



A publication dedicated to Pacific Southwest Railway Museum members
September-October 2019





**Pacific Southwest Railway
Museum Association, Inc.**
www.psrma.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

The next PSRMA Board of
Directors meeting will be held on
the 22nd of November at 6:30 PM,
Trinity Church, 3902 Kenwood
Drive, Spring Valley, CA 91977

Museum Officers

President:	Diana Hyatt
Vice-President:	Martin Caestecker
Treasurer:	Rob Stebbins
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:	Donna Spevack
Hot Scoop Editor:	Alanna Hyatt
Photographer:	Alanna Hyatt
Certification & Training:	Mike Edwards

In This Issue

September-October 2019

From The Back Platform 3

Diana Hyatt, President

Board Member Nominations 5

Stephen Hager, Secretary

C100! Progress Report 6

Reena Deutsch, C100! Committee

Centennial Gala Dinner 8

Bruce Semelsberger, C100! Committee

Steam Whistling 8

Jim Baker, Steam Foreman

New Members 10

Alex Fiori, Membership Coordinator

Operations Volunteers 11

Rich Paulus, Chief Operations Officer

Michael Dean Obetz 11



Cover photo

An exact replica of the D-handled silver
shovel used at the original Groundbreak-
ing ceremony complete with scarlet bow

Alanna Hyatt



From the Back Platform

By Diana Hyatt, President

As expected, July and August were typically hot in Campo and east county in general. The heat tends to slow down the wheels of progress as well as the volunteers at Campo but we were still able to accommodate a number of Engineer for An Hour bookings, operate 21 Golden State trains and five days of Valley Flyer trains connecting our museum and the Mountain Empire Historical Society, better known as the Stone Store Museum for our visitors. Until the wooden Campo Creek Trestle at MP 66.77 is repaired, we are unable to connect by rail with our other sister museum at the east end of the Campo Valley, the Motor Transport Museum as we had done in years' past.

Adventure in Mexico

On June 29, 2019, the freight operators on the Tijuana & Tecate Shortline, Baja California Railroad, graciously hosted a train ride and lunch as a fundraiser for PSRM Centennial events. The train ride utilized two bi-level, former Chicago Metra coaches and was pulled by two BJRR liveried locomotives. The train departed from Estacion

Tijuana and transported its adventuresome passengers 16 kilometers to Estacion Garcia where delicious street tacos and various libations were offered to our passengers. Distinguished guests included Raymond Krum and Brandon Ciaccio, the grandson and great great grandson of SDA/SDAE Fireman and Engineer, Fred "Dutch" Gunther from 1915-1954, Mr. Mitch Beauchamp, Treasurer for the City of National City, Norm Orfall, owner of the Private Varnish, Tioga Pass and the Executive Committee for PSRM: Martin Caestecker, Stephen Hager, Robert Stebbins and myself. A delightful time was had by all with the only regret being that we hadn't traversed farther east along the line; particularly to Rodriguez Dam. With that in mind, the PSRM board decided to investigate a future trip in Mexico that will be a little longer and be able to accommodate a few more passengers. Planning is still in the works but it will most likely be towards the end of January or the beginning of February, 2020. Initial plans call for a departure from Estacion Tijuana with a photo run-by at Rodriguez Dam,



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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 two 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.

then east to Valle Redondo with a lunch stop in Tecate.

SD&A Groundbreaking

On Saturday, September 7, 2019, PSRM hosted a re-enactment of the SD&A Groundbreaking that occurred on September 7, 1907 at the foot of 28th Street near Main in San Diego. The day's program and a rolled up copy of the front page news on September 7, 1907 were available to all attendees. Admission to the museum grounds was free for the day and passenger ridership was 133 passengers for the three scheduled trains. Dozens of re-enactors arrived at Campo dressed in period attire with music provided by Trails and Rails and the Valhalla High School band. Lunch was provided by Descanso Junction Café. Local authors were available for book-signings in the am hours including former PSRM board member, Restoration Department chief and retired SDSU African-American Studies professor, Dr. Theodore Kornweibel, author of *Railroads in the African American Experience* and architect of PSRM's African American exhibit and Jim Crow era passenger railcar on display in our Display Building. Thanks to our publicist, Rick Griffin, information of the event was spread far and wide in print and web publications such as *The*

East County Californian, the *La Mesa Patch*, *The Alpine Sun*, *East County Style*, *East County Magazine* as well as a live appearance on the KUSI Morning Show on Friday, September 6, 2019.

