

HOT ***SCOOP***

A publication dedicated to Pacific Southwest Railway Museum members
September-October 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)
By appointment only

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

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Gibson, U.S.N. & U.S.N.R. (ret.)

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Operations Volunteers 11 **for September 2020**

Rich Paulus, Chief Operations Officer



Cover

John Cenkner, Stephen Hager
and Gabe Zorbas setup the
fencing for the pumpkin
patch in preparation for the
Pumpkin Trains

Alanna Hyatt



From the Back Platform

By Diana Hyatt, President

After an extended vacation of twenty-four weeks, I can happily report that our museum facility in Campo has reopened to the public. Initially, the intent was to open in August but there was difficulty obtaining supplies as well as the tenuous possibility that our state or county would be returned to full-lockdown by our governor.

Labor Day weekend became our projected re-opening date and what a weekend it was! On Saturday, September 5, temperatures officially hit a record high of 108° although my car told me it was 111°. Not a visitor was to be found on the property after 2:30 PM that day. Additionally, smoke from a fire in Mexico was blowing our way. On Sunday, the heat was another record-breaker and a fire had begun burning between Japatul and Alpine overnight. On both days we entertained several dozen visitors during the morning hours. They were overjoyed to be out of their houses and enjoying our museum. As you now know, the Valley Fire burned over 16,000 acres and took nineteen days to extinguish. Thankfully, the high desert of San Diego's East County has been more fortunate this year than many other areas in our state.

With renewed confidence in our ability to re-open to the

public while following all necessary precautions in keeping our volunteers and visitors as safe as possible, it was decided to offer a modified version of our Pumpkin Trains. Because our capacity on the train and in the Display Building is limited (effectively 25% of what it once was), we plan to offer five train trips every Saturday and Sunday with a maximum capacity of 60 passengers per train. The haunted train will not be set up this year but all the other Halloween favorites will be out including the outdoor pumpkin patch and indoor graveyard.

During September we welcomed new workcamper Nancy McDonald. Nancy will be the primary staff for the Campo Depot Gift Shop under our hard-working Gift Shop Manager and Hot Scoop editor, Alanna Hyatt. During this time, our workcampers have done a fine job "holding down the fort." The Equipment Department has been busy with locomotive maintenance and the primary administrators have been keeping very busy with the unsung work of operating an organization of this size.

Until the next edition of the Hot Scoop, I wish you all good iron on your road ahead.



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:

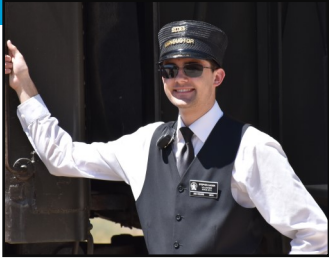
The Pacific Southwest Railway Museum Association, Inc., is dedicated to preserving the physical legacy and the experience of rail transportation. Programs address the historical, social, economic and technical impact of railroading with particular emphasis on railroads of San Diego County and the systems 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.



Board Briefs, August 2020

By Stephen Hager, Secretary

August saw the resumption of in-person board meetings at a new location: Lakeside Historical Society's Olde Community Church Hall. The address for this new location is 12418 Parkside Street, Lakeside, CA 92040. The new location has a large meeting room that allows for social distancing as the board continues to work through the COVID-19 Pandemic. The August 21st meeting was attended by all eight directors: Diana Hyatt, Martin Caestecker, Stephen Hager, Rob Stebbins (via telephone), Ron Hyatt, Frank Denison, Jim Lundquist, and Mike Edwards (via telephone).

Rob delivered his Treasurer's report, again noting that the PSRMA has had virtually no income since March due to the extended closure. In response to an emailed request from Jim, Rob gave a detailed breakdown of the July profit and loss statement. Jim expressed concern that income and expenses

were being incorrectly coded. Diana explained that before COVID-19, she regularly met with the PSRMA's accountant to go through each income and expense item, ensuring that they were properly coded. She hopes to resume these meetings soon. Jim suggested that the PSRMA's books were due for an audit, to which the board generally agreed. The board will look to hire an auditor in the near future after the known accounting errors are corrected.

I gave an update on the Coaster locomotive acquisition process. NCTD is in the process of drafting a memorandum of understanding to cover the terms for the locomotive donation and financial assistance for the move out to Campo. The board is prepared to hold a special meeting to take action on the MOU as soon as it is received.

