



A publication for the Pacific Southwest Railway Museum members

January 2023

THANK YOU VOLUNTEERS



**NORTH
POLE
LIMITED
BRINGS
CHEER TO
RIDERS AT
CAMPO**

Members Mark, Kim, Brayden and Colton Stang ride with Santa on the December 2, 2022 train. This is their fifth year enjoying the NPL.



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

Museum and Train Operations

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Meetings are held on the 3rd Friday of the month except Dec at 6:30PM, A link to join the Zoom meeting will be provided on our website at members.psrn.org.

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Museum's Annual North Pole Limited's a huge success

Each year, our railway museum offers train rides from the historic Campo Depot to the North Pole. These trains are extremely popular with our visitors and represent a substantial source of funds for the museum. It takes a small army of volunteers to produce and safely operate these trains over several months. The planning, organizing, decorating and operation for these four weekends took place over several months in advance of the trains.

Through mainly photographs, this issue of the *Hot Scoop* will highlight the effort and the results of this event. While there are many volunteers who should be recognized for their time and talents, the volunteer-in-charge of this effort this year was Mark Landguth. In addition to his many, many hours invested in producing the event, Mark has also developed a manual of his efforts and contacts for future North Pole Limited's. The idea is that the next volunteer who takes on this task will have ideas and contacts to start the effort. Mark had to generate many of these tasks from start this year.

THANK YOU MARK.



All of our NPL trains operate in the evenings . Many of our volunteers spend the entire day at Campo, with some staying overnight and others arriving home well after 10PM. These hard working volunteers are the only reason we exist as a museum. We simply could not afford to pay for the work done by our volunteers.

thank you!



Above - it takes a group each evening

Left - Steve Sherman and Sienna Hassett

Below - Terresa Gonzalez and Venessa Garcia.

All photos by Jason Drenkow 11/25/22



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.

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

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Comments are always welcome. Send your feedback to:

Editor@psrm.org

North Pole Limited Overview

By Mark Landguth, Program Manager

When I volunteered to take the lead for the North Pole Limited (NPL) program in early August, I didn't know what I was stepping into. Now, five months later, I have gained an appreciation of the task and want to give you some insight into the effort and how I went about managing the program. Note that I will not speak to the train operations and mechanical which provides the base the NPL runs on. There is a whole effort here which also starts months in advance and comes into full swing each night of the NPL.

My first goal was to establish the objective of having nothing to do when the first NPL train ran as I knew there would always be something to deal with. And indeed, I always had plenty to do before, during, and after the trains ran each night. In particular, the elf stations have to be resupplied each day and Santa's bells organized into bags of fifty bells which Mrs. Claus can easily handle. That works out to three bags for each Santa / Mrs. Claus pair per train. Twelve sorted bags of fifty bells need to be prepared each day. Cookies have to be organized and distributed to each car's elf station for the 5PM and 7PM trains before the train consist leaves the yard. Each night, all the left-over cookies need to be collected and stored for use the next day. Elf serving trays must be collected and washed. Now consider all the things which must be done well before the first NPL train runs.

There are the long lead-time items including: 1) ordering bells, 2) ordering hot chocolate mix, 3) ordering ticket stock, 4) securing high school volunteers who are the elves on our trains, 5) securing two Santa's, and 6) securing two Mrs. Claus. The first four items leveraged from past years, but I quickly found that August is not early enough to book a Santa and Mrs. Claus. One of the Santa's who has been with us for years had family responsibilities and could not help this year. I was actually still looking for a second Mrs. Claus when the first NPL train ran, but thankfully Pat Rogers took the first weekend. By the second weekend, a second Mrs. Claus had been secured.

There are shorter lead-time items including, 1) 4,800 cups and lids, 2) 5,200 cookies, 3) cleaning supplies, 4) Two Porta Potties, and 5) PSRM custom goodie bags for the children riding in first class. Contractors had to be located for cleaning the trains each morning after as well as a caterer to supply nightly dinners to the volunteers.

A portable light tower had to be brought in from Ramona.

