

HOT SCOOP

A black and white line drawing of a hand holding a long-handled spoon, scooping a bowl of food (possibly chili or stew) with meat and beans. The bowl is tilted, and some food is spilling out. The drawing is framed by ornate, symmetrical scrollwork in the corners.

A publication dedicated to Pacific Southwest Railway Museum members
August 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 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,
Lakeside Historical Society 12418
Parkside St. Lakeside, CA 92040

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

In This Issue

August 2020

From The Back Platform 3

Diana Hyatt, President

Board Briefs, June & July 2020 5

Stephen Hager, Secretary

Campo Railroad Park 9 & Museum General Plan

Jim Lundquist, Director of Museum Ser-
vices

New Members July 2020 11

Alex Fiori, Membership Coordinator



Cover

**Low-nose GP-9, SP 3709 vis-
its the Shop for installation
of new batteries.**

Alanna Hyatt



From the Back Platform

By Diana Hyatt, President

Re-opening

July has come and gone much like the rest of the year, whizzing by in a blur. At the July board meeting, it was determined that the reopening of the museum grounds, with no indoor activities along with the open-air Valley Flyer train ride was not advisable nor desirable by the general public. A new, tentative re-opening date has been set for Saturday, September 9, 2020, Labor Day weekend. At this time, assuming San Diego County is removed from the governor's watchlist, it is alleged that we will be able to open our Display Building and allow visitors through a designated path to view exhibits and railroad rolling stock without going inside same. It is further hoped that with the assistance of CalFire contractors, we will be able to eliminate the weed problem between MP 65.1 and 61.6 so that we can once again offer our longer train ride to Canyon and return.

Capacity on each of our SD&A coaches will be limited to a maximum of 20 riders, not including lap-sitters. This does not account for new, yet-to-be-announced procedures for public venues. The train rides will be offered at 11:00 am and 2:30 pm which will allow time for

onboard cleaning and disinfecting. Cab rides will be offered with passengers agreeing to answer a series of questions and allowing their temperature be taken.

If there are changes to our reopening schedule, you will receive that information through this medium, through communications from your department representative (if you are an active volunteer), or at the museum website. Therefore, if there are changes to the schedule outlined above, the best place to look for those changes will be at our website: www.psrsm.org or through communications from your department representative.

La Mesa Depot

The two glass windows and the door panel have now been replaced on the La Mesa Depot as a result of the May 31, 2020 riots. Fred Byle was able to hand craft a new recessed wooden panel out of Douglas Fir and install it in the front door. Interestingly enough, he used an antique wood saw for this specialty work; a saw formerly owned by the SD&AE. Fred has donated this saw to our Wood Shop. We are very grateful to Fred for taking time out of his busy life to craft and install this



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.

integral part of the La Mesa Depot. No off-the-shelf, exact match could be located and an entirely new door would have had to be crafted by hand. If anyone has an exact door(s) in good condition that they would like to donate for surplus, please contact myself. Please ensure the doors are cut to accept the old-fashioned, horizontal rim lock set.

Two protests were announced for La Mesa: one on Saturday, July 25 and was attended by about 100 non-protestors and about twenty protestors, the protestors did not demonstrate and left. The second on Saturday, August 1 was advertised as a “planned civil disobedience.” It attracted closer to one hundred protestors but again, non-protestors were there. Many of the protestors sported overly stuffed backpacks and some were individually confrontational but as sunset approached, they disbanded. A very special thanks to Dick Pennick and his wife Karen for providing a presence at the La Mesa Depot on both dates. There are reflectorized vests, a radio to contact the neighborhood civilian patrol and several 10 pound fire extinguishers at the depot for use by those volunteering.

Happenings at Campo

The Equipment Department of primarily Ron Hyatt, Stephen Hager, Martin Caestecker, Robbie Smith and Gabe Zorbas have been diligently working on various projects, including completion of the inspection on SP 3873, battery maintenance for SP 3709, golf cart maintenance and repairs, MoPac caboose readiness, SDA 7285 airbrake work and most recently, pulling Fairbanks Morse UP 1369 out of the yard and up to the Shop to replace some airbrake parts removed decades ago.

