zorbas, Jarod Black and myself. The final installation of the drawers on rollers was completed by Stephen and Martin. This was a lot of hard work but will pay off in safer and easier maintenance in the future. A big thank you to the above listed volunteers for all of their hard work.



Stephen Hager prepping battery box for installation of trays

Photo by Alana Hyatt



Motor Cars

Ken Brown has taken on the responsibility of motor car maintenance and has already begun with general maintenance. He has been re-researching a replacement hydraulic pump for the turntable on car UP 2644. Ken is working with Martin on a new electrical system for both of our Fairmont MT-14 cars as both of them have electrical issues. Thank you to Ken and Martin for taking on these projects.

General Maintenance

The core regular volunteers of Stephen, Martin and myself continued to perform general maintenance on the equipment used in service. A long past tradition of spring cleaning of the Car Shop has been reinstated this year with help of Stephen Hager, Diana Hyatt, Alanna

Completed installation of new batteries in the new trays on SD&A #7285 locomotive *Photo by Alanna Hyatt*

Hyatt and myself. This task is one of the not-so-fun things to do, but is necessary in having an organized shop. This task will be ongoing for the next few weeks. Thank you to the above listed volunteers for all of their hard work.

Dual purpose exhibit walls constructed by Jim Lundquist

During the covid time when the museum was open, we purchased pedestrian metal barricades to guide our visitors through and around the exhibits in the Display Building. These worked well for that purpose and some are currently securing the SD&AE Firetruck from visitors climbing upon it. The additional barricades need to be stored inside out of the weather. Further, additional exhibit wall space was desired inside the building. Volunteers Dawn Lundquist, Pablo Martinez and I constructed a moveable wall which hides the barricades while also providing additional exhibit space for a future storyline.



Jim Lundquist constructing walls
Photo by Dawn Lundquist 1/12/22



Above: Pablo Martinez painting.
Photo by Jim Lundquist 1/14/22

Left: Completed walls. New exhibits will be installed later.
Photo by Jim Lundquist 1/14/22

REMINDER: ALL MEMBERS ARE INVITED TO THE VOLUNTEER ORIENTATION ON MARCH 20. PLEASE RSVP TO: VOLUNTEER@PSRM.ORG

Please submit all articles (word document, no tables) and photographs of your museum projects to share with our members by the 25th of each month. Send articles and photos to: JimLundquist@gmail.com

Brakeman class starts February 5th and 12th (Saturdays), all day, at Campo. Museum membership is the only prerequisite; no prior railroad experience is required! Visit the brakeman class webpage to view more details and information on signing up: <https://www.psrn.org/brakeman-class/>



Volunteers hard at work in the Shop Building

Brake valves require a very clean surface inside in order to work properly. Taking them apart and cleaning all the surfaces is a regular part of operating our trains. On the left, Stephen Hagar is cleaning a brake valve inside the Shop Building. On the right is Martin Caestecker. Many of our volunteers wear many hats and complete multiple tasks for our museum on any given weekend. Both of the volunteers double as Board or former Board members and frequently operate our trains as an Engineer, Conductor, Brakeman or Motorcar operators.

Photos by Jim Lundquist 1/10/22



Volunteers are reminded to please log hours

All volunteers are reminded to please log in volunteer hours. It's simple and easy to do.

Go to <https://members.psrn.org>, click on the link which says [Enter Volunteer Hours](#) and follow the prompt. The Museum seeks grants, some of which require matching a portion of the grant. The value of the volunteer hours counts towards the matching requirements.

The *Hot Scoop* is available in color on-line.

