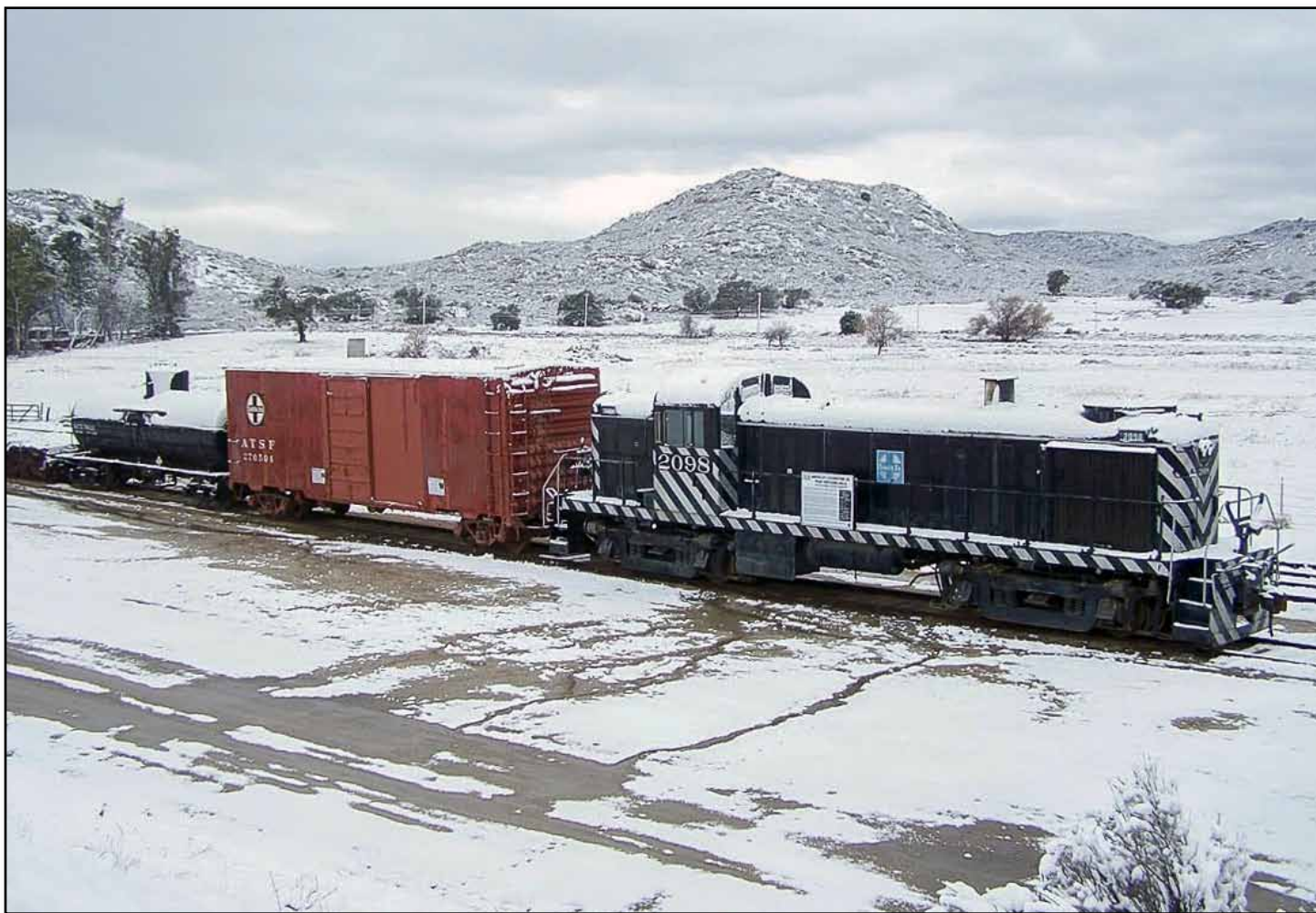




**A publication dedicated to Pacific Southwest Railway Museum Association members
Jan-Feb 2015**



Campo got snow! A late December storm dusted Campo and the museum with a couple of inches of snow. (More pictures on Page 6.) *Bill Thompson*

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1961

2014

**Pacific Southwest Railway
Museum Association, Inc.**
www.psrsm.org

Train Operations

PSRM Campo Depot
State Hwy. 94 at Forrest Gate Rd.
Campo, California
619-478-9937
Lat: 32°36.8'N Lon: 116°28.2'W
Open weekends 9 AM to 5 PM
Trains depart at 11:00 AM and
2:30 PM.

