



A publication for the Pacific Southwest Railway Museum members

September 2022

North County Transit “Coaster” Locomotive #2103 Arrives Campo





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

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Note from the Editor - Jim Lundquist

This issue of the *Hot Scoop* features the final steps in the acquisition and movement of Coaster locomotive 2103. Earlier, in four issues of the *Hot Scoop*, project manager and current President Stephen Hager has told the multiyear story of how the locomotive came to our museum. It is no small feat to make such a San Diego historically significant artifact a part of our museum. This is the locomotive which started commuter rail service between San Diego and Oceanside. At 141 tons, moving the locomotive was an adventure. Working the way through the government offices to acquire the locomotive also took many hundreds of hours writing letters, phone calls and meetings. Seeing this project through from start to finish, Stephen deserves all the credit. This was his dream that he brought into reality.

I am grateful for the many emails and phone calls from our members expressing their appreciation of my work in putting together the *Hot Scoop* every month. Long time life member and once very active director Ted Kornwiebel wrote:

LETTER TO THE EDITOR (HELLO JIM):

First, I'd like to compliment Alana Hyatt for the great job she did keeping the Hot Scoop alive for over a year. Please don't take this as a back-handed compliment, Alana. I know how much work it takes to put out a quality newsletter; you did that better than most could produce. And your photographs justify entirely our little fund raiser for a camera for you.

Next, many kudos go to new editor Jim Lundquist. Jim, you've taken our newsletter to new heights, in both the photography department and in text. The sheer volume of images in last month's edition made for an enjoyable trip down memory lane. It was good to "see" Mike Reading again. How about including an historic photo in every issue? Thanks too, Jim, for including biographies of active members who we should all get to meet. And obituaries are always appreciated. Perhaps an occasional historical obit to acquaint the membership with some of our founders.

Thanks, too, for putting out the HS on a regular schedule. Keep up the good work,

Ted Kornwiebel

It does take many hours to produce the *Hot Scoop* every month, and I appreciate the expressions of thanks. I will also share these thanks with those members, past and present, who take the time each month to write articles and share photos. Without these, the *Hot Scoop* would not be as informative. As an all volunteer organization, please take the time to reach out to all volunteers to tell them you appreciate their hard work and dedication to saving and presenting railway history.

Coaster 2103 Arrives in Campo!

Article and photos by Stephen Hager, President unless identified

After four and a half years of planning and coordination, Coaster F40PHM-2C Locomotive SDNX 2103 arrived at the Pacific Southwest Railway Museum in Campo on August 9, 2022! See the separate "Coaster F40s Saga" Hot Scoop series for the backstory on this acquisition.

Moving an object as large as a commuter locomotive via a combination of rail shipping and trucking takes both careful planning and a bit of luck. After 2103 arrived at Coast Rail Services in Anaheim in April, our schedule for shipping it to Campo was contingent upon several factors; how soon the highway permits for the move would be ready, how long the Plastic Express track in National City would be available, and how long it would take to ship the locomotive from Anaheim back to National City.

The northbound move of 2103 and its four sisters via BNSF from Camp Pendleton to Anaheim had shown that it was possible to accomplish this move in four days. During this move, the locomotives were routed on three separate trains, first going to Barstow, then La Mirada, before finally arriving in Anaheim. We figured that the reciprocal of this move would take a day or two longer at most. After all, it only needed to go 45 miles farther south than Camp Pendleton to reach San Diego, and then get switched onto the BNSF local that serves National City.

The highway permitting process can be quite onerous. By itself, the locomotive weighs 141 tons and is 64'-3" long, 10'-4" wide, and 15'-7.5" tall. With 2103 sitting atop the truck dollies with pusher and puller truck tractors, the entire assembled vehicle would be 145'-6" long, 20'-4" wide, and 19'-9" tall. Such a large vehicle must be moved very slowly and carefully around tight corners. It would take up nearly two standard highway traffic lanes. It would exceed the maximum vertical clearance for most Caltrans highway bridges. The enormous weight also meant that the locomotive could not pass over certain bridges with weight restrictions.

All of these factors meant that 2103 would have to be carefully routed through surface streets to avoid obstacles. The route was precisely surveyed in advance. Many unavoidable obstacles such as low-hanging utility wires would have to be raised and traffic signal heads would have to be turned (more on that later). The bulky vehicle and anticipated slow movement meant that the move would require an escort by the California Highway Patrol. Between six and eight CHP units would accompany the move; blocking and redirecting traffic both ahead of and behind the locomotive as necessary. This would be so disruptive to other drivers on the road that it could not possibly be done during the day. Thus, the CHP and the state and county permitting agencies would only permit 2103 to move at night between about 9:30 PM



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



2013 airborne at National City. It will soon be placed on truck dollies.

and 5:00 AM. Furthermore, 2103 would not be permitted to move on Friday and Saturday nights due to CHP staff availability and potential weekend traffic.

Contractors Cargo estimated conservatively that it would take three nights to truck 2103 from National City to Campo. Bob's Crane estimated that it would take one eight-hour working day to load 2103 onto the truck dollies and another eight-hour day to offload it.

With all the time estimates in place, we came up with a preliminary schedule: 2103 would leave Anaheim on a Tuesday or Wednesday and arrive in National City on the Monday or Tuesday of the next week at the latest. That second week, it would get loaded onto the truck dollies on Tuesday. 2103 would then be trucked to Campo during Wednesday, Thursday, and Sunday nights. Finally, it would be unloaded and delivered to the museum on the Monday of the third

week.

