



A publication for the Pacific Southwest Railway Museum members

April 2022

COUNTY AWARDS \$50,000 TO MUSEUM

The County of San Diego has teamed up with our museum to assist us in replacing the roof on our Shop Building . The Building was built during World War II as a gymnasium for the Army as part of Camp Lockett. After the war, the building was transferred to the Mountain Empire Unified School District for their gym needs. The district built a new school in 1976 and the County took possession of the property. Our museum acquired the building and approximately four acres from the County of San Diego as part of the original land purchase in 1980.

Volunteers then started converting the gym into our Shop in the early 80's. As part of that effort, we installed a new roof with skylights. A few years later, a major wind storm blew that roof off. Insurance funds paid to install another roof. Now, after 40 years, it's time to replace that roof. The County granted us \$50,000 from the Neighborhood Reinvestment Program towards the installation. The roof will cost a bit more than that and we expect our funds to make up the difference. We certainly thank the County for their continued support of our railway museum.



Museum Shop Building. Photo by Randy Houk

ANNUAL AWARDS DINNER APRIL 13th

All members are invited and encouraged to attend our annual awards dinner as we recognize our hard working volunteers from 2019, 2020 and 2021. Help us say THANK YOU to these members for their donation of time and talents as we save and present railway history.

Tickets: <https://www.etix.com/ticket/p/3512612/psrma-annual-dinner-2022-campo-pacific-southwest-railway-museum?language=en&country=US&searchType=venue>



**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: Stephen Hager

Vice President: Gabe Zorbas

Treasurer: Dave Smith

Secretary: Martin Caestecker

Equipment Dept: Robert Smith

Facilities Dept: Frank Denison

Museum Services Dept: Jarod Black

Operations Dept: Mike Edwards

Museum Staff

Fundraising: Donna Spevack

Gift Shop Mgr: Diana Hyatt

Archivist: Bruce Semelsberger

Hot Scoop Editor: Jim Lundquist

Membership: Jarod Black

Special Events: Diana Hyatt

Steam Foreman: Jim Baker

Volunteer Coordinator: Gabe Zorbas

Asst. Dir. Of Facilities: Jim Lundquist

Station Master (La Mesa): Timothy Miller

From the Back Platform by Stephen Hager, President

As the organization's new President, I would like to take this opportunity to introduce myself. I was born and raised in San Diego, and have lived here for my entire life, save for the years that I attended college. I developed an interest in trains and railroading at a young age. In my early years, my parents took me on several train trips aboard Amtrak's "San Diegan" between San Diego and San Juan Capistrano. I also have a vivid recollection of visiting Campo in the late 1990's and riding behind SP 2353 to Miller Creek and back. My grandfather, who was briefly employed by the Milwaukee Road in the 1940's in their freight car fabrication shop, also contributed heavily to my interests. I spent several years of my childhood helping him build and operate his G scale garden railroad and tagging along with him on his visits to other people's garden railroads. In fact, I can truly credit him with infecting me with the "railroading bug". In my early teens, I became involved in the La Mesa Model Railroad Club at the San Diego Model Railroad Museum. It was there that I first started learning the ins and outs of railroading.

I first got involved with the Pacific Southwest Railway Museum Association in 2010. Volunteers Jack O'Lexey and Dave Tomeraasen took me under their wing and encouraged me to begin training as a speeder operator on the PSRMA's San Diego and Arizona Railway. I became qualified in this capacity shortly after turning 16. As I finished out my high school years, I went through brakeman training and became qualified in that capacity upon turning 18. I also spent this time getting involved in the PSRMA's Equipment department where I assisted with the restoration of UP 576.

In 2013, I moved to San Luis Obispo, California to study Civil Engineering at Cal Poly, San Luis Obispo. During my four years there, I spent much of my free time volunteering at the San Luis Obispo Railroad Museum. There I helped restore and exhibit some of that museum's collection of historic railroad signals. I also acted as a docent during many of the museum's open days. Although my studies kept me busy, I still made a point to come out to Campo and volunteer whenever I was in town for summers and school breaks. During those years, I became a certified conductor on the San Diego and Arizona Railway and began training as a student locomotive engineer.