La Mesa Depot Museum & Business Office

4695 Nebo Drive,
La Mesa, California, 91941
619-465-psrm (465-7776)
Open Saturdays 1 PM to 4 PM
Other times by appointment

Meetings of the PSRMA Board
of Directors are held on the 4th
Friday of the month at 6 PM,
Trinity Church, 3902 Kenwood
Drive, Spring Valley, CA 91977

Museum Officers

President:	Diana Hyatt
Vice-President:	Greg Luiz
Treasurer:	Dave Tomeraasen
Secretary:	Robert Smith
Equipment:	Ron Hyatt
Facilities:	Frank Denison
Museum Services:	Jim Lundquist
Operations:	Mike Edwards

Museum Staff

Historian:	Bruce Semelsberger
Special Events:	Diana Hyatt
Membership:	Heather Wright
Steam Foreman:	Jim Baker
Gift Shop Mgr:	Heather Wright
Media Liaison:	Dick Pennick
Hot Scoop Editor:	John Wright
Photographers:	Frank Denison, John Wright
Certification & Training:	Mike Edwards

Board Briefs, November 2014

Submitted By Rob Stebbins

The Board held its last regularly scheduled meeting of the year on November 21. Directors attending the meeting included Diana Hyatt, Sheila Edwards, Rob Stebbins, Frank Denison, Mike Edwards, and Ron Hyatt. Four guests showed up to listen in and contribute to the proceedings: Spencer Piontkowski, Charles Siegle, Nick Siegle, and Heather Wright.

Sheila reported that the year-end position for the Association is looking good, as sales for the North Pole Limited trains have gone exceedingly well, essentially sold out. As of the November 21st meeting date, our general checking account contained approximately \$76,000, with pre-sales of NPL tickets being held in a separate account totaling \$142,000. The NPL trains are by far the biggest fund-raising event of the year for PSRMA, providing the bulk of our operating cash to sustain the organization well into 2015 through the slow early months of the year.

There was a brief discussion about regular ticket prices. A study published in the "Tourist Railways" magazine demonstrated that our one-hour ride to Division and return is just about average for tourist and museum rail operations across the country. Our price \$15 vs. the average of \$15.96.

Accomplishments and on-going work that Directors reported on included the installation of new metal steps at the east end of the Spreckles car in the Campo Display Building, necessary mechanical/brake work on a number of our cars in preparation for use on the North Pole Limited trains, and the successful finish to the re-paving project for the Campo entrance and parking areas.

Member Spencer Piontkowski gave a brief demonstration on his lap-top of a new program he is developing to computerize the volunteer time sheet cards. The Board liked what it saw, and encouraged him to continue his development work on this program.

Concerning this year's election for the 2015-16 term, nobody ran for the position of Corporate Secretary. President Diana Hyatt moved to appoint member Robert Smith as the Secretary for the new term. This appointment was unanimously approved by the Board. Please pass on your congratulations to Robbie, as well as the incumbent President Diana Hyatt, the incumbent Museum Services Director Jim Lundquist, and the incumbent Equipment Director Ron Hyatt, all of whom were re-elected for the up-coming term. ►

New Members and Donations

Submitted by Heather Wright

We would like to welcome the following new members to PSRM:

Ariel Fletcher, Arleen Chavez-Linares, Donal Lovins, Vanessa Tantay, Peter Strachwitz, , Matt Habeger, Kathryn Murphy, Woodward Kirkman, Eric Olson, Mary Ann Goodrich, Geoff Stokes, Cody Core, Brian Anderson, Alex Baird, Javier Delgado, Steven Connor, Julia Denbaugh, Richard Watkins,

Lori Ostrander, Jennifer Kalvelage, Robert Miller, Penny Hedgecoth, Beth Higgins, Tom Bateman, Dominic Williams, Esteban Hernandez, Marv Munzenmater, Kristina Saewert, Debra Coronado, Stacy Mikrut, Bill Thompson, Mark Speer, Patricia English, Ryan Family, Marcus & Julie Pascal, Luke & Billie Green, Bob & Summer Lewis, Berry Jackson, David Ruiz

We would like to thank the following individuals for their generous donations:

General Fund: Bryce Reynolds, Harold Schultz, Heather Reed, Thomas Turk

Concrete Fund: Bruce Deck

Steam: Timothy Floersch

Help Wanted:

If you are interested in Volunteering at the museum, please consider the Gift Shop. We not only sell snacks, drinks and merchandise, we are also

responsible for selling tickets for the Trains.

