



A publication for the Pacific Southwest Railway Museum members

March 2023

Coaster 2103 Leads the Way





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

Museum and Train Operations

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

La Mesa Depot Museum & Office

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

PSRMA Board of Directors

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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President: Stephen Hager
Vice President: Gabe Zorbas
Treasurer: Dave Smith
Secretary: John Cenknor
Equipment Dept: Robert Smith
Facilities Dept: Frank Denison
Museum Services Dept: Travus Clark
Operations Dept: vacant

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Gift Shop Mgr.: Jenn Brooker
Archivist: Bruce Semelsberger
Hot Scoop Editor: Jim Lundquist
Membership: Carl Brooker
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Volunteer Coordinator: Gabe Zorbas
Asst. Dir. Of Facilities: Jim Lundquist
Station Master (La Mesa): Timothy Miller
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Coaster 2103 Leads Demonstration Trains at Campo



Saturday, February 18th was a day to rejoice as Coaster locomotive 2103 was on the head end of our Golden State trains departing from Campo. This event was the realization of a four year effort by our President, Stephen Hager, to acquire, preserve and present local railroad history to our visitors. Those efforts have been reported in past *Hot Scoops*. This day, all those hours invested by Stephen became worthwhile as he was the Engineer in the cab. Stephen also was able to give a talk trackside to our visitors explaining the history of



the locomotive and how our museum was able to preserve it. It is days like these which bring great joy to our volunteer leaders. It was hard to wipe off the smile on Stephen's face all day. While SP #3873 was powering the train, Coaster 2103 was the star.

Photos by Jim Lundquist 2/18/23

Members meeting - March 14th at 7PM in La Mesa

Noted historian and our very own Bruce Semelsberger will be presenting the history of the Southern California Railway, which was the first railroad into San Diego. Bruce will include photos of portions of the line as it appears today, and speak on the hardships which were overcome to put San Diego on the map. Museum President Stephen Hager will be on hand to give members an update of activities as well as answer any questions. This is sure to be a fun and educational evening, and all members and friends are invited. For a background on this railroad, see: <http://sdrm.info/history/cs/calsouth.html>

Details: Tuesday, March 14th. 7PM. La Mesa Police Community Room, 8085 University Ave, La Mesa. This is a short walk from the La Mesa Blvd Trolley stop, next door to our La Mesa Depot Museum. Free parking on site.

Upcoming events:

April 1, 2 and 8 – Bunny Trains at Campo

April 15, 1PM – “Behind the Scenes” guided tour at Campo, led by Jim Lundquist. The tour will review the museum’s history, plans, shops, library and equipment. Meet the volunteers who you have been reading about. Space is very limited. No charge for members. Email: Jim@psrm.org to reserve your space.

May 12, 5:30PM – Annual Dinner meeting.

Are you interested in learning about future volunteer opportunities?



Send an email to volunteer@psrm.org with the subject “Volunteer Email List Addition” to start your adventure with your railway museum. Request notices for volunteers for various projects are frequently sent to this email group. We appreciate everyone who donate their skills and time to help our museum grow and succeed. We simply can’t do this without you!



The *Hot Scoop*® is a publication of the Pacific Southwest Railway Museum Association, Inc.

The opinions expressed in the *Hot Scoop* are those of the individual writer and do not necessarily reflect the opinion of the Pacific Southwest Railway Museum Association, Inc., (PSRMA) 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 Editor@psrm.org

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:

Editor@psrm.org

From the Back Platform

By Stephen Hager, President

February turned out to be a busy month in Campo on multiple fronts. Work has been proceeding on two locomotive restoration projects in the equipment department, that of SP 3709 and USAF 2104.

On February 18, PSRMA operated the official inaugural run of our newest acquisition, Coaster 2103. Although the locomotive cannot operate under its own power, it can control another locomotive through its Multiple-Unit (MU) connections. The day of the event, we operated Coaster 2103 in tandem with SP 3873. In addition to the train rides, we held a brief Q&A session between the second and third trains, and museum visitors were then invited to tour through the locomotive. This event was well attended thanks to a publicity push through our various social media accounts. We were featured on AM 600 KOGO radio ahead of the event, KUSI local news and the Union Tribune was there the day of to document the event. We even ended up on the inside front cover of the Sunday edition of the UT! This event was so well received that we intend to do similar ones later this year. Keep an eye on our social media accounts to see when Coaster 2103 will be running next.