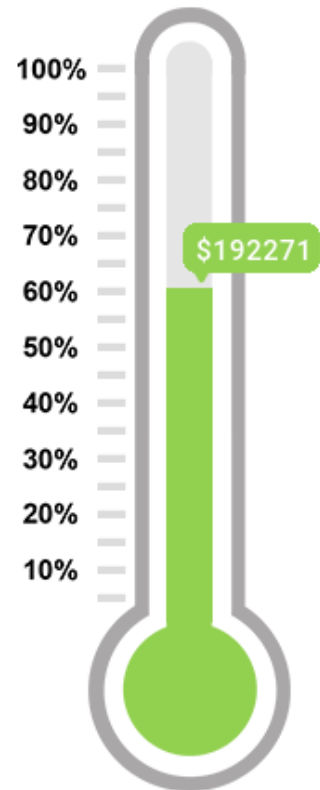
The *Hot Scoop* is available in color via email. To receive the electronic version in PDF format, send an email to membership@psrm.org and include your name, membership number and email address.

Note that if you opt for the mail version, you will no longer receive the printed copy.

Fundraising continues to retire the debt on land purchases

One of the primary goals of the railway museum is to acquire adjacent properties in Campo upon which the museum can expand. Several years ago, we had the opportunity to acquire a 6.25 acre parcel with a house and barn immediately east of the Campo Depot. Thereafter, we also purchased a 12.90 vacant parcel immediately south of the house property and adjacent to the Campo Depot parking lot. Both of these parcels are currently being used by the museum. The house is rented which provides funds for the museum, and the larger lot has the mining town and overflow parking lot. Both lots, along with adjacent property acquired from the County, are critical to the master plan and have been included in the County rezone. We have raised \$192,271 and paid down the original purchase price for both parcels of \$320,000 in total, leaving \$127,729 remaining to retire the debt. We would appreciate any and all donations towards this cause. If you can support this cause, please address your check to PSRM, attention debt retirement, and mail to 4695 Nebo Drive, La Mesa, CA 91941-5259. All donations will be acknowledged via letter for your taxes as well as recognition in the *Hot Scoop*. We **thank you** for your support.

Goal: \$320000



LIBRARY NEWS by Bruce Semelsberger

Some projects at our museum take many years to finish. This article will detail one such item.

The late longtime member Thomas Wolcott Sefton (1917-2006) was a railroad collector. During his presidency of the San Diego Trust and Savings Bank, he roamed the world, finding and purchasing railroad related items and model/toy trains. After his retirement, most of his collected materials and his prized private railroad car "Cyrus K. Holliday" were placed into a trust. In the early 2000s, the railroad models were given to the California State Railroad Museum and much of the miscellaneous collection of artifacts was donated to PSRM.

At that time, the library/archive was still in storage at Campo. The Museum accepted the items and stored them in the museum's former racehorse express car (<https://www.psrn.org/trains/passenger/atsf-1997/>)

AT&SF #1977 which was then being proposed as a travelling exhibit hall. The late Dick Ruppert recruited a small group of volunteers and took on the job of cataloging all of PSRM's small and large artifacts, storing the information on his laptop computer. The Sefton items were still in the process of being listed when ill health forced Dick to terminate his efforts. When the new library facility opened, the information from Dick's laptop was integrated into the main catalog. Without Dick being available to advise on what had been cataloged, what had not and where it was, and with a library to organize, the project mostly languished until the present day.

Phase two of library construction created a space for storing artifacts and the staff began encountering boxes of labelled Sefton collection items. Inside the boxes were items wrapped in brown paper with five digit numbers on the outside of the wrappers. Some were found in the catalog and some were not. There was no inventory sheet to be found. The staff identified the cataloged items and added some of the others into the database with several boxes remaining to be examined.



*AT&SF # 1977 Horse car
Photo from PSRMA web pages*

This is where matters stood until last summer when we started to examine the artifacts in the horse express car. Bruce Semelsberger and Richard Finch discovered shelves full of boxes including Sefton items. The car was not located in a convenient place for access and they had to drive one of the small electric carts between tracks in the lower yard to get to the doorway. Most of the boxes on the shelves were removed to the library in several trips until the day grew too hot to work. Before leaving the car, a last look around revealed more items on the floor near one side and almost buried under stored exhibit material. It was decided to postpone further attempts to remove items until cooler weather and the car was better located for unloading.