Pumpkin Trains

Four weekends of Pumpkin Trains will amuse and delight children of all ages during the month of October. Our pumpkins will once again be provided by our wonderful supplier in California's Inland Valley, the Pumpkin King. Plans are solidifying and some vignettes are already under construction in preparation for the scariest time of year at Campo. As with our other living history exhibits, our version of Halloween emulates the level of scariness one might encounter in the 1950's and 1960's that equates to little to no blood or gore; just spine tingling fun! Make sure to tell your family, friends and neighbors and join us for a spooky train ride, a visit to the Pumpkin Patch and a walk through the haunted maze, if you dare!

Gala Dinner

The dinner celebrating the completion of the railroad 100 years ago was held on December 1, 1919 at the Hotel del Coronado. Our 100th anniversary version will also be held in Coronado, but at the John D.

Spreckels Center on Friday, November 1, 2019. The meal will emulate the menu from the original gala dinner with some culinary updates. Our Master of Ceremonies will be local radio and television personality, "Shotgun" Tom Kelly. A short video presentation of Ken Kramer's *About San Diego* episodes pertaining to San Diego railroads will be shown and is currently being compiled. Our guest speaker is Sandee Bonura, author of a biography on John D. Spreckels. Sandee is credited with reuniting Spreckels family members in recent years, some of whom will be in attendance at the dinner as honored guests. Every attendee will receive a commemorative crystal champagne flute with the 100th anniversary logo emblazoned on the flute and other keepsakes. Tickets can be found on our website at: <https://www.psrn.org/centennial/gala/> Please support PSRM by attending!

Gold Spike Ceremony

Please join us in Campo for this once in a lifetime event on Saturday, November 16, 2019. Activities include the dedication of a commemorative plaque, two medicine-man shows, the gold spike re-enactment and the present day gold spike driving, the display of the SD&AE fire truck owned by the California State Railroad Mu-

seum, 7 ½" gauge live steam trains and more! You won't want to miss this!

North Pole Trains

Ticket sales have been on sale for several weeks now and the popular cars, dates and times are filling up fast but don't worry, because

the dates closer to Thanksgiving are your money saving weekends. We are once again offering the Robert Peary as a private charter which can comfortably accommodate 20 people in its dining room, two bedrooms and solarium lounge. Riding the North Pole train at

Christmastime is an event that many families have turned into a holiday tradition, including my own!



BJRR passenger train waits at the Tijuana Administration building for loading

Alanna Hyatt



Passengers line up for freshly made tortillas and traditional street tacos at Estacion Garcia, B.C., Mexico

Alanna Hyatt

Board Member Nomination Results

By Stephen Hager, Secretary

The board member nomination results are in! Petition forms for the positions of Vice President, Treasurer, and Director of Operations were received and checked in time for the August 16th board meeting, marking the end of the nomination period. This year, the incumbents ran unopposed for the positions of Treasurer and Director of Operations. The incumbent Vice President and another member submitted petitions

for the position of Vice President, but the latter was disqualified due to insufficient signatures. No petitions were received for the position of Director of Facilities. Because all of the qualified candidates are running unopposed as of the end of the nomination period, and because there are no special election affairs to be voted upon, there will be no election held this year. The board members for the 2020-2021 term are as follows:

Vice President – Martin Caestecker
Treasurer – Rob Stebbins
Director of Operations – Mike Edwards
Director of Facilities – Vacant

Nomination forms for the 2020 election will be announced in the Hot Scoop next year and will become available in late June or early July.

Celebrate100! Progress Report

By Reena Deutsch, C100! Committee

The first of PSRMA's three big Centennial related events has passed, and it resulted in what was estimated to be about 150-200 attendees having a marvelous day in Campo, with the temperature in the low-mid 90s with an occasional refreshing breeze. Arriving visitors at the September 7 SD&A Groundbreaking Festival were handed a 4-page booklet containing the day's activities, a map, and the Groundbreaking Ceremony and Reenactment program with a listing of participants. A face painting clown, a balloon-twisting clown, an old hobo hanging out in his jungle, and the Trails and Rails trio playing their lively train and western music greeted them near the Depot. The tables of local authors and director of photography experienced a stream of folks interested in their rail-related books and videos. Participating were Douglas Mengers, Jeffrey Alan Cauthen, Jim Price, Michael Gerdes, Ted Kornweibel, and Reena Deutsch.

Two slide show/lectures by Reena Deutsch contributed some interesting details and less commonly known information about the San Diego & Arizona Railway, and Bill Schneider's informal discus-

sion revealed some fascinating context to various place names associated with the SD&A, such as the origins of the spelling of Carriso Gorge vs. Carrizo Gorge, Tijuana vs. Tia Juana, and the way the name "Spreckels" has been misspelled over the years.