The hot chocolate preparation was completely revamped this year with four sets consisting of a sixteen-gallon pot, burner, and propane tank. This allows all the hot water needs for the evening to be in place before 3PM. 28 gallons of hot chocolate in six urns were prepared for each train and loaded into the baggage car for elf distribution 30 minutes before departure.

Completely new this year was the contracted position of performance director. A professional actor was located via the *Backstage* talent service, and he became *Joseph Jolly the Third* as master of ceremonies and provider of passenger entertainment when Santa was not on center stage. Jolly was warmly received by passengers and substantially raised the bar for the North Pole Limited experience. He also was responsible for directing the efforts of the elves and in the process rewrote the elf cart checklist, elf evening instructions, and elf code of honor.

As the PSRM did not have a central Public Address system installed in the railcars in 2019 (the last pre-pandemic year when the full unabridged NPL program operated), this was the first year we were able to fully utilize the system, and it performed very well. To complement the PA, each passenger car, Joseph Jolly, and program manager were provided with a two-way radio allowing car status and special needs to be communicated throughout the train.

Lastly, the largest effort of all was recruiting volunteers. I focused on getting the leads established for hot chocolate, ticketing, and parking for the whole season as well as two bar tenders for each night identified before the season. Each night, I then used whoever signed up on a given weekend to act as assistants. Frankly, the volunteer response was disappointing, and I hope we can build a larger volunteer base in 2023 starting with a good turnout in January to take down and put away all the decorations. Getting the decorations up largely fell to one person, Jennifer Posey, who was very dedicated to the task. Overall, the success of the event fell to an extremely small, dedicated core group of volunteers.

It was a steep learning curve, but the effort paid off in broad passenger satisfaction and consistent execution. I have also tried to keep the whole process open, transparent, and documented. It will be easier next year no matter who takes on the NPL program management.



Above left: Tim Wamsley, Carl Booker and Rob Stebbens on board SP #3873, our General Motors GP9 locomotive powering the North Pole Limited at the Campo Depot.



Above right: Grace Brown is working the bar in AT&SF #1509. This car is one of the three cars used as first class service on the NPL trains. The other two are the UP #576 and the private Pullman car "Robert Peary."



Left: Mr. and Mrs. Santa Claus are working their way through the coaches visiting with each family. After each visit, Mrs. Claus hands each child a special gift for them to take home. Each car has Christmas music playing throughout the night, with some time devoted for book reading, hot chocolate and cookies.

All photos by Jason Drenkow 11/25/22

North Pole Limited's had a humble beginning

The Museum's #1 event for the year, which brings in the most visitors and contributes the most to our budget is the North Pole Limited's (NPL) trains. These are a huge event for our museum each year between Thanksgiving and Christmas, and features many volunteers and outside groups to it pull together. It started rather humbly years ago.

We started operating demonstration trains from Campo for the public on January 4, 1986. These early years were spent

training crew members and spreading the word about our museum. In 2004, it was decided to start Santa trains. The first few years, Jim Lundquist was the Santa for all trains. The private car Robert Peary was hooked to our regular passenger trains, and the children on the train were invited back to the private

car to visit with Santa. On days when Jim was also the Conductor, Jim would change out of his Conductors' suit and into the Santa suit, visit with the children, then change back into his Conductor's suit before arriving back in Campo from Miller Creek.

This worked well, but a bigger event would work even better. Jim attended the annual tourist train convention and was invited to the Heber Creeper railroad in Utah to see the event they were producing for their



<https://www.psrn.org/trains/passenger/pullman-robert-peary/>

visitors. Dave DiGiorgio, then the Director of Operations, and Jim flew up to Salt Lake City and drove over to Heber for their event. We came home determined to make improvements for the next year.

Brian Elmore constructed a North Pole at Miller Creek and his family were the elves. The coaches were decorated. We added hot chocolate and cookies to the event and drove Santa to the North Pole. This was a major improvement and we started promoting these trains to others as well. One evening, it had rained so hard that Santa couldn't make it up the muddy road to the North Pole, so the train stopped short and Santa boarded in the dark west of Miller Creek.

We reached out to the Mountain Empire High School for assistance in a joint effort to put on a multiple weekend event. The school provided students as elves in tunics sown by Carol Lundquist, Jim's sister. The hobo campfire was added, as was singing on the train.