January 5th found the car spotted perfectly behind the display building and the weather cool, so the duo

Looking Back— PSRM HISTORY

Looking back helps us to remember just how far we have come.

January marks the 37th anniversary of the first demonstration passenger train operation from our museum in Campo. It was January 4, 1986 when the volunteers left Campo heading east to Miller Creek.

<http://sdrm.info/gallery/people/dayone.html>

decided to drop previous plans and tackle removing the remaining artifacts while the good fortune lasted. After shifting the other stored material out of the way, enough artifacts were uncovered to fill ten archival boxes. Three Sefton inventory sheets were also found. It was necessary to repack the items. After lunch, room was made in the artifacts bay for most of the boxes and everything was unloaded. A search for more paperwork was made the following Saturday and three more boxes of Sefton items were found and moved. Based on the items so far examined, this large collection is very diverse and interesting. The museum will finish cataloging and preserving it.

If anyone reading this has any additional information concerning this donation, please let us know! It will require a fair amount of time to sort through this donation, but luckily a volunteer has already emerged! Timothy Miller stepped forward after helping to consolidate all of the items (which involved moving a lot of other stuff!) and seeing what was there. He agreed to tackle the job; thank you Timothy! There are many other projects looking for someone to devote a few days of their time. The library crew will provide working space and any training needed to learn the ropes of accessioning. If you would like to be the first person to get an inside look at what someone spent a lifetime collecting, please email us at psrmlibrary@att.net or leave a message with Bruce at 619-264-7282 and we can arrange a convenient schedule.



Brakeman Training Classes

By Stephen Hager, Brakeman Class Instructor

Starting soon are hands-on class for the entry level train crew position. Brakeman class will be held this February. The class is open to anyone, age 16 and above, who is interested in becoming a member of our volunteer train crew (don't let the brakeman title scare away any ladies.) Class size is limited to eight people. There will be two sessions of the class; attendance at both sessions is necessary to complete the class. The two sessions will be held on **February 5th and 12th** (Saturdays), all day, at Campo. Museum membership is the only prerequisite; no prior railroad experience is required! Visit the brakeman class webpage to view more details and information on signing up: <https://www.psrn.org/brakeman-class/>



Editor note: The days of walking on rooftops to set hand brakes or turn down retainers on a moving train as shown on the photo to the left are **long gone** in railroading. Our brakemen wear a passenger uniform, make up the train and guide the Engineer down the tracks for a safe journey. Hundreds of members have started their volunteer activities with this class. After successful completion of the class, you will be assigned to work with existing crew members to become proficient. As you work up your hours, you can become a Conductor and become eligible to be trained as an Engineer. It all starts with this class. JOIN US. It's fun and rewarding.

For information on operating hours and special events please visit our website at WWW.PSRM.ORG.



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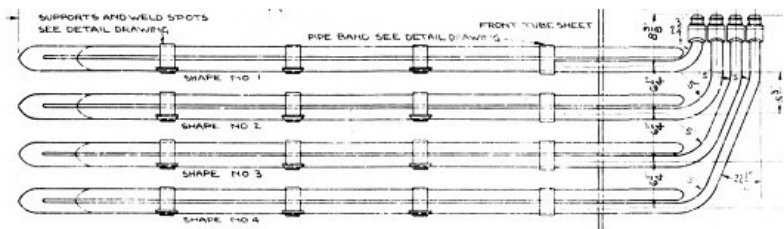
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As I mentioned in the August, 2021, Hot Scoop, we were going to next work on the 26 superheater units. They needed to be cleaned and hydrostatically tested. That was completed, but it took us our August, September, October and November work days to do it! First, here's a drawing of the 4 slightly different sized superheater units:



They range in overall length from 10ft, 8 inches to 11 ft, 4 inches. There are four lengths in each unit, for a total length of about 45 feet of 1 ½ inch diameter pipe that is about 0.15 inch wall thickness.

