

HOT ***SCOOP***

A publication dedicated to Pacific Southwest Railway Museum members
November 2019





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

PSRMA Board of Directors
Meetings are held on the 3rd
Friday of the month at 6:30
PM, Trinity Church, 3902
Kenwood Drive, Spring Valley,
CA 91977

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In This Issue

November 2019

From The Back Platform 3

Diana Hyatt, President

Reliving the tale of one

SD&A Engineer 6

Brandon Ciaccio

PSRM Library Update 8

Bruce Semelsberger, Archivist

John Baldwin Passes 11

Jim Lundquist



Cover photo

Diana Hyatt poses with Gala Dinner MC
Shotgun Tom Kelly

Alanna Hyatt



From the Back Platform

By Diana Hyatt, President

Pumpkin Trains

All four weekends in October were filled with Pumpkin Trains where we entertained and provided train rides to 2,150 riders. This year, our pumpkin supplier obtained pre-washed pumpkins at no additional cost. This saved us 30-50 hours of manpower normally spent handwashing and drying pumpkins. This year we ordered 12 bins after running short last year and having to place a second order. It turned out that 12 bins was the perfect number with few leftovers.

Setup, event operation and tear down can be credited to Teresa Gonzalez, Pablo Martinez and the Hyatts. Teresa and Pablo's assistance through all four weekends was indispensable! Other helpers included Stephen Hager, Rosalba Duran, Steve Douglas, Grace Brown, Jodi Siccardi and Owen Tomlinson.

Gala Dinner

The Gala Dinner celebrating the 100th Anniversary of the completion of the San Diego & Arizona Railway was held on Friday, November 1, 2019 at the John D. Spreckels Center at 1019 Seventh Street in Coronado. The venue is a relatively new building dedicated in 2016 to serve as the community's senior center. Catering was provid-

ed by All Aspects Catering who tailored the menu to duplicate, as closely as possible, the original menu of the December 1, 1919 Gala Dinner held at the Hotel del Coronado. Each guest received a crystal champagne flute with the special SD&A 100th Anniversary logo designed by Lori Starr Graphics and a swag bag of gifts including one SD&A 100th Anniversary Commemorative coin (300 made), one SD&A 100th Anniversary commemorative pin (500 made), a colorized original SD&AE postcard, a 100th Anniversary rack card and PSRM brochure as well as a stick of rock candy, assorted taffy, Abba Zaba and Haribo gummy bears. The latter two candies appeared on the scene in 1922.

Our host was museum president Diana Hyatt joined by Master of Ceremonies Shotgun Tom Kelly with guest speaker Dr. Sandee Bonura, author of San Diego's Forgotten Empire: The Legacy of John D. Spreckels. Dr. Bonura's book will be available for purchase in early 2020 through the University of Nebraska Press.

Shotgun Tom was the perfect fit as Master of Ceremonies with stories of insight into his life and career. Tom's father: J. G. Irwin



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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. 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.

was a Santa Fe engineer for his entire working career. J. G. Irwin was the engineer for Truman's POTUS train in 1948 from Los Angeles to San Diego. When the train arrived in San Diego, J.G. Irwin was quietly slipping away when he was intercepted by Truman. Truman was familiar with railroads, once working as a timekeeper for the Santa Fe in his youth. Truman had temporarily evaded his security detail to seek out Mr. Irwin and thank him personally for bringing them safely into San Diego.

The railroad influence from his father led to Shotgun Tom's hobby as a model railroader. When not recording his radio show for SiriusXM: Sixties on 6, Tom might be found enjoying his own HO train layout

in his mancave at home or operating trains for the San Diego Club located at the San Diego Model Railroad Museum in Balboa Park.

Several interesting displays were at the Gala Dinner. There was the gold spike, believed to be the actual spike driven by J.D. Spreckels and donated to PSRM by the Eichenlaub family nearly forty years ago. The trifold centennial display designed by the Centennial Committee and a paid graphic artist and a digitally enhanced version of the panoramic gold spike photo taken by two San Diego Union staff photographers in Carriso Gorge on November 15, 1919. The photo was scanned, digitized and blown up to eight feet in length as a donation to PSRM by C100 Commit-

tee member Jasper Schai-ble.

