



A publication dedicated to Pacific Southwest Railway Museum Association members
March-April 2018





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 6:30 PM,
Trinity Church, 3902 Kenwood
Drive, Spring Valley, CA 91977

Museum Officers

President:	Diana Hyatt
Vice-President:	Martin Caestecker
Treasurer:	Dave Tomeraasen
Secretary:	Stephen Hager
Equipment:	Ron Hyatt
Facilities:	Frank Denison
Museum Services:	Jim Lundquist
Operations:	Mike Edwards

Museum Staff

Historian:	Bruce Semelsberger
Special Events:	Diana Hyatt
Membership:	Alex Fiori
Steam Foreman:	Jim Baker
Gift Shop Mgr:	Alanna Hyatt
Fundraising:	Vacant
Hot Scoop Editor:	John Wright
Photographer:	Alanna Hyatt
Certification & Training:	Mike Edwards

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A new roadsign on Highway 94 indication the loca-
tion of the museum.
Jim Lundquist





From The Back Platform

By Diana Hyatt, President

Our previous fund raiser asked me several months ago for a photo of myself that personified my love of trains. Much like ordering at a restaurant with too many options, I was momentarily befuddled as to which one actually accomplished that goal. After some contemplation, it occurred to me that my Dad had the exact photo I was looking for, and now that he found it, I am sharing it with you! My earliest recollection of this trip was when my Dad told me we were going to Paris! A bit of a letdown in that respect, but here I am with my two brothers at Perris, California visiting PSRM's MJRR #3 and E.J. Lavino #10.

The big news for this installment of the Hot Scoop pertains to the closing of escrow on the County land transfer to PSRM, approved by our County Board of Supervisors (BOS) in July, 2016; both God and the County move in mysterious ways. At least two years of active talks with ideas for the disposition, future expression and suitable reuse of Camp Lockett preceded the BOS decision and one can look even further into the past at efforts to designate the vestiges of the former U.S. Army base, as an historic site on County, State and National registers. County Supervisor Dianne Jacob has been instrumental in all of these processes for years and we are grateful for her support. PSRM now owns 100 additional acres of undeveloped land, about 94 of those acres are not contiguous to existing ownership. However, several small parcels at the south end of our property are adjacent and we are very excited at the opportunities! The efforts for the

Museum Overlay (rezoning for specific museum uses, not commercial zoning) which began nearly four years ago, are ongoing. County personnel do not expect this aspect of our future land use to reach a resolution for another two years, so stay posted! The mutual organization, the Camp Lockett Interest Group (CLIG) continues to meet monthly and we will be joining the East County Chamber of Commerce in order to seek out funding for the promotion of Campo.

Last September, PSRM was awarded a \$50,000 San Diego County Community Enhancement Grant to fund a commercial kitchen on our property in Campo. Those funds have been earmarked for the purchase of a forty foot, insulated, lighted, climate-controlled kitchen container outfitted with a commercial fire suppression hood, preparation counters, a three-bay sink and hand wash station as well as floor drains. This kitchen will eventually serve as a health department approved commercial kitchen and commissary for our facility. Unfortunately, the zoning of our properties will not allow the addition of any square footage until the Museum Overlay is approved; so our plans to place it into immediate operation for events has been placed on hold.

The Easter Bunny will be hopping onto the train on Saturday, March 24th, again on Sunday, March 25th and once more on Easter Saturday, March 31st. Bring the family out for some Easter fun and a train ride while the weather is gorgeous! As always, volunteers



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. 501c(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.

are encouraged to assist in the tasks associated with this event including decorating, goodie bag production, crowd control, un-decorating, etc. Contact the Special Events Coordinator, Diana Hyatt at dhyatt@psrm.org.