I graduated from Cal Poly with a Bachelor's Degree in Civil Engineering in spring of 2017. Upon moving back to San Diego, I began working for an engineering company that specializes in design and construction management services for the railroad industry. I also hit the ground running at Campo, becoming certified as a locomotive engineer in the fall of 2017 and taking on multiple management roles within the Operations department. In addition, I became much more involved in the Equipment department, where I began learning the many intricacies of air brake systems and locomotive electrical systems.

At the beginning of 2018, I agreed to fill a vacancy on the PSRMA's board of directors as the Secretary. I held this position for four years, during which I oversaw the annual board nominations, managed the election in 2020, and wrote countless meeting agendas and meeting minutes. I also took on the

From the Back Platform continued

role of project manager for the Coaster F40 acquisition project, an effort that I will detail in a separate series of articles. In 2020, I became a licensed professional Civil Engineer in the State of California. I now specialize in railroad track design at my company, and I intend to make use of these skills as we continue to build out the museum's facilities in Campo.

With that said, I would like to take this opportunity to recognize my predecessor, **Diana Hyatt**. She has served as the PSRMA's President continuously since the beginning of 2009. For those 13+ years, there was hardly a day that went by when she could not be found doing something for the PSRMA. Whether it was operating trains on the San Diego and Arizona Railway, developing and managing our special events, managing the Gift Shop, keeping an eye on our finances, liaising with outside organizations, running errands, or simply working on the mundane day to day tasks that it takes to keep this organization running, she has done it all. In fact, her contributions are too numerous to list, and it was with much reluctance that I agreed to take over her position as President last month.

Going forward, I would like to use this column to keep you informed about current events at the PSRMA, as well as any upcoming events or projects. This organization thrives when it has an active and engaged membership. If you haven't been out to visit the museum in a while, please come out and pay us a visit. If you are on the fence about becoming a volunteer, or if perhaps you volunteered in the past and would like to resume volunteering, there's no time like the present! I am looking forward to everything we will accomplish in the coming years and hope that you are there with us every step of the way. Until next time, keep it on the high iron!



Stephen Hager has been featured in previous Hot Scoops, this photo by Alana Hyatt was on the cover of the October 2021 Hot Scoop.



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) its officers or 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 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

CAMPO DAYS

Saturday April 30, 2022

**EXPERIENCE THE HISTORY AND HERITAGE
OF
SAN DIEGO'S EAST COUNTY**

**PACIFIC SOUTHWEST RAILWAY MUSEUM
750 Depot Street Campo, CA 91906**

Train Rides - Vintage Vehicles - Historical Displays - Vendors

**MOTOR TRANSPORT MUSEUM
31949 Highway 94, Campo, CA 91906**

Vintage Vehicles - Historical Displays

**GASKILL BROTHERS STONE STORE MUSEUM
31130 Highway 94, Campo, CA 91906**

**LOCAL HISTORY OF INDIANS, PIONEERS & THE U.S.
CALVARY**

**CAMP LOCKETT EVENT & EQUESTRIAN FACILITY
799 Forrest Gate Rd. Campo, CA 91906**

**Food - Vendors - Evening Dance - Living Military History
U.S. Calvary Museum**

**Barrel Racing - Team Branding - Mutton Busting
Trail Challenge**

visitcampo.com



Update on the priority projects



Early California History:

Railroad, Mining and Agriculture Exhibit.

Because of generous donors, new pressure treated lumber was delivered to Campo for the continuing construction of the mine train for the Early California History exhibit. Just under \$10,000 of 4" x 6" timbers were delivered and ready for installation. If you'd like to contribute your time to building out this exhibit, your assistance is welcomed.

Right: *Home Depot offloads 4 x 6 treated lumber which will be cut into four foot lengths.*

Photo by Jim Lundquist 3/2/22

The Party Caboose had the rails placed upon the slab by Glen Rogers and Jim Lundquist as this project moves forward.



Rails are installed with Glen Rogers using the Museum's backhoe. Glen and Jim Lundquist worked on this portion of the project. Photos by Jim Lundquist 3/24/22

Yard Tracks Relocation. An estimated budget for materials and rental equipment has been established at \$198,000 including a 25% contingency. This would be using all new ties, rail transported from San Diego and with existing switches on site. There are some decisions to be made regarding purchasing of construction equipment vs. renting what we need. Stephen Hager is completing the engineering work for the new layout.



