

HOT SCOOP

A black and white line drawing of a hand in a sleeve holding a long-handled scoop, pouring dark, glowing coals into a bowl. The coals are falling into the bowl, creating a sense of motion. The entire illustration is framed by a decorative border with ornate corner pieces.

A publication dedicated to Pacific Southwest Railway Museum members
July 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 weekends 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

**James Caestecker and Kyle
Cascadden replace ties on
the west end of track 13 in
the upper yard**

Alanna Hyatt



From the Back Platform

By Diana Hyatt, President

The month of June was pretty uneventful; other than that brew-haha in La Mesa during the early morning hours of May 31st that was covered in the previous Hot Scoop. The bright, shining star from this month was news from the County that they approved our grant request for \$30K to purchase an electric transport vehicle for shuttling passengers between the Campo Depot and the Display Building.

The weeds continue to proliferate in our yard and out on the mainline, which is amazing, since there hasn't been much rain to speak of in Campo for at least two months. The MOW department has met for workdays several times, but mainly to tackle some tie replacement: there are now new ties on the east end of track 1 near Rose Junction and track 13 near the Carbarn.

The Equipment Department has begun some projects in the hopes that we will reopen our museum to the public sometime this calendar year. The MoPac caboose has been cleaned up and the high-nosed GP-9 is getting a '92-Day' inspection.

The Museum Services department has contracted for signage and installed them around the property per government regulations dealing with coronavirus. The Facilities Department

has started cutting weeds in the field east/southeast of the Campo Depot. Our workcampers Pablo Martinez and Teresa Gonzalez have been keeping the Depot area and parking lot clean and Roark Stump has been keeping the Carbarn lunchroom and restroom area clean.

Our reopening plan will require all visitors to wear a mask while in the Gift Shop, Display Building, restrooms and onboard the train or when social distancing is not possible outdoors. We will begin by operating Valley Flyer rides on the MoPac caboose which has two large, open-air platforms with groups separated by no less than six feet. These trains will operate on an as-needed basis. Since ridership is historically low during the hot summer months, we do not expect this to present a problem.

Inside the Display Building visitors will be able to walk up to the cab of the steam engine but not enter into the cab. The cars themselves will not be open until we can find a way to disinfect them without damaging the historic fabric and interior but the displays on the floor and around the perimeter will be available with a designated one-way directional flow of traffic.

UPDATE: MUSEUM REOPENING POSTPONED



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.

VOLUNTEERS NEEDED

to assist with the COVID-19-Compliant
reopening and operation at our Campo facility

- | | |
|--|--------------------------|
| 1. Construction of a plexiglass barrier for Gift Shop | R Hyatt |
| 2. Signage at Campo Depot | Denison |
| 3. Procuring hand sanitizer/sanitizing wipes/atomizing
spray cleaners/masks and setting up hand sanitizer
stations | R & D Hyatt |
| 4. Procuring temperature scanner and setting up scanning
and check-in station | Edwards &
R & D Hyatt |
| 5. Reviewing County Health screening requirements and
revising existing sign-in sheets | M & J Caestecker |
| 6. Procuring drop-box for sign-in sheets | R Hyatt &
Caestecker |
| 7. Assembling County Safe Reopening Plan | Hager |
| 8. Creating and posting required signage at entrance and
other locations as required | Lundquist |
| 9. Procuring and installing channelizers and social
distancing marks in Display Building | Lundquist |
| 10. Completing miscellaneous equipment work to enable
train operations | R Hyatt,
Caestecker |
| 11. Reviewing enhanced screening procedures and procuring
screening forms for cab rides and EFAH | R Hyatt |

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Facilities and Museum Services Report

by Jim Lundquist, Director of Museum Services

It has been a very busy few months for your volunteers at the Campo Railroad Park & Museum. With construction activities exempt from restrictions, and the ease of social distancing on projects at Campo (oh, how I wish that was a problem!), several projects have been completed these past few months.