2020 Special Events

No determination has been made as to whether PSRM will operate its very popular special event trains this year. There are a number of problems with operating these events, and they are compounded by the restrictions placed upon all of us over the novel coronavirus. In a survey of past riders from a sister organization’s Christmas train, there were a number of factors that stood out: riders need a lower-cost train ride as some have reduced or lost income, but they still find the visit with Santa to be the highlight of the trip. Santa is in a high-risk age group and nobody wants to see Santa contract the virus. It is still undetermined whether public

schools will resume onsite classes and whether students from the local high school would be allowed to participate. Further, the number of elves would have to be reduced by 80%. There is more to it, but the fact of the matter is that we will not be able to offer the quality North Pole train ride experience that we have offered in past years. Nor will we be able to maximize our profits by selling out trains; train capacity will have gone from a sold out maximum of 320 to 60. As you can imagine, there are many changing variables.

PSRM’s financial outlook

One thing that doesn’t change, is our ongoing bills. To date, we have paid insurance premiums in excess of \$44,681 and our electricity, water, phone & internet bills continue, with some reductions in the electricity and water from lack of use. We also must continue making mortgage payments in excess of \$2,400 per month. The last thing we want to do is financially obligate the museum further by applying for any type of relief loans. PSRM does not operate an Annual Appeal of funds from its membership but we are going to need to start appealing to our members and supporters to help us through this financial calamity. If you are able, please

consider a donation to support our railroad museum: <https://www.psrn.org/donate/> even if you can only afford \$10 or \$20, it all adds up!

Board information

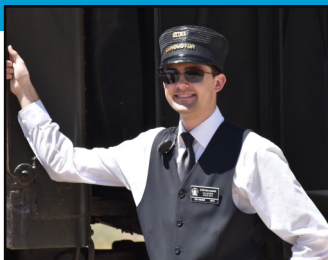
You may have noticed from one of the previous Hot Scoops that it is the time of year when nominees for four of the eight board positions who will serve a two year term beginning January, 2021 and ending December 2022 are being collected. The positions of: president, secretary, director of equip-

ment and director of museum services are up for reelection. If there is only one nominee per position, it is unnecessary to mail ballots since our membership base of paid members falls under 600. If there are competing contenders, you will be receiving a ballot in the mail. Please ensure you follow the directions and return your ballot as soon as possible either by USPS or you may drop in the mail slot at the La Mesa Depot.

Beginning with the August board meeting, we

will resume physical meetings on the third Fridays of every month (except December) at 6:30 PM at a new location. The elders at Trinity Church have chosen to keep their facility closed until an indefinite date in the future. So, our new meeting location will be the Lakeside Historical Society's Hall at the corner of Parkside Street and Maine Avenue (entrance on Parkside) in the heart of downtown Lakeside.

Until the next edition of the Hot Scoop, may we all enjoy good iron ahead.



Board Briefs, June & July 2020

By Stephen Hager, Secretary

Board Briefs, June

The Board held two telephonic meetings in the month of June. The first was an informal meeting on June 12th to formulate a plan for reopening the museum with precautions and limitations due to the ongoing COVID-19 pandemic. Directors attending were Diana Hyatt, Martin Caestecker, Stephen Hager, Rob Stebbins, Ron Hyatt, Jim Lundquist, Frank Denison, and Mike Edwards. The Board focused on practical solutions to the need for

frequent sanitation around the property, social distancing requirements aboard trains and inside buildings, health screening of volunteers, and visitor requirements.

I put together a list of action items to assign tasks to each board member in order to prepare the museum for reopening. Tasks included acquiring masks, hand sanitizer, and sanitation supplies; installing signage around the property; placing barriers

and distancing markers inside the Campo Depot and display building; assembling a temperature screening station for volunteers, and putting together the county-required safe reopening plan. The Board set a target date of mid-July for reopening the museum, but delays in acquiring supplies and the uncertain situation in the state have since forced the Board to push the date back.

The Board held its regular June board meeting tele-

phonically on June 19th. Directors attending were Diana Hyatt, Martin Caestecker, Stephen Hager, Rob Stebbins, Ron Hyatt, Frank Denison, Jim Lundquist, and Mike Edwards. Rob gave his usual treasurer's report and included a comparison between this year's profit and loss statement versus last year's. The museum's roughly \$30,000 annual insurance premium was pending as of the meeting. Overall, the freeze on non-essential spending since March has been successful in preventing severe financial losses due to the lack of income. In fact, the net loss as of May 31st, including the insurance payment, was only \$5,000 higher than the previous year. The Board will continue to minimize spending until the museum is able to reopen and begin taking in income again.