Maintaining our equipment for our demonstration trains is an ongoing effort. In the top photograph are Ron Hyatt, Jarod Black, Stephen Hager, and Gabe Zorbas are troubleshooting air brake leaks under the cab of SP 5119. On the bottom photo, Gabe Zorbas is getting closer to the work by crawling under the cab of the locomotive. It is hard, dirty and time-consuming for sure, but necessary work.

Both photos by Martin Caestecker 3/6/22

Donations List – March 2022 by Donna Spevack, Administrator of Fund Development
Special Thanks for your donations, which make the many restorations and enhancements to the museum possible, bringing you the very best historic railway experience!

Specified Museum Project Funding Bruce Deck – ice machine

General Museum Project Funding Anonymous,
C. F. Bach

Members and Volunteers please be sure to sign up for PSRM's member dinner on April 13th! Any questions, please contact Gabe Zorbas at gzorbas@psrm.org. The La Mesa Depot is open for visitors on Tuesday and Thursday from noon-3:00 and Saturdays. Interested in volunteering to help staff for public viewing, please contact us at fundraising@psrm.org.

I can't say this enough, but a special note of thanks to our many volunteers who work tirelessly at PSRM! You are truly appreciated. Contributions can be made online at www.psrn.org. If you have any questions, please feel free to contact me: fundraising@psrm.org or (619) 606-6231.

Maintenance continues. In November, just before starting our North Pole Limited's, we changed our parking lot lights (see the January 2022 *Hot Scoop*, page 6). Two original lights were replaced during this effort. Frank Denison and Jim Lundquist installed them on the Shop Building to illuminate tracks 12, 13 and 14. Volunteers from the Equipment Department frequently make repairs in this location. While the manlift was at this location, Frank took the time to paint the exposed wooden building frame and exterior doors, while Jim Lundquist prepared the doors for painting.

Bottom left and center: *Jim Lundquist installing outside lights and sanding doors. Photo by Frank Denison 3/3/22*

Top right and bottom right: *Frank Denison wiring lights and painting the Shop Building supports. Photo by Jim Lundquist 3/3/22*



LIBRARY UPDATE by Bruce Semelsberger

Shortly after the new Board members took office, Gabe Zorbas and Jarod Black dropped by the library to see if anything was needed and offer their support. They were told that the former members had always been extremely supportive and that their offer to continue in the same vein was greatly appreciated. During a brief tour, they noticed the small and fully packed refrigerator used to store combustible nitrate film negatives. A short time later a larger and much needed unit mysteriously appeared. Thank you, mysterious benefactor!

Slowly, but more or less surely, things get done. Of particular note for the previous two weeks has been the assistance of work camper Nancy McDonald.



Nancy McDonald working at the Campo Depot on February 20, 2022. Photo by Jim Lundquist

Nancy decided to take a break from her gift shop duties and assist at the library. She took on the job of filing and reorganizing the large collection of ephemera which has languished for a very long time. This collection consists of all of the paper minutia associat-

ed with railroads worldwide and other related topics. This includes brochures and advertisements, clippings and articles, train orders and freight bills, car plans, poetry and small art works. As you might imagine,

there are a lot of files and each needs to be in an archival file folder, properly labelled and filed.

Halfway through the job, it was realized that some of the drawers were already jammed to capacity, so Bruce and Nancy spent a morning expanding into additional drawers and reshuffling folders, then Nancy made new labels for all of the drawers. Thanks to her many hours devoted to this task, at least one area of our archive is in order; Thanks, Nancy!

Several hours are currently being spent in filing many of the records our own organization has generated over the years. Meeting records for previous Boards are being located and organized as well as bylaws proposals and changes. Facilities records for our various sites are also being consolidated. Details of various projects including restoration and maintenance of equipment need to be available ongoing, etc. Any help our members can offer is appreciated.

Some of the photos that appear on the desk continue to be identified and filed. One photo of the UP depot at Le Grande, OR, took a while to track down. The photo was taken during the early days of Amtrak and the Amtrak station sign is visible in the image, but the Amtrak Pioneer route that served this area was discontinued, so the station did not show up on the current list of Amtrak stations. Another current project involves sourcing the origin of historic photos in a small album kept at the gift shop with the notion that we might sell copies of some of them. This turns out to be an interesting exercise as not all of the original photos are in the expected locations, but most have been sourced and a few relocated for easier access. Some are not salable due to ownership restrictions, but all are interesting to look at and the album will soon be back at the gift shop.

