

HOT SCOOP

A stylized black and white illustration of a hand holding a long-handled shovel, scooping a pile of coal into a bowl. The coal is depicted as small, dark, irregular shapes. The entire illustration is framed by a decorative border with ornate corner pieces.

A publication dedicated to Pacific Southwest Railway Museum members
March 2020



1961



2020

**Pacific Southwest
Railway Museum
Association Inc.**
www.psrmm.org

Train Operations

PSRM Campo Depot
State Hwy. 94 at Forrest Gate Rd.
Campo, CA, 619-478-9937
Lat: 32°36.8"N Lon: 116°28.2"W
Open weekend 9AM to 5PM
See website for complete train
schedule.

La Mesa Depot Museum & Business Office

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

PSRMA Board of Directors
Meetings are held on the 3rd Fri-
day 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: Rob Stebbins
Secretary: Stephen Hager
Equipment: Ron Hyatt
Facilities: Frank Denison
Museum Services: Jim Lundquist
Operations: Mike Edwards

Museum Staff

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

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Cover photo

(l-r) Mike McIntyre, Ken Kramer, Diana Hyatt, Jarod Black, Randy Houk, Cameron Garvin and Dick Pennick pose for the camera on SP 3873.

Alanna Hyatt



From the Back Platform

By Diana Hyatt, President

Another month has come and gone as we grow accustomed to the new year. One of the highlights of February was Ken Kramer's visit to Campo on Sunday, February 23rd. Ken and his camera-woman rode the 1:15 pm and the 3:00 pm Golden State trains to film an episode for About San Diego. The tentative air date will be Thursday, May 7, 2020 on KPBS.

Way back when, in 2014, the PSRM board decided to engage Don Evans to assist us in developing a strategic plan for our organization. Don was a wonderful facilitator and under his tutelage we were able to make significant progress and most importantly, align the board and museum volunteers in the same direction. For five years, first on a semi-annual, then an annual basis, Don would facilitate meetings with the Strategic Planning Committee composed of board members and active volunteers. Don was particularly instrumental at his home railroad museum: the West Coast Railway Association of Vancouver, B.C., Canada and had performed work in the same capacity for a number of other fellow railroad museums. We are forever grateful to Don for the forceful push we needed to move forward instead of stagnating in a place of

comfort. Unfortunately, Don suffered a heart attack last year after deplaning in Peru.

2019 was a turbulent year with the loss of our facilitator and numerous demands created by the 100th anniversary of the railroad but 2020 is the time to refocus on our strategic planning and move forward with those goals. In reviewing our initial worksheets from 2014, I would like to cover what we have accomplished to date.

- In early 2018 we hired our first paid fundraiser (grantwriter) and in early 2019 we hired our current paid fundraiser, Donna Spevack.
- The Board drafted and adopted a one page set of guidelines for its PSRM Directors in addition to those already in the bylaws.
- Core skills of our board members have been identified as well as skills needed.
- Research has been performed studying various board structures with emphasis on non-profit, educational museums. Currently, the board is satisfied with the management structure but should the organization grow significantly, that would be the time for restructuring.



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.

- Museum Services has developed a core presentation about PSRM and its accomplishments and has used it as a presentation to other organizations. We are always looking for more presenters and more venues.
 - Always have something to leave behind at each presentation. Thanks to a media & advertising grant we ordered 40,000 color brochures. Please let us know if you'd like to distribute them to any locations you know or like.
 - Add a listing of sought after rolling stock for the museum's collection and add it to the Collection Plan.
 - Prepare a Master Plan for the Museum
 - Watch for opportunities to acquire adjacent Campo land. Thanks to the County Board of Supervisors, we were able to add 6 usable acres to our contiguous compound.
 - Get costs to repair the trestle over Campo Creek at MP 66.77 and evaluate options. Done right with new materials will cost upwards of \$250,000. The board has chosen to complete upgrades between MP 61.7 and MP 66.77 before beginning additional track work and weeding that will be needed for the seven miles east to Miller Creek
 - Design and start a fundraiser for payment of the land parcels that are currently mortgaged. A thermometer is displayed and adjusted on our website as well as on a sign behind the Campo Depot. Soon, there will be a thermometer in the monthly Hot Scoop as well. Of the original \$320,000, about \$88,000 has been paid with a remaining balance of \$232,000.
 - Add donation opportunities to the website where donations can support projects or overall museum costs.
 - Search out a grant that could help fund the costs of further developing the Master Plan. Ongoing.
 - Develop a core set of operating statistics going back as far as possible. Our ridership figures have been solidly tracked for over ten years and records date back to the early 1990's.
- There are a number of other items that were investigated and are either ongoing or after further research were dismissed.
- Some of the ongoing goals include hiring a Volunteer Coordinator, creating a comprehensive yet succinct Volunteer Handbook, establishing a mediation process

