

HOT ***SCOOP***

**A publication dedicated to Pacific Southwest Railway Museum Association members
November-December 2017**





**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
See website for complete train
schedule.

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 3rd
Friday of the month at 6 PM,
Trinity Church, 3902 Kenwood
Drive, Spring Valley, CA 91977

Museum Officers

President: Diana Hyatt
Vice-President: Martin Caestecker
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Equipment: Ron Hyatt
Facilities: Frank Denison
Museum Services: Jim Lundquist
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Gift Shop Mgr: Alanna Hyatt
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Photographers: Frank Denison,
Alanna Hyatt
Certification & Training:
Mike Edwards

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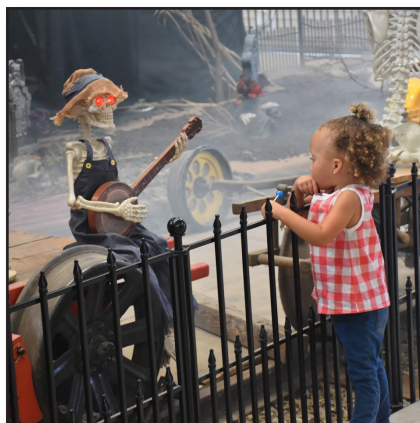
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Cover Photo:

A young visitor interacts with one of the residents
of the haunted train.
Alanna Hyatt

From the Back Platform

By Diana Hyatt, President

September and October lived up to their promise of being as busy, if not busier than expected! There were a few curve balls and as is the nature of the railroad we operate upon, everything is a continual challenge. As we head towards the end of 2017, I believe we have met those challenges head on and continue to work as one cohesive unit towards the advancement of our museum.



PSRM President Diana Hyatt speaks before the Rotary Club of El Cajon after receiving the club's donation of \$500 toward the operation of the 2017 North Pol Limited trains. *Alanna Hyatt*

On September 19th PSRM was invited to the El Cajon Rotary's Annual Awards Banquet where we were presented with a check for \$500 to be applied towards our 2017 North Pole trains. We are very thankful to the Rotarians for their recognition of our preservation and fundraising efforts. On September 20th PSRM hosted the Alpine Mountain Empire Chamber of Commerce mixer at the Campo Depot complete with hors d'oeuvres and a sunset train ride in the Campo Valley. At this

same event, with Roy Athey present, I was able to announce the donation of Roy's Descanso, Alpine & Pacific (DA&P) mine train, buildings and rolling stock. Roy has been a long-time supporter and member of PSRM, a cousin to Karen Pennick, LONG time member Dick Pennick's wife in addition to operating his own two-foot gauge mine train on his property in Alpine, CA for over two decades. Thanks

to Roy's Alpine neighbor Jim Lundquist, Roy was convinced that once he retired from operating the DA&P it would have a great home and a third life at Campo.

The end of September marked the end of the third quarter in the calendar year which is usually followed by a San Diego & Arizona Railway board meeting. At this meeting, I updated the board on

our track vendor selection as we looked towards their mobilization in the coming weeks. Baja California Railroad continues their work with Homeland Security and U.S. Customs regarding



Ron Hyatt with Roy Athey at the Alpine Mountain Empire Chamber of Commerce Mixer at Campo. *Alanna Hyatt*



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 Heritage Rail Alliance 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.

the insistence of a gamma ray machine on the American side of the border on the Desert Line. Costs are prohibitive and the government is not willing to bear the burden. Projections estimate an acceptable border crossing by 2019-2020.

On October 23rd the Campo Planning & Land Use Committee hosted affiliated County of San Diego departments and their subcontractor as well as the members of the Camp Lockett Interest Group: Motor Transport Museum, Mountain Health & Community Services, Mountain Empire School District, Mountain Empire Historical Society and PSRM, to meet and discuss future plans and ideas for changes and improvements within the areas of Camp Lockett defined by the Museum Overlay, which has now become more of a Camp Lockett Master Plan. (You can find our site plan elsewhere in this edition of the Hot Scoop.) Overall, each organization's plans for their land's use was met with approval by those in attendance. Unbeknownst to many, this PSRM site plan has been an item of ongoing debate for years and we are pleased with the final outcome.