Contractors Cargo anticipated that the highway permits for the move would be finalized by mid-June. Thus, we planned to have 2103 depart Anaheim on Tuesday, June 7th. If all went according to plan, it would arrive in Campo on or about June 20th. In the days leading up to June 7th, we created the shipping instructions and waybill in BNSF's system to initiate the shipment to National City. BNSF would need to perform a new mechanical inspection on 2103 before it could depart Anaheim. This should have taken place on June 6th. This plan was almost immediately derailed after BNSF was forced to delay the inspection until June 7th. Contractors Cargo also had to do some unscheduled maintenance on one of the truck dollies. These two combined factors forced us to delay the move.

We regrouped with all of the parties and set a new schedule for the move; 2103 would depart Anaheim on July 5th and arrive in Campo on or about July 18th. This in turn meant that the cranes would be booked for July 12th and 18th for National City and Campo, respectively. The date-specific highway permits would be issued for travel on the nights of July 13th, 14th, and 17th. There were no major changes or delays leading up to this revised departure date. However, last-minute crew shortages at BNSF pushed the departure from Anaheim back by one day.

On the morning of July 6th, 2103 departed Anaheim. After a quick stop in the La Mirada Yard, 2103 was on La Mirada-Barstow manifest train that afternoon. Although it got moving a day later than planned, there should have been plenty of time for 2103 to make it to National City by the 12th, right? WRONG!

The manifest train made good time and reached just outside of Barstow on the evening of the 12th. This good progress abruptly came to a screeching halt when the manifest train was tied down outside the Barstow yard and sat there for nearly 36 hours! On July 8th, the train finally got moving again and made it the rest of the way into the yard. At this point, much of the padding time in the schedule had been lost, leaving little margin of error for 2103 to make it to National City in time for the lift on July 12th. 2103 needed to be quickly switched into the next Barstow-San Diego manifest train.

Unfortunately, the window of opportunity for this next move came and went, forcing us to delay the cranes and trucks by 24 hours at a time for multiple consecutive days. As of July 12th, 2103 was still sitting in Barstow. Several calls to BNSF customer service finally revealed that the locomotive weight had been miscalculated in the waybill. This had caused BNSF's computer system to flag 2103 as an overweight load, preventing it from being placed on the Barstow-San Diego train. A quick adjustment to the shipping instructions corrected this problem. Unfortunately, the damage had been done; the timeline for arrival in National City had been thrown off completely and Bob's Crane and Contractors Cargo were expending unnecessary costs and effort by repeatedly pushing the move back. A decision was made to indefinitely

postpone these moves until 2103 could make it to National City.

After the locomotive weight was corrected, 2103 continued to sit in Barstow for another seven days. Crew shortages at BNSF had created an enormous backlog of freight cars needing to go to San Diego, and it seemed that 2103 was dead-last on the list. Several Barstow-San Diego trains departed while 2103 continued to sit. The locomotive finally made it onto a Barstow-San Diego manifest on July 19th. After spending a night in San Bernardino, this train made it into San Diego on the evening of July 20th. After spending a few days in the San Diego yard, BNSF was ready to deliver 2103 to National City on July 25th. Time to reschedule the cranes and trucks? Not quite! One of the cranes had been booked on another job, and was then scheduled to undergo maintenance. The earliest that the cranes would both be available was August 3rd. With no real choice, we asked BNSF to hold off on delivering 2103 to National City until either August 1st or 2nd.

The new plan was as follows: Lift 2103 onto the truck dollies in National City on August 3rd. The locomotive would be in transit on the nights of August 4th, 7th, and 8th if needed. The locomotive would then be delivered to Campo and lowered onto the track on August 9th. BNSF kept their promise and delivered 2103 to National City on the evening of August 1st.

Finally, the big lift day came on August 3rd! Bob's Crane and Contractors Cargo crews began arriving at the Plastic Express track at around 6:30 AM. Each crane had a massive complement of crew including crane operators, oilers, riggers, and truck drivers. Both the 275-ton and 350-ton cranes have road dollies to spread out the weights of the booms while travelling on the road. Each crane also has an accompanying "accessory-haul" flatbed semi-truck, containing rigging, pulley blocks, and other supplies. The 275-ton crane has three accompanying flatbed trucks to haul its counterweights. The 350-ton crane has four such accompanying trucks.

Almost immediately, a problem was discovered. 2103 had been spotted farther down the track than originally planned. Prior to 2103 arriving, Reliance



Metalcenter had cleared the planned lift area of all steel plates and moved them farther down the track. These plates were now directly in front of the locomotive's actual location. Despite the fact that it was interrupting their workday, the employees at Reliance Metalcenter worked quickly to remove the plates from the lift area. By 8 AM, the area was clear. The cranes immediately went to work setting their outrigger pads, extending their outriggers, setting their counterweights, and rigging up their large pulley blocks.

Although 2103 had been jacked up several times in its lifetime, the lack of chipped or scratched paint on the lifting lugs showed that it had never been lifted from above before. Bob's Crane and Contractors Cargo crews worked together to select and rig up the best lifting straps to carry the weight of the locomotive.

