



A publication for the Pacific Southwest Railway Museum members

August 2024

HUGE FINANCIAL BOOST

As Grants and Donations Come In

\$450,000

Stormwater Grant (over two years) from the County to resolve flooding and drainage issues around our Campo facility site.

\$50,000

A San Diego County Grant to assist with the restoration of the Campo Depot. Thank you, Supervisor Anderson, for all of your support of our Museum.

\$25,000

A donation by long time member and financial supporter Bruce Deck. These funds are unrestricted and will be used for critical needs as decided by the Board of Directors.

\$450,000 + \$50,000 + \$25,000 = A GREAT MONTH.

These grants and donations are the largest financial support in one month than we have ever experienced.



SUPPORT YOUR LOCAL RAILROAD MUSEUM!



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

619-465-PSRM (7776)

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

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.

Museum Officers

President: Stephen Hager
Vice President: Colin Atwood
Treasurer: Hector Gonzalez
Secretary: Jenn Brooker
Equipment Dept: Robert Smith
Facilities Dept: Frank Denison
Museum Services Dept: Travus Clark
Operations Dept: John Cenker

Museum Staff

Archivist: Bruce Semelsberger
Asst Dir. Of Facilities: Jim Lundquist
Asst Volunteer Coordinator: Colin Atwood
Fundraising: Donna Spevack
Gift Shop Manager: Alex Fiori
Hot Scoop Editor: Jim Lundquist
Membership: Carl Brooker
Social Media Mgr: Jason Drenkow
Station Master (La Mesa): Timothy Miller
Steam Foreman: Jim Baker
Volunteer Coordinator: Jenn Brooker

MEMBERS UPCOMING EVENTS



Special Events:

August 9 - Membership Meeting. "Railroading in San Diego County: 1945-Present". 6:30 p.m. in La Mesa Police Dept Community Room.

September 14 & 21 - Brakeman Training Class Campo

November 14 - Membership Meeting. "Spreckles Empire". 6:30 p.m. in La Mesa Police Dept Community Room.

Regular Schedule:

At our Campo Facility

Saturday and Sunday, 9 a.m. to 5 p.m. - Museum open to public.

Saturday - Golden State train rides at 10:30 a.m., 1:00 p.m. and 2:30 p.m.

Saturdays and Sundays - volunteer work days.

Wednesdays and Saturdays - Library open from 9 a.m. to 5 p.m. Call Bruce Semelsberger at 619-264-7282 for an appointment

La Mesa Depot Open:

Tuesday & Thursday Noon - 3 p.m. Saturday: 11 a.m. - 2 p.m.

Volunteers are at both locations during the week as well. For more information, please email: volunteer@psrm.org

Membership Meetings Continue This Month

The historic review meetings for our members occurs this month on **August 9th at 6:30 p.m.** This month's presentation is titled "Railroading in San Diego County: 1945 to Present." Director of Museum Services Travus Clark is our speaker. The meeting will take place in the La Mesa Police Dept Community Room at 8085 University Avenue in La Mesa. This is three short blocks east of our La Mesa Depot Museum and two blocks from the San Diego Trolley's La Mesa Blvd Station. These talks have been popular with our members. Stop by to see for yourself. If you can not attend in person, you may participate via Zoom using this link: <https://us06web.zoom.us/j/81533881141?>

New Museum Video:

The San Diego Trolley - How It All Began by Jim Lundquist

The San Diego Trolley is a great success as the first modern light rail system in America. Shown is the story of how the Trolley came into existence through perseverance along with good fortune. Jim Lundquist was on the staff of the Metropolitan Transit Development Board (MTDB) as the project was first designed. Using his insight, plus interviews with General Manager Tom Larwin and Senior Transit Planner Greg Thompson, this video covers the entire story from start to completion of the San Diego Trolley. A huge **THANK YOU** goes out to both gentlemen for their recollections, Jarod Black for filming the interviews and new member Joseph Davies, a senior student in San Diego State University's College of Professional Studies and Fine Art, for putting it all together.