Those who ventured further out towards the Display Building were delighted when passing the awesome display of eight vintage Chevrolet vehicles by members of the Classic Chevys of San Diego Car Club. Cold bottled water was available in the area, too, as was a lunch offered by Descanso Junction Catering. Picnic tables were set up both in the Display Building and behind it, while Trails and Rails moved to a flat car stage there to entertain during the lunch hour.

At 1 pm, Master of Ceremonies Pat Abbott, PhD, a regionally notable geologist and frequent guest on countless local television shows, and formerly "The Professor" on TBS's reality show "The Real Gilligan's Island," introduced the Ceremony speaker David Breeckner, Executive Director of the Imperial Valley Desert Museum. Dr. Breeckner described, from a 1907

perspective the challenges ahead for SD&A construction and honoring John Spreckels' vision.

Following the brief ceremony was a moving historical reenactment of the 1907 Groundbreaking Ceremony which marked the start of construction for John D. Spreckels' Impossible Railroad. A Narrator set the scene and introduced the first speaker, Dr. Gochenauer, who told of the three great pioneers who explored San Diego and contributed to its growth and prosperity: Juan Rodriguez Cabrillo, Alonzo Horton, and now John D. Spreckels who would link the city with the fertile fields of the east by bands of steel. Civic leader George Marston spoke next with a recounting of various failed attempts to bring a railroad to San Diego. The highlight of the ceremony was when San Diego Mayor John Forward, escorted by early developer Alonzo Horton and railroad-promoter Frank Kimball, approached a pile of dirt and dug the first shovelful to symbolically mark the beginning of the excavation of the San Diego & Arizona Railway. As in 1907, the reenactment shovel was coated with silver on which there was a large bow of scarlet ribbon. Pastor Rev.

W.B. Hinson spoke next of his love for San Diego. He encouraged faith in the country and in one another and to take pride in and work for the advancement of San Diego. William Clayton, representing John Spreckels in his absence, lauded the low gradient of the route to allow the largest amount of business. He was followed by Miss Laura Cotton who entertained with an enchanting solo performance on the cornet. The final speaker was Senator M.L. Ward who extolled the role the railroad would play once the Panama Canal opens due to San Diego harbor's destiny to become one of the most useful, most used, and best harbors in the world.

We want to sincerely thank the volunteers who assisted and participated in the reenactment wearing historically accurate early 1900s period clothing:

Narrator -

Reena Deutsch
 City Guard Band -
 Valhalla Vanguard
 Dr. Gochenauer -
 Walter Ritter
 George W. Marston -
 Tim Silver
 John F. Forward -
 Brian Brey, great great grandson of John D. Spreckels
 Alonzo E. Horton -
 George Lusk
 Frank A. Kimball -
 James Keeline
 Rev. WB Hinson -
 Bruce Semelsberger
 William Clayton -
 Brian Teifer
 Miss Laura Cotton -
 Rachel Allen
 Senator ML Ward -
 Russell Smith

Stage Manager -
 Jim Price

Of course, the pinnacle of the Festival was riding one of the two special Ground-breaking Trains offering passengers both coach and first class options. PSRMA train crew performed their duties with their customary expertise and service through the beautiful backcountry surroundings of Campo.



One of the speakers extolling the virtues of a trans-continental railroad for San Diego
 Alanna Hyatt



Reenactors in period garb pose for a photo

Alanna Hyatt



The Valhalla High School Band gives a splendid impromptu performance
 Alanna Hyatt

Centennial Gala Dinner – Friday, November 1, 2019

By Bruce Semelsberger, C100! Committee

On December 1, 1919, John D. Spreckels hosted a gala dinner at the Hotel Del Coronado (which he owned) to launch “Trans-continental Week,” a six-day celebration of the opening of the San Diego & Arizona Railway. A host of special dishes were served in elegant style, each dish representing a city served by the new railroad. On Friday, November 1, 2019, PSRMA will duplicate the essence of that banquet including the variety of special dishes in the spirit of the original. The Gala Dinner will include all of the original 1919 ingredients.

The Gala Dinner will be held at the aptly named John D. Spreckels Center, located at 1019 Seventh Street across from Spreckels Park

and adjoining the Coronado Public Library, both of which were originally donated to Coronado by John D. In addition to the sumptuous banquet, the evening will feature music, a no-host bar with drinks custom-designed for the occasion, and a brief summary of the SD&A history. Guests will be treated to a behind-the-scenes look at Spreckels, his family, and his life during the 12-year construction of the SD&A by the well-researched, entertaining after-dinner speaker Sandee Bonura, author of a new biography of the great man. Capping the evening will be a champagne toast to the 100th anniversary of the railroad in a glass specially etched with the SD&A Centennial logo that can be taken home as a

souvenir to keep as a memento of the elegant and upscale experience. If that isn't enough for you, there will also be door prizes, including an all-expense paid stay at Coronado's Glorietta Bay Inn, formerly the home of John D. Spreckels and his family!