where differences of opinions cause conflict, developing and presenting to MTS an update of PSRM status at Campo, Scout Days/Merit badge opportunities are ongoing, potential movie work is ongoing, themed trains and events (we held three new events last year), establish a "destination" for our train rides and introduce a Birthday Party Caboose at Campo. The C&O caboose and Arco switcher were designated for this purpose and are in the Car barn undergoing repairs. Once ready, they will be placed across the road from the Campo Depot at the concrete platform installed specifically for these two pieces of equipment.

In conclusion, strategy is the foundation that sets the course for our (or any) organization. It assesses where we are today, determines where we want to be, then plots a course to get us there. An active and living strategic plan captures the best of an organization, identifies what it needs in order to succeed in the future and charts the course and actions to be accomplished.

The completed goal consists of both the long term vision and goals. It becomes the roadmap for decisions and operation used by our organization. ►



Steam Whistling

September 2019 through January 2020, Accomplishments

By Jim Baker, Steam Foreman

The work of the steam group was quite varied during the last several months. In September, work switched from the Coos Bay to SP 2353 for one day. She was to be put on display on the main track during the C-100 celebration and the initial job was to determine if the air brakes would hold a set for a significant amount of time. When she was re-assembled in 2004 after the major inspection that resulted in her being taken out of service, it was assumed that everything would need to be disassembled again to do the necessary repair work. Therefore, all pipe connections were just loosely done. This day, numerous air connections were tightened, the system charged with air, and the brakes tested. They leaked. It was determined that some of the leaks were in inaccessible areas. Therefore it was decided that the air brakes could not be depended on to hold 2353 in position for the display.

Then, on Sept 15, the day was spent doing final lubrication of 2353 in preparation for its move the next day for the C-100 celebration. A tee was installed in the whistle steam line to enable an air hose to be attached so the whistle could be blown with air. The next day the engine was carefully moved, with lubricant periodically squirted into the cylinders, and coupled to a several car freight string. This consist was then carefully moved to the main track, opposite where the C-100 ceremony was held. Members of the Steam crew monitored the locomotive throughout the day. Unfortunately, the air supply on site was not large enough to blow the whistle more than a couple of short blasts. After the ceremonies, the crew then carefully moved 2353 back to her usual place in the Display Building.

In January, the excess lubricants were cleaned off, and the unpainted parts (rods,

cross head guides, etc.) were polished and varnished to prevent rusting. The cab interior was cleaned and cab displays returned to their proper positions.

Back on the Coos Bay, a project to clean off the “asphalt” that had accumulated under the cab from old spilled fuel and dirt was started. It wouldn’t completely chisel off, nor could a solvent be found that would work. Then using a “rose bud” tip on an oxy-acetylene torch was tried. This worked great; the asphalt burned off, leaving a residue that was easily removed with a wire brush. The now-clean frame was tested with dye penetrant to look for cracks; a crack was found in the “bumper knee” an L-shaped piece that attaches the rear bumper to the left frame. A similar crack was found earlier on the right side.

With the frame now cleaned, but with the cab and its floor

being removed, a way was needed to access the upper part of the boiler. A sheet of plywood, reinforced with 2 x 4 studs, was bolted to the frame. After various pipes and levers around the lower part of the boiler are removed, the plywood will serve as a base for ladders, so that the top of the boiler can be accessed. At this writing, the "Johnson Bar" and its quadrant and some throttle linkage levers have been removed, along with a number of small copper tubing air and steam lines.