The board discussed the planned museum reopening

on September 5th. The reopening will feature Valley Flyer train rides and access to outdoor exhibits only until state regulations permit us to reopen the display building. In tune with the reopening discussion, Mike gave an update on Roadmaster Glen Rogers' progress on the vegetation clearing on the SD&AE Mainline. The Cal Fire inmate crews, supervised by Glen, have cleared most of the vegetation in the Campo yard limits. The board authorized an additional four days of work by the Cal Fire crews to clear the remainder of the mainline, which will permit Golden State train rides to resume.

The board received the list of nominees for the 2020 board election. The discussion and approval of the slate of nominees is discussed in a separate article. The board briefly discussed holding a strategic planning update meeting. Among the desired discussion topics,

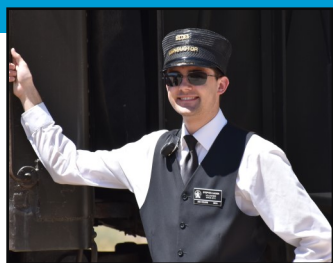
Jim suggesting holding training for current and future board members. He will be looking into options for training that are catered towards working boards such as our own.

Jim brought several suggested bylaw revisions to the board. Due to insufficient time to review the proposed

changes, the board opted to table the discussion. Martin and James Caestecker have been working on some potential revisions to the bylaws. Martin said that he would work to finish drafting the revisions, after which the board will hold a bylaw revision workshop to go through the bylaws line-by-line and draft a new version

incorporating all of the revisions. Any changes to the bylaws will go on a ballot to the members for ratification.

If you wish to attend board meetings at the new location, please to bring a facial covering with you. Capacity will be limited as long as COVID-19 restrictions remain in place.



Board Member Nomination Results

By Stephen Hager, Secretary

The board member nomination results are in! Petition forms for the positions of President, Secretary, Director of Equipment, and Director of Museum Services were received and checked in time for the August 21st board meeting, marking the end of the nomination period. This year, the incumbents ran unopposed for the positions of Secretary and Director of Equipment. The incumbent and another member submitted petitions for the position of Director of Museum Services, but the latter was disqualified due to lack of association with the division. The incumbent and

two other members submitted petitions for the position of President, but one later withdrew their candidacy. There will be an election held this year for the position of President. Members who are entitled to vote per sections 2.3 and 2.5 of the bylaws will receive written ballots in the mail by September 28th, along with the slate of nominees and candidate statements. Ballots will be due back to me by November 4th. See the election page on the museum website at: <https://www.psrn.org/election2020/> for more information.

The candidates for the remaining positions who are running unopposed as of the end of the nomination period will not appear on the ballot. The board members for the 2021-2022 term as determined by the nomination period are as follows:

Secretary – Stephen Hager
Director of Equipment – Ron Hyatt
Director of Museum Services – Jim Lundquist



Museum Services & Facilities Departments Report

by Jim Lundquist, Director of Museum Services

It has been another very busy month for the volunteers in Museum Services and Facilities Departments.

We had a successful reopening of the Museum this September. In the Display Building, Dawn Lundquist, Frank Denison and Jim Lundquist set up barriers for a one-way pathway which worked as designed, along with the signs directing people on the pathway. Additional signs were added to further clarify the pathway. Many thanks to Teresa and Pablo for cleaning the building, along with the Campo Depot restrooms and Campo Depot. In addition, OPEN signs were hung on the directional signs in the greater Campo community.

Frank, Jim and Steven Pohjola continued the work on the Mine Train. Our thanks to Mike Retz for his \$1075 donation and Wally Barber for his \$100 donation to keep this project moving forward. They each saw the article on the Hot Scoop and stepped forward to keep

things moving!

Frank and Jim completed all the installation of the PA system onboard the excursion train. Its first use is scheduled for the Pumpkin Trains this month.

Regular maintenance is taking a major part of the volunteer team busy. Frank and Jim spent the better part of three days sanding and painting the picnic tables at the Campo Depot. Regular maintenance requirements are two people one day every year to re-stain the tables. Frank, Jim, Glen and Roark have completed the clean-up around the Section house after tree trimming.

Bruce and the Library volunteers continuing their fine efforts. Alex is busy with memberships and we always appreciate Alanna's efforts in putting out the Hot Scoop. Future improvements to the Signal Science exhibits are under design by Martin Caestecker. The wig-wag projects looks completed except for the pole.

Jim spent time with contractors putting together bids for future grant requests.