Shortly before 12:00 PM, 2103 was gently and seemingly effortlessly lifted off the rails. The truck dollies were backed into position, and the crane operators skillfully maneuvered the locomotive until it came to rest atop the dollies. Once 2103 was down, the cranes got to work disassembling themselves. Meanwhile, Contractors Cargo crews began strapping 2103 down to the dollies. Finally, PVC pipes were taped down atop the roofline of the locomotive to serve as guiderails and prevent any low hanging utility wire from snagging on the air conditioner or fan housings. Prep work continued into the evening.

On the evening of the next day, August 4th, it was time for 2103 to depart National City. The CHP conducted an inspection on the entire rig before giving it their blessing. Just after 9:30 PM, 2103 and its entourage departed the Plastic Express yard. Each of the truck tractors was heavily ballasted to increase traction. The tractor at the front would do most of



2013 eastbound on Tavern Road in Alpine, CA. Photo by Edward Link, posted on-line.

the work on city streets. The rear tractor would provide some additional pushing force through the rear dolly on steep streets and at other times when needed. Each of the dollies had a set of steerable axles on their front ends. These were used only when making extremely tight turns. In addition to the locomotive and truck dolly rig, there were several support vehicles accompanying the move. The first was a pickup truck with a long pole equal to the height of the locomotive attached to the front. It would drive ahead of 2103 to do final checks on vertical clearances. There were also two bucket trucks. The buckets on these trucks were used to force heavy bundles of overhead wires upwards so that they would clear the top of 2103. In areas where single or smaller wires needed to be raised, Contractors Cargo employees would use handheld rods to raise and hold the wires. At three or four locations along the route, low-hanging traffic signal heads were impossible to avoid. At these locations, the heads had to be rotated 90 degrees vertically to clear the top of 2103, another task for which the bucket trucks were ideally suited.

On the first night of the move, 2103 was routed through the industrial and residential streets of National City, Bay Terraces, La Presa, Rancho San Diego,

Hillsdale, and El Cajon before finally reaching Interstate 8. It was parked on the eastbound shoulder just east of Greenfield Drive at about 3:30 AM. Because the next two nights were weekend nights, 2103 would end up spending all day Friday, Saturday, and Sunday at this location. With the locomotive parked in such a conspicuous location, many inquisitive members of the public took pictures and videos of 2103 as it sat along the freeway.

The second night of the move started on Sunday, August 7th. After another brief CHP inspection, 2103 resumed travelling on Interstate 8 east. From there, 2103 would travel to Alpine, exiting the freeway at Tavern Road and following that road as it becomes Japatul Road and eventually Japatul Valley Road before rejoining the freeway. 2103 would then travel to Pine Valley and exit the freeway at Sunrise Highway for the last time, before following Old Highway 80 and Buckman Springs Road the rest of the way to Campo. It would spend one more full day in Campo on the truck dollies.

Tuesday, August 9th was lift day part two. The cranes arrived around 6:30 AM and set up, this time with ample space in the wide PSRM parking lot. Shortly



2013 travels through Alpine, CA. in the dead of night. Photos by Edward Link, posted on-line.

before 10:00 AM, 2103 was lowered onto its new home rails at Campo! A PSRM train crew was standing by to whisk 2103 back up to the Campo yard. Many handshakes were exchanged between Contractors Cargo, Bob's Crane, and PSRMA representatives for a job well done!

We are extremely proud of the acquisition of 2103, especially with all of the cards that were stacked against it from the outset! Immediate plans for 2103 are to give it a much-needed bath and to evaluate its suitability for use as a non-powered cab control car. Longer term, we will explore options to return the locomotive to self-powered operation.

We would like to thank our partners who made this acquisition possible, including North County Transit

District, San Diego County Air Pollution Control District, BNSF, Coast Rail Services, Contractors Cargo Company, Bob's Crane, Plastic Express, Reliance Metalcenter, and others who are too numerous to list.

Please consider visiting the museum to see this latest addition to our collection! Please also consider donating towards locomotive 2103 by visiting our website at <https://www.psrn.org/donate/> and selecting the "Locomotive and Car Restoration" fund. Donations will help recoup the costs to truck the locomotive to Campo and will help us pay for future cosmetic work on the locomotive.

Thank you for your support. We look forward to seeing you soon in Campo!



2103 lowered onto House Track at Campo.

A note from Fundraising:

A special thanks to our donors for August

Rolando Loranca

Carl F. Brooker

Mark Landguth

Hard to believe that our hot summer is almost over, the kids are back in school and looking forward to the fall and the Pumpkin Express!

The tickets for the Pumpkin Express (www.psrn.org/pumpkin) are now on sale and just thinking of those cooler fall days, makes us smile. During the month of **October** kids get in free to the Pacific Southwest Railway Museum with the purchase of an excursion rail ride ticket. Also, a pumpkin is included for each kid with the purchase of a Halloween Express ticket, October 8-30, 2022.

On an even merrier note, details for the North Pole Limited tickets are available on our website, so be sure to reserve early as NPL fills up fast! (psrm.org/npl). **Special note:** If you would be interested in volunteering on the Pumpkin Express or NPL, we'd love to have you aboard. Please contact us for information.