Each year, we added something new. UP #576 was added to the train. A new sound system was added. The Robert Peary and AT&SF #1509 were

made available for rental or first class seats. It has become a huge production now with thousands of visitor's having been transported to the North Pole over the years. A true success story from humble beginnings for our railway museum.



I've been working on the railroad. One of the most important aspects of running a museum railroad is maintaining our railroad infrastructure - especially our track! On a mild Saturday morning, under the guidance of Roadmaster Glen Rogers and Director of Operations Martin Caestecker, volunteers Colin Atwood, Jim Baker, Jarod Black, Jason Drenkow, Ben Lazerson, Tim Mendeola, and Gabe Zorbas inspected track, installed new railroad ties, and performed other repairs near Milepost 63.8 just west of Campo.



All photos by Jason Drenkow 11/26/22



La Mesa Depot Public Christmas event on December 3rd was well received



On December 3rd, the La Mesa Depot welcomed families to an event hosted by Donna Spevack and assisted by Paul Falk, Shishona Dennis and Colin Atwood .

Photos by Donna Spevack



Open House at the La Mesa Depot for Members held on December 13th



A Holiday open house was hosted at our La Mesa Depot for all members and volunteers. Jack, from Supervisor Joel Anderson, presented certificates to volunteers recognizing their efforts at savings and presenting history.

A good time was had by all.



Down at the La Mesa Depot

by Timothy Miller

December was a very busy month at the Depot. Donna Spevack reported over one hundred fifty visitors during the “Holiday in the Village” on December 3rd. Thanks very much for hosting, Donna Spevack! Lots of candy canes were given out.

On Tuesday, December 13th, we held a “Holiday Gathering” at the La Mesa Depot. The idea for this event came from having the depot decorated and open for the La Mesa “Holiday in the Village.” The membership could not attend, because they would be occupied with operating the North Pole Limited. Tuesday was chosen because it is a normally scheduled open day, and it would give us additional time to prepare. Invitations were sent out to our local politicians and railroad interest communities.

Welcome new members

We welcome new regular members Ofelia Gutierrez, Sky Fish, and Jacklyn Williford. We also welcome new family members Michael Cosgrove, Trang Doan, and Kimberly Stangl. Hope you can get involved in your railway museum.

Fall 2022 Equipment Report

By Stephen Hager, President

The second half of 2022 was a productive time for the Equipment Department. Every year, we cycle our operating locomotives and passenger cars through the car shop for annual maintenance, inspections, and testing ahead of the North Pole Limited trains. The exact work to be done varies for each piece of equipment, as no two cars or locomotives are exactly the same.

Our first priority this year was to cycle our three “SD&A Coaches” through the car shop. Cars 252, 253, and 254 were originally built as self-powered electrical multiple-unit commuter cars in 1930 for the Delaware, Lackawanna, & Western Railroad. They were operated for over 50 years in daily commuter service before being retired in 1984. They were brought to Campo between 1985 and 1987, had their electrical traction equipment removed, underwent some minor

The event was well attended. Many friends and members not seen in ages attended, as well as first-time visitors. The highlight of the evening was Eliran Hershko’s presentation of Certificates of Recognition to some of PSRM’s volunteers. Mr. Hershko was the representative for Supervisor Joel Anderson, San Diego County’s Second District.

Without the help of the following volunteers, this event would not have been possible: Donna Spevack, invitations, graphics, decorations, cookies, setup and all-around hospitality; Maureen Miller, cookies, beverage service, tablecloths, and lot of behind-the-scenes help; BG Miller, cookies, and general hospitality; Mark Landguth, hot water urn, cocoa, cookies, cups, jingle bells, and cleanup!

This event proved to be a fitting end to our first year enhancing the La Mesa Depot experience.

modifications, and have been operating on our San Diego and Arizona Railway ever since.

The 1980’s modifications to the coaches included the installation of “new” second-hand handbrake mechanisms. Nearly 35 years later, these mechanisms had reached the ends of their useful lives. In 2022, the PSRMA purchased brand new handbrake mechanisms for the three coaches. As each coach was cycled through the car shop, volunteers removed the old hand brake mechanisms and replaced them with the new mechanisms. The new mechanisms hold the brakes much more tightly; an unquestionable benefit for a museum that operates trains on a mountain railroad.