We are looking for Friendly, outgoing people that can multi-task and have some computer skills. Trainings would be on Sundays. Once your training is complete you can work either Saturdays or Sundays, hours are 8am - 5 Pm plus however long it takes to complete the closing paperwork.

If you are interested in learning more, please email Heather Wright at giftshop@psrm.org. ►

Website Update

By Martin Caestecker

The start of the 2015 means more change to the museum's website, PSRM.org. Over the last few months, we have been gathering suggestions on how to improve the website. Spencer and I would like to especially recognize the efforts of Dave Tomeraasen who has spent countless hours combing the website for errors, updates, and fixes since the new site went live last year. Since April of 2014, the website has gone through hundreds of edits, two website designers, two website hosting platforms, a new Google-based backend and much more. Along each step of the way, Dave has assisted Spencer and me in finding the website's maladies to make your website experience as positive as possible.

Plans for this year are numerous. One of the largest projects will be moving hundreds of gigabytes worth of video files once stored on the Museum's website to our new YouTube channel. Storage and searchability have long been issues for these videos. With the move to a YouTube-based video library, website visitors will more easily be able to find and view their favorite videos from San Diego and the Museum's past. Once we begin to fill the YouTube channel with videos, we will make an announcement on the website on how to find the channel so you can begin browsing through our archives.

Another project, moving miscellaneous content to a subsection of the current website, is already underway. After lengthy discussion with the museum, we have come to agree that the main portion of the website, accessible at www.psrn.org, should be used as a marketing tool to draw new visitors to the museum and allow members and frequent visitors an easy way to remain connected with us. As many of you know, the old website contained a wealth of railroading and general history that cannot be duplicated. It is our hope that this content can be preserved online in a subsection of the main website. This way, the content you have grown to love will still be accessible, but the casual website visitor will not be bogged down by the overwhelming amount of information contained within.

Ongoing projects include updating graphics and content on the most visited pages of the websites. Our train ride pages have been updated to include ticket prices and more concise descriptions of the experience of riding a train at Campo. While I do most of the graphic design and content management, Spencer works diligently to make sure that the website server and its many services and tools are running smoothly. We are both looking forward to our first full year at the helm of PSRM.org. ►



The Hot Scoop® is a publication of the Pacific Southwest Railway Museum, 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., or its officers and staff.

Pacific Southwest Railway Museum Association Mission Statement:

The Pacific Southwest Railway Museum Association, Inc., 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 emphasis on railroads of San Diego County and the systems with which they connected in the United States and Mexico.

The Museum is a member of the Association of Tourist Railroads and Railway Museums (ATRRM) and is a non-profit educational corporation. Donations are tax deductible under Sec. 501(c)(3) of the Internal Revenue Code.

Submission guidelines: All articles should be limited to no more than three single spaced pages and submitted in Microsoft Word format. Photographs should be in jpg format no larger than 8 x 10 inches at 150 to 240 PPI resolution, but please no cell phone pictures. Send all submissions to hotscoop@psrm.org.

The Hot Scoop is available in color via e-mail. To receive the electronic version in PDF format, reply to hotscoop@psrm.org and include your name, membership number and e-mail address. 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 the Editor at hotscoop@psrm.org.

Maintenance of Way Rumbblings

By James Caestecker

Season's Greetings from the SD&A Maintenance of Way Department. 2014 was a great year which included work on several important projects. Our special thanks go to the mechanical department at the Museum, who worked diligently to repair our green MOW Gang Car that has been out of service for several years. We would also like to thank Mike Edwards for donating a complete set of MOW Flags for our future use.

Last year also marked the completion of several revisions to our milepost mapping project. The Caestecker and Siegle brothers used GPS and Google maps to plot all of the mileposts, grade crossings, and station signs between MP 59.94 (Division) and MP 74 (Miller Creek). The maps also include other data including current SD&A Yard Limits at Campo and Miller Creek, and more. Ongoing projects include identifying, marking, and replacing bad ties under the rails near the speed restrictions at the Chicken Ranch and the MP 63 Cut, as well as regular track inspections.