Fundraising is in full-swing for the coming year! As always, your donations and memberships are important to PSRM, as they allow us to preserve railroading history for future generations. We were able to jump-start the restoration of the UP# 576 seating, requiring new hardware and upholstery, with a remaining amount of **\$150,000** needed for completion. Each seat on the UP# 576 costs **\$3,000** with a total of **22** seats to restore, and we are hoping to raise enough funding to complete this project by time NPL rolls around. If you are interested in sponsoring a seat to be reupholstered contact Mark Landguth for details at

marklandguth@yahoo.com and he can assist you! In addition, we need a few more benches around the Campo Depot which can be sponsored with a \$600 donation.

If you would like to help out, you can go online at www.psrn.org to donate or by mail at: **PSRM, 4695 Nebo Dr., La Mesa, CA 91941-5259** (all donations are tax deductible). Or you can also become a member of PSRM, which includes a 10% discount in our gift shop.

Name: _____ Email: _____

Address: _____ Phone: _____

Designate donation for general support _____ or for the UP#576 Project:

We thank you in advance for your generous support! (www.psrn.org)

Mail to: PSRM, 4695 Nebo Dr., La Mesa, CA 91941-5259

The Coaster F40s Saga – Part 5

By Stephen Hager, President

This article is the final part of a 5-part series. If you have not already read parts 1 through 4, I recommend that you go back and read them in the April, May, July, and August editions of the Hot Scoop.

The Pacific Southwest Railway Museum Association entered 2022 with high hopes for the acquisition of the five Coaster F40PHM-2C locomotives. A track owner who seemed enthusiastic to lease track space in National City had been found, the process to lease this track had been started, and the process to enter into an industrial track agreement with the BNSF Railway had also been progressing. These hopes were abruptly dashed on the morning of the January board meeting when the track owner called and abruptly terminated the leasing process for the track.

This single act shattered our last true hope for acquiring all five of the locomotives. One last-ditch effort was made to pursue a potential storage location in Chula Vista, but this effort failed. With no other options, the PSRMA had to scale back ambitions and find a way to quickly get at least one of the locomotives to Campo while disposing of the rest. Trucking one of the locomotives to Campo had always been an option, but it was considered cost-prohibitive to truck all five to Campo. Work started in late January to scope out the costs and logistics of trucking one or two of the locomotives to Campo. We reached out to a half dozen trucking companies for quotes. A local trucking company that we had used for previous railcar and locomotive moves was unable to help because the F40s exceeded the size that their largest trucks could handle.

Despite all the requests for quotes that the PSRMA submitted, only one company was responsive; North American Heavy Haul. The price that they quoted to move one locomotive was affordable, but we quickly ruled out moving a second locomotive. With no available alternatives, we selected and contracted with NAHH to perform the move. NAHH in turn subcontracted the move to Contractors Cargo Company, an agent of Bennett Motor Express. Contractors Cargo is an experienced specialized moving company

which is noteworthy for having transported all six of NASA's Space Shuttles by truck at various times in history. Contractors Cargo engineered a plan to haul the locomotive to Campo using two heavy-haul truck dollies. It would take several months for Contractors Cargo to perform a route survey and obtain the high-way permits necessary to allow the locomotive to be trucked to Campo. To lift the locomotive on and off the dollies, we contracted with Bob's Crane, a local business based out of Lakeside, California. The PSRMA enjoys an excellent relationship with Bob's Crane, having used their services for several previous projects. Bob's Crane planned to supply two cranes with 275-ton and 350-ton capacities to accomplish the lifts.

The next challenge was to find a location where the locomotive could be lifted onto the truck dollies. North County Transit District was understandably reluctant to allow the PSRMA to do the lift in their Stuart Mesa Maintenance Facility. Not only would this have been a major disruption to this very active facility, but it would have also required trucking the locomotive through the Camp Pendleton Marine Corps Air Base. The logistics of such a move were too complicated to address in a short timeframe. Other potential locations with spur tracks along NCTD's mainline were possible, but would have been substantially higher-risk.

BNSF had been a great resource in the past and the PSRMA turned to them again for help. BNSF was quick to recommend contacting Plastic Express; a bulk commodity shipper and one of their larger regional customers. Plastic Express was enthusiastic to help, and offered the use of their unloading track that they lease from BNSF in National City for free! This track is adjacent to a large open area shared by Plastic Express and their neighbor, Reliance Metalcenter. The latter uses the area to store heavy steel plates which are used in shipbuilding. Plastic Express worked with BNSF to update the terms of their industrial track agreement to permit the locomotive lift at the site.

The final looming challenge was determining what to do with the locomotives. We already knew that SDNX 2103 was in the best condition out of the five,

and we made the final decision that it would be the locomotive brought to Campo and preserved. The remaining four locomotives would need to be sold or donated. Based on Contractors Cargo Company's estimated timeframe to receive the highway permits, we knew that it would take longer than the April 15, 2022 deadline to get the locomotives off of NCTD's property. The Plastic Express track in National City is regularly used and could not be tied up for months while waiting for highway permits. We began searching for a location where SDNX 2103 could be stored for a couple months, this time looking beyond the boundaries of San Diego County. We also began searching in earnest for potential buyers for the remaining four locomotives. Several promising options were explored, only to fall through when the potential buyers priced out the costs to move the locomotives to a location that they had access to, or when they discovered the costs to store the locomotives at those locations.