Work in the near future will include removing the remaining levers and pipes that limit access to the top of

the boiler, and securing ladders to enable access to the top of the boiler. A number of flexible stay bolt caps are now accessible so they can be removed and cleaned. Once the top of the boiler is cleaned, the thickness of the steel will be determined using ultrasound. Once all the thicknesses have been determined, the calculations needed to produce a "Form 4" can be done by a consultant. Form 4, a Federal Railroad Administration document, ends up calculating the maximum allowed working pressure for a locomotive boiler.

Here is the Steam work schedule for the next several

months:

April: 17 & 18 (one week later than usual)

May 8 & 9 (back to regular schedule)

New Steam volunteers are always welcomed; no experience is necessary. Please contact Jim Baker, Steam Foreman, jimbaker2353@gmail.com, for more information. ►



Harry Lineback and Donovan Chorny on new plywood deck.

Jim Baker

Frame cleaned of asphalt.

Jim Baker



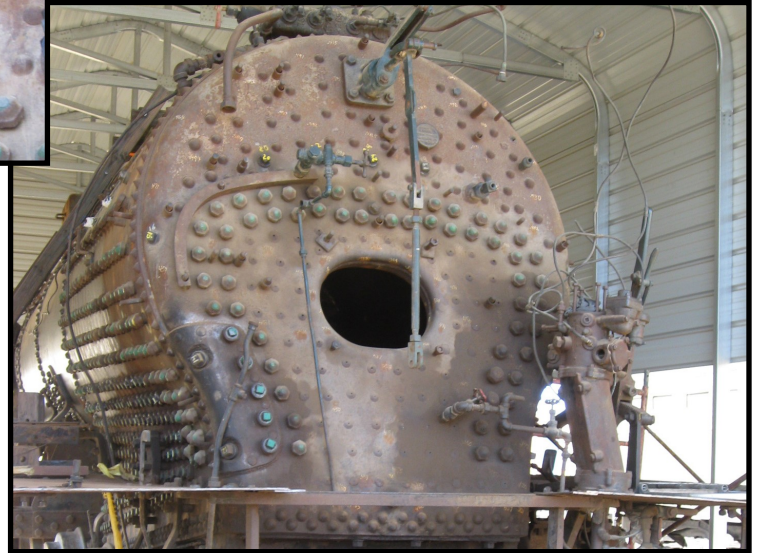


Rich Paulus where throttle linkage has been removed.

Jim Baker

Rear of boiler with levers and plumbing that needs to be removed.

Jim Baker



Museum Services and Facilities Department News

By Jim Lundquist, Director of Museum Services

Many new exhibits have been added in the Display Building these past couple of months. Starting with the entrance, which is a foyer added several years ago to keep the dust from blowing into the building. As you enter, there is now a large tunnel portal which our visitors pass through to enter the building. Included are rock formations, a mine tunnel

and several mine cars. It gives the impression that one is walking through the Carriso Gorge entering yet another tunnel. This work was the job of volunteers John Porcella, Skip Redman, Jim Lundquist, Steven Pohjola, Dawn Lundquist and Frank Denison. First impressions are important and this upgrade certainly improves that for our visitors.

The restroom job has been completed with a refreshed look, with new flooring and paint all around. What an improvement! The same group finished this effort as well.

John Porcella, Skip Redman, Jim Lundquist and Steven Pohjola constructed and painted moveable walls which hide our stacked table, chairs and cleaning sup-

plies. There is a new exhibit on one of the walls which describes railroad spikes, with thanks to Trains Magazine for sending their article which was printed for the exhibit. On loan to us is the 1931 SD&AE fire truck from the California State Railroad Museum. It sits in front of our steam locomotive SP #2353 with a new sign telling its local history story.



Bruce Deck has been putting together a terrific exhibit on model trains, complete with lots of information on the hobby. Bruce Semelsberger pulled together Union Pacific china which is now featured in our dining car exhibit.