The lack of a working backhoe and forklift are felt every week with our volunteers. Many projects are now backing up awaiting the repairs. Additional volunteers or hired help to bring these necessary pieces of support equipment should be considered, as the Equipment Department has their hands full keeping trains running.

The general overall appearance of our property is poor – weeds are growing everywhere and need to be addressed by spraying and mowing.

You are cordially invited to join our merry band of volunteers working on a great variety of projects. We work on both weekdays and weekends and would love additional help. No experience or special skills are required – just a positive outlook on life! To join with us, call Jim at 619-417-7059 or email Jim@psrm.org Hope to see you soon at Campo.



Jim Lundquist with Steven Pohjola installing braces on the Athey Mine at Campo. The mine will feature a roof and be used to keep the mine train out of the weather when completed.

Frank Denison

On October 7th, volunteers Steven Pohjola and Jim Lundquist joined Dan Corrado on the slab to house the jacks at Campo.

Jim Lundquist



Weed control before (left) and after (right) outside the steam trailer by Rich Paulus and Jim Baker

Jim Baker





Discoveries at the Library

By Bruce Semelsberger, PSRM archivist

In the course of working on the SD&A work orders project related in the previous report, some interesting things were discovered while digging in the records obtained from the San Diego History Center last year (This is the fun stuff that makes working here interesting).

Searching for maps and drawings to complete the database we are compiling, an entire box just labelled “maps” in the SDHC database caught my eye. Upon opening the box, I found it to be full of grade profile maps. These are long rolls of typically 8-10 “-wide graph paper upon which the surveyors have accurately plotted the terrain over which a railroad is projected to be built compared to a line representing the desired grade of the railroad. Comments about the composition of the ground, possible requirements for bridges or tunnels and such are added. Now, our collection already in-

cludes a lot of SD&A profile maps. Some are grade profiles, others are tunnel construction profiles and they are somewhat difficult to interpret for a lay person, so they are seldom requested for viewing.

What caught my attention about these “new” profiles was the caption SDC&E, not SD&A, on several of them. The San Diego, Cuyamaca & Eastern Railway is a predecessor of the former SD&A branch which now forms the east line of the San Diego Trolley and upon which our La Mesa depot museum is located. The line was constructed in 1888-1889 as a vehicle for shortening the shipping distance to San Diego for gold from the Stonewall mine in the Julian district. It was projected to build to near Julian, but while the railroad was stuck at Foster’s Station, a little north of Lakeside, the mine collapsed and railroad construction was halted.

In order to finance the rail-

road construction, the owner of both the mine and the railroad had promised the stockholders either a 225-mile rail line to Utah or a connection with the Southern Pacific line out in the desert. The chosen route would have required a survey from Foster’s up Vicente Creek to the Santa Maria Valley (Ramona) which we have, then east through Santa Ysabel, North to Warner’s Ranch and then down the San Felipe Valley to the desert and on from there. It would have been a very difficult project, perhaps as “impossible” as the SD&A, and there has been considerable debate over decades as to whether such a survey beyond Ramona was ever made and what the exact route might have been. That question has now been answered, because the first inscription that caught my eye on one of those rolls was “SDC&E Warner’s to San Felipe Valley”

A full report will be made

when the profiles have been studied in detail, but the initial examination shows enough details are there to be able to map out most of the route even though some of the original profiles are missing. What struck me as I was driving home was that these maps have been in the public domain for more than fifty years at both UCSD and the San Diego History Center where they were looked at by a number of volunteers, but none of them were railroaders and those worthy institutions were unaware of any significance.

A second find from the same source was labelled as exactly what it was, but apparently never caught anyone's interest. It is identified as claims filed against the government of Mexico by the SD&A for losses incurred during the 1911 revolution. All students of the San Diego & Arizona should recall that in 1911 the T&T, the Mexican portion of the line, was under construction and had reached well east from Tijuana when a "revolutionary army" led by what we would call today "outside agitators" entered Baja California in the absence of Mexican Army

troops who had been sent southward to chase Pancho Villa. Their aim was to capture Baja California and set up a socialist state. Many members of the leadership were involved with the IWW, the International Workers of the World.

This ragtag group was poorly financed and supplied, and saw the supplies of the railroad and the construction camps of the grading contractor, Robert Sherer & Company, as providence sent from hobo heaven to aid their cause. They also regarded the trains of the T&T as free transportation which they employed on many occasions under threat of violence against the crews. However, in some sort of effort to legitimize their activities, their officers and noncoms were instructed to provide itemized and signed receipts for all that was appropriated, and that was a lot! From the contractor's camps alone, over \$180,000 in today's money. Short version of story; the rebels lost, were either killed or surrendered to the U.S. Army at the border and in either circumstance they were not paying back anything to the

SD&A. The aforesaid Mexican Army also commandeered trains in their pursuit of the rebels and signed in lieu of cash for their rides. In any case, when the revolution was over there was only one source against which to file a claim and that was the government of Mexico, so in 1912 the SD&A detailed all of this information and submitted their claim. Did they get paid?