The PSRMA was previously approached by Mike Armstrong, a well-known railfan and YouTube content creator, who expressed interest in purchasing SDNX 2105 on behalf of the Southern California Railway Museum, formerly the Orange Empire Railway Museum. At the time, the PSRMA had not explored this offer because we had other plans for the five locomotives. Given the new circumstances, the PSRMA reached back out to these two parties to see if they were still interested. SCRM and Mike were interested, but SCRM would need to get board-level approval before committing to the purchase.

In mid-March, PSRMA volunteers travelled back up to NCTD's Stuart Mesa facility to strip some easily-removable electrical parts from the locomotives to be sold. These parts, including relays and diagnostic interfaces, could be used as spare parts for SDNX 2103 or sold in the future.

With just a few weeks left until the NCTD deadline, the situation was becoming dire. Finally in late March, the PSRMA was able to establish a partnership with Coast Rail Services, a company that does derailment cleanups, scrapping, storage, and railcar unloading. After some back and forth, the PSRMA and CRS entered into a storage and sales agreement

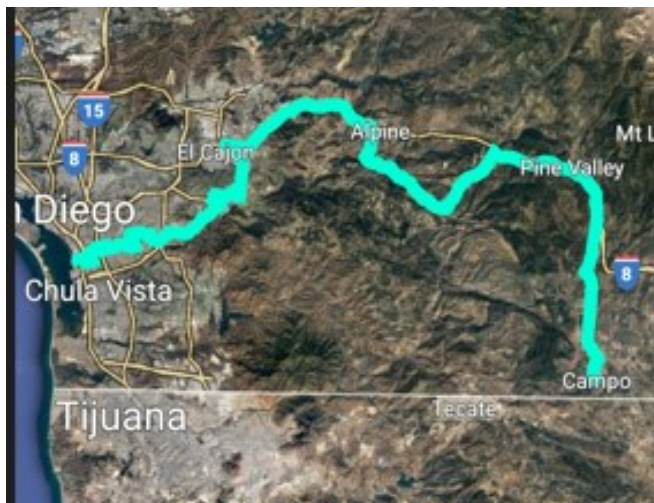
for the locomotives. CRS would purchase three of the locomotives; SDNX 2101, SDNX 2102, and SDNX 2104. CRS would then pay the BNSF waybill to move all five locomotives to their facility in Anaheim, California. After arriving, locomotives SDNX 2103 and SDNX 2105 would be stored free of charge for up to three months. This would ideally give enough time to finalize the highway permits and ship SDNX 2103 back south towards Campo. This would also give ample time to finalize a sales agreement with SCRM for SDNX 2105. Should the latter sales agreement fall through, the PSRMA retained the option to sell SDNX 2105 to CRS.

With these details sorted out, the PSRMA notified NCTD that the locomotives were ready to depart Stuart Mesa. NCTD worked with the BNSF Railway to expedite the required mechanical inspection for the locomotives before they could depart. This was accomplished and early in the morning on April 10, 2022, the Coaster F40s departed Stuart Mesa on a BNSF Autorack train towards Barstow, California. After a trip on the Barstow-La Mirada manifest train, the locomotives were delivered safely to Anaheim by the La Mirada local on the morning of April 13. This action satisfied the remaining pending terms of the memorandum of understanding between NCTD and PSRMA for the locomotive donation, thus clearing a major hurdle in the project!

The next couple months were spent concurrently working on the sales agreement for SDNX 2105 to SCRM and planning the move of SDNX 2103 to Campo. The latter deserves an entire article in of itself; see the article titled "Coaster 2103 Arrives in Campo!" in this edition of the Hot Scoop. Negotiations with SCRM concluded in early July, and on July 9, the PSRMA formally transferred ownership of SDNX 2105 to SCRM. As of writing this article, SCRM is still working out the logistics of moving the locomotive to their museum in Perris, California. The PSRMA is happy to have been able to partner with SCRM on this project, and wishes them the best on relocating and preserving their new F40 locomotive. Although the PSRMA was unable to meet our earlier goal of preserving all five locomotives in a museum, we are ecstatic that two out of the five have been saved!

Thank-you to those readers who have been following along with this article series over the past several months. As you can probably tell, this project has been a significant drain on the PSRMA's financial and volunteer resources over the past four and a half years; particularly in the last two. Those wishing to

donate towards this project can do so by visiting our website at <https://www.psrn.org/donate/> and selecting the "Locomotive and Car Restoration" fund. Donations will help recoup the costs to truck SDNX 2103 to Campo and will help us pay for future cosmetic work on the locomotive.



On the left is the route that 2013 took from National City to Campo on truck dollies. The route was established by the trucking company and approved by every jurisdiction along the way—National City, San Diego, Caltrans and the County of San Diego. The route had to avoid overhead bridges, wires and traffic signals overhead arms while also travelling over bridges which could accommodate the heavy load. The load was accompanied by two bucket trucks to lift wires out of the way and move traffic signals. Six to eight CHP vehicles also cleared the route ahead and behind the load.

Welcome New Members. We would like to welcome our newest members: Abraham Aranda, Ashley Barragan, David Irfan, Emily Atwell, George Ziccardi, Justin Koger, Katy Phillips, Kelly Blum, Laura Edwards-Cormode, Louka Schulze-Rouat, Lupita Gonzalez, Maraleen Shaver, Mark Silva, Mary Lock, Nicole Mailer, Patrick King, Sally Ziccardi, Simon Lababit, Tom Ulrich, Zhang Cheng

We are excited to have you join us in our mission to preserve San Diego's railroad heritage!