I'd guess they weigh 50 to 60 pounds each, and due to their length are difficult to handle. Since they were among the first parts we took off of the locomotive, they ended up at the back of our storage container. So, a significant part of our time was involved with getting them out of the container, and then returning them to storage when we were done.

After moving them to our work area, 5 or 6 units at a time, the ends were cleaned, and then attached to our testing block, which had been fabricated in the 1990's for use in the work done on our ex SP 2353. We also had the high pressure pump that had been used on the 2353 project. It still worked! The units were filled with water, and then pressurized to 300 psi and held at that pressure for 5 minutes. Only two of the 26 units showed any sign of leaking, and that was not a stream of water, but just a gradual appearance of moisture in one of the end bends. The units were dried out by blowing a large volume of air through them with a ShopVac. The ends of the ones that didn't leak were painted green; the two that leaked were painted yellow. In January we did some cleanup and gasket replacement on the high pressure pump we had used on the superheaters, and had to rework some of the cribbing we had put under the cab of the Coos Bay



when we put it on a flat car after taking it off the engine last year. Then we started disassembling the valve motion on the engineer's side of the engine. This is the mechanism that controls the valve that controls the inlet and exhaust of steam from the cylinder. Since there is very little tolerance for "lost motion" in this mechanism, the various pins and bolts that the levers rotate on are tapered, and fit tightly in the parts they are connected to. This means that even after removing a nut on a bolt, the bolt will be difficult to remove. We are using lots of penetrating oil! After these parts are removed, they will be thoroughly cleaned and lubricated to prevent further deterioration.

Steam Whistling—continued. People who worked on these projects included Rich Paulus, Tim Wamsley, Bob Nickles, and Cass Witkowski. Dwight Koller, Stephen Hager, and Glen Rogers gave some needed assistance on a couple of days.



Rich Paulus at work

As these smaller parts are removed, there will be lots of opportunity for doing the cleaning, which doesn't require major physical strength like most of the earlier work we have been doing. Please consider coming out to Campo and joining us. Our normal work days are the second Friday of the month and the next day (Saturday). For the next couple of months that will be February 11 & 12, and March 11 & 12. We will continue the disassembly and cleaning of the valve motion. For further information, contact the Steam Foreman, Jim Baker at: jimbaker2353@gmail.com



Tim Wamsley on the cross-head pin



Tight spaces and dirty work doesn't stop Cass Witkowski from working on the steam locomotive Coos Bay #11.



Volunteer Rick Paulus wears many hats for our museum, as do many volunteers. Here a hardhat is required for his work on Coos Bay #11.

Correction.

It is the policy of the *Hot Scoop* to correct all errors.

In the January 2022 issue, on page 7, the photo on the bottom right was misidentified. That view was from the USA side of the tunnel.

In the January 2022 issue, on page 11, Pablo Martinez was incorrectly identified as Pablo Gonzalez.

Board Briefs, January 2022

By Stephen Hager, Secretary

Since I wrote my last article, the board held two special telephonic board meetings and the regular January board meeting.

The first special telephonic board meeting was held on December 30th, 2021. The directors attending were Diana Hyatt, Stephen Hager, Ron Hyatt, Jim Lundquist, and Mike Edwards. Vice President-elect Gabriel Zorbas and Treasurer-elect Dave Smith were also in attendance. The first item of business was a vote to authorize the signing of an amendment to the memorandum of understanding with NCTD. The board moved to authorize the amendment, which extended the deadline to remove the five Coaster F40PH-2C locomotives from NCTD property until April 15, 2022. The second order of business was a vote to authorize the transfer of signatory authority for the PSRMA's bank accounts from outgoing treasurer Rob Stebbins to incoming treasurer Dave Smith.