While each coach was in the car shop, volunteers also repacked the air brake cylinders. This process involves removing the piston from each cylinder, removing all of the old grease from the piston and cylinder, cleaning both thoroughly, replacing the packing cup, lubri-

Fall 2022 Equipment Report - continued

cating the cylinder wall with new grease, and reinstalling the piston. For those who don't know, a packing cup is the rubber ring around the perimeter of an air brake piston that seals against the brake cylinder wall.

Volunteers also lubricated all of the reversible seat backs, windows, doors, trap doors, and pins in the brake systems on each coach. Volunteers made some repairs to the electrical system in SD&A 253. Volunteers also changed the oil in the generators in SD&A 252 and 254. Finally, volunteers performed the annual single car air brake tests on the coaches. These tests include checks for leaks in the air brake systems, and several were found and repaired. The tests then check all of the functions of the air brake systems to make sure that the brakes apply and release properly. The coaches all received a clean bill of health.

Our first-class cars all received single car air brake tests. Many minor leaks were found and corrected. The first-class cars also received door, trap door, and brake pin lubrication.

Volunteers installed a freshly rebuilt set of air brake control valves on UP 576 as the previous set had developed a defect. Volunteers also removed and reinstalled all of the seats in UP 576, including the first one to be reupholstered as part of the car's reupholstery project. The batteries on ATSF 1509 and the Robert Peary were also tested and serviced.

The baggage car, SD&A 6700, also received attention. Volunteers performed the single car air brake test, and lubricated the doors and brake pins. Volunteers also installed a large plywood patch in the floor to cover a rotted-out section of floor board. This car will eventually need all of its floorboards replaced, but the patch will serve as a good medium-term solution until we can acquire the materials needed to redo the whole floor.

After work on the cars was complete, our attention turned to the locomotives. Both SP 3873 and SP 5119 received 92-day inspections ahead of the start of the North Pole Limited season. A 92-day inspection is a thorough top to bottom check of the mechanical health of a locomotive. Every major system gets checked, including electrical, fuel, oil, and water. Typical tasks include checking and topping off fluid levels,

testing all lights and replacing any that are burnt out, testing the air brakes, blowing dust out of traction motors and electrical cabinets, checking motor and generator commutators and brushes, testing emergency shutdown buttons, checking the accuracy of gauges, replacing filters, and numerous other tasks.

Martin Caestecker and I led work parties nearly every weekend from August onward to accomplish the tasks that I just detailed. We were assisted by numerous volunteers including Colin Atwood, Jim Baker, Paul Bandemer, Carl Brooker, Grace Brown, Ken Brown, Mark Brown, James Caestecker, John Cenker, Jason Drenkow, Benjamin Lazerson, Tim Mendeola, Darrien Mendeola, Frank Najera, Rich Paulus, Bruce Semelsberger, Tim Wamsley, and many others who I'm sure that I forgot to name.

As all of this was going on, work continued on other projects as well. Ken Brown began sourcing parts to replace the hydraulic pump for the turntable on UP 2644, one of our Fairmont MT-14 speeders. Ken also replaced the headlights and tail lights on UP 2644 with new high-intensity LED lights. Frank Najera made significant progress on the project to repair the dry rot in the roof and replace the vinyl roof covering on Santa Maria Valley Railbus #9. As of the end of 2022, the new vinyl is in place and just needs to be stretched and tacked down. Lastly, Jacob Cotton and Scott Weber have been making progress welding in new steel diamond tread deck plates on USAF 2104.

If you are interested in volunteering in the equipment department, please send a note to volunteer@psrm.org. Many ongoing projects including work on SP 3709, USAF 2104, SMV 9, and UP 576 could use your help in 2023! I look forward to sharing more updates with everyone in the coming months.



Fundraising Report for December 2022

Donna Spevack
Administrator of Fund Development

I assume you all are having or have had a great holiday season? On December 3, we hosted an open house at the La Mesa Depot. It was well received with over 150 visitors dropping by and Candy canes for all! It was a great day with lots of kids, photo taking and tales of visitors' NPL Excursion rides in Campo. Fun Day!