SP 3709 is one of two EMD GP9 locomotives that we own. Like its sister locomotive, SP 3873, 3709 was built in 1959 near the tail end of GP9 locomotive production. Unlike 3873, however, it has the distinction of being one of the first factory-built low-nose EMD locomotives. You can read the full write-up on the locomotive on our website here: <https://www.psrma.org/trains/diesel/sp-3709/>



SP 3709 is inside the Shop Building undergoing repairs

Photo by Jim Lundquist 2/04/23



Electrical and air hose connection ("MU" - multiple unit) between Coaster 2103 and SP 3873 allowed 2103 to control 3873, which powered the train

Photo by Jim Lundquist 2/18/23

The Pacific Southwest Railway Museum Association purchased SP 3709 from its most recent owner, the US Military, at the end of 2011 through the federal government surplus property program. It was retired serviceable by the military, having last run within a year or so of us acquiring it. It was trucked from Camp Pendleton to Campo in September of 2012. The process of trucking the locomotive required it to be lifted off of its trucks, necessitating the traction motor leads and brake cylinder lines to be disconnected. The #2 main air reservoir and the locomotive's pilots were also

From the Back Platform - continued

removed. The majority of the mechanical work done since then has been the gradual reassembly of the



Grace Brown working in the Shop Building

Photo by Stephen Hager 2/4/23

locomotive. In 2020 and 2021, new batteries were installed, the lube oil filter housing was cleaned, new oil filters were installed, and new lube oil was pumped into the engine block. In 2022, we hired a professional contractor to clean the remaining bio-diesel sludge out of the fuel tank.

Since the beginning of 2023, volunteers have accomplished several tasks on SP 3709. A new battery cable was installed, allowing us to power up the electrical system for the first time since the locomotive arrived in Campo. Several light bulbs were replaced and wiring connections fixed. Volunteers installed new hood door filters and engine air intake filters. The fuel filter and strainer housings were cleaned out, and a new fuel strainer and fuel filters were installed. Volunteers began reconnecting and securing the traction motor cables. Finally, the #2 air reservoir was wire wheeled and primed in preparation for reinstallation. Currently, rebuilt fuel injectors, new fuel pump brushes, and brake cylinder packing cups are on order for the locomotive. These parts will be installed as they arrive over the next month or two. Our goal is to start and test the locomotive by mid-year.

USAF 2104 is an Alco RSX-4/MRS-1 (Military Road Switcher). It was built in 1953 and was one of 83 such units built by Alco for the US Military. This class of locomotives was designed with variable-gauge trucks, meaning that it could be adapted to different track gauges overseas. Fortunately, the Cold War never escalated into a direct armed conflict with the Soviet Union, and USAF 2104 instead spent its entire service life in North America. It spent the last ten years of its service life at Vandenberg Air Force Base along the Pacific Ocean, resulting in accelerated corrosion of the catwalk deck plates and traction motor cab trench. After PSRMA acquired 2104 in 1991, the locomotive operated at Campo for several years. You can read the full write-up on the locomotive on our website here: <https://www.psrma.org/trains/diesel/us-air-force-2104/>



Tim Wamsley in the engine compartment of SP 3709

Photo by Jim Lundquist 2/4/23

From the Back Platform - continued



Rich Paulus installing the speed indicator cable

Photo by Tim Wamsley 2/11/23

Since the locomotive last operated at Campo, several parts were removed to allow access to the corroded spots. Around 2008, the rusted deck plates and traction motor cable trench were cut out and disposed of. Angle irons were then welded along the supports for the catwalks, allowing for wider catwalks to be installed in the future. The radiator shutters were removed from the long hood in 2010 to allow access to the radiator cores. The restoration has largely sat dormant since then.

In 2019, volunteers restarted the restoration by wrapping the damaged insulation traction motor cables with rubber tape to extend their lives. In 2021, PSR-MA received a grant from the Emery Rail Heritage Trust to purchase steel and other supplies for both SP 3709 and USAF 2104. The new steel included diamond tread plates for USAF 2104's catwalks. Starting in 2022, volunteers have been cutting and welding in the new tread plate and this effort it expected to wrap up soon. Next steps will include a more thor-

ough mechanical evaluation of the locomotive. Stay tuned for updates on this project.

Lastly, February saw another change to our board of directors. Martin Caestecker, Director of Railroad Operations, tendered his resignation after accepting a job offer at the California State Railroad Museum Foundation in Sacramento. While we are going to miss Martin's regular presence at our museum in Campo, we are happy that he is able to pursue his dream job in the rail preservation community. Martin will continue volunteering in other capacities at our organization as his time permits. Please join me in thanking Martin for his years of dedicated service to our museum! As of writing this, the board is preparing to appoint a new DRO to serve out the rest of the term ending this 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!



