

HOT SCOOP

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

A publication for the Pacific Southwest Railway Museum members

July 2022





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, A link to join the meeting will be provided on our website at members.psrn.org.

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

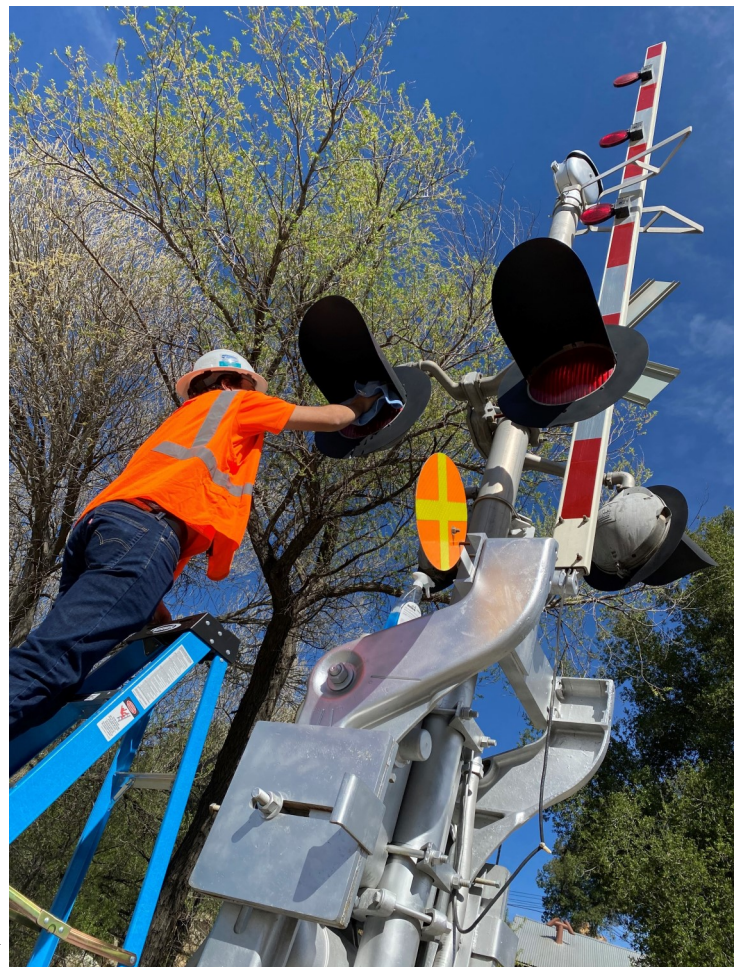
Fundraising: Donna Spevack
 Gift Shop Mgr: Diana Hyatt
 Archivist: Bruce Semelsberger
 Hot Scoop Editor: Jim Lundquist
 Membership: Russel Ray
 Steam Foreman: Jim Baker
 Volunteer Coordinator: Gabe Zorbas
 Asst. Dir. Of Facilities: Jim Lundquist
 Station Master (La Mesa): Timothy Miller

Meet a Volunteer Team - Chad Baker MIRSE and Christopher Baker

Over the past year, Chad Baker and his son Christopher have been providing the inspections, testing, and maintenance of our two grade crossing systems on the SD&A Railway at State Highway 94 in Campo. They consider it an honor, the Museum considers it a great assistance. Over the year, they have been busy with regulatory-mandated inspections, tests, and general maintenance. The maintenance schedule follows a typical Class One Railroad with monthly, quarterly, annual, four-year, and ten-year tests. Monthly tests involve a test for grounds, standby battery systems, operation of the warning devices, and house cleaning. Quarterly tests include Cut-Out circuits, track-wire, and rail bond inspections. Annual tests include lamp voltages, warning time of activation on each approach circuit, and internal timers. Ten-Year tests include testing each cable and conductor in the cable to ground. Each of the tests and inspections is required by the Federal Railroad Administration (FRA), California Public Utilities Commission (CPUC), and our maintenance and inspection procedures. This spring, the CPUC Crossing Signal Division audited our test and inspection records, with no exceptions taken during the audit.

Beyond our mandated tests and inspections, Chad and Christopher perform routine and preventive maintenance, including painting, lubricating and adjusting the bells, gate mechanisms, and house cleaning of related systems.

Christopher and Chad have recently begun checking in and providing periodic maintenance and adjustment of our Signal Science Display in the Exhibit Hall. The goal is to explore future innovations on display and additional signals to restore, exhibit, and interpret for our guests.



Chad is a signal and train control professional with twenty-eight years of service, starting as a Signal Helper with Amtrak and various positions to Signal Design Manager today with a leading engineering firm. Chad was recently appointed



Chair of the Institution of Railway Signal Engineers North America Section. Additionally, American Railway Engineering and Maintenance Association member, serving on Committee-36.1 Signal Systems.

Christopher is a Junior in high school, attends Mission Vista High School in Vista, California, and is an Affiliate Student Member with the Institution of Railway Signal Engineers. Christopher plans to attend college with a major in computer science.

Interested in signals? Please feel free to reach out and join them for the inspection tasks; Chad's email is brcrail@aol.com



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

Membership Report by Gabriel J. Zorbas

Our Director of Museum Services, Jarod Black, is off in Delaware right now. He's training for his new career, Amtrak Conductor! Along with being our Director of Museum Services, Jarod also served as our Membership Coordinator. Due to the time commitment such a position entails, Jarod had to pass the baton. Let us give a big thank you to Jarod for his service in that role, and a big welcome to our newest Membership Coordinator, Russel Ray! If you have any questions, comments, or concerns about membership, Russel can be reached at his email, Russel@psrm.org.