The primary effort has been to assist in completing the installation of a Public Address system in our excursion cars (see the separate article from Frank Denison.) This has involved manual labor to assist our professional electrical installer as well as repainting an interior of a coach.

During these times of limited income to our Museum, we look for projects which can be completed with materials on hand or materials donated by the volunteers. One such project was to construct a building to house the mine train out of the weather. Using long ago donated timbers off the Plaster City Narrow Gauge Railroad by

Wally Barber, these have been stacked up as walls with a real mining town look. Next up will be to install donated tresses, then plywood (not yet donated), already donated roofing paper and already donated steel sheets. It was a several day effort by the volunteers, but it is coming together.

Another project involved about four days of 2 to 3 volunteers to trim the trees around our property. The Campo community was given funding to complete chipping for the community. That saves us hundreds of dollars in rental costs and days in chipping efforts. The trees along our driveway, at the Campo Depot, around the mining train building, the horse barn, the section house and along our neighbor's fence line have all been trimmed up. It appears the Campo Depot trees have finally hit the water table, with some of those trees already requiring a third trimming effort!

The Library group has been

busy as always, and I invite you to read about their effort in another article. Membership Secretary Alex Fiori has written an article as well. Welcome new members, especially those life members! Our thanks to Alanna Hyatt for putting together the HotScoop every month. That's a huge effort.

The tables and benches have been receiving new coats of stain. The grounds have been partially deweeded but that remains a HUGE job.

As we move forward with efforts to reopen the Campo Railroad Park & Museum, we needed to turn the Display Building into one-way walkways, with appropriate signs and barricades. That effort is underway. The grounds also have had additional signage installed to direct our visitors.

At this time, our La Mesa Depot has not yet reopened. Our thanks to these volunteers who have been working so hard for us these past few months on these projects: Frank Denison, Jim



PSRM LIBRARY/ARCHIVE NOTES FOR JUNE 2020

By Bruce Semelsberger, Archivist

Why do I describe the PSRM collection as a library/archive these days? When I joined PSRM in long ago 1984, the collection I saw consisted mainly of two categories- books and equipment. The equipment was scattered about the county and the books were in a donated suite in a La Mesa medical building where a volunteer was typing index cards for each book so we would know what we had (remember library index cards?). I was happy to become a volunteer LIBRARIAN to gain access to the materials for research. Shortly thereafter, I learned of a collection of records from the San Diego & Arizona Railway stored in Larry Rose's garage and heard the story of the rescue of the "dumpster collection"- an ARCHIVE. Through the following decades, the collection grew dramatically and today, except for the rolling stock and other equipment, all resides in one location at Campo. Inside this facility,

there are located about 8 bays of ARCHIVES- records, photographs, recordings and artifacts- and 2 bays of books and magazines. Our volunteer staff is primarily engaged in cataloging, digitizing and working toward the creation of an online ARCHIVE of these materials, so I feel justified in changing my "official" designation to Archivist, but as the old saying goes, call me whatever you want, as long as you call me for supper.

During the last few months with the pandemic curtailing much of the normal operation of our museum, the library/archive has continued to function with volunteers properly distanced from each other at the various computer stations. We have continued to receive and process some donations, but mainly have been working on two digitizing projects which will be available to online researchers in the near future.

Richard Finch and Jason

Drenkow are recreating a marvelous scrapbook detailing the disasters that beset the SD&A during 1931-32. The paper copy of the photo scrapbook was deconstructed in order to scan the photos so that they could be used for publication and then properly indexed and safely stored in archival envelopes. These two volunteers felt that the original book was so well done that it deserved to be reconstructed digitally, so they took it upon themselves to scan all of the original pages, match up the digital photos with the digital pages and effectively recreate the original as a whole on a computer. This has taken a lot more time than any of us expected, but it is now nearly completed and now we know how this sort of thing needs to be done. Look for it on a museum media site sometime this fall.