Byron Anderson and new volunteer Ben Lazerson changing air filters on 3709

Photo by Tim Wamsley 2/11/23

\$25,000 Donation towards the restoration of SD&A #050

The Museum wishes to gratefully acknowledge a \$25,000 donation from the Audrey and Robert Zisner Family Foundation.



Railroading is nothing new to the Zisner family who has had members involved in the railroad business starting in the early 1900s. One cherished family memory was an adventurous hike Robert Zisner, a civil engineer, Robert's son Bob and Robert's grandson Tom took out to the Goat Canyon Trestle in Carrizo Gorge in the 1980s.

The Audrey and Robert Zisner Family Foundation donated the funds to the restoration fund of the historic San Diego & Arizona #050 Carriso Gorge Private Car (www.psrn.org/trains/passenger/sda-050/) The overall goal of the restoration is to fully restore the car cosmetically to its condition and configuration from when it was John D. Spreckels private business car. The initial restoration will focus on the #2 stateroom as it is in the best condition and is the closest to its original configuration. You can see the current restoration work on the #050 in our museum building in Campo.

If you are interested in making a donation or including the Museum in any estate planning, please contact us at fundraising@psrm.org or giftshop@psrm.org. If you are interested in volunteering for restoration, email volunteer@psrm.org

thank you!

Memorial Plaques Installed On New Benches At Campo

Our thanks to the members who have donated benches for our Campo Depot. The plaques have now been installed. I'm pleased to report that another bench has been donated by two members. If you would like to donate a bench, please send \$600 to PSRM with a note about donating a bench and any wording requested for a dedication plaque.

Photos by Jim Lundquist 2/1/23



In Memory of Carol Ann Lundquist
Beloved sister, teacher and historian

Jim and Dawn Lundquist 2022

In Memory of Larry and Tanya Rose
Decades of volunteer service

Foster and Pamela Stahl 2022

Winter weather was in full effect in late February. In a photo taken by Bruce Semelsberger on February 22nd, the Laguna Mountains seen in the background are covered in snow. There was some also on the grounds at the museum in Cam-



po. Notice, however, that the weather didn't stop Bruce from his weekly volunteering hours at our Library in Campo. Rain or shine, Bruce is there on Wednesdays and Saturdays. Why not join him? Inside work, with a heater or air conditioning as needed!

The 1897 Santa Fe Encinitas Station is moving to Leucadia on Highway 101 in this 1972 photograph. The depot served AT&SF passengers until the 1950's and was closed in January 1969. Today it is a coffee shop.



Coaster 2103 Cleaned up for the Big Day



Years of dirt and grime were washed away in preparation for its grand day on February 18th. Jenn Brooker led the work party with assistance from Roark Stump, Gabe Zorbas, and Carl Brooker.



Photos by Gabe Zorbas 2/12/23

Rail repairs at Campo



Glen Rogers and Jim Lundquist drill holes in a new stick of rail replacing a broken rail on track 1.

Photo by passing visitor 2/4/23

Communication between volunteers

is very important. Here President Stephen Hager and La Mesa Station Master Timothy Miller are discussing museum business in the Shop Building.



Photo by Jim Lundquist 2/4/23

Looking back on this month in Museum History

Here are the highlights of our museum from the old issues of the *"Report"* and *"Hot Scoop"*

20 years ago in 2003 - The Library was moved from the rented space in the San Diego Santa Fe Depot into storage in Campo. The Equipment Department volunteers placed SD&A #7285 (80 tonner) back in service and were close to finishing repairs on SP #3873 (GP9).

10 years ago in 2013 - The late Larry Rose was recognized for his lifetime achievements as a volunteer with the railway museum. The connection where the museum tracks meet the SD&AE mainline was renamed "Rose Junction" in his honor. Larry also had the honor of installing the new sign the following weekend!



A publication dedicated to Pacific Southwest Railway Museum Association members
March-April 2013



Larry Rose Receives Lifetime Achievement Award

Also, the museum purchased the 6.25 acre parcel directly east of the Campo Depot from Rob & Kit Stebbins, who had purchased the property when it became available to hold until the Museum was in a financial position to take over payments. Thanks to a \$25,000 donation by longtime volunteer member Ken Helm parents, the museum closed escrow with Rob & Kit. There is a rental house on the property which helps us pay our mortgage on the 15.9 acre parcel we purchased immediately to the south of this property.