Brakeman Class Offered. The Fall 2022 Brakeman class is upon us and YOU are invited to join our volunteer crew. The two day class is being held on September 17 and 25th in Campo. This hands-on class is open to ANY member who desires to join our team as part of the train crew. No prior railroad experience is required—only prerequisite is being a member. Visit our Brakeman class webpage for more info and to sign up! www.psrn.org/brakeman-class or email info@psrn.org

La Mesa: Down at the Depot by Timothy Miller, Station Agent

August brings to mind hot August nights, but the La Mesa Depot with the doors open always has a nice cool breeze! A big thank you to Bruce Semelsberger for manning the depot while my family and I were on vacation. The Pumpkin Express banner was just mounted on the PFE reefer at La Mesa. Thanks to member Justin Hyland and frequent Depot visitor Rob Ridgway for their help getting the banner on display while BG Miller manned the depot.

My appeal for a Christmas Tree for the Depot has been answered by member Ronald Atkinson. I will be picking up the tree and tote of train ornaments soon. Thanks very much, Ronald!

There has been a steady stream of visitors to the depot on the days we are open. Hoping that equals full trains for the rest of the year.

Help Needed for Ticketing and Reservations by Martin Caestecker

As the warm summer months continue, 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!

August Board Briefs by Martin Caestecker, Secretary

The meeting was called to order at 6:33PM. Board members in attendance were Hager, Caestecker, Zorbas, Denison, D. Smith, and Black. Guests were Donna Spevack and Shaine Neale.

D. Smith reported that donation income was skewed due to the \$35,000 donation received from Mike Armstrong to facilitate the donation of SDNX 2105 to SCRM. The board reviewed the new reports of Gift Shop income. D. Smith was still working on updating inventory numbers, cost of goods sold, and other items to further validate those reports as well as PSRM’s new QuickBooks file.

I reviewed the outstanding motions with the board.

Hager reported that SDNX 2103 had safely arrived in Campo after several weeks in transit. The locomotive was in great condition and had a few minor electrical issues to be sorted out. Two companies in National City – Plastic Express and Reliance Metalcenter – were very gracious to let us use their facility to

transfer SDNX 2103 from rail to truck in their shared facility. The board authorized complimentary one-year memberships to Plastic Express and Reliance Metalcenter for their generous contributions and assistance with the Coaster F40 locomotive move. Special recognition to be given to Tom McKellar and Scott Elliott of Plastic Express and Jack Sanders of Reliance Metalcenter.

Donna Spevack was working on revising some voting aspects of the Bylaws revision for the Bylaws Committee. The board reappointed Zorbas to the Bylaws committee.

I reported that petitions for the next election had been received for the office of President by Stephen Hager, Secretary by Travus Clark, and Director of Operations by Martin Caestecker and Shaine Neale. The board accepted these petitions. Hager reminded the board that no petitions were submitted for the Director of Equipment and Director of Museum Services positions. Note: A few days after the meeting, Neale withdrew his petition. A decision about what to do will be made at a future meeting.

August Board Briefs - continues

With the resignation of long-time board member Mike Edwards before the last meeting, Hager indicated a new leader needed to be appointed in the interim. To that end, the board appointed Martin Caestecker to fill the Interim Director of Railroad Operations position through the end of 2022 as Caestecker was well versed with Edwards' systems and administrative structure.

The board authorized up to \$20,000 towards event spending for the North Pole Limited trains to be coordinated by project manager Mark Landguth. The bulk of these expenditures would be paid directly by the treasurer.

A \$2,000 expenditure was authorized for the rebuilding of several air brake valves, gauges, and test devices to facilitate necessary maintenance before the North Pole Limited season.

D. Smith proposed, and the board accepted, modifications to Standing Rule #2 to allow additional exemptions from the items requiring board authorization for payment to reduce the administrative burden on the board for items like renewing insurance policies, permits, licenses, utility payments, or expenses slightly larger than previously authorized.

Denison reported SDG&E was interested in a very short-term lease of about half an acre of our land to store power poles and a Conex box. Hager asked the board to think about what we should charge for such a lease before more details concerning the lease can be brought to the next meeting.

\$1,500 was authorized to rekey the facilities at Campo and La Mesa. Denison was concerned and the Board agreed that many keys for PSRMA's facilities were in circulation without authorization. Rekeying the locks would significantly improve security.

Denison asked the board to consider the purchase of at least two 20ft containers for the storage of Maintenance

of Way tools and equipment, among other things. The board asked Denison to return more accurate cost information at the next meeting.

Denison also asked the board to consider funding \$25,000 towards a new speaker system for the Campo Depot area as well as some \$40,000 to install a brick platform across the house track reaching to the main track at the Campo Depot. The board asked multiple individuals to seek refreshed quotations for these projects so the board could include these in the budget being developed for 2023.

Also, Denison asked the Equipment department to repair the Little Giant Grade-all so he could continue work redoing the drainage near the SD&AE right of way. R. Smith indicated he was not in support of having his department repair the machine due to its limited opportunities for use. He and Hager recommended renting equipment instead which reduced the burden on the Equipment department for heavy equipment maintenance. Denison reminded the board that more individuals needed to be qualified on the backhoe and forklift. Hager and R. Smith agreed to develop a fair program for that purpose which would hold operators accountable for proper operating practices.