The video is online at: <https://youtu.be/Jbtn2fdMBRQ>

The connection between the San Diego Trolley and our railway museum is critical to our museum. Our lease of the SD&AE tracks and depot is thru the original MTDB, now MTS. The Trolley also donated our original rail, ties and rail material for our Museum. Many volunteers at our Museum also worked for the Trolley, including this author. Long time Life Member Wally Barber was the contractor who laid the original Trolley tracks in the San Diego City streets on C



Street and 12th Avenue. I hope you enjoy the video. More videos are planned for the future.

Photo: Walter H Barber & Son Construction is installing tracks on 12th Avenue in San Diego.

Photo by Tom Larwin 5/17/1980



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. Please include photographer and date of photo. 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



Meet Joseph Davies by Jim Lundquist.

Joseph is a San Diego State University senior student who worked with Jim Lundquist to put together the video on the early beginnings of the San Diego Trolley. Joseph answered the call when I asked for assistance in putting the video together. He took the raw footage from interviews with MTDB planners and turned it into a terrific video. See the article on page 3 for details. Joseph is now one of our newest members.

Photo by Jim Lundquist taken July 14, 2024 in Donner Pass. Joseph and Jim were chasing Union Pacific Steam Locomotive #4014, the "Big Boy", between Roseville and Reno that day.

Fundraising for July

Donna Spevack, Administrator of Fund Development

Special Thanks to our great volunteers who are continuously working to get everything accomplished on the to do list before fall.

We would like to thank our donors for their generous support in assisting PSRM with Railway Track Work, the Mine Train Ride and Exhibit, Signage (Campo Museum), Educational Programming and much more.

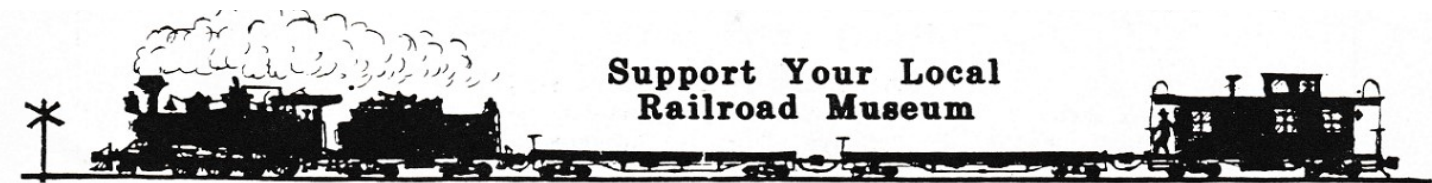
Thank you to our June/July donors:

Bruce Deck, Manley Golson; Carol Mandra; Jeffry Haslam; Jack O'Lexey; Diana Humphrey (matching grant); Bryson Medlock; Tori Garrett; Tom Ulrich; and also, thanks to our old and new members for their membership support.

Here are ways you can make a contribution: (Including low-cost options)

- Make a donation online at [Donate – Pacific Southwest Railway Museum \(psrm.org\)](https://psrm.org)
- Send a check to: PSRM, 4695 Nebo Dr., La Mesa, CA 91941-5259
- Buy a table in memory or honor of a loved one (includes a plaque)
- Employee charity match programs through your work place – Check with Human Resources to see if they participate. Volunteer hours can also count towards matching gifts. [List of Companies with Matching Gift Programs\(easterseals.com\)](https://easterseals.com)
- Not able to make a monetary donation? Volunteering to help at an event or at the museum is a great way to contribute. Visit us on <https://www.facebook.com/SanDiegoTrain> for opportunities. *(Like us on Face-book)*

We thank you in advance for your contribution. Your donation will go a long way in helping us accomplish our goals. If you would like to explore additional ways in which you can help PSRM, please feel free to contact me at fundraising@psrm.org for more details. Thank you!



Museum Float Found Again in Coronado - With New Volunteers

With Jim Lundquist away this summer, Nicholaus (Nick) Ewing-Pistelak and daughter Juliette Ewing-Pistelak had the honors of taking the float through the streets of Coronado on July 4th. As usual, the float was well received. Ken Kramer stopped by to say hi. Thank you Nick and Juliette. If you wish to have the float in your neighborhood parade, or, can take it yourself, please contact Jim@psrm.org to make arrangements.