Fundraising is continual for the Pacific Southwest Railway Museum in order to be able to hold special events for visitors and members. We rely on funding support and small donations from our guests. Even a small contribution (as little as a \$20) can assist with future events. (<https://www.psrn.org/donate/>)

Your Contribution/membership Supports:

- PSRM's growing railway collection and rail yard exhibits
- New and enhanced exhibits
- Educational Outreach Programs through our School Train and Scouting Programs
- Special Events throughout the year
- Training for our volunteer train crews
- Maintenance

Other Ways to Give:

Planned Giving

If PSRM has brought joy to your family or a railfan, please consider planned giving as an option. Anyone can make a planned gift and no gift is too small.

Employer Match Gift

Your contribution to PSRM may be doubled. Many local companies will match the charitable contributions for their current and retired employees, (Check with human resources for assistance).

Additional ways:

- Renewing your membership annually
- For donations over \$5,000 you'll receive a plaque placed on the premises at PSRM.
- The purchase of a bench to be placed at PSRM (to include a plaque).
- Donate to a specific project that you wish to put your name on.
- Ask us about additional projects that are near completion and only need a small amount of funding to complete.
- Aren't able to donate monetarily, we are always in need of volunteers to assist.

We have had a great year at PSRM and wish to thank all of our donors and volunteers for their continued support. We'd love to hear from you! (Comments and compliments are always welcome)

Happy New Year!

Operations Volunteers for November 21 to December 17, 2022

by Rich Paulus, Chief Operations Officer

Train Service - those who are qualified train crew members, speeder operators/crew, and trainees who have helped us run 15 North Pole Limited trains, 1 SDNX 2103 Extra train, and the number of days they have volunteered through December 17: Colin Atwood 1, Jim Baker 4, Paul Bandemer 2, Carl Brooker 2, Ken Brown 1, Mark Brown 1, James Caestecker 1, Martin Caestecker 3, Kyle Cascadden 1, John Cenkner 2, Stephen Hager 3, Randy Houk 1, Isaiah Hutchinson 1, Charlie Karayan 2, Jim Lundquist 1, Bryson Medlock 1, Mike McIntyre 2, Rich Paulus 4, Duke Schweikert 2, Rob Stebbins 2, Tom Ulrich 2, Tim Wamsley 6.

MOW - maintenance of way volunteers who have assisted Roadmaster Glen Rogers and Track Foreman

James Caestecker in maintaining tracks and right-of-way this period: Jim Baker 1, Grace Brown 1, Mark Brown 1, Martin Caestecker 2, Kyle Cascadden 1, Jason Drenkow 1, Stephen Hager 2, Charlie Karayan 1, Jim Lundquist 1, Timothy Mendeola 1, Glen Rogers 3, Gabe Zorbas 1.

Yard switching - these are the volunteers who have worked in PSRM and CAMPO yards this period: Martin Caestecker 1 and Stephen Hager 1.

North Pole Limited is our major fundraiser in the year. After 4 weeks of North Pole Limited trains, 3365 passengers have ridden the train to the North Pole to pick up Santa.

There were a total of 63 volunteer-days this period. As usual, these volunteers often did other jobs supporting the North Pole Limited when not on crew. It is notable that the train crew makes up only about one-third of the personnel required for an evening North Pole Limited event.

Ted Kornweibel passes

Longtime member and active volunteer for decades, Dr. Ted Kornweibel, passed away on December 13th, just days before his 80th birthday. Ted has been absent from PSRM for the past decade after being struck by Parkinson's disease. There will be an extended article presented in a future *Hot Scoop* about Dr. Ted and his involvement with our museum.