Jim reported that the previously discussed water meter at the Campo section house had been shut off, saving the museum \$65 per month in fees. Diana asked if the commercial phone/fax line serving the Campo car shop could be cut off; it currently serves only the fax machine

in the operations crew base. Martin agreed to work with Mike to come up with an alternative method of delivering operations paperwork to the crew base.

The Board held a follow-up discussion to the June 12th reopening call to review progress on the action items. Jim found a source for galvanized steel barricades that will be used for social distancing and channelization in the display building. The Board authorized expenditure of up to \$4,000 for 30 barricades, a storage pushcart, and additional signage for the display building.

Jim found a potential new vendor for weed spraying on the SD&AE right of way. The board directed Track Foreman James Caestecker to ask the vendor for more information and to come up with an estimate for spraying the weeds on the right of way between Campo and Canyon. Diana reported on repairs being done to the La Mesa Depot after it was vandalized during the riot in La Mesa in late May. The depot's restoration was nearly 40 years ago and Diana emphasized the need to hold

a focused discussion regarding repairs and maintenance for the depot in the near future.

Board Briefs, July

The Board held two telephonic meetings in the month of July. The first was an informal follow-up discussion regarding the museum reopening plans on July 3rd. Directors attending were Diana Hyatt, Martin Caestecker, Stephen Hager, Ron Hyatt, and Mike Edwards. The Board reviewed the progress on the reopening action items. Signage was being posted around the facility, some cleaning supplies had been obtained, and the county safe reopening plan had been completed. The steel barriers for the display building had been ordered and the volunteer health screening station was being prepared. However, due to delays in obtaining several required cleaning supplies, the Board elected to postpone the planned reopening date by one week.

The Board held its regular July board meeting telephonically on July 17th. Directors attending were Diana Hyatt, Martin Caestecker,

Stephen Hager, Rob Stebbins, Ron Hyatt, Frank Denison, Jim Lundquist, and Mike Edwards. Rob gave his usual treasurer's report and stressed that although the museum's finances are still healthy, it will be critical for the museum to run some end-of-year special event trains. At this time, it is not likely that the museum will be able to run traditional Pumpkin Express or North Pole Limited trains in 2020.

The Board maintains a list of outstanding spending authorizations that gets reviewed at each monthly meeting. The Board reviewed this list and discussed cost overruns on the SP 3709 batteries and fluids due to higher than expected material costs and the Public Address System in the SD&A Equipment due to higher than expected labor costs. The Board authorized an additional expenditure of \$2,100 from the SP 3709 restricted fund to cover the additional material costs.

I delivered an update on the NCTD Coaster F40PH-2C locomotive acquisition. The museum received a quote from engineering consultant

RailPros to do safe load ratings and annual inspections on the bridges between Tunnel 4 and Campo for \$33,635. This work will be necessary to put the bridges into service and enable the locomotives to be moved to Campo by rail. The Board discussed and agreed to approach NCTD with a request to fund the bridge work, as well as to request free transportation of the locomotives from the San Diego and Imperial Valley Railroad and the Baja California Railroad. Lastly, the museum will need to request BJRR to expedite repairs to daylighted Tunnel 3 and the west portal of Tunnel 4 in Mexico.

The Board reviewed the museum reopening plan and action items. Progress was being made on preparing the facility for reopening. However, Martin made the suggestion to indefinitely postpone the reopening, citing the worsening COVID-19 situation in California. After extensive discussion, the Board agreed to postpone the planned reopening until Labor Day weekend, with the possibility of further postponement if conditions warrant.

Mike reported on the Operations Department's efforts to control vegetation growth in the SD&AE right of way and recommended hiring Quality Sprayers Inc to perform weed abatement. After extensive discussion, the board decided that it would be more cost effective at this time to hire Cal Fire to perform weed abatement. The Board authorized an expenditure of \$1,200 to hire Cal Fire crews for 6 days to clear vegetation between Campo and Canyon, and asked Mike to confirm the earlier quote provided by Quality Sprayers Inc.

The Board authorized a payment of \$1,000 to Sharon Haven Land Use Strategies to continue representing the museum for the Camp Lockett overlay and rezoning process with the County of San Diego. The county is expected to make a decision on the overlay work in December.