Our thanks to Teresa and Pablo Gonzalez for their work each week in keeping the Display Building clean, along with Roark Stump working with local volunteers on trash, sweeping and mopping detail. Many more exhibits are in the works. Please see the article on the improvements completed in the Campo Depot along with the future efforts to complete that exhibit. Be sure to allocate time to see these improvements as you come out on April 25th for our Annual Membership Meeting and lunch.

Jim Lundquist gave a “Behind the Scenes” tour for our members on Saturday, February 15th. It was well received. It is always fun to show off our museum to our members. If you missed these guided tours, watch for an announcement of future tours.

The installation of the new public address system on our excursion train is well underway. Frank Denison has the lead on this project, bringing in experts in all phases along the way. Professional sound people and professional installers have been hired to assist Frank,

along with volunteers Steven Pohjola, Jim and Dawn Lundquist as the project moves forward. This is a major undertaking for the museum and will be a great improvement when completed.

At the Early California Exhibit: Railroads, Mining and Agriculture exhibit, donations to the museum of over 25 pieces of early farming equipment from Barrett Junction Café. All pieces have been moved by volunteers Rick Northcote, Dawn and Jim Lundquist, and Steven Pohjola. Also included were the rocks now a part of the entrance exhibit at the Display Building as well as many early, smaller, farming implements and kitchen tools.

Bruce Semelsberger and crew have been very busy in the Southwest Railway Library relocating and consolidating our collection in the expanded Library. They work most Wednesdays and Saturdays and could always use another pair of hands if you are interested.

Several members enjoyed an outstanding presentation by Russell Low on his family’s history of building the origi-

nal transcontinental railway in the 1860's. This was the first on the Speakers Series we will be presenting for our members. The anticipated times will be Sunday afternoon in town for the convenience of our members. The next event will be our Annual Meeting in Campo on April 25th – see the announcement in this issue of the HotScoop.

Speaking of the HotScoop, our thanks go out to Alanna Hyatt for her efforts to publish the newsletter each month. I hope you enjoy getting timely information about our museum each month.

Membership is an ongoing effort by Alex Fiori. Please remember him when your dues announcement are sent to you.

In La Mesa, the depot is being staffed by Duane Dubke, Paul Falk and John Powers on Saturday afternoon from 1 to 4PM. I would certainly like to keep it staffed more hours if additional volunteers stepped forward. Are you interested? Contact Jim@psrm.org

I hope to see you on April 25th for the Members Meeting and lunch. Look for de-

tails in a separate article. This looks to be an excellent time to visit and thank our hard working volunteers.

If you can assist anywhere in our museum, please contact Jim Lundquist at Jim@psrm.org

Campo Depot Improvements

Back in 1916, when the San Diego & Arizona Railway was being built, a station was needed at Campo to allow for an agent and U.S. Customs office. The railway installed a box car for this purpose. By 1919, when the railway was completed, a standard rural depot was constructed. Originally, the depot had a raised baggage room which allowed shipments by rail or truck to be loaded and stored at the depot. Downstairs, the agent had an office where tickets, train orders and the like could be processed, with a small waiting room for the public. Campo was a tiny, rural farming community then, and a small depot was all that was required. As the railway's needs changed, so did the depot. In 1941, America joined WWII and established Camp Lockett as an Army base in Campo. This greatly increased the business at the Campo Depot, and the railroad expanded the waiting room and added flush toilets. After the war, business declined, and

all passenger trains stopped in 1951. The railway modified the Campo Depot again with additional offices downstairs and converted the baggage room into an apartment for the agent. It stayed in this configuration until 1984, when the last SD&AE or Kyle Railways freight train passed through Campo.