Pumpkin Trains operated over the four weekends prior to Halloween again this year. My greatest help came from my daughter Alanna

Hyatt. Over 900 goodie bags were assembled, 8 bins of pumpkins unloaded, washed and set out on pallets, the pumpkin patch was set up and fencing assembled along with straw bales placed, the haunted train entrance hallway was assembled and the haunted train and Halloween decorations in the Display Building, Campo Depot and outdoors were put up. Help came from various volunteers including the Hyatts, Shaine & Eileen Neal, Brian & Annette Elmore and their granddaughters, Grace Brown, Stephen Hager, Mercedes Weiss, Martin Caestecker, Anne Bolzoni, Bruce Deck, Mariano Curiel, Ron McQuilliams, Roark Stump and Dave Tomeraasen. Tear down was performed by the Hyatts, Annette Elmore and Jim & Dawn Lundquist. Many thanks to all! This event, much like the Christmas trains is very work intensive and any and all help is appreciated. I am now looking for help with decorating (and un-decorating) for our North Pole trains. Again, a huge amount of work for the small Hyatt work force! Please join us any weekend during November or December as well as a few days in January if you are able.

North Pole Trains will operate every Friday and Saturday evening between December 1st and December 23rd with train departures at 5:00 PM and 7:00 PM. There are still plenty of

coach tickets available! Particular assistance is needed with cleaning the train on Saturday and Sunday mornings, handing out tickets before train times at the Campo Depot and setting up and closing down the North Pole itself every Friday and Saturday night. There are many small, miscellaneous tasks as well. Please contact me at dhyatt@psrm.org if you are able to help.

By the time you read this, our track contractor, RailWorks will be done with the tie replacement project mentioned in my previous article and will have replaced just under 1,000 ties between the Campo Depot west to the site of the North Pole in less than 1.5 weeks! Incidentally, the station sign erected at the North Pole will now read Canyon instead of Nowhere once the Christmas season has concluded. The small bridge at MP 65.27 has been inspected, a new load rating established and included in an accepted Bridge Maintenance Program for this year. As I mentioned in my article in the previous issue of the Hot Scoop, PSRM passenger operations will terminate near MP 61.73/Canyon/North Pole for the foreseeable near future.

Come on out to Campo and support YOUR railroad museum! We'll be here! ➤

FACILITIES REPORT

By Jim Lundquist, Museum Services Director

Earlier this summer, our museum was fortunate to acquire surplus rock clips from a nearby Highway 94 resurfacing job. These rocks were spread around our site on both driveways and the main parking lot. We hired Brian Elmore to bring over his road grader to spread the rocks more evenly. It was during this time that Roy Athey donated

his narrow gauge industrial railway. While the road grader was on the site, it was decided that we could grade for the new railway. That alignment required that the internal driveway be relocated farther away from the public areas and closer to Sheridan Road. As part of that effort, there were many piles of dirt and concrete rubble which had to be moved. Jim

Lundquist was on the backhoe for almost three weeks removing that material.

Jim & Dawn Lundquist spent a day cleaning up the main entrance driveway off of Forrest Gate Road. An entire dumpster load of weeds was removed, replaced by wood chips. Our entrance looks much more

appealing now. At the other end of the property, the area around the volunteer gate and the library was cleaned up as well. The old wooden water tank kit was relocated, along with steel plates and various other items. Once again, the dumpster was filled up and carted away.

Frank Denison & Jim Lundquist wrapped the new water lines installed as part of the well upgrade on the rental house property. They also started on a new set of stairs to enter the Operations Department office trailer, which had been

relocated and lowered after the eucalyptus trees were removed. Jim & Dawn Lundquist completed that job the following week.

Jim & Dawn Lundquist have made an effort to fill the dumpster each week with various trash, weeds and debris found around the site each week. Jim's motto: we pay the same service fees to have the trash truck come up the service the dumpster if it's empty or full, so let's fill it every week.

There was a local trash day in Campo

last month, which included accepting used tires. When the grading was completed for the Party Caboose, over 20 tires were dug up. Jim & Dawn Lundquist were able to transport these used tires to that event and they are off the property.