Jim presented a proposal to enter into an agreement with contractor Gabe Larson to graze his cattle on 14 acres of currently vacant museum-owned land in Campo. The museum would have to

fence the area and supply water to the cows. In return, the cattle would control vegetation within the leased area for three months out of

the year, with Gabe mowing the area at no cost for the remainder of the year. The Board agreed to review the proposed agreement and will

make a decision at the August meeting.



Diana Hyatt cleans the MoPac caboose in preparation for re-opening.

Alanna Hyatt

Fairbanks Morse UP 1369 is pulled out of hibernation to service the airbrakes and rebuild the cab door lock

Alanna Hyatt



Jarod Black cleaning the inside of the Fairbanks Morse locomotive prior to airbrake work.

Alanna Hyatt



Campo Railroad Park & Museum General Plan

by Jim Lundquist, Director of Museum Services

To follow-up from a previous article on how we got to Campo and acquired our property, this article will describe our future plans for our museum in Campo. In the words of Daniel Burnham, the architect who planned the 1893 World Exposition in Chicago, “make no little plans, they have no magic to stir men’s blood”, our plans for the Campo Railroad Park & Museum are indeed bold. Please refer to the Master Plan drawing.

As the public enters our museum, they will find a roundhouse and water tank, with the goal of servicing steam and diesel locomotives which will power our full-sized excursion passenger trains. This is intended to be a statement building, which will be used as both a shop for the mechanical forces as well as an opportunity for the visitors to see how we maintain the locomotives. Then, as visitors drive into the parking lot, they will see the three exhibit halls which

will house historical equipment for the visitors to walk through and learn railroad history. There are also plans for a small retail strip which will have to look and feel of a small western town. Across from the Campo Depot is the party caboose, which will allow visitors to reserve a private space including a caboose, small locomotive and concrete patio. Immediately behind that is the California Railroad, Mining and Agriculture exhibit featuring the mine train leaving the DAP Depot and traveling through the mining town and farming exhibits. The train could be extended to the roundhouse as well, offering transportation to that building. Plans call for a new building in this area to serve as a welcome center with a small theater for our introduction movie and, perhaps, a library/small exhibit space. Running from the Campo Depot south is a streetcar line going to the roundhouse and continuing off the site to the neighbor-

ing museums and a local park. The existing Display Building will be doubled in size and used mainly for storage of rail equipment and restoration efforts. The existing Shop Building will also be doubled in size. Other storage buildings are called out in this back area. Adjacent to Sheridan Road will be campground spaces for both the volunteers and public.

To allow for these plans to be built, the existing property requires a rezone from the existing rural residential zone by the County, which would only allow a couple of houses to be built. Normally, this is a multiple year effort and costs hundreds of thousands of dollars to process. However, after the County sold us the surplus property for one dollar, Supervisor Diane Jacob found funding for a rezone of the property to allow the development of our museum, as well as our neighboring museums and health center pro-

jects. For the past five years, we have been meeting with County staff, consultants, the local planning group and amongst ourselves to make this rezone a reality. The Campo group of museums is known as the Camp Lockett Interest Group (CLIG). Early on, it was recognized that we did not have the expertise nor the time to interface with County staff to push this project along, so the CLIG hired Sharon Haven to assist us in this endeavor. There have been many consultants reviewing all of our properties for historical,

archological, wet lands, traffic concerns, amongst other areas, in preparation for a Mitigated Negative Declaration which will be required for the County rezone effort, specifically called a Specific Plan. The schedule for adoption of the plan is December of this year.

Once that has been accomplished, then we can proceed with the next steps, which will include developing a grading plan, drainage plans, utilities plan, along with building designs and development costs of construction of

each building or areas. After this work is completed, finding donors and grants to allow the plan to move forward will be the next, multiple year effort. The expectation is that the build out of the site could take decades as funds become available. It's been 40 years since our Museum purchased the original almost four acres in Campo, with the old gym building. As we move forward, these plans allow the opportunity for future growth which truly wasn't but an impossible dream in 1980.