New Display Case for the Campo Depot

The downstairs waiting room at the Campo Depot now has a new exhibit case. Thanks to a heads-up from Dave Tomeraasen, we were able to secure an eight foot lighted case. It came from the Old Town Trains attraction, which just went out of business after eight years. Our thanks to volunteer Donovan Chorny for his assistance in acquisition. Dawn and Jim Lundquist have put various railroad items in the case, with signage explaining what the item is and why it was used by the railroad. Many thanks to all involved, it is an improvement to our museum.

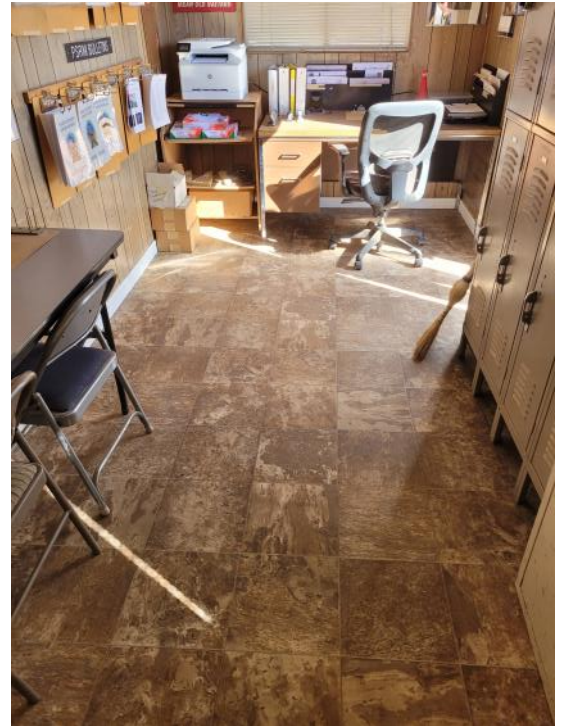
Photo by Jim Lundquist 2/15/23





Upgrades to the Operations Department Crew Base

The Crew Base used by our volunteer train crews at Campo was in need of a new door and flooring. The door was rusting away and wouldn't close properly, while the floor had stick down tiles which were coming up. We traded favors with a local company which sent their staff members to purchase and install both a



new door and flooring. It looks great. Just the usual PSRM way of making things happen with little to no funds!

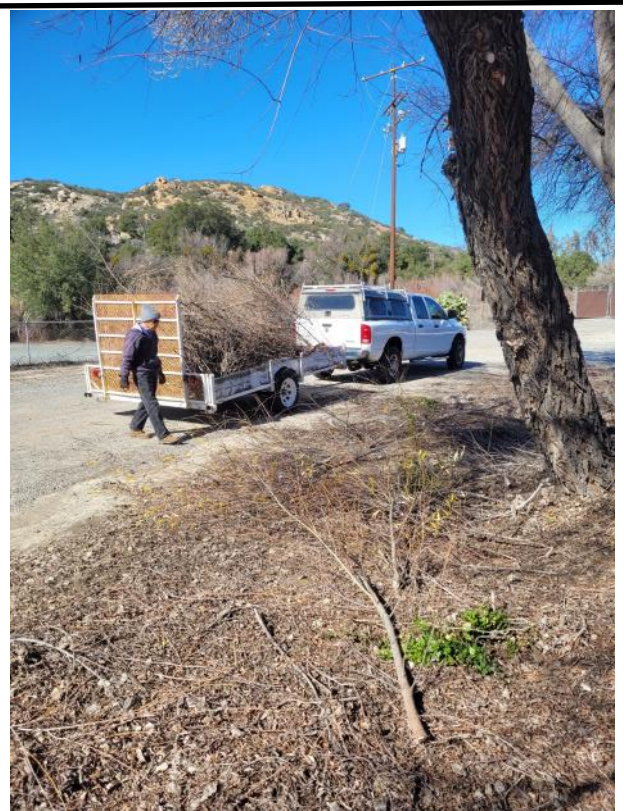
Photos by Jim Lundquist 2/1/23

Landscaping Duties at Campo

Each year, volunteers go out on our useable 40 acres to complete various landscaping duties. There are multiple trees which require pruning as well as branches and leaves that needs to be raked up. This year is no different.

In this photo, Steven Pohjola, who was joined by Jim Lundquist, have started this annual task already. It is a huge job, with the only gratitude of the knowledge that our museum site looks better than before we started. Most of this work happens during the weekdays when we are closed to the public. Just one of the many tasks completed by volunteers that has nothing to do with trains but is required nevertheless. Care to join us? Email Jim@psrm.org

Photo by Jim Lundquist 2/1/23



Here's Comes Peter Cotton Tail, Hopping Down the Campo Rails

Volunteers needed for the 2023 Bunny Train event

By Jennifer Brooker, Gift Shop Manager

The Bunny Train is back for 2023, but Peter Cotton Tail can't run it all by himself! Volunteers are needed to make this family-friendly event a success. This year's event occurs on Saturday, April 1st, Sunday, April 2nd, and Saturday, April 8th. If you are interested in assisting with any of the following opportunities, please send an email to volunteer@psrm.org with the subject "Bunny Train Volunteer." Thank you!