Operations Volunteers

by Rich Paulus, Chief Operations Officer

The Museum cancelled all weekend Golden State train operations in July to concentrate volunteer efforts on track maintenance. The volunteers performed hard, physical work in temperatures peaking at 100°+. Good hydration, changing jobs, and frequent breaks under the watchful eyes of the Employee in Charge allowed the crews to make steady progress through the month.

Yard switching - these are the volunteers who have worked in PSRM/Campo yards this period:

James Caestecker 1, John Cenkner 1, and Stephen Hager 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: Colin Atwood 1, Chad Baker 3, Christopher Baker 1, Jim Baker 1, Carl Brooker 1, James Caestecker 2, David Choy 1, Stephen Hager 2, Ryan Hodge 3, Timothy Mendeola 1, Matthew Milhoan 1, Rich Paulus 1, Glen Rogers 1, Duke Schweikert 2, Tom Ulrich 1, Tim Wamsley 3, Cass Witkowski 1.

There were a total of 29 volunteer-days this period.



Tijuana & Tecate Railroad Bridge Burns by Jim Lundquist

A wooden bridge one mile east of Tecate station burnt down on July 3rd. The structure carried the tracks over the Tecate River, which starts in Campo as the Campo Creek. What does the future hold for the line east of Tecate and through Campo on the way to Plaster City? Who knows? It has been 15 years since the last train passed.



WELCOME NEW MEMBERS

by Carl Brooker

It was also a great month for the exclusive life membership club. Robert Buchanan of La Mesa, California joined the museum as our newest Gold Spike Life member. The museum is fortunate to have such dedicated members who commit to financially supporting the museum.

And as always, PSRM is excited to welcome the following six new supporting, family, and individual, members of our museum: Kevin Anderson, Joseph Davies, Tori Garrett, Perry Hendrickson, Gary Junker, and Vincent White.

Train enthusiasts and history buffs alike, lend a hand (remotely!) to the Pacific Southwest Railway Museum! We are still seeking a dedicated volunteer to take on the rewarding role of Membership Coordinator. This fully remote position is perfect for railway history buffs who want to support the museum from

the comfort of their own home. As Membership Coordinator, you will play a vital role in processing new memberships and renewals, ensuring our valued members receive their welcome packets promptly. It is a fantastic opportunity to make a real difference to the museum, all without needing to travel to Campo. If you are passionate about trains and have a knack for organization, we encourage you to inquire! Please email membership@psrm.org with any questions or to express interest!



From the Back Platform

By Stephen Hager, President

As we head into August, we have gone nearly two months without regular weekend train rides at Campo. A defective section of track at Milepost 64.6, about a mile west of Campo Depot, forced us to divert most of our available volunteer resources towards emergency track repairs. Thanks to a small but dedicated core group of volunteers, I'm happy to report that the railroad has been reopened through that area. By the time you read this, volunteers will have spent one final weekend in July changing out ties and cleaning up the site in preparation for the resumption of train service. Saturday Golden State train rides will resume on Saturday, August 3rd. On the first train ride of the day that day, the train will pause at the repair site for a volunteer photo op during its westbound trip. If you haven't made it out to the museum recently, please consider joining us at Campo that day as we celebrate the resumption of train service.

In light of the persistent efforts by our volunteers to get the railroad reopened, I'd like to take this opportunity to talk about organizational unity. Unity is an important value to have in an organization as it encourages members and volunteers to come together and work towards a common goal. In this particular instance, the goal was to get 300 or so feet of track repaired by the end of July. Volunteers accomplished this goal all while working through the hottest part of the year which was no small feat. This was possible because our volunteers shared a common goal and worked together to achieve it. In a sense, this was a "slam dunk" project with a short timeline and clearly defined goal. We have a long history of similar successes at our organization, and while it's important that we celebrate these wins, we also need to work on unifying around longer-term challenges facing our organization.

