

HOT ***SCOOP***

A publication dedicated to Pacific Southwest Railway Museum members
November, December 2020 - January 2021





**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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Santa waving from his new
ride

Alanna Hyatt



From the Back Platform

By Diana Hyatt, President

As this year draws to a close, all we can do is wish it a hearty farewell. After being closed since the middle of March, we were able to open to the public at the beginning of September and operate a modified Pumpkin Train during October and a few Santa Express trains before closing anew on Sunday, December 6.

Even with all the ups and downs things have been getting accomplished. The best news recently is the unanimous approval by the San Diego County Board of Supervisors approving the Camp Lockett Master Plan on December 9, 2020. This has been a goal over five years in the making that will allow PSRM and the other non-profits in Campo to pursue our respective long term goals with regards to land use on our respective properties.

In the short term this means we can now apply for a building permit allowing the commercial kitchen facility to be legally installed near the Car barn on the original eight acres of land that house the Car barn, part of the Display Building, our upper yard and the Southwest Library.

In the long term, it will streamline the process towards future goals of constructing three new display barns, various

smaller structures and campsites and/or 'cabin' rentals for the general public. It is still a long road ahead filled with its own challenges and funding requirements but achieving this goal of changing the zoning on our multiple parcels of land is historic in its own right and we are very pleased to see it come to fruition. A special thanks needs to be extended to Supervisor Dianne Jacob for her unwavering support of this project, without whom, the results would likely have been impossible.

A little over a year ago we lost our strategic planning mentor, Don Evans, whose work with the West Coast Railway Museum in Squamish, B.C. Canada is well known in the preservation community. Don is still sorely missed but we will soldier on without him using the tools he gave us to renew our dedication to strategic planning for the long-term with a new session in January.

You may look forward to a summary of our renewed, long-term goals for the future of our railroad museum in the next edition of the Hot Scoop. Let us remember 2020 as a sun kink in the rail that may have slowed us down but has not destroyed our spirit in the resiliency of the human spirit, especially when we share a common goal.



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:

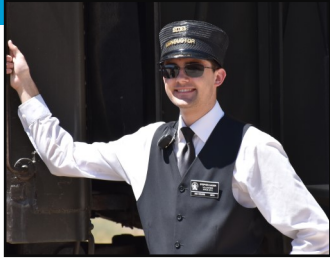
The Pacific Southwest Railway Museum Association, Inc., is dedicated to preserving the physical legacy and the experience of rail transportation. Programs address the historical, social, economic and technical impact of railroading with particular emphasis on railroads of San Diego County and the systems 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, September-October 2020

By Stephen Hager, Secretary

September

Due to scheduling conflicts, the September board meeting was postponed one week from its normal date to the 25th. The meeting was attended by all eight directors: Diana Hyatt, Martin Caestecker, Stephen Hager, Rob Stebbins, Ron Hyatt, Frank Denison, Jim Lundquist, and Mike Edwards (via telephone).

As of the meeting, the museum had been open for three weekends since the September 5th reopening. This gave the Board a better estimate of the burn rate on cleaning and sanitizing supplies required due to COVID-19. The Board voted to authorize expenditure of an additional \$1,000 for these supplies. At the request of Jim, the Board held an extended discussion during Rob's Treasurer's report regarding the balance sheet and profit and loss statement. There were several decisions made during this discussion.

The Board agreed to publish a monthly Hot Scoop article to recognize all that donate \$100 or more to the PSRMA. Several problems were

identified with the coding of various income and expenses by the PSRMA's accountant. Diana and Rob agreed to meet with her to work on correcting these coding errors. The Board also discussed earmarking a certain percentage of the PSRMA's annual operating income for "big ticket" expenses such as yard maintenance, parking lot maintenance, wheel turning and replacement, etc. Jim agreed to work on a list of these expenses and an estimate for their amounts and frequencies. Going forward, the Board will use these estimates to earmark a percentage of the annual excursion income for each item. A donation was recently received for the Coaster F40PH-2C locomotive acquisition. The Board voted to open a restricted fund for the Coaster locomotives to accept this and future donations.

Diana presented a preliminary proposal to publish a book on the Goat Canyon Trestle using photographs from the PSRMA's Southwest Railway Library. Royalties from the photographs would provide a small but steady income to the PSRMA. The primary benefit

would be to share and preserve the photographs in perpetuity. The Board agreed to permit Diana to move forward and develop a formal proposal.