PROJECT LEAD	Overall event manager. Coordinates with and schedules all necessary volunteers for the event. Ensures necessary supplies are on-hand. Plans and coordinates all event activities, including egg hunt. Great leadership opportunity!
PETER (or Petra!) RABBIT	Plays role of bunny, rides the train, and hands out gifts to children. Non-speaking role. Costume provided.
BUNNY ATTENDANT	Assists the bunny volunteer on and off the train, accompanies through the train, and assists in handing out gifts to children.
DECORATING CREW	Multiple volunteers needed to decorate the passenger cars and museum with spring décor. Set up tables and chairs in the museum. Putting everything away after the event.
EGG HUNT LEAD	Stages the main egg hunt area, ensuring plastic eggs are "hidden" prior to each train group arriving at the museum. Stages the toddler egg hunt area, including setting up fence, and ensuring eggs are "hidden" prior to each train group arriving at the museum.
EGG HUNT ATTENDANTS	Multiple volunteers needed to assist in staging egg hunt areas between each train ride. Assistants parents and children, as needed.
CANDY CREW	Multiple volunteers needed to make candy gift bags for children and to distribute candy bags during the egg hunt activity.
TRAIN CREW	As always, we need a brakeman, conductor, and engineer for each run.
GENERAL VOLUNTEER	Any additional tasks that may occur during the event, including ticketing, golf cart driver, museum assistants, etc.



We just completed a catalog of the images for the Los Angeles & San Diego Beach Railroad and ran across this image from the Richard V. Dodge collection. It shows a very large bucket on an unseen steam shovel dumping piles of < dirt? > onto a slope-sided hopper car plainly labelled as LA&SDB #44 (on left). The only published rosters from this railroad we have seen are for motive power only. We have seen photos with flat cars used to transport, among other things, small houses to La Jolla or Pacific Beach but never any cars like this. If this were ever a Spreckels owned railroad, we would have lots of information, but this railroad was owned by others, notably Malcolm Forbes and Elisha Babcock, Jr. from 1894 until 1918 when it was dismantled and sold to Japan for scrap.

The questions are: What is being loaded onto this car, what is the location and why does this little short line railroad from San Diego to La Jolla even need to own this kind

of car? Did it own more than one? We have a few ideas, but we would like to hear any thoughts (or even real information!) from our members at psrmlibrary@att.net

Fundraising Moments

By Donna Spevack

Wow, 2023 is in full-steam ahead and soon it will be March! Our donations are off to a great start for December 2022-February 2023 and we thank you for your wonderful support of the Pacific Southwest Railway Museum.

Special thanks our donors:

The Audrey and Robert Zinser Foundation/Joan Zinser-Restoration of the Carriso Gorge Pullman Car
Henry J. Kranz
Jeffery Haslam – Employee Match Program
Anthony and Olivia Neece

C.F. Bach
Randy and Sandy Rowe
Terry Nininger
Kim Whittemore
Thomas L. Walker
Harlan and Sharon Mille
Walter Potts
Stephen Hager
Paul Lundquist
James Edward Osborne II

If I have forgotten anyone, I apologize and we thank you as well. Please be sure to let me know, so that I can mail you out a tax donation letter.

\$7,000 Grant for the La Mesa Depot

The City of La Mesa has given PSRM a **\$7,000** towards the restoration of the Historic La Mesa Depot, which will cover a partial restoration. We are hoping to raise the additional **\$13,000**, in order to fully restore the La Mesa Depot façade to its original beauty. The depot is in need of termite control, trim and wood rot areas replaced and painted.

If you would like to make a donation, any amount will help assist us with a complete restoration that will last for many years and provide enjoyment for many visitors. The work will take place as soon as

permits have been issued for this restoration. Thank you!

If you would like to contribute (tax deductible), donations can be mailed to: **The Pacific Southwest Railway Museum, 4695 Nebo Dr., La Mesa, CA 91941-5259**. Please note that it is for the **La Mesa Depot Restoration Project**. You can also go online at: [Donate – Pacific Southwest Railway Museum \(psrm.org\)](https://psrm.org) to make a donation.

We not only appreciate monetary help with projects, but we also very much appreciate volunteer assistance with any project at Campo or the La Mesa Depot. Please let us know if you would like to volunteer at PSRM.