As the President of the Pacific Southwest Railway Museum Association, my long-term vision for the organization rests on three pillars – 1: Restore and maintain a larger section of the SD&AE Desert Line to enable longer and more diverse train rides, 2: Expand our museum campus in Campo with more exhibit halls and educational/interpretive space, and 3: Restore our vast collection of equipment that has accumulated over the decades. Upon examining these pillars, one

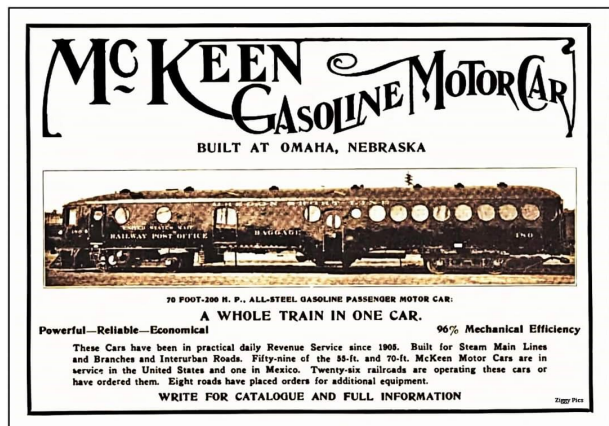
can see that there are literally hundreds of individual future projects, all vying for a chance to get worked on next. I know that for many, it's tempting to want to take on pet projects in an effort to make a dent in the projects list. This works for small projects that are easily completed in a short timeframe by a single person, but it quickly breaks down when it comes to larger projects like picking out a new piece of equipment in the collection to restore. It's also counterproductive when individuals try to push projects that aren't a priority for leadership or the membership/volunteer base at large.

While there is merit to the concept of "divide and conquer", there comes a point when volunteer hours and donations become too dilute to result in any meaningful progress on any front. Large projects are a marathon, not a sprint. They require a consistent group of volunteers to work together frequently over a long period of time. This is where organizational unity comes in. When we set aside our personal agendas and throw our support behind established projects with momentum, our whole organization moves forward. If you have a strong desire to move our organization forward, the most impactful thing you can do is to support the existing projects that the board of directors and the department directors have identified and prioritized. This is true for both financial support and volunteer hours. Each department has priority projects at the moment. Equipment is pushing to finish the birthday party caboose and complete the restoration of SP 3709. Facilities is pushing to complete drainage repairs and improvements throughout the property. Museum Services is pushing to do a property-wide signage update and clear the years-long backlog of donations to the library. Operations is pushing to complete critical track repairs in the Campo Yard and reopen the railroad between Canyon and Division. The sooner we complete these projects, the sooner we can move on to other, equally deserving projects.

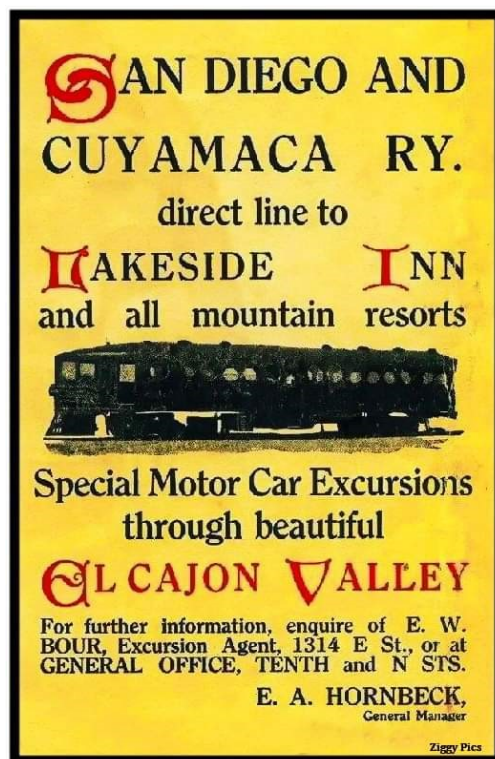
If you're interested in volunteering, please send an email to our volunteer coordinator, Jenn Brooker, at volunteer@psrm.org and let her know how you'd like to help. If you have any questions about making a donation, please contact our Administrator of Fund Development, Donna Spevack, at fundraising@psrm.org. 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!