Jim presented proposals for multiple projects. The PSRMA's electrician, Dan Corrado, determined that the wiring for the ATSF Gantry Crane was poorly done and lacked adequate capacity. He proposed to completely redo the wiring, which has the added benefit of replacing a power feed stanchion that obstructs an important walking path adjacent to the car shop. The Board authorized expenditure of \$2,800 to complete this task. Dan also submitted a proposal to complete the jack project. This primarily involves running new wiring to the jacking pad, performing electrical repairs on the jacks, and constructing a small pad and building to house the jacks out of the weather. The Board authorized expenditure of \$5,290 from the jacks restricted fund to perform this work, which will enable the equipment department to begin jacking up cars and locomotives for wheel and truck work.

The Board also adopted a resolution to apply for the 2020 County of San Diego Neighborhood Reinvestment Grant for an ADA ramp in the display building. If awarded, this will allow all visitors to view the equipment in the display building without physically passing through the cars.

October

The Board held its October meeting on the 16th. The meeting was attended by all eight directors: Diana Hyatt, Martin Caestecker, Stephen Hager, Rob Stebbins, Ron Hyatt, Frank Denison, Jim Lundquist, and Mike Edwards (via telephone).

Rob delivered his usual Treasurer's report. Thanks to the museum reopening to the public, the PSRMA made a net profit of nearly \$2,300 in the month of September. While this is a step in the right direction, the general fund is still down from five and a half months of no income. The Board's goal is to continue to hold expenses to a minimum and operate as many special event trains as public health permits to compensate for these losses.

Progress is being made on the Coaster F40PH-2C locomotive acquisition. The Board reviewed and provided comments on a draft memorandum of understanding from the North County Transit District concerning the donation of the locomotives. Diana has also secured a preliminary agreement with the owner of a spur track in the San Diego area to store the locomotives until they can be moved to Campo. The board authorized expenditure of \$1,000 to hire an attorney to draft a separate MOU with this property owner. We are on track to take delivery of the locomotives from NCTD at the end of this year.

The Board discussed putting together a year end solicitation for donations, similar to what other museums and non-profit organizations do. The hope is to compensate for this year's lost income and partially replenish the general fund, but donors will have the option to direct donations towards one or more restricted funds such as the Steam Fund, SP 3709 Fund, SD&A 050 Fund, Mine Train Fund, or to contribute

towards the Bangs property loan. Keep an eye on your mailbox; we expect to send these solicitations out in early December.

The Board discussed plans for year-end special events. While social distancing restrictions and sanitizing requirements due to COVID-19 will prevent us from running our popular North Pole Limited trains this year, we do intend to run holiday trains. These daytime trains will run on Saturdays and Sundays between Thanksgiving and Christmas. More details will be posted on our website soon.

Our Administrator of Fund Development, Donna Spevack, continues to look for grants, though many organizations have pulled their grant funding this year due to the COVID-induced economic slowdown. Jim recently had a professional roofing contractor visit Campo, who provided a verbal quote of \$63,000 to replace the car shop roof; an eventuality that we will need to deal with sooner than later. Once we get a formal written quote from the contractor, we can seek a grant

for this work.

Progress is being made in several departments. The jacks project is underway; the slab for the jack storage building was poured the

week of the board meeting and electrical work was ongoing. The mine for the mine train is currently under construction. Equipment department volunteers are in the process of replacing a

power assembly in SP 3873 after one of the cylinder liners developed a water jacket leak. The locomotive should be back up and running by the time you are reading this.



Year-end Wrap Up for Facilities and Museum Services

by Jim Lundquist, Director of Museum Services

WOW! To say that 2020 was a challenging year would be an understatement! But despite all the Covid-19, police protests, election news and close downs, an amazing amount of work was accomplished by our volunteer members for our museum.

Allow me to start by saying it is my pleasure to be associated with such a fine group of hardworking volunteers at our Museum. As we end our 40th year of building our museum in Campo and begin our 36th year of offering demonstration train rides on the SD&A Railway, I can still recall the day we purchased the old gym, graded land, laid track and moved our first piece of equipment. In a way, it seems like yesterday – but it's really been a lifetime. We've lost a few great members along the

way, but it warms my heart to see the younger ones coming out and taking on more and more responsibilities. The future is looking great for our museum. The San Diego Union-Tribune newspaper just ranked us as the 16th largest museum in San Diego county – quite an honor for our all-volunteer group.