Annual Member's Dinner 2023

The Pacific Southwest Railway Museum would like to cordially invite you to our annual member's dinner!

This year, our Annual Dinner will be held at the **Ronald Reagan Community Center in El Cajon, CA on Friday, May 12, 2023 at 5:30 PM**. Come enjoy a night of great food and companionship as we review all the work our museum has accomplished in the last year!

Dinner will include a choice of Tri-Tip or Chicken,

along with Potato Salad, BBQ Baked Beans, Cornbread Muffins, and Garden Salad.

In order to include as many members as possible, this year's tickets will only be \$15.00! Please keep a lookout in your inbox for when tickets go on sale!

A big thank you to member Bruce Deck, who graciously donated the cost of the venue!

Preservation Work Begins on the Historic “Jacumba” Cars

Article and photos by Richard Finch

SD&A #239 (ex-Southern Pacific #51, #1375): Built by Gilbert & Bush, Troy, New York; 1875

SD&A #240 (ex-Southern Pacific #195, #1418): Built by Barney & Smith Car Co., Dayton, Ohio; 1889



Recent winter storms have finally taken their toll on these vintage rail cars from the gilded age. Unfortunately, high winds have ripped back the aged tin roofing, exposing the fragile interiors to the elements. Work has started to stabilize and preserve these two cars until money and skilled volunteers become available. Ultimately, however, the tin roofing **MUST** be replaced if these historic cars are to be saved.

The SD&A acquired coach No. 240 in April of 1916 from the Southern Pacific

Railroad, where it had originally served on the Berkeley local in the San Francisco Bay Area as SP of California No. 195, and then SP No. 1418. The oldest of the two cars is SD&A #239, ex-Southern Pacific R.R. #1375, originally S.P. #51. This 148- year-old car, was originally built in June 1875, was very ornate inside and out, and was one of hundreds hand-crafted by the Gilbert Car Works in Troy, N.Y. Gilbert was one of this nation's (and the world's, for that matter) oldest rail car builders, dating back to 1830.

Both cars were used by SD&A during the construction of the San Diego & Arizona railroad, transporting workers to and from the rail head as it moved eastward. These two cars are unique survivors of the car builder's art of an earlier day, as wooden passenger car production in the United States ended in 1913.

If you are a master craftsman or would just like to learn some of the skills of the Victorian age, contact volunteer coordinator Gabriel Zorbas at gzorbas@psrm.org. Work crews will be forming shortly.

If you would like contribute to replacing the roofing, much-needed donations of any amount can be processed through our web site: <https://www.psrn.org/donate/>. Please select the locomotive and car restoration fund from the drop-down menu.



Look for more of the history of these cars in future issues of the *Hot Scoop*!



LIBRARY UPDATE FOR FEBRUARY 2023

by Bruce Semelsberger, volunteer archivist

What is a library? An Archive? On a most basic level, a storage place for INFORMATION, as in INFORMATION Technology or IT, a term with which we are all becoming increasingly familiar. For thousands of years, information meant writing as in letters and numbers, symbols on some physical substance we could hold in our hands or store on a shelf. Records of a trading transaction, a reckoning of grain storage, an account of some historic event like a major battle or a royal ascension. Otherwise, images in the form of artwork, a likeness of an animal or person, later maps with representations of mountains and rivers, then more and more detailed images with accurate colors, but still all tangible things that could be stored and then taken out and viewed at some later time.

Eventually, some one got the idea of collecting these assets, even those of seemingly unrelated subjects, in one place, a repository of general knowledge and the library concept was born. Great collections such as the famous library at Alexandria, Egypt arose (and were sometimes lost). Still, all were tangible objects, even after the invention of photography and then motion pictures. Then, came the revolution. Computers. Digital images that could, with a certain amount of labor, be converted into physical assets but intrinsically existing only in the form of binary code on some computer. Digital imagery, and a new dilemma for archivists and librarians. How can these images be stored and, more importantly, be located when the desire arises to see them?