With Jim retired, he and Dawn have been doing many projects around our museum site. If you'd like to join in to assist, we could sure use your help – as there are still just a couple of project left! You can reach Jim via email at Jim@psrm.org or by phone at 619-417-7059. ➤

Campo Railroad Park & Museum

Expansion plans are moving forward with our facility located in Campo with the addition of hundreds of acres, new rides and exhibits. It became apparent to the Board of Directors that one clear and easy to remember name was needed to address our facility. The Board chose the name Campo Railroad Park & Museum. Campo because it states exactly where the

site is located, railroad because that is our main emphases, park because the name is equated with a family friendly location and museum because it tells the public that indeed we are an educational site. The name of our museum is NOT changing, and PSRM will now have multiple locations and activities: La Mesa Depot; Campo Railroad Park & Museum; San Diego & Arizona Railway and

the Southwest Library. The web site address of www.CampoRailroadPark.com is being reserved, which will point to the Museum's main web pages. We encourage our members to visit us often to see the work underway, and you are always welcome to become involved with your museum by assisting other volunteers as we build our museum together. ➤

Museum Master Plan Completed

By Jim Lundquist, Museum Services Director

For the better part of the past decade, your Board of Directors has been putting the pieces together for an expanded museum complex. The Board knew that additional land would be required to offer expanded exhibits and ride opportunities for our visitors. As land became available, we acquired it – either through purchase (like the 6.25 acre and the 12.90 acre parcels adjacent to the Campo Depot) or by working with the County to acquire 100+ acres for \$1.00. While the majority of the 100+ acres is planned to remain open space, approximately 7 acres is deemed critical to tie the project together. The Board, led by Diana

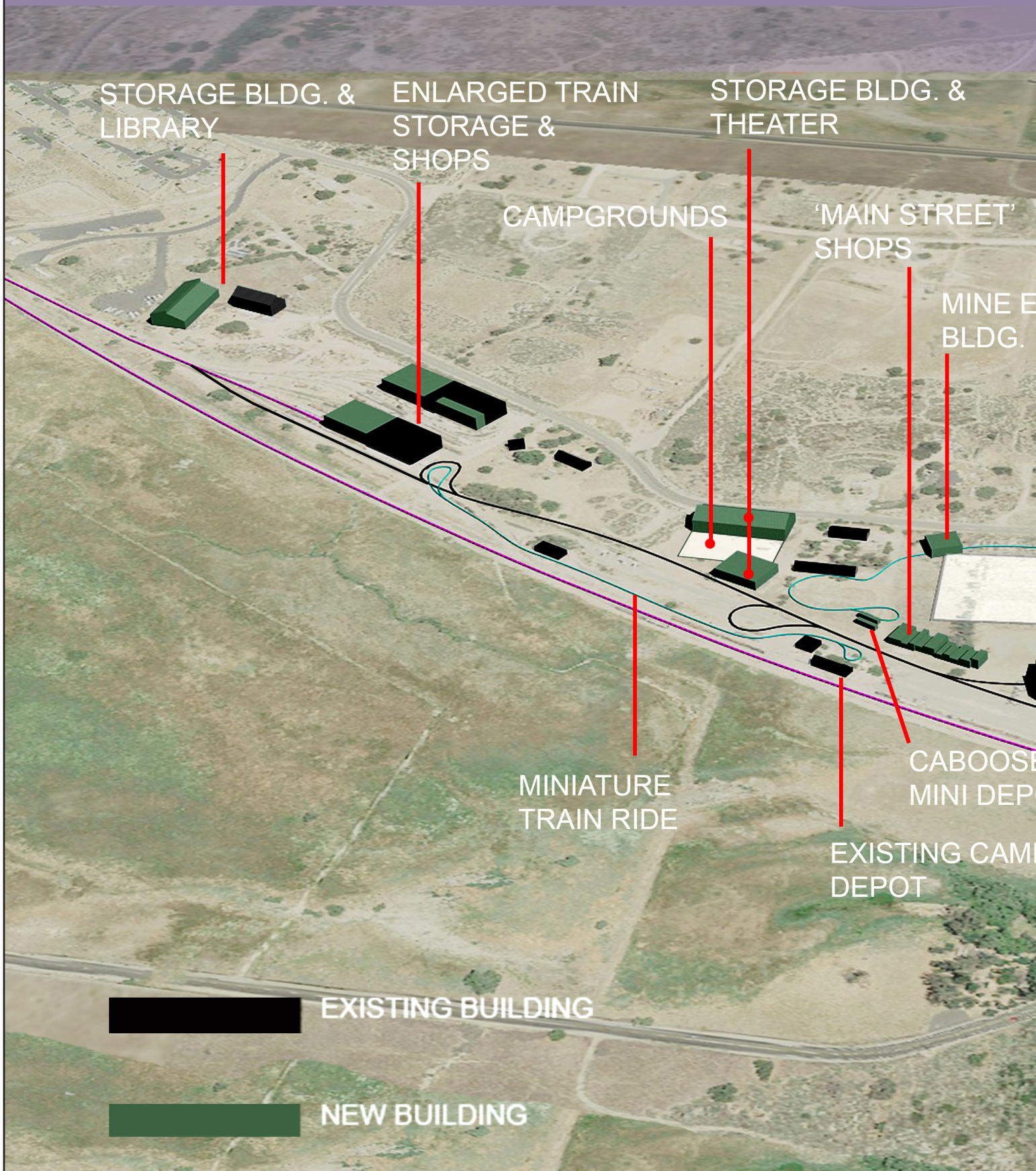
Hyatt and Jim Lundquist, also began interfacing with the other non-profit organizations within Campo to create a plan for the entire Camp Lockett properties in Campo, with various agencies offering services and opportunities to save this area's rich in history. This group, the Camp Lockett Interest Group (CLIG) held many meetings with the County. With support of our County Supervisor Dianne Jacob, the County has funded and begun the process required to zone the property to allow the development of the CLIG properties without the need for additional land use permits. This effort continues, with completion expected in