Membership Report by Jarod Black, Membership Coordinator

Renewal notices have gone out for members expiring at the end of March and April. I have taken on the board position of Director of Museum Services. I am currently seeking a volunteer Membership Coordinator. This position requires an average of 2-3 hours of administrative work a week that can be accomplished almost entirely from a home computer. Regular trips to the La Mesa Depot is required to retrieve the membership mail. If interested, please contact me at jblack@psrm.org. I thank you for your continued support!

New Members for February and March are John Barbot, Debby Chase Putman, Isaac Choi, James Clark, Monica Coria, Jennifer Eskola, James Jordan, Ken Murauoka, Alec Parks, Henry Schenck, Bonnie Sibley, Rhonda Southerland, Luis Tejada, William Vanni, Robert Vega, Kim Whittemore and Frank Willkie. Welcome aboard.

The Coaster F40s Saga – Part 1

photo and article by Stephen Hager, President

The COASTER Commuter Train service was inaugurated on February 27, 1995. This 41-mile service is the culmination of several years of planning by the North County Transit Development Board, now the North County Transit District (NCTD). The service stretches between Santa Fe Depot in Downtown San Diego and Oceanside Transit Center with six intermediate stations serving the coastal cities of San Diego County. From the outset, the service was operated with trainsets consisting of Bombardier bi-level commuter cars and Morrison-Knudsen F40PHM-2C commuter locomotives. The latter were built in 1994 using primarily EMD locomotive components.

Some of the major locomotive components such as main generators and traction motors were taken from older freight locomotives and remanufactured prior to being installed. Overall, however, the locomotives were essentially brand new when delivered to NCTD. A total of five of

these unique locomotives were built for NCTD and they were numbered 2101 through 2105.

Together with the commuter cars, the locomotives were painted in an eye-catching blue, white, and teal paint scheme. The fleet of commuter cars consists of both regular coaches and cab-control cars. Much like other commuter rail systems throughout the country, the cab-control cars allow the trains to operate in push-pull mode, eliminating the need to wye the trains at the terminals. The locomotives were powered by 3,000 horsepower 16-cylinder EMD 645 prime movers. Unlike the earlier EMD-built F40PH passenger locomotives, the COASTER F40s have separate Head End Power (HEP) gensets or “pony engines”

to generate the 480 Volt electricity needed to supply electrical power to the cars. This allows the prime movers to operate through their full RPM range and deliver their full horsepower for tractive effort, rather than being locked in Run 8 to supply the constant 60 Hertz frequency needed for HEP.

Thanks to the Intermittent Inductive Automatic Train Stop system that was installed on the San Diego Sub-division by the AT&SF Railway and subsequently maintained by NCTD, COASTER trains are able to operate at up to 90 MPH. This unique service has now been running for over 25 years and is entirely captive to San Diego County. As such, there is perhaps no contemporary railroad that is more relevant to the PSRMA’s mission statement. For this reason, when



NCTD announced in early 2018 that they would be retiring the F40 locomotives, it was a natural decision for the PSRMA to begin efforts to acquire one of them.

Shortly after I began my tenure on the board, Ron Hyatt, then the director of Equipment, asked me if I could spearhead the efforts to acquire one of these locomotives. I first reached out to NCTD expressing interest in one of the locomotives in March of 2018. As it would turn out, acquiring a retired commuter locomotive in the State of California in this day and age is no easy task. Stay tuned for Part 2 next month for the story of the long, arduous journey to bring one of these locomotives to Campo!

Volunteer Report - February

By Gabriel J. Zorbas

Work continued at the museum in the month of February, as always we thank all of you for your dedication and hard work! We are currently looking for volunteers to fill several staff positions, including: Volunteer Coordinator, Membership Coordinator and Ticket Agent. We are also looking for more volunteers to be a part of the Special Events Committee. If you may be interested in assisting with any of these positions, please let us know at volunteer@psrm.org

From the Back Shop by Ron Hyatt

San Diego & Arizona 7285 GE 80 Tonner

A few weeks after putting 7285 back in service, after being down for the battery tray work and new batteries, the train crew had tied the engine down for the night. Later that evening, it had to be switched into the shop for some maintenance. Stephen Hager and Martin Caestecker went to move the locomotive and noticed the number two axle was locked: when they tried to move it in reverse, it would not spin. Ron Hyatt was called to investigate and with some simple troubleshooting, determined the traction motor had bird-nested (motor winding came loose) this is something he has experienced on road locomotives but never on a switcher. Martin and Ron were tasked with greasing the rail in front of the locked axle so it could be moved from track 13 to track 12, inside the shop and over the pit. After that the inspection hatches were opened, verifying Ron's findings. The next day Stephen and Ron began the task of disconnecting the traction motor leads, brake lines, sander lines, hand brake chain and the truck keepers/side bearing clips that keep the truck in place in the event of a derailment.