Here our new members since the last membership report! Welcome to the Pacific Southwest Railway Museum: Tony Al Raheb, Clair Aragon, Jennifer Baldwin, Courtney Buse, Chris Canales, Adrienne Cottrell, Christian Daris, John Davidson, Christine Douglas, Nick Ellis, Alex Hagen, Julia Hauner, Nathaniel Johnson, Welton Jones, Lynne Lopez, Daryl Lund, Ivan Maric, Mercedes Martin, Jeffery Ordonez, Elizabeth Pittsley, Rhamil Rana, Jose Saldivar, Ma Guadalupe Sandoval, Dorothy Sardina, Janice Smith, Teri Taitano, Max Thomson, Yogesh Tugnawat, Peter Valazquez, Carl Villarreal, Greg & Nancy Watts, Scott Weber and Richard Williams.

Welcome one and all.

From the Back Platform

Stephen Hager, President

Those of you who have been keeping track of my column each month might notice a common theme; I always seem to be asking for more volunteers! As an all-volunteer organization, the Pacific Southwest Railway Museum Association is completely reliant on volunteers to carry out the day-to-day tasks needed to run the organization. We are always in need of more volunteers to keep things running smoothly. Although our volunteers come from many diverse backgrounds and walks of life, all share a common passion for railroads and/or historic preservation. If you are a museum member and would like to take your passion for these things to the next level, please consider joining our pool of active volunteers.

Summer time may not seem like a particularly busy time for museum visitors at Campo, but many things are happening behind the scenes this time of year. During the summer months, the Operations Department holds its annual rules and review classes for train crew volunteers. These classes are used to teach incoming train crew volunteers about the rules that we use on the railroad and keep existing train crew volunteers proficient in their knowledge of the rules. If you are interested in getting started as a train crew volunteer, it is highly recommended that you attend the classes this summer. You can get more information by sending an email to training@psrm.org or by visiting our website at <https://www.psr.org/volunteer/operations/>.

The Equipment Department typically begins cycling all of our passenger cars through the car shop during the summer to make sure that everything from air brakes and couplers to door hinges and window latches are in good working order. This process can take multiple weekends per car depending on the level of repair work needed and the number of volunteers available to help. The Equipment Department is in need of additional volunteers to carry out these tasks this year; no prior mechanical experience is required for many of these tasks. If you are interested in helping, please

send an email to volunteer@psrm.org.

The Special Events Committee is already busy planning for the year-end special event trains; the Pumpkin Express and the North Pole Limited. These events take months of planning to execute properly. This year, we are looking forward to offering our full unabridged North Pole Limited experience that many museum visitors and members will remember from pre-COVID years. Like the above-mentioned tasks, we are seeking volunteers to help with this year's special events.

Did you know that it takes between 25 and 30 volunteers to run each day of the North Pole Limited event? These volunteers serve in nearly every capacity imaginable; train crew, mechanics, bar attendants, gift shop staff, janitors, parking lot attendants, hot chocolate chefs, ticket agents, etc. You can also send an email to volunteer@psrm.org if you are interested in volunteering during any of our special events.

We will be holding our semi-annual strategic planning workshop on July 24th. During this workshop, the volunteer working group goes through an exercise to identify the organization's Strengths, Weaknesses, Opportunities, and Threats. We then go through a list of shorter- and longer-term strategic goals, make updates to these goals based on the group's feedback, and assign tasks to people to work towards these goals. An email invite has already gone out to the active volunteer list. If you did not receive the invite and you are interested in attending, please send an email to volunteer@psrm.org.

As you can see, there are many wonderful opportunities to volunteer with the organization. There isn't such a thing as a "typical" volunteer at our organization. We have men and women volunteers ranging from high schoolers to working professionals to retirees. Some come to the organization with railroad industry experience; most have none. Whatever your skillsets or specific interests may be, I am confident that you can find something to do here that you'll enjoy. Until next time, keep it on the high iron!

Vice President's Report by Gabriel J. Zorbas

It has been a while since I have written any update for the newsletter, but better late than never! As of the April Board Meeting, the offices of Membership Coordinator, Volunteer Coordinator, Film Productions Coordinator, Workamper Coordinator, and Gift Shop Manager were moved under the supervision of the Vice President. So, here is a brief update from each office.

Membership Coordinator

Russel is working hard on processing our membership material. Russel plans on not only streamlining more of our membership system, he also wants to make some aesthetic changes. I look forward to seeing these changes in the coming months

Volunteer Coordinator

We are still looking for a volunteer to serve in the role of volunteer coordinator. The role of volunteer coordinator includes: working with department heads and project managers to schedule work events, maintaining the volunteer email list, acting as a point-of-first-contact for new volunteers, and performing volunteer outreach. If you feel like you would be a good fit in this role, send me an email at gzorbas@psrm.org or give me a call or send me a text at 619-251-1954.

Film Productions Coordinator

Our Film Productions Coordinator, Lew Wolfgang, has gone above and beyond these last few months. During April, the museum served host to a small music video production. Lew worked directly with the small

team, providing them with a tour of our facilities and helping them flesh out their production ideas. Little did Lew know, that the April shoot would serve as an appetizer to the main course that was about to come. Lew and I worked diligently over the last 3 months engaging with a commercial production company that wanted to film part of their commercial on our railroad. The production involved a lot of moving parts and a lot of last minute negotiations. The stars aligned, however, and we were able to make it happen. I hope to have a full article about the three-day production soon, but we will have to wait until the commercial airs, which we expect in either August or September.

Thank you to Lew Wolfgang, Jarod Black, John Cenker, Randy Houk, Glen Rogers, and anyone else I forgot to mention!