We are pleased to announce that 2015's MOW Track Maintenance dates are being established with the goal of replacing more ties at Chicken Ranch, and beginning the tamping and stabilizing of Track 1 in the PSRM yard. We encourage all of our members to come out and lend a hand; no experience is necessary. All that we ask is that anyone interested in helping the MOW gang be a current museum member, wear lace-up work boots with a defined heel, and wear safety glasses (hard-hat and safety vest provided). We will be more than happy to teach you the ropes! Any questions or inquiries for these or future dates should be directed to the Maintenance of Way department by email at mowforeman@gmail.com or by telephoning James Caestecker at (949) 573-2778. ►



The MoW Crew. L to R: Nick Siegle, Martin Caestecker, Charles Siegle, James Caestecker

Dave Tomeraasen

Writing For The Reader

By Dick Pennick, Media Coordinator

Without a knowledge of the meaning of the dots and dashes of the Morse Code, used by railroad station agents, military and marine units, telegraphers, ham radio operators, etc. for more than 150 years, there could be no communication. A ship floundering in the ocean, sending out a frantic “... — — ...” would fall on deaf ears without the knowledge that this series of sounds represented “s.o.s” in the Morse alphabet -- a universal signal of distress.

In a similar fashion, our Hot Scoop member newsletter often unwittingly uses a “code” in many submitted articles that may not be understood by a large percentage of our new members. Here are some recent examples: “Railroad row,” code for “railroad right-of-way,” the property on each side of a railroad track that is owned or controlled by the railroad company; “The Christmas Train ... in Tecate;” although not clearly defined, this is a reference to a private charity that provides gifts to needy children in the Tecate, Mexico area during the Fiesta de los Tres Reyes, an annual Mexican celebration of the epiphany. This event has no connection to the museum's annual series of Christmas trains during November and December, although in years past we did provide a special train from Campo as a contribution to that worthwhile effort.

Other examples: “Former SP 5119 GE 70-ton locomotive...” Translated, this refers to a diesel-electric switching locomotive NO. 5119, built by General Electric Co. in 1955 for the Southern Pacific Railroad and commonly referred to as a “70-tonner”. This was the last remaining of the five or six similar locomotives used on the San Diego end of the San Diego & Arizona Eastern Railway (SD&AE) to replace the steam locomotives that had been retired. Our weekend Golden State passenger trains operate over a portion of this railroad at Campo; “M&ET yard...” Translation: Modesto & Empire Traction Co. railroad yard. The M&ET is a short switching railroad in and around the city of Modesto, Calif. in the Central Valley, the final operating home of former “SP 5119”. The M&ET renumbered it “613”, and it currently reposes inside our Campo enginehouse.

I could cite many, many other examples, but you get the idea. Those of us who are intimately involved in the day-to-day of museum operation and administration forget that there are others of you out there who don't have that familiarity. And railroading, like many other specialized activities (science, mathematics, flying, boating,

etc.) has its own “foreign” language, and that language must be understood in order to have communication.

Let’s all make an effort to “break the code” of this American industry we have so strenuously toiled to interpret for these many years. We must **BECOME** the reader and look at our efforts through their eyes. ►

New Conductor Qualified

By Rich Paulus, Chief Operating Officer

Director of Operations/Training and Certification Officer Mike Edwards has cleared Stephen Hager to mark up as a Certified Conductor! Stephen has submitted the necessary documents and completed the required on-the-job and classroom training to become certified in yard and road service in addition to currently being qualified as brakeman and speeder operator. Stephen concentrated his conductor training during the weeks that the museum was running the North Pole Limited and Toddler Santa Trains, perhaps the most intense time for a conductor in managing the large crowds and tight train schedule.

Please congratulate Stephen when you see him and thank him for being a volunteer! And if you haven’t done so already, view the video on the museum’s Facebook page that includes Stephen in uniform along with other young Museum volunteers. ►



Stephen Hager in his Conductor’s uniform. *Courtesy PSRMA*

La Mesa Christmas in the Village

By Jim Lundquist, Museum Services Director

Again this year on two evenings, December 12th–13th, museum volunteers greeted visitors at our La Mesa Depot Museum (and business office), 4695 Nebo Drive, La Mesa. A long table was set up under the roof

overhang and hot apple cider, hot cocoa and fresh-baked donated cookies from nearby Sprouts Farmer’s Market were passed out free to families, along with museum brochures and discount flyers.