The second project was made possible by the addition of the SD&A records from the San Diego

History Center last October to our existing SD&A archive. Included in the SDHC archive are a number of SD&A accounting department ledgers detailing expenditures for railroad WORK ORDERS as well as engineering department drawings and documents relating to those records and more reports to the ICC and other government agencies. Combined with later materials already on hand from the aforementioned dumpster collection we now have a largely complete record of work orders and I am attempting to cross reference all of these records into a single digital database. Why is this important?

Realizing that almost no one, even in a railroad museum, knows what work orders are about, I shall explain, having learned this myself through the process of researching them.

Beginning in 1918 (a pandemic year!), the SD&A was commencing limited train service although the section through the Carriso Gorge was not yet operational. Under rules of the Interstate Commerce Commission, the railroad was required to document all work

done on the infrastructure, including right of way, equipment, buildings, properties and even office equipment and account for all expenditures on same. Prior to operations, this data had been recorded using Job Numbers for work performed by the railroad's own forces and records of contracts with various companies such as Utah Construction and Twohy Brothers. Once the railroad's own people took over all maintenance work, the new system was to be employed beginning with Work Order #1.

Remember, before computers all documentation was done by personnel using Dictaphones, typewriters, adding machines, comptometers and the like. Copies were made and sent to all relevant departments, the Southern Pacific who had a substantial stake in the company and various government agencies, so there were originally many copies made and much correspondence generated by this activity. Some records for accountants might reflect only the expenditures with a minimal description of the work involved while departments like Engineering needed all

of the ongoing details and the final reports to government required a full accounting of parts and labor as well as completion dates and all of this was broken down into various accounts. Perhaps you begin to get an inkling of why railroads employed almost ten percent of the labor force in America.

Although our archive is surprisingly complete compared to many others around the country, many of the original documents have been lost, scattered throughout many sources or destroyed. The upshot of this is that our records are incomplete even with all of the duplication and distributed through dozens of documents, so it is a time intensive effort and may not be done by the end of 2020. However, when it is complete we will have a valuable tool for researchers trying to understand all of the changes made, repairs made after the many disasters, buildings moved, destroyed or expanded, equipment acquired, retired or modified and a good overall picture of how the railroad operated and interfaced with the surrounding cities and rural areas and that is what museums are

for.
In addition to this, thanks to Paul Lundquist, an index and some detailed records of the boxes of SD&A records from the SDHC and all of

the department records from the dumpster collection are now digitized and will also be available online later this year!
Thanks to all our volunteers

and supporters and keep up the good work! Safely! ►

PUBLIC ADDRESS SYSTEM in RAILCARS

by Frank Denison, Director of Facilities

In an effort to enhance the train ride experience for our customers, the museum applied and was granted funding from the County of San Diego to purchase and install a Public Address (PA) system in our railcars. After a presentation and approval by the board, Frank Denison was appointed as the Project Manager and research began. After months of research, we found a system that would accommodate and provide the best public address for the various railcars to assist the conductors in announcing all information throughout the railcars at the same time. This eliminates the crew from going through each railcar individually and repeating the same information car by car. The research and technical assistance were in-

tense, as it was difficult to find a system that allows Global Positioning System (GPS) two ways, or round trip on the train. Most GPS systems have a one-way destination tracking. The one that was purchased for PSRM is a directional system, where announcements going west down the track have the capability of being different from announcements going east up the track. The system will automatically make announcements as the train moves down the tracks. Once approved by the board to purchase the equipment, orders were placed. As initial orders were placed, factors changed in the PA and GPS technical area and the order was halted to re-research the best system for PSRM use. Then, we updated the