A memorial service is planned on Sunday, January 29th at 2:00PM at the College Avenue Baptist Church, 4747 College Avenue, San Diego. Ted's widow, Catherine Kornweibel, has extended an invitation to all members to attend. Ted's favorite bluegrass song was the "Life is Like a Mountain Railroad":

Life is like a mountain railroad
With an engineer so brave
We must make this run successful
From the cradle to the grave
Watch the curves, the fills the tunnels
Never falter, never fail
Keep your hand upon the throttle
And your eye upon the rail

Oh, blessed Savior, thou wilt guide us
Til we reach that blissful shore

Where the angels wait to join us
In God's grace forever more

As you roll across the trestle
Spanning Jordan's swelling tide
You behold the union depot
Into which your train will glide
There you'll meet the superintendent
God the Father, God the Son
With a hearty, joyous greeting
Weary pilgrim, welcome home



Meet your volunteer - Jason Drenkow

Jason was born and raised in Nebraska. His earliest memories of trains involved rides at Omaha's Henry Doorly Zoo, the Georgetown Loop in Colorado and on a few lucky occasions, getting to ride along with the local freight carrier in his hometown. He wouldn't describe himself as a railfan but as a history fan, with railroads being one of his favorite subjects.



Jason attended college at a trade school in Nebraska which focused on audio recording. Finding that technology had actually reduced the need for hired studio work, he instead found employment in Omaha doing sound for live events. He spent 2 years traveling regionally across the Midwest, doing sound for county/state fairs, concerts, political rallies, and other events. Through this work he met and networked with other audio touring personnel that would connect him with a sound company based in the San Diego area.

In 2009, at age 22, he packed up 2 suitcases and a laptop and drove from Nebraska to San Diego for the next chapter of life. The main career goal was to become a world touring audio engineer/technician. Eventually, Jason would spend 6-9 months of the year traveling and touring with music artists.

Meanwhile, keeping his love of history and hobby of photography alive, he began exploring San Diego area history. A random road trip took him to Jacumba. This would be his first encounter with the San Diego and Arizona Railway. Later he would log onto Google Earth maps and began tracking the railroad's route.

This is when he discovered an interesting image along the line of what looked to be a large wooden trestle. He thought, for sure, that the image was old and a structure like that probably didn't exist any more. He was wrong. He would spend the next 10 years exploring and photographing various spots along the rail line, including that large trestle, the Goat Canyon Trestle. The trestle, to this day, is one of his favorite history adventures.

These explorations eventually lead Jason to our museum and website. Online he learned of the museum's research library. With a thirst for more knowledge about the SD&A and the Goat Canyon Trestle, he used the website to contact our lead archivist, Bruce Semelsberger and scheduled multiple days of research. The library became a treasure chest to him.

In 2019, with the announcement of the SD&A Centennial Golden Spike celebration, Jason made plans for he and his family to attend. They had a blast. He couldn't believe that an event of that scale was done by volunteers. As a thank you, he assembled a few videos and posted several photos of the event on various social media outlets. Through social media he connected with some of our museum volunteers and established connections.

These multiple internet connections are what brought Jason to the museum. By the end of 2019, he became a member. He attended multiple nights of 2019's North Pole Limited event with the goal of capturing photos and videos for social media promotion. Dave Tomeraasen took the time to give Jason a grand tour of all the Campo facilities.



Meet your volunteer - Jason Drenkow continued

Jason became a volunteer and member of our museum's media team. In early 2020 he began volunteering in the research library, learning how to accession artifacts and working on digitizing the thousands of photographs in the library's archives.



By March of 2020, the pandemic had started. All concerts and touring were suspended for the unforeseeable future. Though Jason had temporarily lost work, the time off had presented an opportunity to him. He spent several days a week at the library. Bruce Semelsberger and Richard Finch became great project partners and friends of Jason. He thoroughly enjoyed the wealth of knowledge they had to share with him. With them he learned, not just about San Diego history but also the history of the museum and its volunteers.

Throughout 2020, Jason also worked on capturing photos in and around the museum. While the museum remained closed, the media team saw the opportunity to remain active on social media and grow the museum's fan base. Jarod Black was a tremendous help with this process. A number of contributors put together a wide variety of content with write ups. The goal became to shine a light on unique pieces within the museum's collection, gathering historic

photographs, and gathering stories about the museum's own history. Between Facebook and Instagram, the museum had approximately 3,000 followers. It now has over 11,000 followers with some of our videos getting as many as 40,000 views. A great many people are hearing about the museum for the first time.