The second special telephonic board meeting was held on January 7th, 2022. The directors attending were Diana Hyatt, Gabriel Zorbas, Stephen Hager, Dave Smith, Ron Hyatt, Frank Denison, Jim Lundquist, and Mike Edwards. Member Andrea Zinko was also in attendance. The only item of business was a discussion item on clarifying the powers of individual directors. After discussion, the board voted to adopt a resolution clarifying that division directors have the power to appoint and remove volunteers from staff positions within their departments.

The Board held its regular January meeting on the 21st. The directors attending were Diana Hyatt, Gabriel Zorbas, Stephen Hager, Dave Smith, Ron Hyatt, Frank Denison, and Jim Lundquist. Board member Mike Edwards joined the meeting telephonically. Volunteers Mark Landguth, Bruce Semelsberger, Glen Rogers, and Jarod Black; as well as members Greg Luiz and Andrea Zinko were also in attendance. Member Marcus Ferrill joined the meeting telephonically.

Dave reported briefly on the income earned through the North Pole Limited trains in December. He is still familiarizing with the PSRMA's accounting procedures and did not have an opportunity to compile the monthly statements ahead of the meeting. Dave noted that he and Diana were working to correct ac-



NCTD locomotive 2101 departing Old Town

Photo by Richard Chase 7/2/2008

counting errors from 2021 that were caused by mis-coded expenses. After these errors are corrected, Dave plans to prepare a 2022 budget for the Board to review. After discussion, Dave also agreed to form an Auditing Committee to assist with auditing going forward. He will bring a list of proposed committee members to the board in February for approval. Jim suggested putting together a Budgeting Committee to assist Dave with budgeting. The Board agreed and asked Jim to put together a list of proposed committee members for approval at the February Board meeting.

I gave an update on the Coaster F40PH-2C locomotive acquisition. There was another unfortunate setback when the Port of San Diego decided to terminate the leasing process for their National City Distribution track after receiving offers from higher-paying customers to lease the space. This has left the PSRMA in the difficult position of again having to search for a temporary storage location. Meanwhile, the clock is ticking to get the locomotives off of NCTD's property by April 15. We are in talks with other industrial track owners in the San Diego area. However, if the final location selected is unable to accommodate all five locomotives, the PSRMA may be forced to sell some of the locomotives to ease the burden of storing or transporting the remaining ones. While this is not ideal, as it was our hope to initially bring all five locomotives to Campo for evaluation, the proceeds from the locomotive sales would help offset the costs of relocating and preserving the remaining ones.

The Board is expected to make a final decision on this topic at the February Board meeting.

Next, the Board voted to authorize expenditure of \$4,000 to replace 10 interpretive signs on the museum properties at La Mesa and Campo, with funding to come from a donation by Mark Landguth. (*See photo and article in the January 2022 issue of the Hot Scoop.*) CalFire, which has a standing arrangement with the PSRMA to supply inmate crews for Maintenance of Way work, contacted Glen Rogers and indicated that they would be available in the coming weeks. The board voted to authorize expenditure of \$1,000 towards five days use of CalFire contract crews (at \$200/day) to perform track maintenance along the SD&AE Right of Way. The Board also voted to authorize expenditure of an additional \$524 to be paid to Quality Sprayers Inc.



to complete annual weed spraying on the SD&AE Right of Way and the PSRMA property at Campo through the end of 2022, and to execute a three-year contract with QSI for the same.

The Board next voted to authorize expenditure of \$1,493 to purchase perforated steel sheets to restore the cab interior of SP 3709. Funds to come from the \$10,000 2021 grant from the Emery Rail Heritage Trust.