That is exactly what this file contains; all of the correspondence, the detailed lists with prices and copies of the actual signed receipts with the rebels' signatures. This is the kind of stuff that belongs in the national archives! There is enough material here for a fascinating article and I hope someone finds the time to write it.

Capt. William R. “Randy” Gibson, U.S.N. & U.S.N.R. (ret.)

April 10, 1934 - August 30, 2020

by Richard Pennick

On Sunday, August 30th, museum member **Randy Gibson** passed away from complications following a fall. He was 86 years old.

Randy held a Master’s Degree in Civil Engineering from UCLA and had been a member of the Pacific Southwest Railway Museum Assoc. since 1988. As commanding officer of a Navy construction battalion (SeaBees), based at Port Hueneme, Calif., Randy was able to make his SeaBees Reserve personnel available to the Boy Scouts of America, the Pacific Southwest Railway Museum, and other non-profits for a wide variety of volunteer projects. He was a long-time Eagle Scout - BSA’s highest honor - and had been active with the BSA for 75 years. Randy was also a devoted stamp collector for many years.

He retired as a Civil Engineer for CalTrans after 40 years, and while on loan to San Diego’s Metropolitan Transit Development Board (MTDB), he assisted in the design & development of the region’s new light-rail transit system we now know as the San Diego Trolley (SDT subsidiary SD & AE Ry. is the owner of the track the museum leases at Campo for its train operations).

In 1970, Capt. Gibson alerted the museum to the availability of two ancient wooden 40-ton flatcars that had been declared surplus at the Port Hueneme base. These 19th century cars, the oldest freight cars in the museum’s collection, were purchased by PSRMA and were finally trucked to Campo in 1983, after the Campo property was acquired. Unfortunately, the wooden side-sills of these venerable cars were damaged while being re-

moved from the highway trailers. The cars are presently stored on a short spur track with a former steam-powered locomotive crane (similar to the former SD & AE steam crane, MW-1000) and other museum items awaiting restoration. According to museum researcher Bill Schneider, the cars spent part of their working life hauling sugar beets on California short-line Ventura County Ry., which lists Port Hueneme as its western terminus.

Randy at one time, was certified as a locomotive engineer instructor for PSRMA, and was engineer-certified to run engines in the U.S., Mexico and Australia.

The museum extends its heartfelt condolences to his long-time companion, Theresa “Terry” Clark and his family. May he rest in peace.

Operations Volunteers for September 2020

Rich Paulus, Chief Operations Officer

Train Service

Those who are certified/qualified crew members and speeder operators/crew, and those who are in training, who have helped us run 8 days of Valley Flyer trains and the number of days they have volunteered during the month of September:

Colin Atwood	3
Jim Baker	1
Paul Bandemer	5
Jarod Black	7
Mark Brown	3
Nathan Brown	2
James Caestecker	1
Martin Caestecker	3
Kyle Cascadden	1
John Cenknor	6
Donovan Chorny	1
Cameron Garvin	1
Stephen Hager	2
Randy Houk	3
Charlie Karayan	3
Jim Lundquist	1
Dick Pennick	4

Rob Stebbins	2
Gabe Zorbas	1

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:

Paul Bandemer	1
Jarod Black	1
Martin Caestecker	2
Kyle Cascadden	1
Stephen Hager	1
Charlie Karayan	1
Glen Rogers	2
Roark Stump	1
Gabe Zorbas	1

Yard switching

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

Martin Caestecker	1
Ron Hyatt	1

This totals to 63 volunteer-days in September 2020 .

During the period between March 15 and September 5 while train operations were suspended, a number of volunteers in MOW continued to inspect and repair tracks in PSRM yards and on the mainline. Those volunteers working MOW on the mainline were:

Colin Atwood	1
Paul Bandemer	1
Jarod Black	2
James Caestecker	1
Alanna Hyatt	1
Diana Hyatt	1
Candy Obetz	1
Glen Rogers	3
Roark Stump	2

And many thanks to those volunteers whose names I did not get who toiled on the PSRM yard tracks.