The last task for the lead truck was to remove the pedestal straps on the number 2 axle. These pedestal straps prevent the axles from dropping if the truck is lifted or picked up. This work took most of Sunday to complete. The following Saturday, Stephen and Ron went to work on the trailing truck with help from [Jarod Black and Gabe Zorbas](#), they disconnected the traction motor leads on the number 3 axle and the

Here are the reported volunteer hours for the month of February: Bryon Anderson-3, Colin Atwood-25, Chad Baker-8, Christopher Baker-8, Jarod Black-34, Carl Brooker- 24, Ken Brown-24, James Caestecker-14, Martin Caestecker-35, Jacob Cotton-4, Frank Denison-57, Jason Drenkow-7, Richard Finch-10, Stephen Hager-95, Randy Houk-24, Ron Hyatt-52, Diana Hyatt-9, James Lundquist-126, Nancy McDonald-9, Michael McIntyre-18, BG Miller-8, Richard Paulus-7, Ben Renard-16, Bruce Semelsberger-45, Robert Stebbins-8, William Vanni-17, Timothy Wamsley-8 and Gabriel Zorbas-128 .



Ron Hyatt working in the pit in the Shop Building.

Photo by Ron Hyatt.

brake line while Ron worked on the leads on the number 4 axle and the sander lines, Stephen disconnected the speedometer leads from the sensor and removed a bad magnet valve for the rear sander. The locomotive is now ready to be lifted to remove the lead truck for replacement of the traction motor combo, we will be using interlocked electric jacks for this project. While the engine is out service, Stephen and Martin rebuilt both the front and rear sanding magnet valves.

Union Pacific Chair Car 576

The equipment department has planned for some time to start the process of researching the cars'

upholstery and to locate a manufacture that would have said upholstery or the ability to make fabricate custom upholstery to match the 'original' upholstery from its last modernization by the Union Pacific. That project has now begun with new volunteer Mark Landguth who volunteered to take on that task.



Mark Landguth with a pair of seats from UP #576 chair car. Photo by Ron Hyatt.

Working together, Mark and Ron were able to disassemble one set of seats so they could be taken into San Diego to an upholstery shop that specializes in vintage upholstery restoration. A swatch of fabric was found that had been protected from the light and maintained its' original color that could be used as a fabric sample by potential textile manufacturers. Mark has been making good progress in locating a few vendors that might be able to do a custom run of fabric for this restoration project.

Motor Cars

Ken Brown continues to perform motor car maintenance. He recently replaced the rubber insulation mounts in the cab roof on motor car UP 2644 and completed an oil and filter change. New Volunteers Jake Cotton and Scott Weber worked on motor car SD&AE103 by adding an exhaust stack to the rear of the car, this elevates the exhaust over the top of the car when running in reverse. Without the ability to spin the car when changing directions, the exhaust fumes could enter the cab if a strong wind was present. With the new stack this is no longer an issue.

Chesapeake & Ohio Caboose #90751

This caboose was de-accessed years ago, but the museum was unable to find a suitable home for it. A decision was made to use it as a static event caboose across from the Campo Depot. Work has progressed to make it suitable for events including a custom glass case that encases the original sink and stove to keep those items protected and intact but still visible. Progress on this project was moving along with the help of volunteer Bryon Anderson until Covid struck. Bryon had installed hidden, commercial LED strip lights that were mounted in the center of the caboose ceiling and cast light outwards towards the side walls, this caboose has small side windows and needed the extra lighting, but they needed to be hidden and discreet so as not to detract from the historical aspects of the caboose. Bryon has installed a 110-volt circuit breaker box hidden in one of the tool closets under the cupola and ran the 110-volt lines to it, hiding all the wiring. It now has four copies kerosene caboose lamps that Ron converted to 110 volts with LED flicker bulbs and frosted shades. Additional lanterns have been acquired to for both platforms and two small blowers were purchased for installation in the cupola vents, Bryon plans to install them in the near future. During the Covid shut down this project was put on hold, it is now slowly getting moving again with the return of Bryon and help from Ian Hyatt. Ian has been



Ian Hyatt is working on the window frames for the C&O caboose inside the wood shop.