The board also authorized \$500 to pay a deposit for the rental of the Ronald Reagan Community Center in El Cajon for Annual Dinner 2023. Buckboards Barbeque was to provide the catering for the event.



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Volunteers need for North Pole Limited trains — Mark Landguth

Editor's Note: The North Pole Limited trains are the most popular trains we run all year and are the primary source of revenue for the year for our museum. During these four weekends, we use the proceeds to operate our museum for the next year, covering our fuel, insurance and ongoing maintenance of the museum. Please consider making your time available for one or more nights.

I am leading the **North Pole Limited** (NPL) project this year which will operate four consecutive Friday Night and Saturday night weekends beginning November 25th, that is, the day after Thanksgiving. We operate trains with departures at 5PM and 7PM for a total of sixteen trains during the 2022 Christmas season. This project is by far the largest revenue source for our museum each year and makes possible operations in the following year. Santa and the Elves are externally supplied but everything else requires substantial museum membership participation to be able to offer this unique experience to the public. Here is a breakdown of museum volunteer staffing requirements:

- Pre-season train and depot decoration. North Pole setup. Post-season takedown.
- Train Engineer, Conductor, Brakemen, Operators for required following speeder. Note: coordinated through Operations Department.
- On board and in station mechanics. Note: coordinated through Equipment Department.
- On site transportation operators using golf carts. This is not for passengers. During the evening, there are multiple needs for moving personal, equipment, supplies, and hot chocolate.
- Commemorative ticket preparation and nightly "will-call" distribution at the depot.
- Parking lot attendants.
- Gift shop assistants.
- On-board hot chocolate, snack, and other servers and assistants interfacing with passengers.
- On site hot chocolate preparation (Chief & assistants) and loading on train. FYI, offering hot chocolate on board the moving train is a unique NPL experience. The commercial Polar Express operations do not.
- On-board car clean up during operation.
- Santa and Mrs. Claus transportation back to North Pole after train returns to station for each run.
- Train coordinators with radios to communicate passenger car status back to the Performance Director as the train leaves the station headed to the North Pole. On return to station, communicates Santa status back to the Performance Director.
- Performance Director – Via the on-board sound system, communication with train coordinators, and communication with the train conductor, directs to overall passenger experience from train leaving station to train return to station. Operating from a baggage car in the middle of the train, controls the train music and signals the Elves regarding Christmas carol singing and night-before-Christmas reading. Signaling hot chocolate distribution.

The Performance Director is unique to our NPL operation and requires people and organizational skills. Any artistic skills would be a big plus. Frankly, this is the position I am most concerned about. I would prefer someone from our membership, but if you know someone outside the museum who could take this role, I would be interested in speaking with the individual.

Please consider how you can help and reach out to me at npl@psrm.org. Thank you.

thank you!

Meet your volunteer – Jim Lundquist

Jim was raised in Spring Valley, CA in a house which looked up the street at the rock quarry between Lemon Grove and La Mesa. He can remember hearing the SD&AE local freight train whistling through Lemon Grove and looking up the street as the train passed by the quarry. He also remembers his Dad leaving in the summertime via train from the Santa Fe Depot while studying for his PhD in Colorado. At age 5, his Dad took Jim and his friend to Oceanside and return via the Santa Fe passenger train. What a special day that was. The family moved to France for two years and he remembers riding steam powered passenger trains there in the early 1960's.

In 1969, Jim attended an event put together by the railway museum. The Shay steam locomotive was giving rides up and down a spur track near today's San Diego – Coronado Bay Bridge. It was there that museum member Dick Pennick recruited Jim to a work party in Encinitas to save equipment under railroad cars there. That started Jim's lifetime volunteer activities with the museum.

Between 1974 – 76, Jim worked as a clerk for Amtrak in stations between San Diego to Denver, Colorado. Upon returning home in 1976, Jim was a regular volunteer at work parties at Miramar, MCRD, the La Mesa Depot and the exhibit on the waterfront in San Diego. In 1976, Jim organized an excursion involving the American Freedom Train, raising \$1,000 which was used to move USAF # 7485 from Utah to San Diego. Jim then became the first volunteer certified Engineer on the Miramar spur when the museum operated the Miramar Flier and when switching cars to and from Santa Fe for the Amtrak excursions. 1977 found Jim on the Board of Directors as Secretary. The same year, Jim became employed by the MTDB, owner of the SD&AE and the SD Trolley. This connection proved invaluable for our museum in future years. The museum started running private cars behind Amtrak trains to Los Angeles and Las Vegas. Jim was in charge of those efforts.

In 1980, Jim became President of the museum with the goal establishing a permanent home. Working with the 2nd district County Supervisor's office, the old high school gym along with four acres was identified as a possible home, being located directly adjacent to the SD&AE in Campo. The Board of Supervisors sold the property to us for the minimum bid of \$26,500, along with taking payments, whereby we purchased an adjacent four acres for an additional \$40,000. We were now in debt for the first time ever, a total of \$65,000 or so. Our budget for the year was about \$10,000. This was a great cause of concern BUT we had a HOME at last!