The depot was open, warmed by a coal fire in the pot-bellied stove (this coal is the same coal burned in the narrow-gauge steam locomotives of the Cumbres & Toltec Scenic Railroad at Chama, New Mexico and hauled to San Diego by Dick Pennick). SP caboose #1058 was also open to visitors, as was the lighted cab of ex-Mojave Northern R.R. steam locomotive #3.

Bruce Semelsberger spent most of a couple of days hanging Christmas lights and decorating the depot interior. Dick assembled all of the beverage materials, utensils and handouts. \$35 in donations were collected over the two day event for the free munchies!

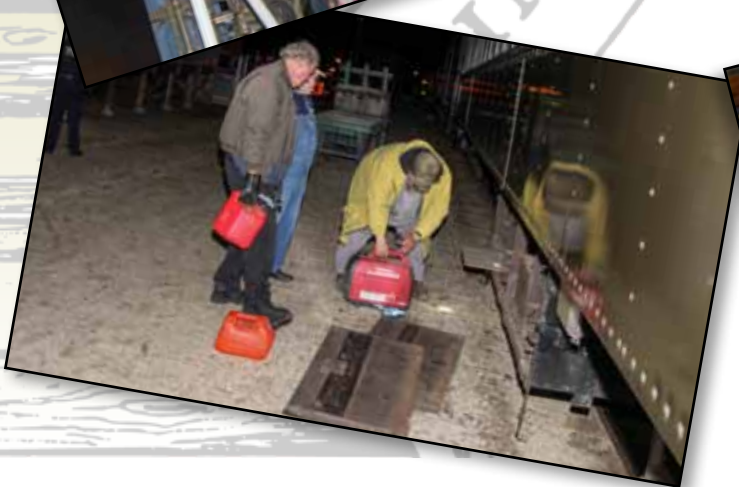
Special thanks to Mr. David Schrock, manager of Sprouts Market La Mesa, for the donation of 10 dozen cookies; and Bruce Semelsberger, John Powers, Duane Dubke and Dick Pennick, for their staffing and other duties (Bruce also donated the cider). ►

A Recent Donation

The bronze locomotive bell and hanger from former San Diego & Arizona Railway oil-fired o-6-o steam switching locomotive No. 1 was recently donated to the museum by the estate of the late W. Vernon Cook through the courtesy of member R. E. Pennick. Mr. Cook was a retired SDG&E heavy-equipment operator, long-time member of PSRMA and a former museum locomotive engineer and crane operator. He was also a member of a historic family of local railroaders who played an important role in the history of the SD & A and other pioneer San Diego area railroads.

The No. 1, built in 1909, was the first new locomotive purchased by SD&A President John D. Spreckels, and was used in the construction of the railroad, including the Lower Campo Creek bridge at Tunnel 4, six miles west of Campo. At least one of the original builder’s identification plates from this locomotive also exists, in a private collection. What a wonderful exhibit these two items would make, in concert with the many historic photos of the engine from our Southwest Railway Library research collection. Spreckels was one of the first to run the new engine when it arrived in San Diego. Sadly, after many years switching cars in the San Diego rail yard, the historic engine was sold for scrap in 1951. ►





BRICK ORDER FORM

Each brick is 4" x 8". Minimum Donation \$100 each — 1-3 lines of inscription, 20 characters per line



Engraving Information

Each line has a maximum of 20 characters, including spaces and punctuation. Please print clearly; use capital or lower case letters and make sure the information is spelled correctly. All inscriptions will be centered.

1																			
2																			
3																			

Payment Options

Visa/MasterCard

Card Number _____

Expiration Date _____ CVC _____

Recurring charge for _____ months

Signature _____

Or

Mail this form along with your check or money order to:

PSRM Brick Fundraiser

4695 Nebo Dr, La mesa, CA 91941-5259

PSRM is a 501(C)3 California Non-Profit Corporation

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ADDRESS: _____

CITY: _____

STATE: _____

ZIP _____

PHONE (Please include area code): _____

E-MAIL: _____