McKeen Motorcars Operated between San Diego and Lakeside on the San Diego & Cuyamaca Ry

The McKeen motor car named "Cuyamaca #1" ran from San Diego to La Mesa Springs via Encanto Heights, and Lemon Grove beginning in 1908. The car ran three round trips daily. The first trip began at La Mesa Springs to accommodate youth attending San Diego High School, the only high school in the area.



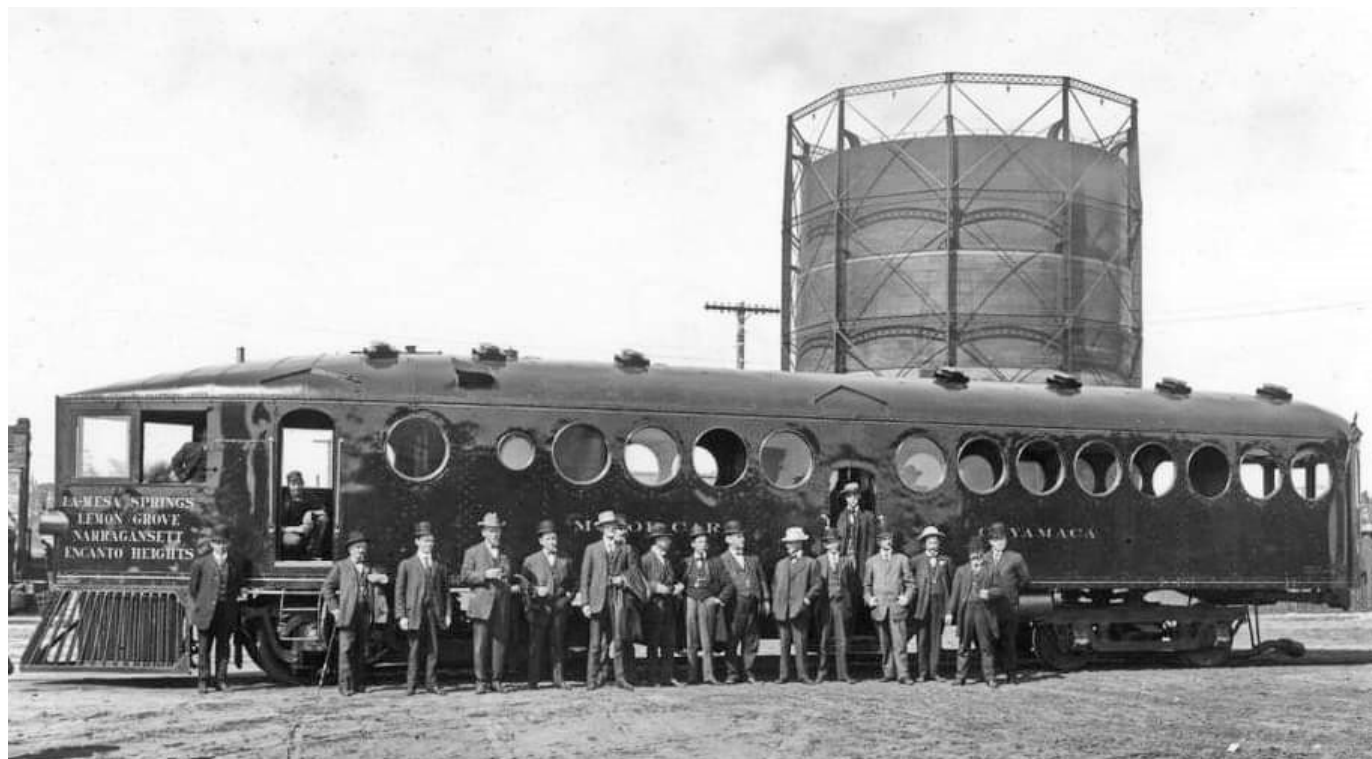
McKeen cars were powered by internal combustion engines. The McKeen Company's goal was to produce a small self propelled passenger train to replace more traditional passenger cars pulled by steam locomotives. The gasoline engine technology of the day proved problematic.