Photo by Ron Hyatt.

stripping old rubber sealant from the side window and Ron made new molding strips to hold the glass in the frames. Ian took charge of stripping the cupola vents and removing the old paint in our abrasive blasting cabinet. The temperatures get high during the summer and these blowers will aid in keeping cool air flowing through the caboose. The next move is to sand and prep all the windows for painting.

Southern Pacific 3873 EMD GP-9

Stephen, Martin, Ron and Ian performed a 92-day inspection and preventive maintenance on 3873. Some of the non-federal items performed were to replace all air, oil and fuel filters, removal and cleaning of the oil-air separator, removal of any oil on the engine deck, wiping down the block and inspecting the air boxes for grime buildup. They cleaned and inspected the traction motors, auxiliary generator and the main generator and an oil change was completed on the air compressor. The rear Gyro light failed the previous weekend, Stephen and Ron removed the mechanism and found a burned out motor, it is suspected that the gear box seized. Luckily, we had a spare gear box and motor, so an easy swap was performed. All the batteries were inspected, and fluids topped off. All the federal required inspections were also performed.

Southern Pacific 5119 GE 70 Toner

Stephen, Jarod, Gabe, and Ron took two days and worked on reducing leaks in the air system on the 5119. The unit has developed numerous small leaks that add up to significant air lost, we started with the easy ones that just took a twist of a pipe wrench to correct and then moved on to the tough ones. Jarod and Gabe came across a bad union fitting and the repair resulted in removing a tedious batch of fittings and pipe sections; Ron cut and threaded new pipe and replaced some of the fittings. Jarod and Ron installed the new piping with successfully eliminating the leaks. More work is needed to complete this project, but the unit passes the leakage test; our goal is to get it to near zero leakage.

Whiting Interlocked Screw Jacks

In 2018 the museum acquired a set of interlocking screw jacks from a commuter agency on the East coast, using donated funds for this purpose. In 2019, jacking pads were laid and a dedicated electrical sys-

tem was installed with a large custom shed built for their storage. This past month, we contracted the Whiting Corporation, the manufacturer of the jacks, and contracted their services to be performed at Campo to inspect, test and service them; they performed a few needed repairs as well. They are now ready for service and will be used to lift SD&A 7285 off its trucks for the scheduled traction motor work. Thank you to Jim Lundquist for managing the jacking pad, shed and electrical projects and a thank you to Stephen Hager for managing the servicing project with Whiting.

SkyTrak Forklift

The Museum acquired a 6000-pound SkyTrak forklift from Department of General Services, GSA (government surplus). The only issues it has are a missing windshield and side door. Diana Hyatt exchanged batteries for it and Martin worked on prepping the battery box for their installation: removing a build-up of rust and treating it with a rust inhibitor; it is now ready for battery installation.

General Maintenance

Stephen, Ian and Ron spent two-days wrapping and inventorying Morrison-Knudsen F-40 electrical contactors and PC boards preparing them for storage. The core regular volunteers of Stephen, Martin and Ron 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, Ron, Diana and Alanna Hyatt. This task is not a fun job to do but is necessary in maintaining an organized shop; this will be ongoing for the next few weeks. Thank you to the above listed volunteers for all their hard work.



March 2022 Board Briefs

by Martin Caestecker, Secretary

On March 4, 2022, the board met by Zoom in a special meeting. Board members in attendance were Stephen Hager, Gabe Zorbas, Dave Smith, Robbie Smith, Jarod Black, Mike Edwards, and yours truly.

Hager submitted a memo detailing the current progress on the Coaster F40 move. Hager received authorization to enter into agreements to truck NCTC 2103 to Campo, to hire a crane for the lifts, and to provide rail transportation to the loading site in National City.

Gabe Zorbas also submitted a quotation to the board to host the 2022 Annual dinner at Buckboards Restaurant. The board authorized up to \$3,000 for this effort with about half of that cost expected to be made up by selling tickets to the event.