The Gala Dinner keynote speaker was author Dr. Sandee Bonura who single-handedly reunited many Spreckels family members in recent years. Thanks to Sandee, five family members were in attendance: Virginia "Lyn" Wilson and her daughters Erin Russel and Lillie Wilson-Brown as well as Lyn's niece Christine Donald and her son Cody. Lyn Wilson and Christine Donald are descendents of John D. Spreckels' youngest daughter Lillian Spreckels-Wegeforth. John D. Spreckels' three other children with wife Lillie were: Grace Spreckels-Hamilton, Jack Spreckels and Claus Spreckels.



Joan Sieber and Diana Hyatt at the Gala Dinner check-in table

Alanna Hyatt



The Janet Orsi jazz quartet plays through social hour and dinner

Alanna Hyatt

One last highlight of the evening was the viewing of several Ken Kramer About San Diego episodes related to the SD&A/SD&AE, the Descanso, Alpine & Pacific Railroad and PSRM's acquisition of SP 5119.

Looking forward: the rest of the year holds a wedding

of a longtime member, Gold Spike Day and our largest annual fundraiser: the North Pole Trains. At this writing, four trains are already sold out: Friday and Saturday, November 29 and 30th, at 5:00 pm and Saturday, December 7th at 5:00 and 7:00 pm. Once again, we invite you to tell your

friends and family about this magical Christmas experience where memories are made to cherish with your loved ones. Until next time, may the rails rise up to meet you and may your iron always be good!



Skeleton Glen and his banjo playing buddy

Alanna Hyatt

Depot staff decorated the railing at the boarding gate

Alanna Hyatt



Skeleton Steve and his loyal hound have been waiting so long, their bones have weathered

Alanna Hyatt

Reliving the tale of one SD&A Engineer

By Brandon Ciaccio

Son of Kathleen Krum Ciaccio, Great Great Grandson to Fred Gunther

Fred Gunther was born on December 8th, 1883 in Sedgwick, Kansas to German born parents Herman Gunther and Maria Erhardt. Fred was the eldest of two boys with his younger brother Herman Gunther born in Wichita, Kansas in 1886. Like many immigrants searching for work and a better life, the Gunthers made their way out west to California, settling in San Diego, California in 1889.

be found either in her yard at 734 15th Street feeding her chickens, in her cellar stomping grapes for wine, or at the local rathskeller every Saturday night for beer, music and dancing. Maria passed away in June of 1943 at the age of 94.

for the piping design at the foot of Broadway. Shortly after, the call went out for workers on the much-anticipated John D. Spreckels project for the SD&A, and so Fred joined the SD&A in 1915.



1943 San Diego Union Tribune newspaper clipping of Maria (Gunther) Voeltzel's obituary. Courtesy of Marie Krum estate

Fred's father Herman passed before the family made it to San Diego and was raised solely by his strong working mother, Maria. A spritely character, Maria could often



Circa 1913 photo of Fred Gunther, friend/coworker Henry Klamm and other San Diego Water Department coworkers at foot of Broadway. Courtesy of Marie Krum estate

Fred attended grammar school at the old schoolhouse on 17th and Market Street. He did not attend school after that and soon joined the local workforce. After a short stint with the San Diego Electric Car Company, Fred went to work with the San Diego Water Department in the early 1900s. He had a keen eye for engineering and design and helped develop the plans



Circa 1917 Lorena Gunther (left) and Marie Gunther (right) standing aboard SP2285 during a railroad sponsored picnic to end of the line; unknown location. Courtesy of Marie Krum estate

Life as a railroad man seemed to be the perfect match for Fred's love of hard work and challenges and he quickly adopted the railroad as his family and life. He rose through the ranks of Fireman and Engineer and learned Spanish to

add to his German and English languages in order to better communicate with fellow workers. He would frequently take his small family of Lorena Gunther and only daughter, Marie Gunther, on railroad sponsored picnics out to the end of the line.