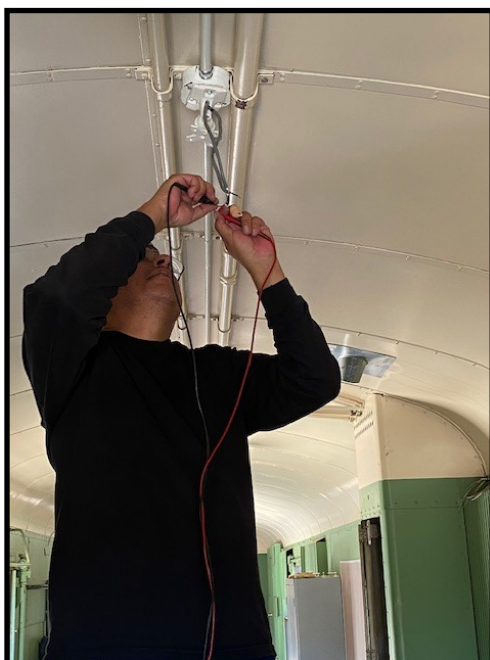
order and ordered a different system to suit our needs. Once the order was received, it was necessary for the hired sound experts on the technical team to evaluate each railcar for installation of wiring and placement of speakers. The Director of Equipment, Ron Hyatt, had specific requirements on running the electrical and speaker wiring. A combination of volunteers and hired electrical assistance installed speaker wires first, hidden from view with between four and seven speakers per car. The electrical wires were then installed under the railcars again using volunteers and hired electrical expertise. Every railcar had different specifications and adjustments had to be made to meet each railcar crite-

ria. Two generators have been purchased for cars SD&A #252 and #254, with the public address system able to be in either SD&A # 252 or SD&A # 6700. This redundancy allows us to remove a car for service without affecting the PA system. Progress is being made weekly; however, there have been many challenges along the way. In SD&A # 252, we had to remove seats in order to install wiring and a location for the PA system. As the mounts and boxes were installed for the system, painting of the walls and floors were necessary. To have matching colors and not reflect the decolorizations over the years, a complete repainting of the interior of SD&A #252 became necessary, including

the sanding and refinishing of the wooden hand rests and window sills, end and side walls, seating feet and floor. That car pops now! Ken Kramer, the host of “About San Diego” on KPBS, volunteered to record the audio for the system, put together by Director of Museum Services Jim Lundquist. There were many setbacks due to COVID-19, one factor was Ken Kramer was not able to do the recording for the GPS system, as all recording studios were shut down. The recording was recently completed but this is still work in progress to get the announcements to be formatted and programmed into the system. The system purchased is one of the best available and will not be an outdated piece of equipment in the near future. It is a very demanding

and yet rewarding project and the equipment will be one that the PSRM will be able to continue to use for years to come. It was terrific to have the funds available to purchase and install top flight equipment.

This project is currently in its 8th month. Volunteers that have been involved to make this project a reality are Frank Denison, Project Manager with many, many days at Campo working with contractors, Jim Lundquist also working many, many days and doing the leg work for parts and materials, Skip Redman with many days, Dawn Lundquist, Stephen Pohjola, Theresa Gonzalez, Pablo Gonzalez, Ron Hyatt, Robert Smith, Rob Stebbins (for financial accounting) and Ken Kramer. ►



Professional electrician doing wiring for the PA system in the baggage car

Frank Denison

New Members February, March, April, & May 2020

By Alex Fiori, Membership Coordinator

February

Curtis Wilbur & Family

Marie Leaverton

March

Paul Bandemer Jr.

Joseph Carmody

Bryan Bennett & Family

Joseph Vielbig & Family

Debbie Hayes & Family

Christine Bailey & Family

Luke & Elizabeth Hamby & Family

Beth Drips & Family

Bonnie Jean Vannest & Family

Chance Harrell

April

Christopher Myers

Edward Alvarez & Family

Donna Freeman & Family

Walter Dembitsky

May

Zenna Roden & Family

Kenneth & Susan Lapham & Family

New Life Members:

Charles Delp

Jim Patterson

Fred Luddy

Colin Atwood

Michael McIntyre

Raymond Elliot

David Adkins

Membership Totals 2015 to Present

674 Members in 2017

573 Members in 2018

546 Members in 2019

544 Members as of July 1, 2020

Thank you to all joining the Pacific Southwest Railway Museum!

membership@psrm.org ►