In keeping with the 100th anniversary theme, dinner will cost \$100 per person and the number of guests will be kept at a maximum of 100, so do not delay in purchasing tickets at psrm.org/Centennial. Online purchase is the ONLY way you can obtain tickets - no exceptions. Dress will be semi-formal with suits or sports jackets for gentlemen unless you prefer to come as “1919 chic.”

Steam Whistling

By Jim Baker, Steam Foreman

March through August, 2019, Accomplishments

For this middle half of the year, the steam guys (they wouldn't mind having some steam gals) concentrated on getting the cab and fuel tank removed from Coos Bay 11. The fuel tank forms the rear, and major, part of the cab. After much discussion and surveying of the structure, it was decided to remove the cab and fuel tank as one unit, Separating them would

have involved a lot of cutting, and then followed by a lot of welding when eventually putting the cab back on the locomotive.

There are two primary reasons for removing the cab:

1) Allows access to the turret valve that is on top of the boiler, near the rear, and to

the top, rear of the boiler so it can be inspected and thickness tested using ultrasound.

2) The ceiling of the cab is lined with tongue and groove wood. This will all need to be replaced, and can't be done with the cab in place.

For the March through July time period, a number of relatively small jobs were done to prepare the cab for removal. These included removal of the rear cab windows, the rear cut lever, the main fuel hose, the grab irons on both sides of the doors, the front, center section of the cab, and the steam heat line from the fuel tank to the cab.

Because the rear portion of the cab deck was supported by a 3" wide angle iron welded to the fuel tank, and the remainder of the cab deck had to be left in place, the rear 8" of the cab deck was cut off. If this wasn't done, the fuel tank could not be lifted.

Also removed was an air line whose use was unknown. This line, made of approximately 1" pipe, started on the cab deck, near the front, next to cab wall on the engineer's side. Below the deck, was a tee, and the pipe extended to each end of the locomotive, terminating in an angle cock. Those angle cocks were on the opposite sides of the coupler from the brake pipe angle cocks. Since whatever the cab end

of this line was attached to was removed, prior to the present group working on the engine (more than 10 years ago); the foreman is asking if anyone has an idea what this air line is for? He notes that in addition to the usual main air reservoirs located under the saddle tank on each side of the locomotive, old drawings of #11 show what appear to be additional air reservoirs running transversely under the cab and across the pilot deck. Possible uses might be for air-operated mechanisms on the log cars or for "direct air" brakes to supplement the usual "automatic brake." Any information about this would be appreciated.

To add some rigidity to the cab for when it was lifted, several angle iron braces were added across open areas: the doorways, the front windows and across the upper front of the cab where the center section was removed. Because of the very limited work space in the work area, it was decided that the cab would be placed on the Steam Parts flat car that also holds the saddle tank, the smoke box front,

and several other large parts. Space was cleared on the flat, and cribbing was arranged to support the cab. Finally the big day arrived on Aug. 9. Because other potential riggers around the museum were unavailable, our Maintenance of Way supervisor, Glen Rogers, volunteered to help. He does have prior experience as a rigger. Steam Foreman Baker, using information from the ALCO blueprints for the locomotive, and data about the weight of steel, calculated the weights involved. While the entire cab and fuel tank were estimated to weigh about 2,500 lbs, most of this weight was the fuel tank at 1,700 lb. Glen had the cab rigged so that the main lifting cables were attached to brackets on the tank that secure it to the locomotive frame. Lifting straps would be secured to the cab front window frames and led back to the crane hook to stabilize the load.

The flat car was coupled to the Coos Bay, and the two were pulled out of the Coos Bay shelter, so the ATSF gantry crane could be used. The cab was rigged as described above, and the cab

lifted about three feet. The flat car and locomotive were then shoved forward until the flat car and cribbing were located below the suspended cab. The cab was then lowered onto the cribbing. The entire process went very smoothly; the day's work started at about 9:00 A.M. and the cab was on the flat car by lunch time. The remainder of the day was spent making sure the cab was secure on the cribbing, and it was then tied down with binder straps.

The next day excess cribbing was put away, and the process of cleaning the loco-

motive frame that had been under the cab and fuel tank. Some of the "asphalt" that had accumulated was about 3/4 of an inch thick! It is destined for the "dirty dirt" HazMat bin.