The new year brought new challenges as we search for a new grant-writer. Our Vice President, Martin Caestecker, Museum Services Director, Jim Lundquist and myself have held several interviews

and are close to making a job offer to one of the candidates. The fundraiser will focus specifically on researching and writing grant proposals but also establishing personal relationships with our existing members and volunteers. If all goes well, I will be introducing him/her to our membership at our Annual Dinner next month and this person will participate in our strategic planning session scheduled for July.

Our 57th ANNUAL DINNER is

scheduled for Thursday, April 12, 2018 at Tom Ham's Lighthouse. Drinks and social hour begin at 6:00 PM. Come join your fellow members and volunteers for a night of camaraderie and fellowship. If you have any railroad items suitable for our raffle, please contact Diana Hyatt at dhyatt@psrm.org. For online reservations, go to: www.psrn.org

Until the next Hot Scoop... ►



Museum Services/Facilities Report

By Jim Lundquist, Museum Services Director

Looking back on 2017 brought many positive advances for our Museum.

In La Mesa, the caboose had air conditioning and new steel steps installed to serve as an in town office for staff and volunteers. The La Mesa Depot is being staffed by Duane Dubke, Sherwin Dorris and John Powers on Saturday afternoons from 1 to 4 PM. We lost Sid Saltzstein this past year and we would certainly like to keep it staffed more hours if additional volunteers stepped forward. Are you interested?

Our Library received 26,000 images of western railroads, and the team of Bruce Semelsberger, Bob Underhill, Dale Wagner, Richard Finch and Robin McBride continued the efforts to catalog our vast collection. Construction of the Library addition

was completed except for spray-on insulation which is required to use the facility; at a cost of \$35,000.

There are many additions inside the Display Building, including a new sign for the Signal Science exhibit

We had a wonderful Member's Day with a train ride in the AT&SF #1509, music and food in the Display Building. The inside of the Shop Building had one wall repainted with a wonderful photo of the original SD&A roundhouse picture installed.



The new Campo Railroad Park & Museum sign at the entrance to the museum.

Jim Lundquist

and a model of the Santa Fe Depot in downtown San Diego, as well as a new entrance to the building.

The main gate on Railroad Museum Road was installed as well as a new and improved Campo Railroad Park & Museum sign. The back volunteer gate—the “Tomeraasen Gate”—was automated. We completed a new concrete platform for the Party Caboose with electrical and water service. Two huge trees were removed next to the Shop Building.

We accepted a wonderful gift of a 24 inch gauge industrial railroad from Roy Athey. Grading has been started at Campo to re-lay the railroad as a mine

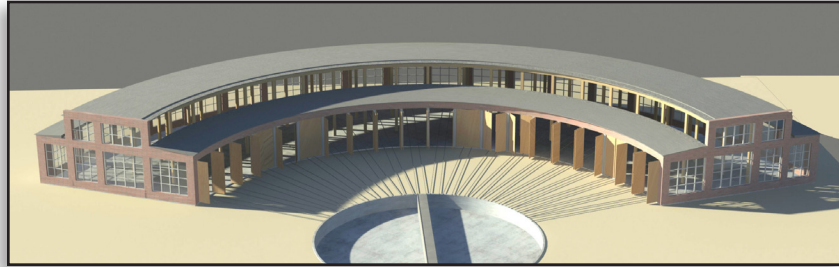
display, and relocation of equipment and rails from Alpine is also underway. There is still much work to be done. A highway job brought us many loads for small rocks which have been placed in our parking lots and driveways, stabilizing them and reducing the dust.

Our thanks to member Architect Jonathan Brier who has continued the Master Planning effort for our Campo Railroad Park & Museum. This period, Jonathan has produced basic renditions of what the Roundhouse would look like on our property once funds are raised. These are exciting times for our Museum as we move forward with the Master Plan. Thank you Jonathan for these continuous efforts.