On March 18, 2022, the board met for its regularly scheduled meeting. Board members in attendance were Stephen Hager, Gabe Zorbas, Robbie Smith, Jarod Black, Mike Edwards, and yours truly. Guests in attendance were members Mark Landguth and Carl Brooker.

In D. Smith's absence, Hager reported on the state of PSRMA's finances. Overall, D. Smith was still waiting on Diana Hyatt to turn in receipts for 2021 so he could finish categorizing PSRMA's expenses. An extension on PSRMA's 2021 tax returns had been filed.

I reviewed the outstanding motions with the board. We discussed the status of several ongoing projects.

Hager reported that contracts were signed for trucking and cranes necessary to move NCTC 2103 to Campo. An agreement was also in place to unload 2103 in National City. Hager was working with BNSF to finalize the movement by rail. Three entities remained in the mix to acquire the remaining F40s including Rail Propulsion Systems, a scrap dealer in Oregon, and the Southern California Railway Museum.

Hager led a review of PSRMA's strategic planning initiatives. Several board members had input on the topics covered. The next strategic planning meeting was previously scheduled for later this year.

The board voted to apply for a \$50,000 grant to replace the deteriorating wood siding on the Campo Depot with a fire resistant Hardie Board (which still looks like wood). The grant would likely pay for enough Hardie Board for about half of the depot's exterior.

The board also authorized a resolution to reapply for the Federal Surplus Property Program through DGS. Our previous access had lapsed after failing to renew on time.

I provided a memo from track foreman James Caestecker about their budget needs for 2022 and a request to authorize the purchase of a rail saw, a rail drill, and some miscellaneous tools that were needed to repair a broken rail in the yard on Track 8.

The board agreed to enter into a five-year contract with RailPros to conduct FRA mandated inspections on the 3 railroad bridges between Campo and Division. The Operations Department agreed to take the lead on coordinating with RailPros.

D. Hyatt had solicited long time donor and volunteer Bruce Deck to cover the cost of a much-needed replacement ice maker/dispenser for the lunchroom at Campo. Deck donated the necessary funds and the purchase of the ice machine was authorized.

The board also authorized the execution of a distribution service agreement with Certified Folder to continue distributing PSRMA rack cards throughout San Diego as part of our ongoing promotion efforts.

Mark Landguth provided an extensive report on the condition of UP 576's deteriorating upholstery. While it was possible to make custom upholstery to match the original interior, commercially available options were significantly cheaper. Total cost for the project

was expected to exceed \$70,000. The board thanks Mark for his hard work!

I asked the board to consider moving our regular directors meetings to the Zoom online format to reduce costs, increase attendance, and add flexibility for both our members and our board members. This change was approved with regular meetings to continue on the 3rd Friday of the month at 6:30PM. More details in a separate article.

Jim Lundquist submitted a report to estimate the material costs for realigning tracks 12-15 of the PSRM yard. Lundquist expected that to exceed \$200,000. Hager agreed to use his engineering background to

generate a conceptual plan for the yard to about 30% completion. A professional engineering firm would then need to be hired to finish the design.

The board also approved funds to install concrete piers and hire a crane for the offloading of the modular kitchen container at PSRM in the coming weeks. Though the kitchen would not be fully outfitted, it would be a great start towards hosting more food events at Campo with a certified kitchen.

The last in-person board meeting will be held on April 15 at the Lakeside Olde Community Church Hall at 12418 Parkside Street, Lakeside, CA 92040. All members are welcome to attend.

Board Meetings Moving to Zoom

by Martin Caestecker, Secretary

At the March board meeting, the board approved moving our monthly directors' meetings to the Zoom online platform. This change was made for several reasons including: the increased price of renting rooms for meetings, increased gas prices for members to drive to attend meetings, printing costs, and others. The board also feels that meetings can be effectively hosted online and that the virtual format will encourage more of our regular members to attend.

To that end, starting with the May board meeting,

links to the Agenda and the Zoom meeting will be posted on the members area of our website at <https://members.psrn.org>. Easy-access links to the meeting, the agenda and any supporting documentation, along with details on how to join by phone, will be provided on the home page of the members area. If you need the login information for the members area, please email secretary@psrn.org and I will gladly send it to you. I will try to post the details to the website 2-3 days in advance of each meeting.