In 1988, the railway museum leased the Campo Depot from the railway. One half of the lower room was opened as a store and ticket office, with the old offices being used by the volunteers operating our excursion trains. Around 2004, a decision was made by the railway museum to modify the Campo Depot yet again for our needs as a larger store, ticket office, waiting room and exhibit space. We received a grant to renew the depot and invested hundreds of hours to complete the extensive work. The Campo Depot was totally rebuilt, with only the few studs remaining, one section at a time. New studs, wooden exterior and interior siding was installed, along with insulation, new electrical wiring, new doors, new windows, new ceiling and plumbing along with a new roof. This work also re-

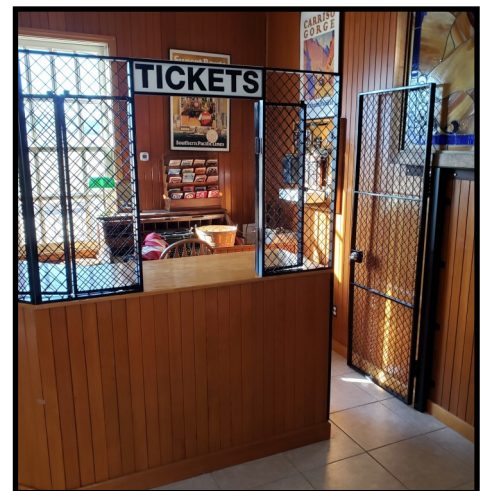
quired a new electrical main panel and service connections. In the middle of this work, we received yet another County grant to install a new restroom at the Campo depot site. The same crew took on that project. This left us with a fantastic store and waiting room without the required agent's office and ticket window.

Jim Lundquist asked his childhood neighbor, Ted Theodore, if he would be interested in donating his labor to construct a ticket cabinet for the depot. Ted said yes, and we have had a ticket counter for the past few years. What remained was a ticket cage to allow us to lock up behind the ticket counter which would allow us to install the vari-

ous equipment in the agent's office. Several proposals came in for the metal work, but the costs were too high. A local metal works shop was established in Campo, and their cost proposal was affordable. This past month, Campo Metalworks installed metal ticket windows and a steel door. It looks terrific. Now the final pieces of the project can move forward when we install the telephone, telegraph, typewriter and other office machines to demonstrate what a typical agents office looked like and the work which was completed there.

We are thankful for the assistance and work completed by Campo Metalworks and hope to use them on other jobs in the future. Come on out to Campo and

see the progress on the Campo Depot. I'm sure you'll be impressed. ►



DONALD J. "DON" EVANS

Dick Pennick

Don Evans, chairman and president emeritus of the West Coast Railway Association in Vancouver, B.C., Canada, passed away suddenly May 20, 2019, while on vacation in Peru. He was 71. Retired from B.C. Tel,

he helped create the West Coast Railway Heritage Park in the ex-Canadian Pacific roundhouse at Squamish, B.C. He spent much of his retirement teaching leadership skills and business strategy to a broad list of

businesses and organizations, including several for PSRMA. He will be missed.



JOIN US FOR THE ANNUAL MEMBER AWARDS MEETING & LUNCH

Help us celebrate another great year as we recognize our outstanding volunteers.

Come meet new friends and reconnect with old!

APRIL 25TH
NOON – 2:30pm

**Display Building at our
Campo Railroad Park
& Museum site**

-Music provided by members
Walt & Paula of Trails & Rails

-BBQ catered lunch from Descanso
Junction included

-Guest speaker, Bruce Semelsberger

Only \$20/person with the opportunity
to ride our AT&SF #1509 car at 11AM or 3PM.

Advanced ticket purchase required

Purchase at www.psrsm.org/lunch2020

**or send a check for \$20 to: Members Lunch,
PSRM, 4695 Nebo Dr. La Mesa, CA 91941-5259**



“Meet and Greet” Coffee Open House

At the La Mesa Depot

Tuesday, April 14, 2020

from 9:00am-10:00am

La Mesa Depot, 4695 Nebo Dr., La Mesa, CA 91941

Please join hosts Diana Hyatt, President and Donna Spevack, Administrator of Fund Development of the Pacific Southwest Railway Museum for a "Meet and Greet" Coffee. Come tour the Caboose and La Mesa Depot, while enjoying a hot cup of tea or coffee and pastries.

Learn about our:

Educational programs

Engineer for an Hour Program

Holiday Excursions

Membership

Planned Giving

Rail Excursions

Railway museum

Special Events

Volunteer opportunities

and more Everyone is welcome!

Can't join us for coffee? Please email us at fundraising@psrm.org and we will be glad to answer all of your questions. We look forward to meeting you!