2019/20. These are indeed exciting times as all signs point towards the opportunity to expand our museum.

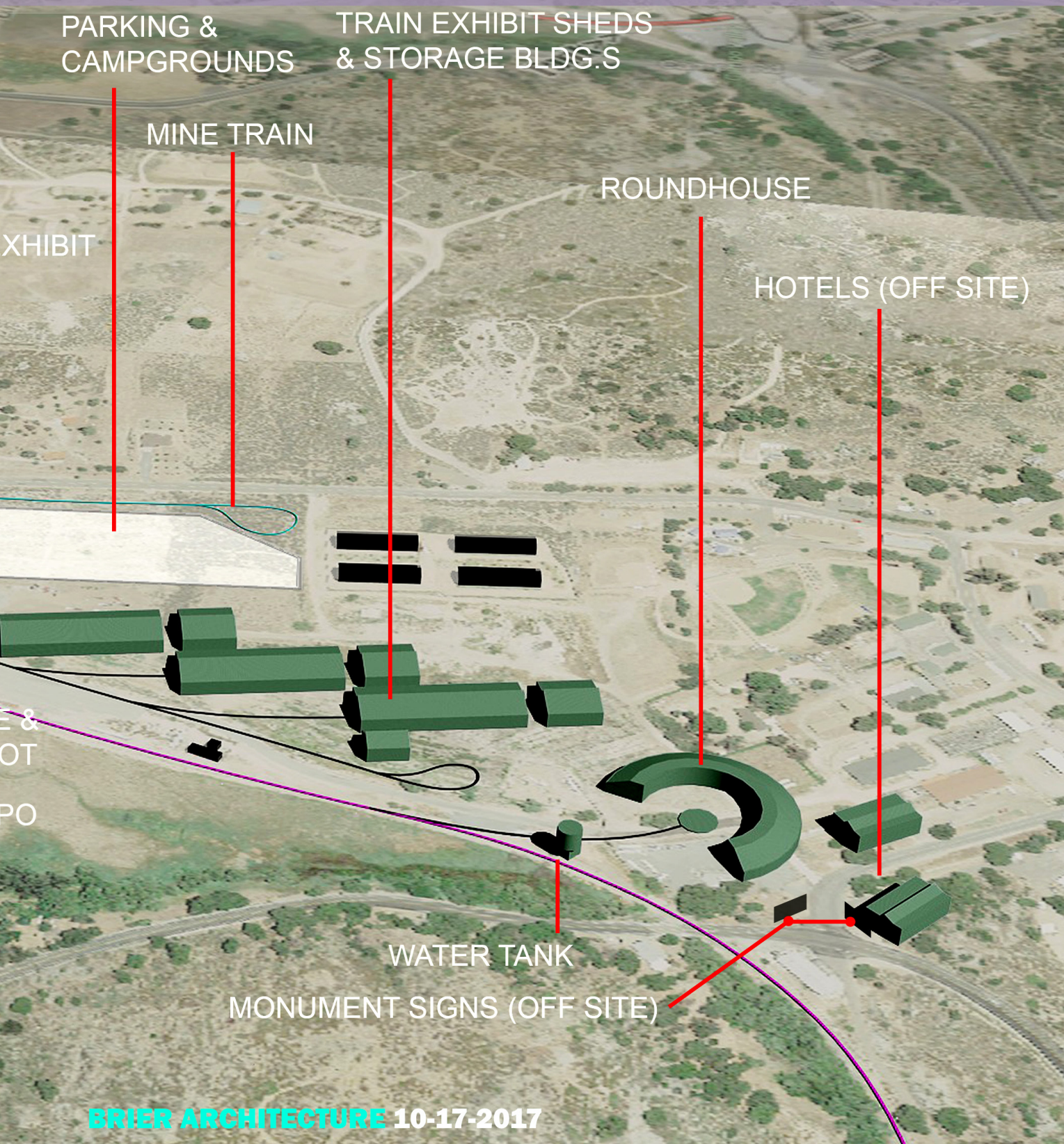
The Museum's Master Plan is centered around the historic Campo Depot. We recognize that the building will remain the prime focus point for our museum. The plan calls for a public area starting at the main entrance off of Forrest Gate Road and providing public exhibits, rides and attractions from that entrance to the Campo Depot. In this property, an exhibit roundhouse/turntable is planned, with minimal service opportunities for steam locomotive maintenance between runs.