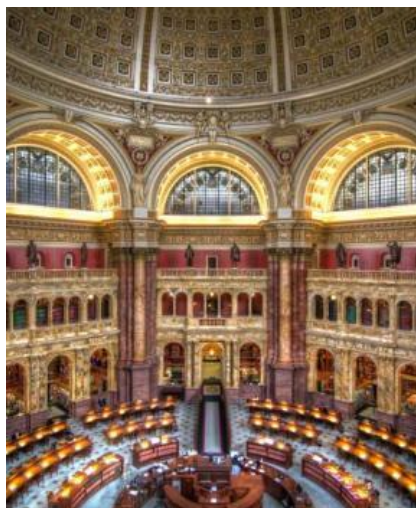
Our library at PSRM is now at the point where this problem needs to be addressed. The computers we currently use are work stations, individual machines each of which contains whatever files have been created there. One "master" work station holds the file of all that has been cataloged into the Past Perfect library software. Unfortunately, our library has vast amounts of other files that have yet to be cataloged and is constantly gaining more. What is more, some of the new materials are in the form of digital images which cannot reasonably be converted into physical assets without a huge amount of time, labor and

sheer lack of physical space involved, even if we wanted to do that.

A case in point is a collection of scanned images and documents belonging to early PSRM member Lyle Judd and recently donated by his son Sam to our friends at the San Diego Electric Railway Association in National City, who have graciously allowed us to copy the railroad items for our own archive. There are many wonderful images which we did not have in our collection. Where and how do we store them so that they can be viewed, identified and located when we want? We now need to create a new numbering system for "digital only" images and we need to add a new "master server" centralized computer where everything, analog and digital, can be stored and accessed with equal facility. Due to the age of the existing work stations, we also need to replace them with more modern machines.

We would like very much to begin the digitization of our large collection of maps and we have the scanner to do this, but until we have a server with enough memory to contain the large image files, we cannot begin this job.

We are looking for a qualified consultant who will come out to Campo and help to specify the new equipment and procedures we need. So far, we have not been able to locate a company who is willing to travel to Campo for this project. If any of you members can supply a name, please contact Bruce at psrmlibrary@att.net. If any of you are interested in helping to catalog our growing collection, no experience necessary, the same email works for that too!



Interior view of the Library of Congress in Washington, D.C.

We can dream - can't we?



Shop Building Repairs

Very high winds were associated with the winter storms. A plastic window panel was blown out of the Shop Building. Pablo Martinez, shown in the photos, assisted by Jim Lundquist, reinforced the side walls and installed a new panel.

Photos by Jim Lundquist
2/21/23



Welcome New Members

The museum happily welcomes the following new family members: Michael Gammond, Doroles Lopez, and Tania Pizarro Garcia. We also are glad to have the following new individual members: Albert Brown, and Edna Fischer. Lastly, the museum gratefully acknowledges our newest senior members: Gary Klockenga, Pamela Madonia, Jeffrey Trimble, and Frank Willkie. Please give all our newest members a hearty welcome next time you see them riding the rails!

If you are stumped for a gift to give a family or friend, consider a gift membership to PSRM! You can fill out a gift application at <https://www.psrn.org/membership/> and surprise someone with the gift of unlimited unre-served train rides!

Down At the La Mesa Depot

by Timothy Miller, Station Agent

As February passes the La Mesa Depot future keeps looking brighter. The reproduction fountain is nearing completion just north of the depot. This oasis of refreshment will cause many pedestrians that never stop while passing to notice our treasure and investigate further what is inside when they pause for a drink.

The city of La Mesa has awarded a grant for addressing the aging exterior of the Depot. The grant will

help to ensure the ravages of time will not be so noticeable in the past 41 years since restoration.

A new banner facing on Spring Street has been updated on the PFE reefer of the upcoming Bunny Trains.

New member McCovey Staples has expressed interest in volunteering at the Depot and has completed a shift greeting visitors and learning about one of La Mesa's oldest building and the railroad equipment displayed there.

Suggestions are being explored for improving the visiting experience in the future. Do you have any?

Operations Volunteers

for January 23 to February 19, 2023

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 24 Golden State trains, 1 Golden State Extra, and the number of days they have volunteered through February 19: Colin Atwood 4, Jim Baker 2, Paul Bandemer 2, Carl Brooker 3, Ken Brown 1, James Caestecker 1, Kyle Cascadden 1, John Cenknier 1, Stephen Hager 3, Randy Houk 1, Bryson Medlock 2, Mike McIntyre 1, Rich Paulus 2, Glen Rogers 1, Duke Schweikert 2, Rob Stebbins 3, Tom Ulrich 1

During this period, the Museum held the Inaugural Run of Coaster SDNX 2103, culminating several years of work by Stephen Hager, and those who helped him, to bring this Coaster locomotive to Campo.