Speaking of the future, the County Board of Supervisors approved the Camp Lockett Master Plan and Rezone project in December! This was a 3 ½ year effort by various museums in Campo to rezone property to allow for the development of public serving and historic sites. Our 100 acres in Campo was one of the main properties. Nothing is now standing in the way of developing our Master Plan, ex-

cept money. But that will come (it always has), and as it does, we will continue, piece by piece, to build out the plan. I hope you continue to remember us whenever you can.

Using grant money from the County of San Diego, we were able to complete the installation of a state-of-the-art public address system in 2020. Led by Frank Denison, assisted by volunteers Jim Lundquist, Steven Pohjola and Skip Redman, along with hired help electrician Dan Corrido, the new PA system plays period background music and automatically makes announcements to our visitors on the train of historic sites along the rails. Our thanks to Frank for being the project manager to pull all the parts together. Our thanks also to member

and volunteer Ken Kramer for recording the voice announcements. This is a HUGE improvement for our visitors who will now get a consistently accurate historic ride. For our Pumpkin Trains and Santa Express, we changed to appropriate theme music only for the train trips. I heard our visitors singing along with the music.

Early in 2020, we were able to hire the construction and installation of a ticket cage on top of the ticket counter in the Campo Depot. Unfortunately, immediately after this work was completed, COVID-19 struck and we haven't been able to show off our new exhibit downstairs. Our thanks to Campo Welding for a fine job – it looks fantastic.

The Early California History Exhibit work continued this past year. We acquired and moved on site a lot of early farm equipment that was donated. In addition, we started construction on a storage building which looks like a mine shaft using old timbers we had on hand along with donated steel roofing panels from Potrero Ranch. Thanks to Skip Redman, Steven Pohjola and Frank Denison

assisting me as the building was constructed.

Volunteers Frank Denison, Steve Pohjola, Dawn Lundquist and myself spent A LOT of time doing routine maintenance – the type that's hard to see. We took advantage of a local fire group chipping service and brought up many tree branches that we trimmed over four days. We also sprayed and weed wiped weeds along our driveway. And two of us spent two days staining the picnic tables and repainting the baggage cart at the Campo depot. Too much time of these items, but all is required to be completed. What I'd LOVE to find (or get donations for) is a tractor with a power take-off and a brush hog to allow us to maintain our 40 acres adjacent to the Campo Depot to both keep the fire danger down and make our site look so much better to our visitors.

Dan Corrido, along with volunteers Steven Pohjola and myself, have completed the installation of a new slab and a new building to house the car jacks. We had funds in a restricted account to complete this work. New electric cords for both the

jacks and the AT&SF crane will be completed this year.

The Library group has been busy as always, and I invite you to read about their effort in another article.

We thank and say goodbye to Membership Secretary Alex Fiori as he took a new job in Arizona. We welcomed Gabe Zorbas into this job. Welcome new members, especially those life members!

Our thanks to Alanna Hyatt for putting together the Hot Scoop. That's a huge effort.

The volunteers are the lifeblood of our Museum and I truly appreciate their time and effort towards making our Museum a better place. We can ALWAYS use more volunteers – skilled or unskilled. Lots of these projects required plenty of both types. If you'd like to assist, please call me at 619-417-7059 or email at Jim@psrm.org. Donations are always welcomed to the cause as well!

THANK YOU for your support of our Museum – your membership is important.

Larry Rose

by Jim Lundquist, Director of Museum Services

When I first met Larry Rose, it was on the Basilone Road ramp onto I-5 just south of San Clemente. It was a little after midnight in January 1976 on a cold and clear night. We weren't alone. There were many cars there; all awaiting the steam locomotive pulled Freedom Train. Larry was with his wife, Tanya Rose, in Norm Hill's VW Thing. As we waited for the tardy train to appear across Trestles Beach, we struck up a conversation about trains, and Larry told me about the entire ongoing work museum volunteers were doing at Miramar and MCRD. I had been a member since 1969, but Amtrak work had taken me out of town. His enthusiasm and outgoingness lead to a friendship which continued the next 44 years!

There was nothing too big for Larry to dream about, and he firmly believed that we could build an operating railway museum in San Diego county, with, at that time, no land and no money. That dream was infectious. I start-

ed to hang out at Larry and Tanya's home in La Mesa, where we would discuss building our museum while completing smaller museum projects in his backyard. Indeed, 44 years later, that dream has become reality.