Continued on Page 8

Campo Railroad Park & Museum



useum



Continued from Page 5

Then there are three large exhibit buildings with “back of house” storage buildings. Each of these exhibit halls are expected to offer a theme exhibit opportunity; an SD&A/SD&AE hall, an AT&SF hall, etc. Continuing towards the Campo Depot, there is a planned “Main Street” store fronts with small spaces offering visitors ice cream, souvenirs, food, etc. Adjacent to the Campo Depot is the “Party Caboose” (already under construction) and the mine train depot (grading underway). Nearby are the existing restroom and a library/theater building. East of this entire public area is a parking lot/campground. From this location northeast (railroad east), the property is to be developed as a staff-only area, and will include staff campgrounds, expanded storage building incorporating the existing Display Building and an expanded Shop Building incorporating the existing building. The existing Library will stay where it is now (the public is welcomed there by appointment) and another storage building. The rail access to the public buildings is planned by extending the existing track 1 behind the Section House, removal of the existing workamper hill, pass behind the restroom and Campo Depot area, in front of the three exhibit buildings with a loop

track near the roundhouse. This track will also double as a streetcar line, transporting visitors from the Campo Depot to the roundhouse, which is about 1800 feet. The roundhouse will be serviced from a new lead off the mainline west of the switches for the house track and siding track, which will allow a direct connection for servicing steam locomotives. The Master Plan also calls for a re-creation of the 10 room Campo Hotel off-site on property which is currently not owned by our museum. The original Campo Hotel burned to the ground in 1943 during WWII. There is also an identified off-site location for a community sign(s) identifying the various visitor sites.

This Master Plan is the result of literally hundreds of hours of meetings and field visits by both Diana Hyatt and Jim Lundquist, along with some give-and-take discussions amongst Board members. There have been many, many meetings with community members and County staff. That effort continues as the rezoning effort moves forward through the County process. Our thanks to Christopher Richardson for his early schematic drawings of the Master Plan with the 3D representation work completed by new member Jonathan Brier, Architect, NCARB of Brier Architecture. In keeping with PSRM’s 50 year history, the Master Plan can and

will be “flexed” to allow for opportunities as they come forward. As an example of this, the Mine Train was donated in September of this year. The Master Plan has incorporated that exhibit with a location for the small DA&P depot, a faux mine and tracks connecting both. It also recognizes that we can extend the tracks south when the Motor Transport Museum opens their horse barns as exhibit halls to the public.