Working through his 38 years with the SD&A, Fred gained sufficient knowledge of railroad law. With this, he was elected as Chairmen to the Brotherhood of Firemen and Enginemen (BLFE).

As Fred neared the age of 70 in 1953, the railroad began to question his health and capabilities of handling train operations. Railroad doctors found him to be “unfit for

work and liable of suffering a cardiac arrest during operations.” Fred, a man who never drove a car and always walked from his house on 18th and G. Street to the engine house down on Sigsbee Street, disagreed with the railroad doctor’s findings and requested a second opinion from a doctor outside the railroad network.

Thus began the 11-year court battle between Fred and the SD&AE (now added Eastern) that would make its way to the United States Supreme Court. The court reached a decision in the October term of 1964 siding with Fred Gunther and the union that employees have right to a second physician’s

opinion outside of the railroad doctors’ network.

Fred continued to walk down the engine house almost daily to sit and watch the trains load and unload cargo even though he was unable to work due to the ongoing litigation. He passed away peacefully at his house in North Park in May of 1975 at the age of 91. He was survived by his only daughter, Marie Krum, only grandson, John Raymond Krum, and three great grandchildren, Kevin Krum, Kathleen Krum, and Ronald Krum.

The family of Fred Gunther (Guenther, later added the “E” while working with the SD&A), thanks the PSRMA and its staff with specific thanks to Jake Schaible and Diana Hyatt for helping piece together the family’s connection with the SD&A in this exciting centennial year. Below is the only known photograph of Fred working on the line and we could not have obtained this photo without your help. We are eternally thankful for your support in this.



Circa 1917 Fred Gunther (left), unknown middle, and Marie Gunther right enjoying a railroad sponsored picnic to end of the line at unknown location. Courtesy of Marie Krum estate



Engineer Gunther, at the controls of SP5278, squints through the dust and heat of Plaster City for a back up signal, as he swaps some cars on west-bound SD&AE Train #451. Photo copyright Richard Steinheimer, September 1952, courtesy of Shirley Berman



Above Kathleen Ciaccio (Krum), Kevin Krum, wife Lori Krum, and Second Great Grandchildren to Fred, April Krum, Erik Ciaccio, and Brandon Ciaccio stand afoot SDA104, an engine Fred once ran, in March 2018.



11th West Coast meeting of Brotherhood of Firemen and Enginemen and Ladies' Society August 28-30th 1941 held at U.S. Grant Hotel. Photo of BLFE attendees at Junipero Serra Museum. Courtesy of Marie Krum estate.



PSRM LIBRARY UPDATE

Summer 2019

By Bruce Semelsberger, Archivist

June proved to be a productive month for the library as the bulk of the new construction was completed as well as some accessions. All of the six new bays are equipped with shelving and contents have been moved

in from the previous locations.

There remains a great deal of work to do as to proper placement and labeling. The increased space allows for easier identification and accessibility of items once

they are put away, but that will be a lengthy job if done right. Many things which were jammed into boxes need to be unpacked and put in drawers or archival boxes and correct labels applied. Here is a quick look at the office space and all eleven

bays and their contents. The spaces are identified with letters.

A, B and C are in the office portion with A being the reference library and archivist's office, B is a staff work station and processing of incoming donations and C is a second work station and an area for guest researchers, also the place where audio/video media can be viewed.

D through H are the original archive bays. D is used for storage of items such as computer supplies, empty boxes and duplicated items for sale. E and F house the SD&A documents collection which is about to increase by about 350 archival boxes and some ledgers as we have been awarded custody of the documents portion of the SD&A collection currently at the San Diego History Center. When it arrives later this year, we will have the majority of all known existing SD&A materials! G contains magazines and reports of the ICC and other government agencies, also the overflow of the books housed in bay H.