Finally, we are grateful to our volunteer member Bruce Deck and Workcamper Pat Tasker who come out as Docents and helpers on these various projects during the year—these tasks simply could have not been completed without them! Thanks to Alex Fiori and assistance from Dave Tomeraasen for their efforts in keeping up with our

membership lists. Thanks to John Wright for publishing the Hot Scoop.

There is a growing list of projects for 2018 and we hope we can get enough volunteers and funding to complete them. A major task will be to finish the grading and the construction of the mine train exhibit. This will involve laying 1800 feet of 24 inch



Architect's rendering of the roundhouse as it would look on museum property.

Jonathan Brier

gauge track on steel ties, a faux tunnel and mine, and relocating the small depot, freight shed and motorcar shed. This will be a huge job. In addition, there will be the need to install a fence around our new property—again a huge job, as well as maintenance of around 140 acres, 40 of which is actively in use by our museum! We also have plans to install a new kitchen, finish the Display Building entrance, Shop Building entrance and complete the installation of the Party Caboose. I would also expect various opportunities to spring up as they always do which will require us to reallocate resources

to complete. There is the continuous need to clean the Display Building and our railway equipment. Our Library also needs about \$30,000 for application of spray-on insulation.

The pace of when this work is completed is dependent upon the number of volunteers and the amount of funds raised to support these efforts.

Our thanks to Dawn Lundquist, Glen Rogers, Brian Elmore, Frank Denison, Tim Miller and BG Miller for all the hard work this past year in facilities. We invite you to participate in your railway museum as

we save and present railway history. If you would like to get involved in any of these projects, please contact Jim Lundquist at 619-417-7059 or Jim@psrm.org. The reward and satisfaction of completing a project which our visitors will enjoy for years is real—and the driving force for many of our volunteers. Please consider joining us—we volunteer both weekdays and weekends. No special skills are required, just a positive attitude and a willingness to participate in building a great museum. We can use your time, your donations or both! I hope to hear from you. ►

Help Reconstruct The Mine Train Exhibit

By Jim Lundquist

Member Roy Athey operated a 24 inch gauge train in his yard in Alpine for 27 years. Recognizing the need to find a permanent home for the train as maintenance concerns set in, Roy donated the train to our Museum. The entire railroad has now been moved to Campo with the help of the following people—donating 70 days to the cause: Roy Athey, Jim Lundquist, Dawn

Lundquist, Jim Rosenberg, Michael Martineau, Brian Elmore, Kim Elmore, Joe Hansen, Dale Hansen, John Hansen House Movers, Dick Pennick, Justin Lundquist, Cody Elmore, Bob Underhill, Mark Ames, Christopher Richardson, Bruce Semelsberger and Jerod Black. For a photo story board of the railway and the move, go to: www.psrm.org/minetrain/construction.

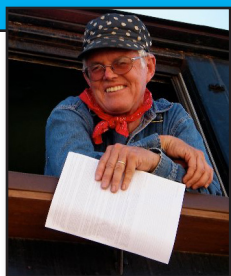
The Campo Railroad Park & Museum has set up a donation page to help offset the costs of relocating and reconstructing the former Alpine train. Formerly lovingly operated for children of all ages by Roy Athey, the Museum is committed to keeping the legacy alive in Campo with a dynamic exhibit of not only the train ride but also to include a faux mine complete with mining

equipment to explain San Diego County's many gold and precious metal mines. Moving the train and setting it up was an unexpected gift and funds are simply not available today to put it back together. Last year, we had a need to invest over \$130,000 in our railway, and there are no funds available at this time to fund the development of the mine train including the relocation of the equipment from Alpine, the grading and preparation of the roadbed, laying tracks, installing electrical power, constructing the mine tunnel and building another passenger coach.