The volunteers doing all this work the past six months were Rich Paulus, Jim Baker, Harry Lineback, Tim Wamsley, Mike Lucek and Bob Nickles. Many thanks to all. Special thanks to Glen Rogers for his assistance in rigging the cab.

Work in the next few months will be cleaning and painting the frame that was under the

cab and similar work on the top of the boiler that was close to the cab ceiling. Also, there are still more stay bolt caps to be removed and cleaned, along with the brake hanger pin that has been mentioned several times before.

The regular Steam work days are the second Friday and Saturday of the month. More help is always welcome. Come out and get dirty!

Questions? Contact the foreman: jbaker@psrm.org

See you at Campo!

New Members March, April, May, June & July 2019

Submitted By Alex Fiori, Membership Coordinator

March

Adolfo Rico

April

Tania Jackson
Bethany Sabel-Stolz
Richard Hall & Family
Elizabeth Velic & Family
Tim Saylor
Brandon Ciaccio
Megan Carter & Family
Gabriel Zorbas
Colin Atwood

May

Jan Cenknner
David Burke
Loni Niswonger

June

Barbara Culver & Family
Karen Gersh & Family
Richard & Lupita Pinnell & Family
David & Prudence Munger & Family
Daniel Marks & Family
Keith Atkisson

July

Curtis Dwer
Gary Benner
Craig Doucet
Scott Walker
Hongkai Sun
John Maguire & Family
Lenora Porcella & Family
Steven Garegnani & Family

Daniella Grant & Family
Joseph Lucero
Keegan Chetwynd
Pablo Martinez & Family
Maura Dunn
Frederick Jones
Donald Rector
Maureen Minder
Ruby Minder
Charles Karayan
Rolando Loranca & Family
Kevan Malone

Thank you all for joining the Pacific Southwest Railway Museum!

membership@psrm.org

Operations Volunteers for July - August 2019

Submitted By Rich Paulus, Chief Operations Officer

Train Service

Those who are certified/qualified crew members and speeder operators/crew who have helped us run 29 trains and 6 days of Valley Flyer and the number of days they have volunteered

Colin Atwood	1
Jim Baker	2
Jarod Black	5
James Caestecker	1
Martin Caestecker	4
Kyle Cascadden	5
John Cenkner	10
Stephen Hager	3
Ryan Hartmann	2
Randy Houk	3
Alanna Hyatt	2
Diana Hyatt	4
Charlie Karayan	5
Jim Lundquist	1
Christian Mergliano	2
Shaine Neale	4

Candy Obetz	1
Mike Obetz	1
Rich Paulus	2
Glen Rogers	4
Rob Stebbins	4
Tim Wamsley	2
Gabe Zorbas	3

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

Jarod Black	1
John Cenkner	1

Yard switching

These are the volunteers who have worked in PSRM yards this period

Jarod Black	1
Stephen Hager	1

Ron Hyatt	1
Bob Nickles	1
Rich Paulus	1

Engineer for an Hour

These are the volunteers who have been instructors and crew for participants who have taken advantage of the opportunity to run one of the Museum's diesel locomotives

Jim Baker	1
Jarod Black	1
James Caestecker	1
Martin Caestecker	1
John Cenkner	1
Stephen Hager	1
Randy Houk	1
Aaron Hyatt	1
Diana Hyatt	1
Rich Paulus	1

This totals to 89 volunteer-days in July and August 2019.

Michael Dean Obetz

Michael Dean Obetz, 70, valued Campo volunteer passed away on August 24, 2019. He died suddenly but lived a happy fulfilling life. In retirement he spent his time giving back to his family, friends, and community. Michael was kind and gentle, and always in service to others. He will always be remembered for his generosity, compassion, ambition, and his spirit of living life.

Michael worked for Pacific Bell and Southwestern Bell for 31

years where he met his wife of 43 years, Candace. They moved to Ramona in 1979 and raised their family. Michael held many interests and had a mechanical gift. He was a pilot, HAM radio operator, sailboat captain, amateur electrician, plumber, welder, mechanic and musician. He was involved with numerous groups: Ramona Emergency Action League, Burn Institute, Ramona Reserve Firefighters, a director of teen leadership summer camps, NARCOA and a volunteer with us in Campo.

He assisted the Equipment Department with motorcar repair and maintenance, MOW performing track work and vegetation control and served as a qualified motorcar operator and brakeman for our SD&A demonstration trains.

Michael is survived by his beloved Candace and their two sons Ian and Sean, his mother Pat and extended family. His presence, kindness and smile will be gravely missed at Campo. We wish him good iron on his next adventure!