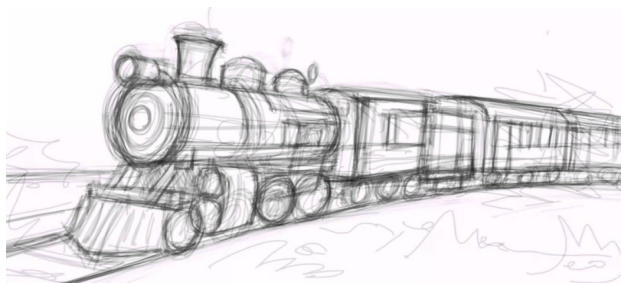
Workamper Coordinator

Unfortunately, we said goodbye to Nancy McDonald at the end of May. Nancy has moved on to a different workamper site. We wish her all the luck on her new adventure!

Gift Shop

Diana continues to work hard keeping the gift shop stocked. Teresa has been serving as Gift Shop Attendant and has been doing an excellent job! We do need to get more volunteers trained in the Gift Shop. If you are interested in learning how to work the Gift Shop, send me a text, email, or give me a call!

Thank you to all who volunteer! We can continue to preserve history without your dedication!



Operations Volunteers for May 23 to June 19, 2022

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, 3 Sunset Special

trains, and the number of days they have volunteered through

June 19: Colin Atwood 2, Jarod Black 1, Carl Brooker 1, James Caestecker 2, Martin Caestecker 1, John Cenker 3, Stephen Hager 2, Randy Houk 2, Rich Paulus 4, Glen Rogers 1, Rob Stebbins 1, Tim Wamsley 2. All golden State trains on June 5 and June 19 were annulled due to shortage of volunteers.

Museum's Historic Coach Car Union Pacific #576 In Need Of Upgrades



Back in 1969, the museum recognized that a common coach car which served southern California passenger trains was very worthy of acquiring and preserving. The Museum raised \$1,250 and purchased the coach from the Union Pacific Railroad. In 1931, Pullman built UP #576 as a depression-era 60 seat heavy-weight (79.6 tons) three axle trucked coach. UP modified the car over the years to meet the needs of their passenger fleet. Pullman air conditioning was added in 1935. Then, in 1948, this car was modernized after World War II to operate with the UP's newer light-weight equipment. #576 was one of 22 cars modernized at UP's Omaha, NE shops, making it similar to the newer lightweight streamlined cars. It was remodeled with 10 mostly wide-view sealed windows with adjustable blinds per side, and 22 double reclining/revolving seats, all with adjustable footrests. Overhead baggage racks with individual light switches and blue night lights were added, plus luggage locker, mirrored restrooms, and new conductor's desk with rolling swivel chair. It received streamlined roof skirting and new steam-ejector air-conditioning. It served mainly on secondary UP streamliners, some of which served the Los Angeles Union Passenger Terminal. When rail passenger service declined in the 1960s, UP #576 was removed from service and stored in Los Angeles, CA until purchased by PSRMA.

UP #576 was moved from Miramar Naval Air Base to La Mesa depot in September 1981, exhibited, and used on the La Mesa Cannonball May 23, 1982, the museum-operated first passenger train on SD&AE's El Cajon branch in 54 years. It went to Campo in July 1983 on the museum's first "Great Freight", on which it unexpectedly served as an overnight coach. It was used on the first museum SD&A excursion trains starting January 4, 1986. In 2013, UP #576 received some much needed body repair and a fresh coat of Armour yellow paint and is now serving as one of the first class cars on the Museum's North Pole Limited trains.

For the past 53 years, the coach seats on UP #576 have taken a beating with the sun and simply time. Mark Landguth has been heading up the project to find the correct fabric and a skilled upholster shop has been identified to perform the work on the 22 double seats. Additionally, a metal restoration shop has been identified to resurface all the visible metal surfaces. Cost estimates have been provided from the shops and a detailed work plan developed. While there are a number of potential off-the-shelf fabrics which could be used, it is highly desirable to duplicate the original.

Continued next page.



UP #576 continued



A Union Pacific Railroad advertisement shows the interior coach seats



Existing coach seats from the UP #576. As shown, it is time for replacement.

The fabric is the same because UP used the same fabric across their streamlined passenger cars for a number of years. There are two major problems in duplicating the original. First, the burgundy color has not been observed in any current fabric. Second, the manufacturing technique is not used any more due to cost and complexity. Mark investigated a range of alternatives from non-matching off-the-shelf, pseudo duplication of original with "close" match of color and style using modern manufacturing techniques and materials, full custom coming as close as possible to the original including wool yarn. Mark has secured the custom weave fabric and the Museum Board of Directors approved \$2,000 to reupholster one double seat to see how the final product will look.



Roofing Job Wrapped Up

The last of the reroofing job is the installation of new side light panels. The original panels were put in by volunteers back in the early 1980's. It was time to replace them to keep the Shop Building waterproof. Our contractors have now completed this last task.

Photo by Vaile Shelton

6/2/22



REPORT

ISSUE 57

SAN DIEGO, CALIFORNIA

JUNE, 1969

An Historic Event!

A
PSRMA
ACTIVITY

RIDE CAR 576 ON DAY OF DELIVERY
ROUND TRIP EXCURSION - LOS ANGELES AND RETURN
SATURDAY, JULY 12, 1969



Union Pacific Railroad Coach No. 576, a modernized heavyweight car, has been purchased by the Pacific Southwest Railway Museum Association, Inc. for immediate use as an excursion car and for eventual use on the Museum's own railroad. Car 576 will be delivered to the Association on Saturday, July 12, at the Los Angeles Union Passenger Depot. To commemorate the event, PSRMA plans an acceptance ceremony and a round trip excursion, with the return trip on Car 576. Members and friends are invited. Here's the schedule:

Leave San Diego at 7 a.m., Saturday, July 12, on a reserved car on Train No. 73.
Arrival in Los Angeles at 9:55 a.m. will be followed by the acceptance ceremony.

We'll leave Los Angeles at 11 a.m. on Train 76 and we'll ride in our own private car - Coach 576. Return to San Diego will be at 1:55 p.m.