Moving into the new addition, a large work space (I) will have 40 feet of fold-away table space for working on long map rolls and can also double as a meeting room and theater. Bay J houses visual media; photos and slides, postcards, art

works, films, videos and audio recordings. Bay K contains large flat file storage-drawings, prints, posters, oversize photos, etc., also flat maps on a lower level and rolled maps and drawings on the upper level. Bay L houses ephemera (misc. paper items, news clippings), newsletters from other museums and organizations and PSRM records and newsletters. Bay M contains railway guides, timetables and records of other railroads. Bays N and O are now the home for large and small artifacts (objects).

The majority of "construction" work is done with the exception of installing HVAC and the folding wall-mounted tables in work space I.

We also have work for someone that can be done at home, converting written documents or oral interviews into computer files for example. With construction wrapping up, we can get back to data entry and cataloging tasks, so if you are looking for someplace to donate time and accomplish something useful for your museum, PLEASE keep us in mind.

Thanks also for the volunteers in June who kept things moving: Dale Wagner, Richard Finch and Bill Hohnhorst.

JULY

During July, we continued moving furnishings and putting away items. The area for researchers has been relocated into the air conditioned and carpeted office trailer along with the audio/video equipment. Two tables and several chairs, a CRT magnifier and extra computer are available along with the wi-fi internet connection. Thanks to help from Jim Lundquist, a technician from AT&T brought a new modem and checked out their system, then an independent technician went through our internal network and resolved several problems, so the internet now works consistently and is hard-wired into our own network. All of the office programs now work on all of the computers.

Accessioning has also continued and all of the books from the Underhill donation have been processed along with several boxes from Wally Barber and portions of others.

Despite the occasional 104 degree day, the existing AC has held up well and the office has stayed comfortable although a few of the archival bays have gotten warmer than we would like during the afternoon. The new HVAC unit, once installed, should take care of that situation. Much labelling has been done and some pro-

gress made in putting away items removed from drawers during moving but several days of work remains.

AUGUST

Campo summer weather continues and many volunteers take vacations or are involved in other summer activities, but work goes on. The remainder of the new shelves for the SDHC documents donation were ordered and arrived on a Tuesday when no staff was present to receive them despite elaborate notifications to the trucking company. Luckily, Roadmaster Glen Rogers was present with a crew and let the truck inside the gate to unload. Unluckily, it was

one of those hundred degree days and the pallets were left outside so someone had to drive to Campo, unpack the shipment and move it inside. Bruce and Bill Hohnhorst got it all put together and when we hosted staff from the San Diego History Center on August 20th they found us ready to receive and store the documents donation which is scheduled to be transported in mid to late September. We will need to rent a truck to handle the move and would appreciate any assistance available. Please contact me if you are willing to help. Bill and I gave the visitors a tour of the library, the display building and the new mining

town exhibit followed by lunch at Café B and everyone left impressed and comfortably full.

Following the September seventh event, we will be announcing fall dates for training on library skills, photos, preservation and Past Perfect software. Please think about signing up for one or more this fall and we can really begin to get the huge backlog of donations into the system.

psrmlibrary@att.net



Rebar and preparations are ready for concrete pour

Jim Lundquist

Concrete is poured for track 11 jacking pad which will accommodate our recently acquired set of four 35 ton jacks

Jim Lundquist



John Baldwin passes

By Jim Lundquist

Long time Life Member John Baldwin, 80, passed away at his home in San Francisco last month. John had a keen interest in transportation vehicles, including train, planes and automobiles. John was an early fi-

nancial supporter of our Museum in the 1980's as the Campo Railroad Park & Museum was just starting construction. John owned many railroad cars over the years, and enjoyed traveling on private rail cars. He also

enjoyed many exotic automobiles. John's Grandfather was the President of the Southern Pacific Railroad. John will be missed by many in the rail preservation community.



Stephen Hager performs airbrake tests on the railcars used for our North Pole trains

Alanna Hyatt



Quick Response A/C completes the A/C install for the lunch room

Jim Lundquist



Stephen Hager stencils the COTS date on a railcar signifying that this car has passed its airbrake tests

Alanna Hyatt