With the Master Plan in place, work has already started on moving the plan forward. The Party Caboose has its platform and walkway completed, a new internal driveway has been graded and the mine train right-of-way is being graded. The next logical question is when do we expect the Master Plan to be built out? That will be the result of grants, donations and the number of volunteers who step forward to assist us. The plan will take millions of dollars and thousands of hours of donated labor and material. Please keep your railway museum in your financial plans as we move our plan forward. The property has been secured, the zoning effort is underway, the Master Plan is completed – now we need to raise the funds and find hands to execute this plan. We can and will make this happen with your support and assistance. ➤

MOW Work Train Crews Get Busy

by James Caestecker, Track Foreman

In anticipation of the arrival of RailWorks, our tie-replacement contractor, volunteer crews operated two MOW Work Trains on Saturday, September 23 and Sunday, September 24.

The Mechanical Department had spent several weekends readying an ex-US Army flat car for MOW

service. On Friday, switch crews readied the trainset for the weekend work. The MOW Flat Car and the Mo-Pac caboose were gathered from the yard and spotted for Glen Rogers and team to load with ties on the East Lead. Having received two large truckloads of railroad ties in the weeks previous, the MOW crew had plenty of ties on hand to load

onto our flat car for distribution between Campo and Dog Patch.

On Saturday, crews fired up the SP 5119, our 70-Ton Switcher (masquerading as the SD&A 613), which took its first unassisted run on the main line. After troubleshooting a few air brake gremlins, loading several hundred ties, and bringing on

lunch prepared by the Hyatt family, Engineer Ron Hyatt eased our two-car train out of the yard ahead of the morning Golden State.

Accompanied by Conductor/Track Foreman James Caestecker, Brakemen Stephen Hager and Rich Paulus, Speeder Operator Mike Obetz, Speeder Crewman Russ Walker, and Roadmaster Glen Rogers, Mr. Hyatt brought the train down to Milepost 63.2 (just east of the MP 63 Cut). After fumbling for about 45 minutes, the crew figured out an efficient system for tossing ties off of the flat car in a place where track crews will be able to

pick up ties and insert them underneath our track. After meeting the Golden State at Chicken Ranch, the crew continued working east, grabbing a second load of ties in the early afternoon, finishing the day near the Campo Depot. Shaine Neale assisted with the afternoon train.

On Sunday, Conductor/Track Foreman James Caestecker, with Engineer

Rob Stebbins at the throttle of the SD&A 7285, Brakemen Stephen Hager and Shaine Neale, Speed-

put on his Student Engineer cap and ran the work train back to Campo to reload our ties. The crew finished the day dropping off our large hardwood timbers at the east end of the MP 63 cut using an ingenious system of skids to allow the 140lb timbers to slide off the deck of the flat car and onto the ground in a neat stack.

Over two long days, our all-volunteer crews handled 998 crossties and deposited them over nearly 4.5 miles of track. Our special thanks go out to the Mechanical Department for readying our flat

car for use, to Glen Rogers and Jim Lundquist for receiving our deliveries of railroad ties, and to all of our Work Train Crews for making this weekend a success. Stay tuned for the next issue of our Hot Scoop for a report on the track rehabilitation! ➤



After a long day, (Left to Right) Engineer Ron Hyatt, Brakeman Rich Paulus, Track Foreman James Caestecker, Brakeman Stephen Hager, Roadmaster Glen Rogers, Speeder Operator Mike Obetz, and Speeder Crewman Russ Walker pose in front of their trusty Work Train in the afternoon light at the Campo Depot.

Shaine Neale.

er Operator Mike Obetz, Speeder Crew Cameron Garvin, and Roadmaster Glen Rogers, started their day closer to Campo, and then shoved down to MP 61.7 (near the location of the North Pole) to finish dropping off ties. After eating Lunch near MP 62.5, crews continued depositing ties on the long fill between MP 62 and MP 63. Track Foreman Caestecker



Dave Tomeraasen (left) and Diana Hyatt hang out with friends during the October Pumpkin Trains.

Alanna Hyatt



Support the Pacific Southwest Railway Museum

All Aboard to Preserve Railroad History!