Photo on the right is former SP 3709 in military paint scheme and number. Visit <https://www.psrma.org/trains/diesel/sp-3709/> for more information on this locomotive)

After recently being placed back in service, our GE 80 Tonner, SD&A 7285, had to be taken out of service again due to a catastrophic failure of the number 2 traction motor. This ill-timed failure will



require the locomotive to be lifted off of its trucks so that the number 2 traction motor and wheelset “combo” can be removed and shipped out to a rebuilder. Fortunately, with the recently completed concrete jacking pad on track 11 in the PSRMA yard, we are nearly ready to perform this work. The board voted to authorize expenditure of up to \$11,000 to hire Whiting Services, the original manufacturer of the PSRMA’s 35-ton electric screw jacks, to perform a full servicing and inspection on the



jacks. The board also voted to authorize expenditure of up to \$10,000 to purchase a rebuilt traction motor and wheelset combo for SD&A 7285. (<https://www.psrma.org/trains/diesel/sda-7285/>)

Over the next year, my goal is perform several administrative projects for the Board. The first of these is to develop a resolution that better defines the powers and responsibilities of the PSRMA’s four departments. I will be working collaboratively with the Board over the next month to develop this resolution. The second project is to develop a proposed list of bylaw revisions based on updates to California laws and other improvements that the Board has discussed. My goal is to bring a complete set of bylaw revisions to a vote before the Board this year. Assuming the Board approves the revisions, they will be placed on this year’s annual ballot for ratification by the members. The final project is to develop a new set of standing rules for the Board. After extensive research of old meeting minutes, I came up with an incomplete patchwork of previously adopted rules. By adopting a new set of standing rules, the Board’s functions can be better defined.

During 2021, a group of volunteers drafted a collection plan to help steer the PSRMA's future equipment acquisitions. I presented this document to the Board and received significant feedback with recommendations for reformatting and revising the plan. At the Board's request, I will be scheduling an open meeting to discuss revisions to the plan. All interested members will be invited to attend the meeting and contribute their thoughts. Please keep an eye on your email inbox for the invitation.

Dave Smith asked for the board to review and prioritize the list of strategic planning priorities that was discussed at the January 17th Strategic Planning Meeting. One of the top priorities for this project is to begin moving forward on the long-desired project to expand and realign the yard at Campo. Another top priority is to finish the birthday party caboose and locomotive that have been taking up space in the car shop for several years. The board voted to authorize

expenditure of up to \$5,000 towards funding the completion of the birthday party caboose, with funds to come from a \$5,000 donation from Rob Stebbins.

Diana and the Media Committee have been working to develop an advertising plan for 2022. The Board voted to authorize expenditure of \$16,363.20 towards media and promotion of the PSRMA. Finally, Jim suggested putting together a Nominating Committee to come up with a slate of candidates for each years' Board election. The Board agreed to the idea and asked Jim to bring a list of proposed committee members to the February Board meeting.

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.

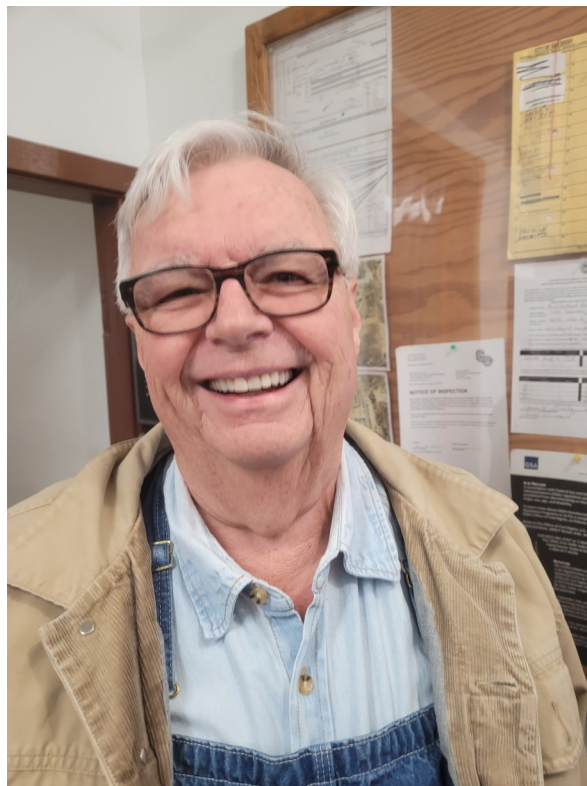
MEET YOUR VOLUNTEER By Jim Lundquist

Our railway museum exists only because of the love and passion of our volunteers who toll thousands of hours each year to save and present railway history to our visitors. From time-to-time, this series will present a volunteer for our members to meet and get to know. Whenever you see a volunteer either at Campo or La Mesa, please let them know you appreciate their volunteer activities.