The Cuyamaca #1 was taken out of service in 1914 and sold to the Yuma Valley Railroad.

For additional information on this rail line, go to <http://sdrm.info/history/sdc/index.html>

The McKeen Company was sold in 1920. It had produced 152 vehicles. Few of the McKeen cars still exist. Most were scrapped or converted to roadside diners. A restored McKeen, Virginia & Truckee #22, is owned by the Nevada State Railroad Museum, Carson City . A second – SDC&E #1 – is undergoing restoration in Ramona, California by McKeen Motor Car Company Historical Society.



LIBRARY UPDATE by Bruce Semelsberger, Librarian

Hi again! Despite the beautiful Campo weather, we have been able to tear ourselves away and get some work done this month. We contacted our air conditioning guy to make sure that all will continue operating properly and got a clean bill of health after cleaning and testing. The outside unit got a free washing on the afternoon of the 24th when we got a real downpour from a passing thunderstorm.

We spent most of July catching up on old donations that had been stored for much too long, some since when we opened the new library, so if you are someone who donated materials a few years back and never heard back from us, we humbly apologize. So far, we have gone through about 2/3 of the backlog and hope to finish in the next few weeks, then we can get back to the more recently donated items. Richard Finch is working on the array of slides and photos we have accumulated, creating a digital record and organizing the original slides into albums by subject.

There are opportunities for a few volunteer hours doing some things we just haven't had time or personnel to accomplish. If you like organizing things, we have collections of postcards, news clippings, newsletters and passes that need to be sorted and appropriately stored. These tasks could mostly be completed in a single day each month and it would really help the museum if someone could just spare us that little bit of time. Are there any art critics out there? We have a collection of framed and unframed paintings, prints and posters and I suspect many

of them are of little value to us or, to put it another way, the space they occupy may be worth more than the "art". None of the current volunteer staff has the expertise to judge, so if you do, how about giving us a little of your time?

Regarding last month's mystery items, the Mack switch, according to Brian, librarian at the Motor Transport Museum, is a fuel pump switch common to most Mack vehicles, but he isn't sure if that applies to the "Geese" on mountain railroads. The "timer" item remains a mystery.

Our senior volunteer, Richard Pennick, has spent a long life collecting railroad materials including from the SD&AE and other local railroads and it is not limited to small items. He now wants to donate a large oak desk that once resided in SD&AE car 051 when it was being used as the engineering office in the San Diego yard. If the car number is not familiar, it was one of three wooden cars acquired from the SP by the SD&A along with our 050 to be used as business cars. These cars were later taken off of their trucks and used as offices before eventually being scrapped or burned. Dick was not able to save the 051, but he did manage to save the desk and now we need to move it **as soon as possible** to Campo where we have made a secure space to put it. The move will need a pickup truck and four people to load and unload it. If you have the truck, we can find the folks to help. Please email me directly as we haven't yet gotten the new library email account set up: brucesems@cox.net

Thank you to all those who continue to make donations and especially to our volunteer staff!



Jacumba cars Update

Left - Richard Finch is on top of #240 checking the layout for new roofing.

Right - Richard Finch puts the final touches on a new fixture to mill the fascia boards for the Jacumba cars from reclaimed lumber.





Down at the La Mesa Depot

by Timothy Miller, Station Master

Summer is here, and the increase of visitors at the depot has been noticeable. Feels like we might have to schedule time slots for the Wooden Railway operators! I have had four young operators gathered around the table at the same time.

The “La Mesa Ghost Train” print has been matted, framed and hung in the Depot. Thanks, Bruce Semelsberger, for the extra set of hands during the installation. In my opinion, the print illustrates how the railroad industry is perceived today. When our Depot was built, it was the center of commerce and travel for the community. People had personal contact with the employees.

Today, trains run between locations that are often removed from the public. Most people have no contact with railroad employees. The sound of the “Ghost Train” is for many the only connection with the railroad in our community.