The budget for the project is:

- Finish the Grading for the Mine Train including depot and platforms: \$6400
- Concrete crossing of mine train and driveway, setting up the wig-wag: \$4800
- Three 9' 6" containers set up, covered with asphalt/similar, covered with Dirt/wood, w/ tracks and basic mine exhibit: \$18,000
- 400 amp/240 volt electrical service to the mine for charging batteries: \$5200
- Construct an additional coach and add mechanical emergency brakes for two coaches and the caboose: \$5000
- Contingency: (20%) \$8000
- TOTAL: \$47,400

The great news is that the first \$3,000 has been donated towards that cause which included a donation of a RV to the Museum which was sold. In addition, John Hansen House Movers has stepped in to underwrite the majority of the costs to relocate the small depot from Alpine to Campo. Donations can be made through the Museum's web site at: www.camp-orailroadpark.com/donate. Select mine train as your donation fund. If you would like to assist Lundquist in reconstructing the railway in Campo, volunteers are needed for that effort as well. Email Jim@psrm.org to offer your services. ►



Steam Whistling

By Jim Baker, Steam Foreman

September 2017 to February 2018 Accomplishments

As reported last time, the Maintenance of Way department (MOW) needed a flat car to move a load of ties out on the line for their tie-replacement project. And it was determined that the flat car that holds the Coos Bay's saddle tank was the best one to use. Another flat car was found to be suitable for the Coos Bay's tank. In September the Mechanical Department moved the saddle tank from one flat car to the other.

If nothing else, we can say that the Coos Bay looks lots better than it has for the

last several years. We painted the following areas with gloss black paint: front and rear pilots, the bottom of

the boiler, the fuel bunker, the drivers, the sides of the cab and the entire outside of the saddle tank, except for the rear end.



Rear of Coos Bay 11's fuel bunker after painting, Campo, Nov. 11, 2017

Jim Baker

During the painting process on the saddle tank, we also did some ultra-sound testing to determine the thickness of the steel. Some areas seem to be eroded away enough that they might need replacing. More work is needed on this.

Another job that has taken significant effort is preparing the cab and fuel bunker for removal from the engine. There are two reasons

for this: 1) to access the top of the rear part of the boiler, and 2) to access the ceiling of the cab to re-finish and/or replace the wooden tongue and groove siding. We have removed numerous small bolts that attach the cab to the deck, along with the steam pipes that supply the injectors on each side. Eight large bolts secure the fuel bunker to the frame; six were unscrewed, but two had to be cut off.

Our plan is to use the Santa Fe gantry crane to lift the cab/bunker off the engine and put it on the flat car with the saddle tank. We still need to determine exactly how to rig it to safely move it without causing any damage. Some work on the crane's controls is needed before we can do the actual lifting.

In the seemingly never-ending job of removing/cleaning flexible staybolt caps, we did have one surprise. All 38 on the throat sheet were removed

in a very short time with no difficulty. We also got another 30 or so removed, cleaned and replaced from the wrapper sheet.

saddle tank for thin spots, and cutting some inspection holes in the sides, near the bottom, so we can clean out the accumulated scale and

rust. We are also considering running some permanent air and electric lines to our work area, saving us considerable time each work day running air hoses out from the shop and stringing numerous extension cords.

The volunteers doing all this work were Rich Paulus, Jim Baker, Harry Lineback, Tim Wamsley, Mike Lucek, Bob Nickles, Cass Witkowski and Dave and Jared Smith. Many thanks to all.

Our regular work days are the second Friday and Saturday of the month. We can always use more help. Come out and get dirty! Questions? jbaker@psrm.org ►



Jim Baker and Tim Wamsley painting Coos Bay 11's saddle tank, Campo, Feb. 10, 2018.
Harry Lineback

Finally, in the more mundane category, we hung some LED overhead lights in the steam boxcar and have started sorting the tools and supplies that are in there.