Today we meet Ken Brown. Ken Brown grew up in Waldwick NJ about a quarter mile for the Erie Lackawanna yard at Waldwick. The line was a major commuter line for passengers going from Northern New Jersey into New York City, and the yard was close enough to his house that Ken could hear the engines idling all night on summer evenings. He would often walk down to the tracks to watch the commuter trains come and go, and on weekends even climbed up the steps to the old control tower where he could look in the windows to see the rows of levers that were used to control the switches in the yard. The locomotives were mainly ALCO RS-3s (though he didn't know that at the time), and the coaches looked very much like the coaches we use every weekend on the Golden State trains.

After moving away and joining the Air Force to be a Weather Observation Specialist, he didn't have much contact with trains over the years, but never lost interest in them. After living in Indiana for 6 years, Ken received a degree in Electrical Engineering from Purdue University, and moved to California in 1978 to begin his career as a Software Engineer.

In 2006, after starting work at Qualcomm, he saw a posting on the company's internal (employee only) website about PSRM



Ken Brown

Photo by Jim Lundquist 1/15/22



Ken Brown in the Engineers seat of SD&A 7285

Photo by Jim Lundquist 1/15/22

looking for people to come out to Campo to help operate their trains, restore rolling stock, or to be a docent. In September of 2006, he made the drive out to Campo to check things out. He bought a Cab Ride, and rode in SD&A 7285 with Jim Lundquist as the Engineer, and Seth Miller as the Brakeman. He remembers Jim encouraged him about when he was going to join PSRM and help run trains. He then joined in October of that year, and a year or so later became a Life Member of PSRM.

One of the every first projects Ken did as a new member was to assist Jim Lundquist in a clean-up effort at Campo. Much of that day was spent inside the dumpster smashing down weeds and other debris in an effort to get as much stuff as possible inside the trash dumpster. It was hard but rewarding work.

Around 2010, Ken answered the call to join the Board of Directors of our railway museum for one two-year term as Treasurer. He took on that important task and learned first hand just how much "behind the scenes" effort is required to run our corporation.

Ken eventually became qualified and certified in all Operations positions, but particularly enjoys being the Engineer and the Motorcar Operator. Lately he has become interested in learning more about the Mechanical side of PSRM and has begun taking responsibility for the Motorcars on the property. But Ken

mostly enjoys all of the interesting people he has met at PSRM and looks forward to volunteering there for many years to come.



On left: Ken Brown at the controls of motorcar UP2644 at Campo. These cars

are used to inspect the railroad and as fire patrol behind some of our trains.



As a child, Ken Brown would see this site repeated daily as an E-8 heads south at Waldwick, NJ with an other Erie-Lackawanna commuter train. In 2006, these same cars are the main fleet of coaches on the museum's SD&A demonstration trains.

Frank's Photography Site Oct 1969





Brakeman's view out the rear coach vestibule

Volunteer Colin Atwood is guiding our SD&A passenger train westbound out of Campo towards Canyon as viewed inside the coach. The Brakeman are the eyes for the Engineer on the push move. Upon reaching Canyon, Colin can come inside the coach to interact with our visitors on the return trip. The job as Brakeman is very important as they put the train together, open doors and windows, fuel the generator, throw switches, load and unload passengers, and a host of other activities.

You are invited to join these ranks. Brakeman classes will be held on February 5th and 12th. Museum membership is the only prerequisite! Visit the brakeman class webpage to view more details and information on signing up: <https://www.psrm.org/brakeman-class/>