Tickets must be purchased through PSRMA. We expect to sell all of the car's 44 seats. A limited mailing will also be made to non-members. Round trip fare is \$10. Do order your tickets now! First come first served. A box lunch consisting of two sandwiches, a piece of pie and a carton of milk may be ordered for \$1.45

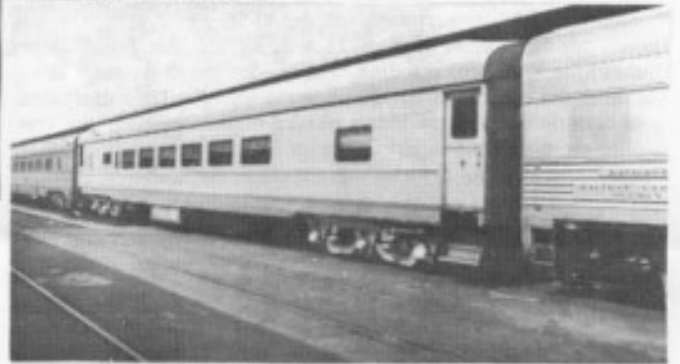
PSRMA is coming alive! We have the equipment and we may be signing a contract shortly for a quarter of a mile right-of-way. Step by step, the Museum is taking shape. You can help. Join us on this excursion. Send in or bring a contribution and have your name included on the 576 sponsor list which will be posted permanently in the car. Will you help? "Own" a share of Car 576!

August 1969 Report Article on the UP #576



ENJOYING a comfortable ride to San Diego is this group of happy railfans.

576
EXCURSION
HIGHLIGHTS
- <



576 LOOKS GOOD among the newest.



STAN KERR is clearly excited about something. Wonder what?



"A FINE JOB", says Bob, of U.P.'s work on the car.



BILL OF SALE is given to P.S.R. M.A. Treasurer Dave Hobson by Robert Lund, Union Pacific General Passenger Agent, as Jerry Windle looks on.



RIBBON CUTTING is done by Janice Sanders as Bob Lund, Eric Sanders and Bob DiGiorgio assist, during ceremonies at Union Depot in Los Angeles.

Help Needed for Ticketing and Reservations

By Martin Caestecker

As we roll into the warm summer months, that can only mean that our busy season of Special Events at Campo is just a few weeks away. Hundreds of happy passengers will board our trains and enjoy our events during this time. This also means that passengers will need help with their ticket reservations – changing dates or times, adding additional tickets, asking questions about the train ride, and more.

For the last few years, I have fielded most of the calls and requests from our passengers. However, I feel

that it is now time to add a few more individuals into the fold. The saying “many hands make less work” comes to mind. Especially during the North Pole Limited season – and especially due to the other obligations I have at PSRM – running the phone lines by myself has become a challenge.

If you enjoy interacting with people, but perhaps cannot make it out to Campo to lend a hand, this is the perfect volunteer opportunity for someone away from the Museum. I am happy to teach you all the skills required to adjust ticket reservations and answer basic questions about our train rides. If this is something that might interest you, please send me an email at mjcaestecker@psrm.org. Thanks again for supporting our museum!

thank you!

A Note from Fundraising

Special thanks to our donors to PSRM for May-June 2022: Kris Toman; Richard Williams; Bradley Wilkins and Eugene Alle.

Summer is here and the restoration work at PSRM continues to move forward thanks to our great volunteers. One latest project we hope to complete before Christmas Train, is the reupholstering of the seats in the UP #576 Coach car. The cost for this project is \$53,000, while we have some of the funding available to start the project, there is still a need to continue to fundraise to complete the project. If you would like to make a contribution and vie for a chance to be one of the first riders to ride in this historical coach car, here are a couple of ways you can make a donation:

Make a donation online at <https://www.psrn.org/donate/> - please specify that you would like to donate to the UP #576 Project.

Send a check to: PSRM, 4695 Nebo Dr., La Mesa, CA 91941-5259-please specify that you would like to donate to the UP #576 Project.

When we receive your donation, we'll personally see to it that you are among one of the first groups to ride in this lovely restored historical railcar (reservations for the Christmas Train excursion required).

Another project that is going to be taking place is the restoration of the *Party Caboose*. Wouldn't it be fun to have your child's birthday in a real rail car? You don't have to be a kid to enjoy it, adults can also enjoy the Party Caboose. Details will be posted when the Party Caboose restorations are complete.

Thank you in advance for your contribution. Your donation will go far towards accomplishing our goals of restoring historical rail cars for your enjoyment.

If you have any questions, please feel free to contact me. Thank you for being a part of our railroad family!

Donna J. Spevack , Administrator of Fund Development
(619) 606-6231 fundraising@psrm.org

Maintenance Continues at the Railway Museum

With Glen Rogers leading the way, CalFire fire crews have been busy cleaning up brush and limbs on our property and along the railway right-of-way. *All photos by Glen Rogers June 1-3, 2022.*



On left is the land between the SD&AE main line and our track 1.

On right is the SD&AE main line behind the Green Store in Campo, about 1/2 mile west of the Campo Depot.



Broken Rail on Track 1

A recent commercial shot at Campo involved using a large loader to move around dirt. After the commercial wrapped up, the loader moved a lot of dirt for us. While driving across track 1, the loader caught the rail and broke it. This is the original rail off the Coronado Branch donated by the San Diego Trolley back in 1981.



Volunteers picked up the rail off the branch line and stacked it, with SDG&E trucking it to

Campo. CDF fire crews skeletonized the tracks in preparation of replacing the broken rail. Volunteers will soon replace the rail and put the track back in service.