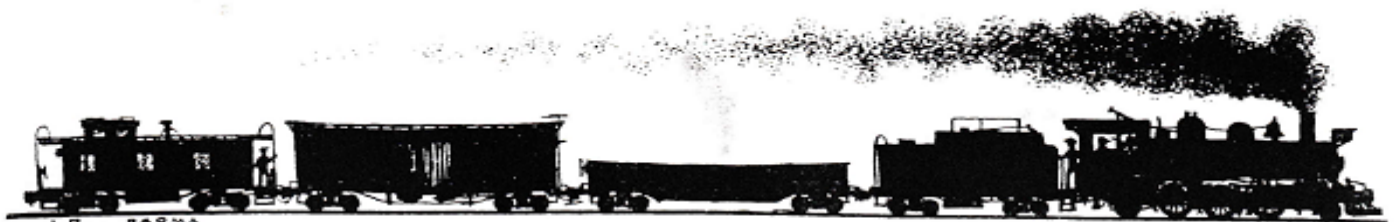
Fortunately, we have the La Mesa Depot to educate and remind our visitors of the railroad industry and its contributions to our history.

Looking Back in Museum History

Long time member Lew Wolfgang writes:

Hi Folks, I was rummaging through some old videos and found this from Oct 13, 2007. I forget the details, but we had fun in the days of yore...

<http://sanrail.com/shootout.mp4>



SUPPORT YOUR LOCAL RAILROAD MUSEUM!

The Santa Fe Magazine

Reg. U. S. Pat. Off.

RAILWAY EXCHANGE, CHICAGO

HERBERT DEEMING, *Editor*

GAY M. HAMILTON, *Staff Photographer*

*[[A monthly publication devoted to the interests of the employees
of the Santa Fe Railway System; to others, \$2.00 per annum.]]*

VOLUME XXXII

MAY, 1938

NUMBER 6

Introducing — the San Diegan

New Ultra-modern Streamliner Now In Regular Service Between Los Angeles and San Diego

By E. G. RYDER

THE San Diegan, crack streamliner operating between Los Angeles and San Diego, was ushered into service with an inaugural run that marked an innovation in that our business leaders of tomorrow played the leading role in introducing this ultra-modern stainless steel streamlined train to the populace of the Southwest's two great cities.

It happened thus:

The San Diego Chamber of Commerce, in coöperation with the San Diego Board of Education, extended an invitation to a representative number of students from Los Angeles, Santa Ana, Anaheim, Fullerton, Orange and Oceanside to pay San Diego a good will visit; and the Los Angeles Chamber of Commerce likewise, in coöperation with the Board of Education of Los Angeles, invited a number of high school students from San Diego, Oceanside, Santa Ana, Fullerton, Anaheim and Orange to visit Los Angeles.

So, on March 19, approximately one hundred and ninety young men and women—high school students—chaperoned by several Los Angeles Board of Education and Chamber of Commerce officials, happily boarded the San Diegan on her initial run to San Diego.

It was an inspiring sight to see these fine young people walk with that fresh stride of youth to the gleaming streamliner—the San

Diegan—eyes sparkling, lips bubbling with youth's ever-ready quips. Their whole attitude seemed to instill greater energy into those in whose care they were entrusted.

There was a general milling throughout the train, for practically everyone inspected the equipment from the baggage car to the observation car, the many ohs and ahs gave evidence of their delight. Their intelligent questioning told of their interest in modern streamlined trains. Even the locomotive engineer was pounced upon by these keen-eyed travelers and was bombarded from all directions by questions that indicated an uncanny grasp of modern railroading. They were not to be satisfied with the answers usually given, but persistently demanded technical explanations and listened attentively while experts pointed out various phases of the train's operation.





Brakeman Training Classes By

Stephen Hager, Brakeman Class Instructor

The next hands-on class for the entry level train crew position, Brakeman, will be held this September. 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 September 14th and 21st (Saturdays), all day, at Campo. There are only two prerequisites for the class; those interested in taking the class must hold a current museum membership and must have completed two brakeman "observation runs". Visit the brakeman class webpage to view more details and information on signing up: <https://www.psrnm.org/brakeman-class/>