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: Jason Drenkow 1, Vanessa Garcia 1, Jim Lundquist 2, Glen Rogers 2

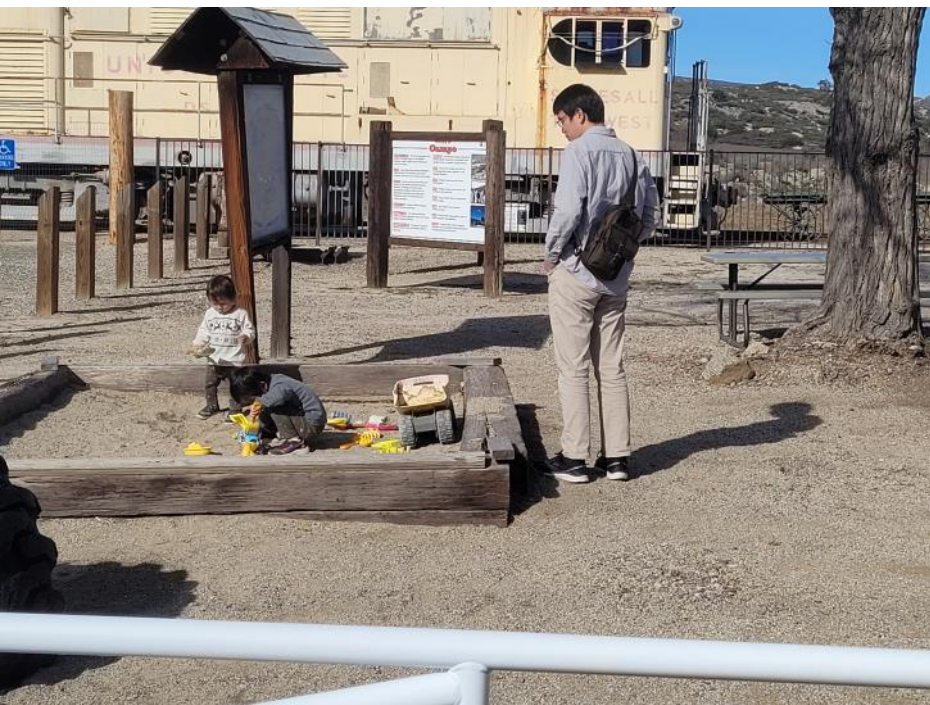
There were a total of 36 volunteer-days this period.

We thank you, volunteers, for all you do.



Justin Hyland, Grace Brown, and Stephen Hager installing the horn for the day

Photo by Jason Drenkow 2/18/23



Visitors Enjoying our Museum

Each weekend, we host many families out for a day in the mountains of east county. Here, a father watches his young children in the sand box while their mother is inside the Campo Depot purchasing tickets. Making happy family memories is what we do at Campo - for the past 37 years!

Photo by Jim Lundquist 2/4/23

Preserving Railway History has been an ongoing effort for Decades

The railway preservation movement has a long history in San Diego. Even before the beginnings of our museum in 1959, local historians like Eric Sanders were involved in the movement. In 1955, the City of San Diego was offered a steam locomotive and the business car off the San Diego & Arizona Railway by the parent company, Southern Pacific Railroad. The city turned that offer down. However, locals convinced the Del Mar Fair Board that an exhibit of railway equipment was a worthwhile adventure. In October of 1955, steam locomotive SD&A #104 and private car SD&A #050 were moved to the fairgrounds. As these photos will show, the exhibit moved through Campo and into San Diego on their own wheels, then moved to Solana Beach Lumber spur track by the Santa Fe. They were then trucked to the Del Mar Fairgrounds.



For many years, these two historic pieces of railroad history were open to the public on exhibit during the fair. Your editor remembers making it a practice to visit the exhibit each year while attending the fair.

Who could have predicted that in 1983, 28 years later, that a reverse move would be made? Both pieces were trucked back to the same spur track, moved by Santa Fe to San Diego, and then moved on their own wheels to Campo. But that story is for another article in the future.

Today, they are prime historic pieces in our collection:

<https://www.psrn.org/trains/steam/sda-104/>

<https://www.psrn.org/trains/passenger/sda-050/>

In fact, in this issue of the *Hot Scoop*, you will find an article of a great donation towards the restoration of SD&A #050. There also remains a strong interest to at least cosmetically restore the SD&A #104.

Preserving and presenting history is what all museums strive for. That is our Museum's goal as well.



Mike Reading recently found these 1955 photos of 104 being trucked into the Del Mar Fairgrounds posted online. He contacted the owner for permission for PSRM to use the photos. He even sent us high resolution scans of the photos.

Credit the Mike Lusher Collection.





Paul Jansson found the Kyle Railways SD&AE caboose in the yards alongside Harbor Drive in downtown San Diego in this October 1983 photo. Kyle operated freight trains over the line from 1979 until 1983 when two bridges were burnt in the Carrizo Gorge section of the railway. Kyle left town taking the cab with them.