Regular meetings will continue on the 3rd Friday of the month (except for December) at 6:30PM. The last in-person meeting will be held on April 15 at the Lakeside Historical Society.

Operations Volunteers for February 21 to March 20, 2022 by Rich Paulus

Train Service - those who are certified/qualified crew members and speeder operators/crew who have helped us run 32 Golden State trains and 1 School Train and the number of days they have volunteered through March 20: Colin Atwood 5, Jim Baker 2, Jarod Black 2, Carl Brooker 4, Ken Brown 2, Martin Caestecker 4, Mike Edwards 2, Stephen Hager 4, Randy Houk 2, Mike McIntyre 2, Shaine Neale 1, Rich Paulus 2, Glen Rogers 2, Dave Smith 1, Rob Stebbins 4, Will Vanni 1, Gabe Zorbas 1.

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: Jim Lundquist 1.

This totals to 42 volunteer-days this period.

Meet your volunteer — Jim Baker

by Jim Lundquist

Growing up in Point Loma, Jim Baker's neighbor was a young guy named Richard Dick. Dick was a fireman on the steam engines on the SD&AE. In 1949, when Jim was 8 years old, he went to the Union Station (now Santa Fe Depot). Jim remembers watching the steam locomotive arriving to pull the train with much whistle blowing, bell ringing, steam and smoke. Then Dick climbed down from the cab taking Jim back up with him. WOW! That was Jim's introduction to STEAM. Jim also recalls watching the Super Chief in Winslow, AZ. As it went by, the engineer threw a picture post card of the Super Chief for Jim. On another trip, the family took the train from Durango to Silverton.

After graduating from San Diego State College with a degree in chemistry in 1964, Jim's first job was with the FDA in Los Angeles. With his new wife Carolyn, they settled in Pasadena. Evening walks lead them to the Pasadena Santa Fe Depot to watch the Super Chief and the El Capitan. After 18 months at the FDA, Jim got drafted into the Army stationed in Utah.

They moved back to Spring Valley. Jim's friend Terry Becker lived next door to Dr. Justin Lundquist. Sometime in 1986, Terry told Jim that Justin's son Jim was involved with a group that was running trains out in Campo. Jim's family and some friends went out, took the ride and joined the Museum. In 1990, he met Chief Trainman Mike Retz and started out being a trainman (docent) on our Miller Creek Trains.

In 1991, along with a couple of other guys from the Museum, he attended Rail Fair 91 at the state railroad museum in Sacramento. The large number of locomotives that were steamed up and running really ignited his interest in steam, so he joined the Steam Team at Campo. They were in the midst of restoring our SP 2353 under the leadership of Larry Williams and RICHARD DICK! Jim and Dick hadn't seen each other in about 40 years, but recognized each other. After the restoration was complete, it was Richard Dick that certified Jim as a fireman on 2353 in 1997. Jim was a student Engineer for two days.

Other positions he is qualified for are brakeman



Jim Baker at Campo in locomotive SP 5119.

Photo by Jim Lundquist 2/5/22

(1991), speeder operator (1995), Conductor (1997) diesel engineer (2000). He taught the brakeman classes twice a year from 1994 until Stephen Hager took over in 2019. He became the Steam Foreman in 2003.

Jim's goals and dreams for our museum are to see more volunteers. "It is becoming a real effort to just to keep the trains running, and that leaves little time to accomplish much else." He would like to return to Miller Creek. A display building for cars such as UP 576, ATSF 1509 and the Robert Peary so don't have to sit outdoors and deteriorate. As Steam Foreman, his real dream is to have an operating steam engine believing it would be a really big draw in attendance. However, that would require a major fundraising effort. Since the steam guys have been working on the Coos Bay for 15 years, and restoration is not funded at this time, operation is a long ways off. All we need is one million dollars. Jim dreams big.

HIGHLIGHTS: April 9, 10 & 16



Looking for a new way to celebrate the Easter holiday with your family? Look no further than the Pacific Southwest Railway Museum! Complete with a train ride, a visit from the Easter Bunny, and an Easter egg hunt, the Bunny Train event at the Museum is perfect for the whole family.

More details and ticketing information are available at psrm.org/bunny-train.



April 13 — Museum Annual Dinner

Come join in the fun with all your fellow members as we say THANK YOU to our hard working volunteers.

April 30 — Campo Day

Simply show up and enjoy all the festivities by all the non profit museums in Campo!