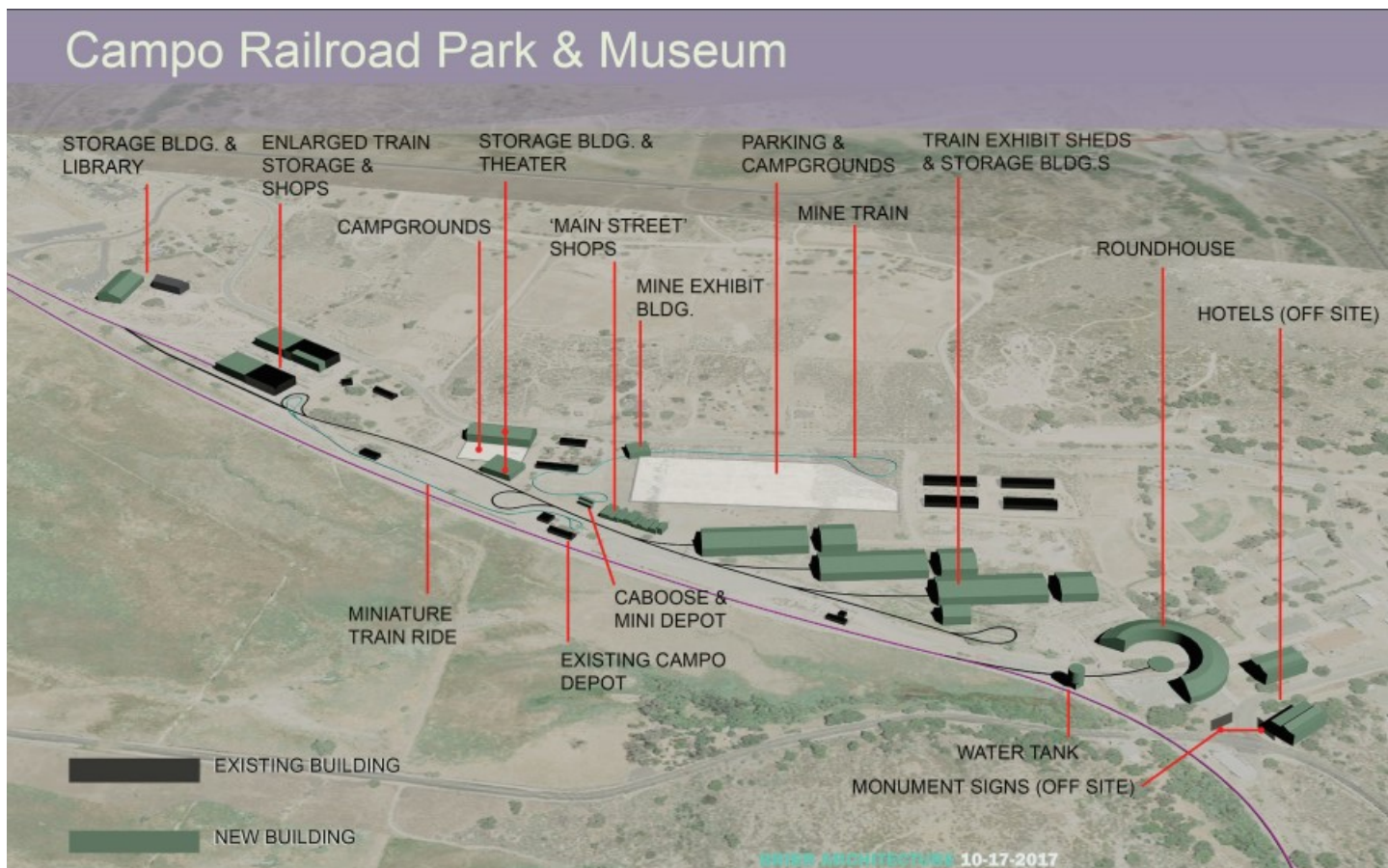
The Display Building has been made ready for reopening with barricades separating the visitors as they wind thru the exhibits.

Jim Lundquist



Frank Denison

The Campo Depot trees have been trimmed up and the sun shades installed ready for our visitors.



New Members July 2020

By Alex Fiori, Membership Coordinator

July

Hector & Savana Alvarez &
Family
Derek Depoyster
James Depoyster
Bennet Spevack
Patrick Donovan

New Life Members:

Neil Lynch

Membership Totals 2015 to Present

594 Members in 2015
680 Members in 2016
674 Members in 2017
573 Members in 2018
546 Members in 2019
537 Members as of August
1, 2020

Thank you to all joining the
Pacific Southwest Railway
Museum!

membership@psrm.org ►