Work and travel eventually took Jason back to Nebraska for the time being. He visits the museum a few times a year. He would love to dig into more library projects but for the time being he continues to gather, organize and post content for our social media pages. He loves that he can still be involved with the museum remotely as he tours from city to city. The history of the SD&A(E) is what matters to him most and he sees the museum as the perfect place to preserve this history and preserve the efforts of volunteers who came before him.

Volunteering has become a great joy for Jason. The museum provides an escape from the hectic lifestyle of the music and entertainment industry. He enjoys the variety of people and all the knowledge that each volunteer shares with him. His favorite piece of equipment in the museum's collection is SD&A 104. He would love to be a part of getting train rides back to Division and Miller Creek.



Looking back on this month in Museum History

Here are the highlights of our museum from the old issues of the "Report."

60 years ago. 1963 - Final review of Article and Bylaws for Incorporation.

50 years ago. 1973 - Land still being considered for lease in the Campo valley area.

40 years ago. 1983 - Plans are finalizing for "Great Freight."

30 years ago. 1993 - Acquisition of both MRS-1 #1820 (<https://www.psrn.org/trains/diesel/us-army-1820>) and MoPac transfer caboose #13936 (<https://www.psrn.org/trains/cabooses/mopac-13936>).

20 years ago. 2003 - Santa Fe Railway Post Office car #74 celebrated its completed restoration with a run between Campo and Tecate, complete with cancelation of stamps enroute.



The museum members elected 25 new board members to replace the existing board.



Jan.-Feb. 2003 **REPORT** **No. 275**

OFFICIAL PUBLICATION of the PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, Inc.

Inaugural run of restored AT&SF Railway Post Office Car 74. San Diego Railroad Museum November 25, 2002.

U.S. Tecate Division Campo Lindero MEXICO

Railway Post Office Rides Again in Campo!

Mail is processed once again in an authentically restored Santa Fe RPO car on a beautiful fall day in Campo. The 1927 Pullman product was operated as a working RPO Perhaps for the first time since the mail contracts were taken away from the railroads nearly forty years ago. Ten years of tough restoration work comes to a great conclusion.

From the Back Platform

By Stephen Hager, President

Another year in the books! 2022 was by no means an easy year for our organization, but we have much to be thankful for in light of all that we have accomplished. As I reflect on the past 12 months, I can cite numerous examples of small and large victories for the organization.

Over the course of the year, we played host to multiple professional film shoots, including a high-budget shoot for a commercial that's due to air in early 2023. Hollywood is a surprisingly small community, and every shoot that we host puts us on the map for location scouts in the future. Film shoots can be a great source of income and free PR for organizations such as ours.

In spring, we finally took delivery of a sea container that will serve as a county-permitted commissary kitchen. A commissary kitchen will allow us to do in-house food prep for a variety of events in the future including barbeques, dinner trains, and other large events. Much work still needs to be done to complete the kitchen and we will be seeking funding in 2023 to finish fitting it out.

We successfully relocated Coaster 2103 to the museum in August, closing out a 4 and ½ year project to acquire the locomotive. Since then, volunteers have performed maintenance and testing on the locomotive. The locomotive had its first "revenue" run on a museum train with passengers in December as it led

the North Pole Limited trains one night as a non-powered control unit. We plan to operate the locomotive in tandem with SP 3873 on multiple occasions in 2023 and will try to get the word out ahead of time through our social media accounts.

We kicked off the long-overdue project to reupholster the seats in Union Pacific Chair Car 576. Most of the materials are now on hand and a grant to cover the labor costs is expected in early 2023. We made progress towards reactivating two of our locomotives; we got the inside of the fuel tank on SP 3709 professionally cleaned, and we began installing new deck plates on USAF 2104. We hope to get at least one of the locomotives finished and ready for service in 2023. We also resumed the project to replace the roof covering on Santa Maria Valley Railbus #9, the first piece of equipment that the organization acquired.

We successfully operated our three annual holiday train events; the Bunny Train, Pumpkin Express, and North Pole Limited. All of these events were operated with new leadership this year, and they were all well-received with robust attendance and rave reviews.