The Pacific Southwest Railway Museum relies on the generosity of friends and supporters to help fulfill our mission to preserve the physical legacy, historical context, cultural landscape, and experience of rail transportation. Your support is needed to maintain Museum equipment and operations, restore equipment, and build for the future. We ask that you consider making a tax-deductible donation to one (or more) of the following funds:

General Fund- The General Fund meets the day-to-day operating expenses of both the Campo Park & Museum and La Mesa Depot (California) locations. This includes expenses such as railway repairs, utilities and insurance, and the upkeep of our buildings and grounds. The fund is supported by membership dues, public contributions, and excursion and gift shop revenue.

Locomotive and Car Restoration Fund - PSRM volunteers are always repairing or restoring locomotives and train cars from our collection. This fund directly supports our efforts to return as much of our collection as possible to active service for your enjoyment. You may also donate to one of our designated collection funds where donations may be made to a specific project or entity.

Southwest Railway Library Fund - Recognized as one of the largest private collections of railway history documents and artifacts, the SRL is home to thousands of documents, maps, artifacts, and books. Donations are used to increase storage capacity at the Library, and to preserve items in the library collection.

Donate today and join us as we share our passion for life on the rails!

Donate on-line at <https://www.psrsm.org/donate/>

Please use my/our gift as follows:

\$ _____ for the **General Fund**
\$ _____ for the **Locomotive and Car Restoration Fund**
\$ _____ for **Southwest Railway Library Fund**

I/we plan to make our contribution in the form of _____ cash _____ check _____ charge

Enclosed is my gift of \$ _____ Please bill my _____ Visa _____ Mastercard

Card Number _____ Expiration Date _____ CVC _____

Signature _____

Name _____

Address _____

City _____ State _____ Zip _____

Phone (include area code) _____ E-mail _____

Mail to: Pacific Southwest Railway Museum - 4695 Nebo Drive, La Mesa, CA 91941-5259

For additional donation and recognition opportunities, call (760) 450-4498

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This Holiday Share Your Special Message in Perpetuity...

For a tax-deductible donation of \$100, you or your designated Honoree will receive:

- A Personalized paver placed on the main walkway leading to the historic Campo Depot. Guidelines below.
- A personal holiday card acknowledging the donor's thoughtful generosity.
- A complimentary train trip to see your paver on a scheduled weekend after January 13, 2018.

The Museum will send a notice when your paver is installed. Proceeds from the paver sales will be used for PSRM's mission to preserve the physical legacy, historical context, cultural landscape, and experience of rail transportation. **Get on the fast track order your personalized paver today!**

I/we plan to make our contribution in the form of ☐ Cash ☐ Check ☐ Charge

Enclosed is my gift of \$_____ Please bill my ☐ Mastercard ☐ Visa

Card Number _____ Exp Date _____ CVC _____

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Name _____

Address _____

City _____ State _____ Zip _____

Phone (with area code) _____ E-mail _____

If this is a gift, who would should we notify? _____

Address _____

Occasion _____

Each paver is 4x 8 inches, 1-3 lines of inscription, 20 characters per line (including spaces and punctuation). Please print clearly and use upper and lower case letters.

Mail to: **Pacific Southwest Railway Museum** 4695 Nebo Dr, La Mesa, CA 91941-5259

Call **760-450-4498** for more information • www.psrn.org

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Create a *railroad legacy* for you & your family

The Pacific Southwest Railway Museum (PSRM) is proud to offer permanent venue, facility and historic equipment naming and recognition opportunities at our Campo and La Mesa, California locations.

A few opportunities include the La Mesa Depot Building, The Southwest Railway Library, playgrounds and camping areas, historic passenger cars, cabooses, and steam engines. Trestles, tunnels, and station signs are also available. PSRM is a nonprofit organization that relies on donations from generous individuals for the important work of preserving and sharing the past and the future of the railroad industry.

A simple way to make a named gift to PSRM is to make a bequest in your will. If you already have a will, your lawyer can usually add a codicil to include the Museum. Bequests can be of cash, stocks, bonds, securities, automobiles, real estate, or other appreciated assets. Gifts made by Will or by Trust may help to reduce your estate tax liability.

For additional information on naming recognition, bequests, & other planned giving options, please contact:

Anne Bolzoni, Administrator-Fund Development
760-450-4498 • ambolzoni@psrm.org

We assure you of expert support and respect your privacy.