Santa Fe Triple Switch Repairs

By James Caestecker, Track Foreman

On Sunday, June 5, 2022, a volunteer track crew consisting of Glen Rogers, James Caestecker, Frank Najera, Martin Caestecker, and Stephen Hager convened to make urgent repairs to our Santa Fe Triple Switch. Donated to PSRM by the Santa Fe in 1984, the Triple switch, which originally had resided at the corner of Pacific Highway and F Street in downtown San Diego, has been an important piece of the Museum's track structure. (See the February 2022 *Hot Scoop* for additional information) This switch offers access to most of our Upper Yard and Shop Facility, servicing tracks 9-15. A few weeks ago, volunteers discovered a failure of some rivets in one of the switch points, and an effort was made to put together a work day to correct the problem.



Roadmaster Glen Rogers and Track Foreman James Caestecker pose with the Santa Fe Triple Switch with the switch points disassembled. Photo by Frank Najera.



Stephen Hager fabricates a handle for a die while Martin Caestecker cuts steel on the chop saw. Photo by Frank Najera.

Early in the morning, volunteers met for a safety meeting and were then divided into two teams. Martin and Stephen would work in the shop to manufacture the proper tools to make three replacement rivets. The remainder of the team would work on disassembling the parts of the switch required to bring the switch point up to the shop. Unlike a standard switch, the triple switch serves three tracks instead of two. This means that the switch has two sets of switch points instead of just one. Both of the two points on the south rail of the switch were removed, as the defective part was the nested point closest to the stock rail. After disassembling the points, Glen

Rogers fetched our rail tongs and a forklift to allow the long switch point to be brought up to the PSRM Shop for repair.



Martin Caestecker and Stephen Hager pose with their handiwork on the repaired switch point. Photo by Frank Najera.

Stephen and Martin employed a variety of machines in the shop to fashion the tools necessary to turn the heads of several round pieces of steel into rivets. Two dies were made in order to shape the rivet heads and a combination of heat and our hydraulic press were used to mushroom the heads on the rivets. Once manufacturing was complete, the switch point was brought in the west side of the shop and the rivets were then hot-riveted into the switch point, with the whole gang assisting in holding the rivets, heating them, pounding them flat, and grinding them smooth.

Later in the afternoon, the switch points were reassembled in the switch, and some new fasteners were added to the connecting rods be-

tween the points. Our repair made to the switch point was very solid, but eliminated an inch or two of play that had previously existed between the points, causing us to need to make some adjustments to the connecting rods. Unfortunately, those pieces had not been moved or adjusted in many years, and it was determined that volunteers would complete as much of the repair as possible and then return at a later date to complete the work. As of now, access has been restored to tracks 11-15. Volunteers will meet soon to heat and loosen up the connecting rods to make final adjustments.

If you are interested in learning more about our track repair activities, or are interested in volunteering, no experience is required and inquiries can be made to James Caestecker, Track Foreman, at track@psrm.org.

Board Nominations Now Open

By Martin Caestecker, Secretary

It's that time of year again! The nomination period for the 2022 Board of Directors election is now open through Wednesday, August 17th. The board positions up for election for the 2023-2024 term are President, Secretary, Director of Equipment, and Director of Museum Services. As always, any ten Regular Members in good standing may nominate any other Regular Member in good standing for these positions. Those nominated must evidence in writing their willingness to serve. Those nominated for Division Director positions must also be associated with the department that individual is nominated for.

Members wishing to petition for a position on the ballot should visit psrm.org/election2022 to download the petition form and see other important election dates. Petition forms are due by mail by no later than Wednesday, August 17th. Please address forms to PSRMA, ATTN: Secretary, 4695 Nebo Dr., La Mesa, CA 91941.

For those positions where more than one candidate submits a valid petition, a ballot will be mailed out by October 10th and will be due back to the address above no later than November 9th. Remember, you have the power to shape the organization with your vote or your support of a candidate in this election!

ADVERTISING THE SD&A

PART 3- THE FREIGHT BUSINESS

By Bruce Semelsberger, PSRM Archivist

There is a background story to this segment which involves long-time PSRM member and Restoration Superintendent Ted Kornweibel. One Saturday many years ago Ted called, saying that he had seen an ad in the San Diego Union classifieds from someone with railroad papers to sell. He investigated and discovered a former nurse for the late SD&AE Chief Clerk J. Welton Grosdidier was selling his collection of documents, there being no heirs or other claimants. Ted promptly purchased the boxes of material and gave them to the library. Among the diverse collection we found records of the employee committee meetings Mr. Grosdidier had produced under Chairman Ben Dittenbaugh for the SD&AE during the late 1930s to 1941 upon which a significant portion of this article is based.

It is through the dedication of volunteers like Ted that PSRM has achieved its successes and is the possessor of some really rare historical information. Thank you, Ted!

When the SD&A finally began consistent operations in 1920, it was pinning any hopes for profits on freight operations as it was already recognized that the bulk of passenger business would inevitably go to the ATSF to and through Los Angeles despite all efforts to divert any significant part of it to the SP. It was the hope of the SP management that the Imperial Valley agricultural traffic plus whatever local business had been transferred to the SD&A from its predecessor components (NC&O, Coronado, Cuyamaca, San Diego & Southeastern) would form enough of a nucleus to justify operations. It didn't take long to discover that it would be literally an uphill battle to take business away from a competitor entrenched in San Diego since 1885.

There is an important difference between modern freight business and those early days. LCL, or Less than Car Load shipments still formed a large part of the freight service and local trucking companies and large carriers like Railway Express could pick up small shipments at a company's door and bring it to the railroad for loading into boxcars and subsequent shipment. The same situation applied in reverse for deliveries. With a large number of small businesses participating, this could have enough impact on the income to make the difference between profit and loss.

Still dependent on the efforts of the SD&A and SP freight agents (The SP owned half of the SD&A stock), the SD&A tried to encourage its employees to be active solicitors of the freight business.

Some letters in the files allude to the formation of a "Getting business for the railroad" committee, but it is unclear how it was organized or how effective it was. One focus was apparently to find tenants for harbor lands owned by the cities, particularly in Chula Vista where the Santa Fe had no direct reach.