For the next few months our plans include moving the cab to the flat car and continuing inspecting the

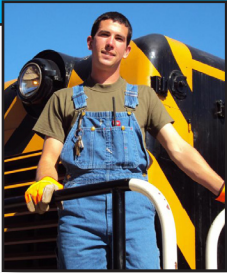


Coos Bay 11's saddle tank after painting, Campo, Feb. 10, 2018

Jim Baker



Mike Lucek admiring the just-painted boiler of Coos Bay 11, Campo, Oct. 14, 2017
Jim Baker



New Members, November & December 2017

By Alex Fiori, Membership Coordinator

November

John Adams
 Todd Cunningham & Family
 Diane Sawyer & Family
 Mike McLaughlin
 John Kennedy
 Megan Brunn & Family
 Thomas Basso
 Claudia Basso
 Anthony Steinmetz & Family
 Kristen Heinemann & Family

Kurt & Windus Brinkkord & Family

December

Debby Putman
 Stephen Young
 Rogelio Garcia & Family
 Jason Johnson & Family
 Randi Montoya & Family
 Noreen Bruno
 Donald Williams
 Brendan Dennish

Andrew Nyles & Family
 New Life Members
 Dwight Hudson
 Dario Micheri

Thank you all for joining the Pacific Southwest Railway Museum!

membership@psrm.org

Tech Report

By Martin Caestecker

Though not always tangible, the technological aspects of running the Association are some of the most important in this digital age. From digital marketing to ticket reservations, Association volunteers work, often daily, to maintain the growing list of online resources offered to our members.

The Association's website, located at psrm.org, is one of the best tools for communicating with members and the public. With over 90 pages of content and a growing number of informational blog posts and articles, maintenance of the website is one of the most important activities taking place each week, often far from the Museums in Campo and La Mesa. Over the last several weeks, particular care has been taken to update the web pages relating to the Association's railroad equipment roster. Through the years, volunteers have spent hundreds of hours combing through historical records, sales receipts, photo archives, and more for information pertaining to our collection of locomotives, rolling stock, and support equipment. As more and more information on the histories of our pieces becomes available

online, more research needs to be done to update the website's content.

Recently, webmaster Martin Caestecker has located several new images of the following pieces of equipment and obtained permission for their use on the Association's website: steam locomotives San Diego and Arizona 104 and Coos Bay Lumber Company 11; diesel locomotives Oregon and Northwestern 1, Southern Pacific 3709, SP 5119, SP 7304, SP 3873, and SD&A 7285; and passenger cars Atchison, Topeka, and Santa Fe 1308, ATSF 1509, SD&A 050, and Santa Maria Valley Railroad Railbus 9. Additionally, the histories of diesel locomotives ONW #1 and Union Pacific #1369 have been updated after new information became available while locating images of those pieces. The Association encourages you to visit these pages to learn more about the equipment in our collection. You can browse through the complete collection of web pages for our railroad equipment at psrm.org/trains. If you or someone you know has a picture of one of our pieces during its original service life, please reach out to the webmaster at webmaster@psrm.org.

During the later portion of 2017, the Association launched its new online ticketing solution through a company called Vendini. Many of you used the new system to purchase tickets for the 2017 North Pole Limited trains – our most successful year so far. The Association attributes the season's success not only to the hard work of our volunteers, but also to the ease of purchasing tickets through the new system – especially those for our first class car Robert Peary. On fourteen of the sixteen trains, groups enjoyed a visit with Santa and their families in the private car Robert Peary. In this author's time at the Association, there have never been more reservations in that car for the North Pole Limited.

As always, more updates and improved online features are on the way. Please continue to watch the website, our Facebook Page at facebook.com/SanDiegoTrain, and your email inbox for the latest information about the Association. ►

Maintenance Of Way Report

By James Caestecker and Glen Rogers

Maintenance of Way crews were again hard at work during the first months of 2018. A regular schedule of track inspections was developed and the mow department has moved to using new track inspection and work forms developed by PSRM last year. So far this year, PSRM and CalFire crews have removed and reinserted 40

railroad ties, which will be spiked and tamped after our air compressor receives some repairs. As soon as the air compressor is up and running, plans for the remainder of the year include replacing additional ties between MP 62 and Canyon, replacing several long switch ties in the four switches to the Campo Sid-ing and Campo House Track, and

replacing ties and re-leveling the Santa Fe Triple Switch in the PSRM Yard. We are always seeking new volunteers and look forward to teaching more PSRM members about the art of Track Maintenance. For more information on our work schedule and how to get involved, please email Track Foreman James Caestecker at track@psrm.org.