Meet your volunteer – Jim Lundquist continued

Using his friends and coworkers at MTDB, pressure was put on Kyle Railways to approve a switch in Campo to allow rail access onto our property. However, we had no rail and no ties. Not a problem. Jim convinced MTDB to donate the rail off the Coronado line and used ties off the mainline. Using the San Diego Trolley's rail crane, Jim spent his off time gathering the rail off the branch line. SDG&E donated trucking of the rails to Campo along with ties and spikes off the Trolley rebuilding project. Meanwhile, member Joel Cloud graded our parcels in Campo.

After the La Mesa Depot project was completed, we went to work converting the gym into the Shop Building and laid our first tracks in Campo. Jim called upon the Trolley trackworkers to assist on that first day, laying 800 feet of track in one weekend. As the SD&AE was out of service in Tijuana, Jim spoke to Kyle Railways and we operated the La Mesa Cannonball between Lemon Grove and El Cajon using museum passenger cars. Once the tracks were repaired in Tijuana, Jim was one of several Engineers involved with the "Great Freight" as museum volunteers shuttled equipment from San Ysidro to Campo. The very first museum train into Campo found Jim in the Engineers seat.

During this time, the museum was very active in acquiring and transporting both railway equipment and surplus government heavy equipment donations. The six SD&A coaches, SP #2353, SD&A #104, Carriso Gorge car and many diesel electric locomotives were just some of the acquisitions. After Kyle Railways de-

parted, Jim, now Executive Director, called upon his coworkers to grant us operating rights over the SD&AE out of Campo with regularly scheduled passengers trains. There were many details to work out, including restoring coaches, reopening the line and installing the passing track at Miller Creek.

On January 4, 1986, Jim was the Engineer as the museum's first passenger train left Campo for Miller Creek. For the first year, Jim was involved in training every Engineer over the line. Jim has remained on the museum's train crews since that time. In 1988, Jim arranged for the lease of the Campo Depot and surrounding property. In

the 1990's, Jim and his Mexican wife went to Tecate to arrange for our first operations in Mexico. Those trains lead to the decades of "Ticket to Tecate" trains from Campo to Tecate and return.

In 2001-2, Jim and friends took on the huge task of installing a new museum Board of Directors to take back the operation of our passenger trains and our shop/yard. These had been leased out to a short line freight carrier. Successful, Jim was elected to be President from 2002 until 2010. Since that time, Jim has continued his involvement as a member of the crew and Director of Museum Services, greatly expanding our on site exhibits and signs, as well as the Project Manager of the new exhibit using the donated Mine Train. He is currently the Editor of the Hot Scoop.



Meet your volunteer – Jim Lundquist continued

Jim has been very fortunate in being crew of many passenger trains around the world in the last decade or so. The hi-light was a run over Jingpeng Pass in China in a 2-10-2 steam locomotive. Others are on the Santa Maria Valley Railroad in our railbus, steam locomotive Engineer at the Monticello Railway Museum, steam locomotive Engineer on the Mount Rainier Scenic Railroad, Brakeman on the Nevada Northern Railway, Do-cent on the Cumbres and Toltec Scenic Railway, Engineer at the Golden Gate Railroad Museum and, this past summer, two months as a Fireman on their steam locomotives as well as a Conductor and Brakeman on the Black Hills Central “1880 Train.”

Jim is happy with his lifetime involvement with the museum, and only wishes to see it keep growing. His number one goal today is to recruit and keep many more volunteers, which are the lifeblood of our museum.

Operations Volunteers for July 25 to August 21, 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 18 Golden State trains, 3 Sunset Special trains, and the number of days they have volunteered through August 21: Colin Atwood 2, Jim Baker 2, Paul Bandemer 2, Ken Brown 2, James Caestecker 3, Martin Caestecker 2, John Cenknor 3, Stephen Hager 4, Isaiah Hutchinson 1, Rich Paulus 1, Glen Rogers 1, Duke Schweikert 1, Rob Stebbins 3, Tim Wamsley 1.

Yard switching - these are the volunteers who have worked in PSRM and CAMPO yards this period: Colin Atwood 1, Jim Baker 1, Shaine Neale 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: Ken Brown 1.

2022 Rules & Review classes

By Rich Paulus, Chief Operations Officer

It's that time of year again for annual Rules & Review classes and we are nearing the end of this training cycle. All qualified and certified volunteer crew members must attend their required classes and pass all written exams. This series of classes consist of a 4-hour Safety & Security class instructed by Rich Paulus, a 4-hour Airbrake class instructed by Jim Baker, an 8-hour General Code of Operating Rules class instructed by Stephen Hager, and an 8-hour Airbrake & Train Handling class instructed by Stephen Hager. The Safety & Security class is required annually for all Operations crewmembers. The General Code of Operating Rules is required either annually or every other year for all Operations crewmembers depending time in their position. The Airbrake class is required for brakemen and conductors either every year or every third year depending upon position and time in that position. The Airbrake & Train Handling class is required for engineers either every year or every third year depending upon time in that position.

Additionally, our classes are being held at a new location this year, thanks to volunteer Colin Atwood who arranged for the use of the La Mesa Police Department Community Room. This room has dual projectors for large screens at the front of the room and a large TV display on one side and another towards the rear so all have a clear view of the presentations. The room can easily accommodate 20+ attendees. Thank you Colin and the La Mesa Police Department for use of this fine facility.



Coaster locomotive 2013 at its new home on track 1 beside the Exhibit Hall at PSRM Campo.