In San Diego, The SD&A formed a partnership with the Chamber of Commerce and close ties were forged with the local SD&A management. With the aid of the Chamber, a letter to all local businesses was sent in 1924 which stated that businesses in San Diego directly benefited from sales to the large number of SD&A employees and thus deserved their patronage. Also stressed was the matter of local taxes paid directly and through local purchases.

With the extension of the SD&A main line from the yards to the new Union depot in 1915, the two companies tracks now ran in close parallel from the depot to National City with each company having customers both east and west of the corridor. Switching of cars by both companies across the other company's



tracks soon resulted in a number of near mishaps as well as delays.

After much discussion between the two managements, a decision was made that the ATSF would switch all SD&A customers west of the SD&A main and the SD&A would do the same for ATSF customers east of the ATSF main.

This theoretically evened access to the harbor with its many wharves and some large processing businesses for the SD&A, but wasn't really a major revenue factor although it greatly improved safety and saved time for both companies.

The SD&A struggled through the 1920s, particularly after the death of John Spreckels in 1926, and faced oblivion in the 1930s like so many other local railroads. In October of 1931 the Spreckels heirs, faced with a mountain of debt and in the midst of a worsening national depression, sold out to the SP for nine cents on the dollar and were glad to be out. The landslide at Goat Canyon in March of 1932 proved the wisdom of their decision. The SP, now the sole owners of the new SD&AE, were faced with more debt and new problems after deciding to keep the line open.

In 1938, after years of stagnant revenues, Chief Clerk J. Welton Grosdidier sent a letter to SD&AE Vice President Alan Mercier suggesting a

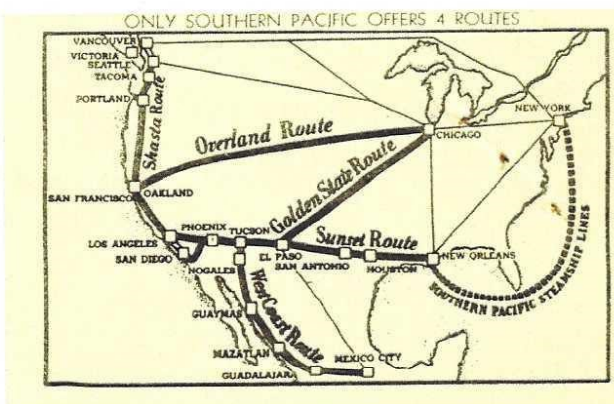


Employee's Getting Business Committee of the San Diego & Arizona Eastern Railway Co

new employee committee be formed with both senior level management participation and employee department representatives. The "Employee's Getting Business Committee of the San Diego & Arizona Eastern Railway Co." would hold monthly meetings after daytime working hours and also host

annual meetings like a Spring picnic for all of the employee families. The committee would address complaints and make suggestions, but most of all would encourage a feeling of belonging and shared effort among employees of the various departments. The idea was approved and Ben Diffenbaugh was appointed committee Chairman as well as representative for the yardmen. Meetings were held in the Chamber of Commerce Auditorium (see photo).

Over the three years of documented activity ending in 1942 with the nationalization of the railroads during WWII, the committee considered over 150 complaints and made suggestions to improve both the freight and passenger service. One suggestion resulted in the attached business card of which several thousand were handed out by the railroad's employees to merchants wherever a purchase was made in hopes of garnering some of the LCL trade. The activities of the committee were reported in the SP newsletter and may have influenced employees of other divisions.



The suggestions made and complaints addressed by the committee form a rare distilled analysis of the problems of operating a depression era railroad too lengthy to discuss here but are well worth the interest of any researcher. Did the operations of the committee result in any significant service betterments or revenue increases? The Chairman himself, in a letter to management, was doubtful, but felt that it at least brought the employees closer together.

One of Welton Grosdidier's ideas was to make the annual meetings a fun event, something for which he was well qualified as a noted humorist and the Poet Laureate of San Diego. There were musical numbers both "serious" and humorous and various readings and other entertainments. A surviving script from a skit written by Welton and performed at the April 1940 meeting relates the foibles of a hapless job applicant and parodies the office stenographer, a risky proposition as she happened to be his wife! Included here as a bonus is one of his poems which laments the unreliability of an early track motor car which the railroad purchased from the Mudge Motor Car Company of Chicago.

WHEN THE MUDGE WON'T BUDGE (Perpetrator unknown but at large)

In the good old days when the railroad's ways were patrolled with the old hand car
The section boss was ne'er at a loss to know when he'd go or how far.

In these modern days the same roadways are motored by gasoline
And the section crew goes flying through on this wonderful machine.

When the gas tank's full and the thing will pull they go where they will in a hurry
But the thing's the bunk and a piece of junk when it bucks and - - Oh, the worry.

When the jefe starts for unknown parts on his car from the famed Hot Springs,
To check low joints at various points as well as the curves and things,

He sits on his Mudge like a probate judge while he rambles through the breeze,

But he hits the grade where there is no shade and he gets down on his knees,

To learn perchance why the thing won't dance when he opens up the gas.

Does he say "too bad"? Does he seem real glad? We won't say; just let that pass.

When he mounts the Mudge and it will not budge, just lend a list'ning ear.