To that last point, I would like to acknowledge some of the numerous volunteers who stepped up in a big way to take on leadership roles this year. Our Treasurer, Dave Smith, stepped up to temporarily manage the Gift Shop for several months despite the already-heavy workload from his Treasurer duties. New volunteer Jennifer Brooker then stepped up in the fall to permanently take over the Gift Shop Manager position; thanks Jenn! Jennifer's husband Carl, also new to the organization this year, stepped up to take on the position of membership coordinator. Colin Atwood stepped up to become the assistant crew-caller for our train operations; a difficult job that took a huge workload off of Martin Caestecker. Mark Landguth stepped up to take on multiple leadership roles, including UP 576 reupholstery project manager, and North Pole Limited project manager.



From the Back Platform - continued

Without Mark's leadership and dedication, we simply could not have operated the NPL event this year.

Finally, we had several volunteers who stepped up to take on positions on the board of directors. At the same time that yours truly agreed to step up to be the President, Jarod Black stepped up to be the Director of Museum Services, Martin Caestecker agreed to return to the board as the Secretary, and Robbie Smith stepped up to be the Director of Equipment. After the departure of our previous Director of Railroad Operations, Martin Caestecker agreed to take on double duty to cover this position and the Secretary

position. Since then, John Cenknner stepped up to take on the Secretary position, and Travus Clark stepped up to succeed Jarod as the Director of Museum Services in the new year.

We are truly fortunate to have so many wonderful volunteers at our organization. I believe that we are going into 2023 strong with a motivated group of people who want to make progress on our priority projects. I'm looking forward to sharing this progress with you throughout the year. As always, if you would like to get in touch with me, please send a note to president@psrm.org. Until next time, keep it on the high iron!

Winter Strategic Planning Session

By Stephen Hager, President

After a 12-month hiatus, we will be resuming our semi-annual strategic planning sessions in 2023. The first session will take place on Sunday, January 22nd, 2023. The session will run from 9 AM to 1 PM and will take place at the La Mesa Police Department's Community Room, located at 8085 University Avenue, La Mesa, CA 91942. The purpose of these sessions is to identify the organization's short to medium-term strategic goals for the next three years and to establish priority projects for the next year.

Strategic planning sessions are an open forum for mu-

seum members and volunteers to make their voices heard and help shape the organization's future. Attendees at the session are encouraged to actively participate in the discussions. Questions that may be posed during the session include: What locomotive and/or railcar should we restore to operation next? What new exhibits should we construct? Which part of our master site plan should we fund and construct first? The results of the discussions will be documented and presented to the Board of Directors as a roadmap for key decisions over the coming years.

I encourage interested members and volunteers to attend. Because space at the venue is limited, please RSVP to me at president@psrm.org if you plan to attend. I look forward to seeing you there!

Brakeman Training Classes

By Stephen Hager, Brakeman Class Instructor

A hands-on class for the entry level train crew position, Brakeman, will be held this March. The class is open to anyone, age 16 and above, who is interested in becoming a member of our volunteer train crew (don't let the brakeman title scare away any ladies.) Class size is limited to eight people. There will be two sessions of the class; attendance at both sessions is necessary to complete the class. The two sessions will be held on March 11th and 18th (Saturdays), all day, at Campo. Museum membership is the only prerequisite; no prior railroad experience is required! Visit the brakeman class webpage to view more details and information on signing up: <https://www.psrn.org/brakeman-class/>





Upper two photos show the new steel plates being installed in USAF #2104, our ex-military RSX-4 / MRS-1 locomotive built in 1953.

<https://www.psrn.org/trains/diesel/us-air-force-2104/>

Left is Martin Caestecker installing a new hand brake on a SD&A coach.

Photos by Stephen Hager





Eastbound SD&AE local freight with three SW-8 locomotives (#1118, #1125 and #1126) and two freight cars in tow heads into El Cajon as it passes Grossmont Summit by Grossmont High School on this July 1974 photo by Bill Roberts. A lot has changed since then, with double track and overhead electric wires powering San Diego trolley's which go by every 4 minutes. Twice a week freight trains pass by during the dead of night.