Operations Volunteers for January - February 2018

Train Service—those who are certified/qualified crew members, speeder operators/crew, and docents who have helped us run 25 trains this period and the number of days they have volunteered:

Jim Baker	4
Ken Brown	6
Mark Brown	1
Nathan Brown	1
James Caestecker	1
Martin Caestecker	2
John Cenknor	2
Travus Clark	3
Bruce Deck	1
Alex Fiori	1
Cameron Garvin	7
Hector Gonzalez	8

Stephen Hager	6
Randy Houk	3
Aaron Hyatt	2
Alanna Hyatt	2
Diana Hyatt	2
Jim Lundquist	1
Robin McBride	1
Shaine Neale	6
Mike Obetz	3
Rich Paulus	3
Dick Pennick	7
Spencer Piontkowski	1
Glen Rogers	10
Dave Smith	4
Rob Stebbins	2
Bob Stinson	4
Dave Tomeraasen	2

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:

Diana Hyatt	1
Jim Lundquist	2
Ron McQuilliams	1
Glen Rogers	3
Roark Stump	1

This totals to 104 days of volunteering in January and February 2018.

Request For SD&A Historical Material

By Reena Deutsch

Shortly after completion of the San Diego & Arizona Railway in 1919, instability of the mountain through which Tunnel #15 was bored in Carrizo Gorge was detected. Subsequently, a steady stream of warnings were expressed about the potential risk to the tunnel, and a call for action to protect the tunnel was encouraged. These warnings were ignored until it was too late. Although work was finally commenced in late 1931 to construct a reinforced barrier at the eastern portal, a massive landslide crushed part of the tunnel in March 1932, causing it to be

abandoned. This led to the construction of “New Tunnel #15” and what became known as the “Goat Canyon Trestle.”

PSRM life member Reena Deutsch, author of the book *San Diego and Arizona Railway—The Impossible Railroad* published by Arcadia Publishing in 2011, is planning to write an article reporting a detailed account of the warnings and subsequent failure to protect the tunnel based on material anonymously donated to Pacific Southwest Railway Museum in recent times. A chronology of the events and many

unpublished photographs of the construction of the new tunnel and trestle were contained in the donated material, but Dr. Deutsch would like to know if there is any other material that might also cover the same period and events.

Please contact Reena Deutsch at Info@ImpossibleRailroad.com if you know of or have any unpublished photographs of the construction of New Tunnel #15 or the Goat Canyon Trestle, and/or if you have any information about the relevant time period or events. ►



PACIFIC SOUTHWEST RAILWAY MUSEUM

Annual Dinner

Thursday, April 12th, 2018

6:00 PM to 9:30 PM

Tom Ham's Lighthouse

2150 Harbor Island Drive

San Diego, CA 92108

\$55 Adults/\$40 Children age 2-16

Tickets may be purchased online at: www.psrn.org

Or by check payable in advance to:

PSRM Annual Dinner

4695 Nebo Drive

La Mesa, CA 91941

Slowpokes only RSVP to Diana Hyatt, dhyatt@psrm.org

6:00 PM: Social Hour

6:45 PM: Begin Program

7:00 PM: Buffet Dinner

7:45 PM: 2017 in review, award presentations, and opportunity prizes

No Host Bar

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 _____

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

PRINT YOUR NAME: _____

ADDRESS: _____

CITY: _____

STATE: _____

ZIP _____

PHONE (Please include area code): _____

E-MAIL: _____