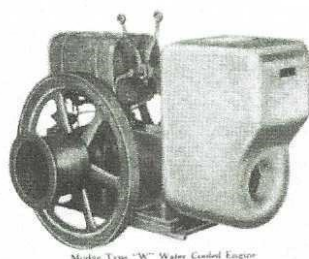
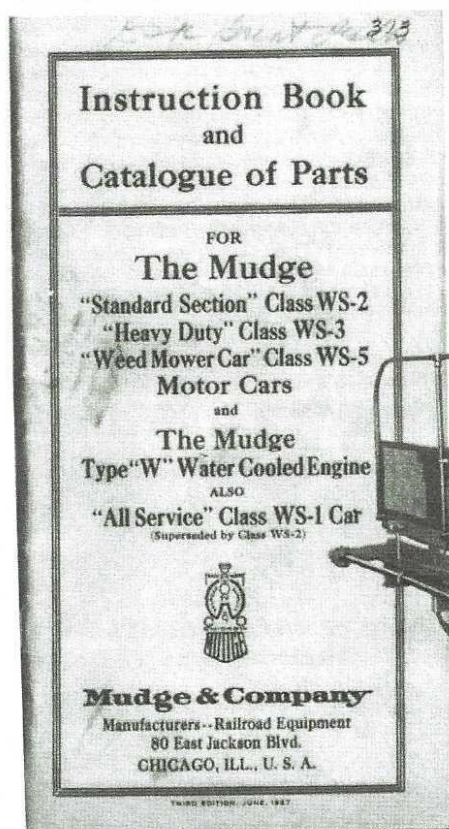
He knows some words that are truly birds which you cannot help but hear.

But for all this talk he still can walk, so he hikes his weary way.

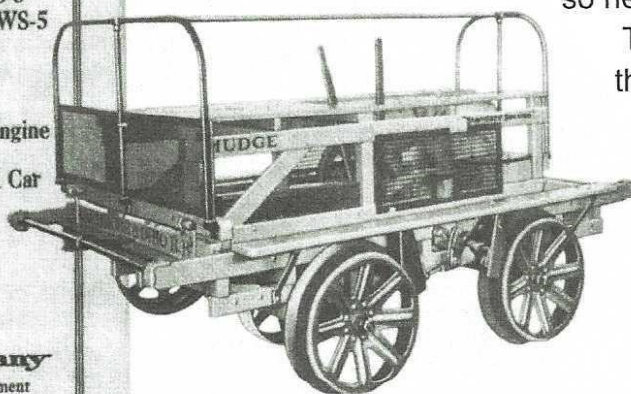
Though there are no smiles there are plenty miles e'er he finishes the day.

His legs are short but he's sure a sport for such walks are rather tame,

And the going's slow as you well may know but he gets there just the same.



Mudge Type "W" Water Cooled Engine



Mudge Class "WS-2" "Standard Section" Motor Car
Side View

The Coaster F40s Saga – Part 3

By Stephen Hager, President

This article is part 3 of a series. If you have not already read parts 1 and 2, I recommend that you go back and read them in the March and April editions of the Hot Scoop.

The Pacific Southwest Railway Museum in Campo is “landlocked”, i.e., there is currently no rail connection to the outside world. Our connection to the outside world was severed on December 25, 2009 when the timber lining of Tunnel 3 in Mexico burned, causing the tunnel to collapse. Since then, every piece of rail equipment that the organization has acquired had to be brought to Campo by truck. This includes SP 5119, SP 3709, and the Imperial Bird. Our past experience with these moves has shown that moving equipment to Campo by truck is both extremely expensive and requires intensive planning and coordination.

Knowing that we could not possibly afford to move five locomotives to Campo by truck, we communicated this fact to North County Transit District (NCTD). NCTD agreed to look into the costs to subsidize this move, but quickly found the costs to be untenable. This left the PSRMA in a difficult position; either find a way to get five F40 locomotives to Campo by rail, or lose the entire donation. We opted to take this approach: tentatively agree to accept the locomotive donation from NCTD with the assurance that we would make a good faith effort to get the railroad reopened to Campo. NCTD for their part would help subsidize the costs to reopen the railroad.

At an initial glance, this plan may have sounded crazy. However, when you break the problem down into individual pieces, it becomes much more manageable. As of March 2020, there were essentially three barriers to moving the locomotives to Campo; 1) Tunnel 3 in Mexico was still impassible, 2) we had not engaged with US Customs to make a move across the border at Division in over 10 years, and 3) two bridges on the railroad between the international border and Campo needed to be inspected and load rated before trains could run over them.

Although US Customs was a big unknown, it was not anticipated that this hurdle would have any major costs associated with it. Tunnel 3 was known to be a potentially vast expense to get reopened, and we knew that it would take binational cooperation to get it reopened. Because of the uncertainty, we did not feel comfortable asking NCTD to help fund the reopening of the tunnel. The bridges on the other hand were a much simpler problem to tackle. The PSRMA had previously requested a quote from an engineering firm to inspect and load rate the steel viaduct bridge near Division at milepost 60.08 and received a staggering quote of over \$60,000 just to get an inspector and equipment out for the bridge inspection!

This quote had essentially put a stop to any previous plans to putting bridge 60.08 back into service. However, I dug a little deeper and reached out to the bridge inspection team at my company, RailPros. Using a far less mechanized approach, RailPros quoted a cost of just over \$33,000 to load rate and inspect the bridges at both milepost 60.08 and milepost 60.93 as well as the recurrent annual inspection on bridge 65.27 closer to Campo. This was a much more reasonable amount and we asked NCTD if they would be willing to cover these costs. NCTD said yes!

Tunnel 3 was the next challenge to tackle. The PSRMA reached out to the Baja California Railroad, the company that operates freight trains on the Tijuana & Tecate Railway. BJRR was the designated freight operator on the Desert Line from the international border to Campo and on through to Plaster City. However, as of 2020, BJRR was still working through the administrative hurdles of planning for a US Customs inspection station somewhere between the international border and Campo. Knowing that BJRR couldn't operate trains over the Desert Line without reopening Tunnel 3, we asked if they would consider pushing up the timeline to reopen the tunnel, perhaps with some assistance from the PSRMA. The response somewhat muddled the waters.

BJRR is contracted to operate the Tijuana and Tecate Railway by ADMICARGA, an administrative agency under the Baja California State Government that has the concession to manage the railway. Without getting too far into the politics of the situation, it would be fair to

The Coaster F40s Saga – Part 3 Cont.

state that the responsibility for repairing Tunnel 3 was not fully defined or agreed-upon between BJRR and ADMICARGA. This left BJRR unwilling to accept responsibility and liability for reopening Tunnel 3. This meant that the PSRMA would instead have to work with ADMICARGA to get the tunnel reopened.

However, it was now getting to be fall of 2020. Time was running short for the F40s as NCTD was planning to retire them from service on the COASTER trains in early 2021. The short timeline meant that the PSRMA would have to take a different approach; seek a location in the San Diego area to temporarily store the locomotives for a year or two while we sorted out the Tunnel 3 challenge. In November of 2020, the PSRMA entered into a memorandum of understanding with NCTD. In summary, this MOU stipulated that NCTD would donate their five F40PHM-2C locomotives to

the PSRMA after disabling the engines in compliance with the California Air Resources Board (CARB) requirements. NCTD would also cover the costs to inspect and load rate the bridges between the international border and Campo. In return, the PSRMA agreed to accept the donation, make a good faith effort to relocate the locomotives to Campo, and remove the locomotives from NCTD property by April 15, 2021.

I had originally hoped that the conclusion of this series would coincide with the delivery of one of the F40s to Campo. However, delays with getting this article out mean that the locomotive will likely already be in Campo before the story is finished. Either way, I will continue to put this series out each month while separately providing coverage of the locomotive delivery.

Stay tuned for Part 4 next month as we discuss the many challenges that we faced in 2021 with this important acquisition.

For two weekends, Mark Landguth set up a booth at the open house weekends at the Antique Gas & Steam Engine Museum in Vista. The word was spread to interested groups about our museum in Campo.



June Board Briefs

By Martin Caestecker, Secretary

The meeting was called to order at 6:33pm. Board members in attendance are Hager, Zorbas, Caestecker, D. Smith, Denison, Black, and Edwards. Members in attendance were Donna Spevack, Roger Garrett, Perry Edwards, Tim Wamsley, Lew Wolfgang, George Porter, Paul Faulk, and Mark Landguth.

D. Smith reviewed the financial reports with the board. He noted that, in general, we were in a fine cash position. Hager asked if the expense discrepancies noted at the previous board meeting had been addressed. D. Smith reported that they had not.

Hager reported that the delivery of NCTD 2103 to Campo had several false starts over the last month. At the time of the meeting, Hager estimated that the move would likely take place in early July with delivery to Campo by mid-month. None of the delays had been the fault of PSRMA. Hager also reported that he was continuing his efforts to negotiate the sale of NCTD 2105 to SCRM. The date of the sale was still to be decided as there were still many issues to resolve.

Zorbas reported that there had been little progress on the Division jurisdictions, but he was hoping to get it buttoned up before the July meeting. Zorbas encouraged all of the division directors to reach out to him and D. Smith so they could come up with a list of division responsibilities.

Zorbas reported that he was working on some research on the bylaws of other railroad preservation organizations. This would help educate the board on the legal ramifications of bringing our bylaws up to date. The board establish an advisory committee for the purpose of revising the bylaws. Zorbas to serve as chairperson. Board member D. Smith and member Donna Spevack to serve as committee members. Hager reminded the board that approval by the board and ratification by the members would be required and that ballots would need to go out in September if we want to finalize the bylaw revisions this this year.

Hager performed an extensive review of a proposed list of standing rules with the board. Previously, Hager had extensively looked for previously established standing rules in PSRMA's records and found their substance and

documentation was poor at best. After much discussion, seven new standing rules were established and any previous rules were nullified.

Hager reported that the contractor PSRMA hired to clean SP 3709's fuel tank was not confident the tank could be sufficiently cleaned without cutting up to 6 holes in the tank to provide better access to some portions of the tank. The board authorized an additional \$3,250 for this effort.

Landguth, a guest of the board sponsored by Zorbas, reported that \$20,000 would be required to purchase the needed fabric to reupholster all of the seats in UP 576. This fabric was exceptionally close to the original fabric. Landguth offered to front the money for the fabric's purchase pending repayment to him by PSRMA. D. Smith noted that he and Donna Spevack were also in process to apply for a \$50,000 grant to pay for the fabric and the upholstery work. Work was also underway on a "buy a seat" sponsorship program as another fundraising mechanism. Several motions were passed to create a restricted fund to hold monies fundraised for the project, authorizing expenditure of \$2,000 to reupholster one seat pair, authorizing expenditure of \$20,000 for the purchase of the fabric, and authorizing repayment to Landguth once sufficient funds were raised. Big thanks are due to Landguth for his diligence and financial support towards this project.

I reported on the ongoing train crew volunteer shortage at Campo. The board discussed several options on how to address this shortage including providing some form of transportation for the volunteers to get to Campo and providing some monetary stipend towards the cost of gasoline. It was evident more research would be required before a decision on how to proceed was made.

Zorbas reported that, due to supply chain issues and other factors, the price of pumpkins have significantly increased. As a result, more money than usual was authorized to purchase pumpkins for the Pumpkin Express event totaling \$8,000. A ticket price increase of \$2 per ticket was also authorized to offset the additional cost.

Finally, Hager reported that volunteer Frank Najera had submitted an extensive scope of work to restore the roof on SMVRR Railbus #9. Najera needed PSRMA funds to cover the replacement wood roof, a new pad for over the wood, and a new canvas top. \$4,000 was approved towards this effort.

Historical Photo: SD&A #106 in downtown San Diego yard



San Diego & Arizona #106 is captured in this photo in their downtown yard. Note the original engine house on the right of the photo. This location is now the San Diego Trolley yards, which is also shared by the San Diego and Imperial Valley Railroad locomotives and freight cars. The photo was shared on line.