Larry was born in El Cajon in 1943. He was proud to let people know his first words were "choo-choo" as the SD&AE freight trains served the El Cajon valley where he lived. Larry was an accomplished musician and met his future wife Tanya at an event where she was singing. Tanya had a wonderful voice. It was love at first sight. After serving time in the US Army in Vietnam, Larry came home and married Tanya, who was waiting for him. Larry was an artist, which took him into drafting classes, and he was able to become a licensed Architect with two large firms here in San Diego. They purchased a small two-bedroom home on Wood Street in La Mesa, not far from my family home in Spring Valley. They adopted me as their own

son, and I learned a great many skills from Larry. He had the patience to teach me how to restore museum items, as I came with zero skills. We would spend hours together, making big plans for our museum, while also attending SDSU Aztecs football and basketball games together. Together with Tanya, we would staff the Embarcadero exhibit and the Railfan Patrol. Our work would continue at MCRD and Miramar bases, leading up to operating trains at the Miramar base. Tanya became the long-term Membership Secretary, with Larry taking on the job of the newsletter editor, then titled "The Report." Once a month, a small group of museum members would get together at the Wood Street home to assemble The Report and get it ready for mailing to our members.

In 1978, our Museum moved the remains of the La Mesa Depot from Lakeside back to La Mesa. Larry became the project manager of the restoration of the 1894 de-

pot. He was there every weekend and some weeknights with a small army of volunteers. When it was completed, he stood by with much pride in a job well done.

Larry would go on to tackle restoration of various pieces of equipment – AT&SF #1509, Robert Peary, UP #576 is the short list. What great pride we had as these historic cars travelled at speed (90+ mph) over the high iron behind Amtrak trains to Los Angeles and Las Vegas on many trips. He and Tanya could be found on the rear platforms on most trips.

In 1980, I found property in Campo which held promise as our final museum home. He was enthusiastic about the site and drew up plans for our museum. When we acquired the property from the County, we immediately purchased the neighboring four acres to the north and started grading. Larry was involved in every phase of those early days, from installing new siding and a new roof on the Shop Building, to gutting the building and installing track inside.

All this were new skills for the both of us, but there was nothing he didn't think he could do. There was literally no project at Campo which did not involve Larry. When we needed tools, Larry would purchase and donate them. Once, when a truck arrived with materials, Larry took up an offering with the volunteers on site at Campo to raise the shipping costs (did I mention we were flat broke in those days?) In the summer of 1985, we had signed a lease with the SD&AE to allow us to operate our own trains. Larry was instrumental in the construction of the siding at Miller Creek. What pride we had on January 4, 1986 as we started offering excursion train rides to the public on our San Diego & Arizona Railway!

Larry constructed a first class garden railway at their home in La Mesa. People would come from miles around to visit the layout and run those battery powered trains. Tanya would pour the lemonade and serve cookies, while Larry would play the fiddle, mandolin, or banjo. If you were really lucky, Tanya would play the

guitar and regale the friends with songs she wrote.

As Larry worked his way up the ladder in the architectural business, his salary rose with it. This allowed him to donate even more funds towards projects. I recall seeing his tax returns with years of donations exceeding \$10,000. When we were restoring the Campo Depot, he purchased new double hung windows throughout the building.

On April 25, 2011, Tanya Rose passed away in their home after fighting cancer. Larry was devastated, as his lifelong partner was no longer with him. In July of 2011, Larry donated the purchase price of the 70 ton locomotive as a memorial to Tanya. SP #5119 had been a regular locomotive in El Cajon that Larry would hear and watch as he grew up. The fitting tribute has been filmed and shown on the TV show "About San Diego" by Ken Kramer.

A couple of years later, the museum acquired a GP9 locomotive, former SP #3709, from government surplus. As the SD&AE was closed

to through traffic to Campo, the only option to get the engine to the museum was via the highway on a low-boy truck. This expense was again the gift of Larry.

After Larry retired, he started dating again. He met and fell in love with Carol, a lovely lady. After marriage, he started having various health issues. Carol was by his side as his needs for assistance mounted. He and Carol sold both of their

houses in east county and moved to Indiana, across the river from Louisville, Kentucky, to be near her son. They purchased forest land with the hope of building a log cabin on the Ohio River. Those plans didn't materialize, and they were soon on their way to Florida to purchase a house near her daughter. Larry's health was still going downhill. On November 15, 2020, Larry passed away at home with Carol at his bedside from

complications with diabetes.

Larry was a strong willed "go getter" who simply willed our museum to happen. He certainly didn't do it alone, but he was a catalyst to making it happen. He poured his heart, soul and money into our museum when we really needed it. I will miss my good friend, and our museum will miss his leadership and support as well. Rest in peace, Larry.

Operations Volunteers for October 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 43 Pumpkin Express trains and the number of days they have volunteered during the month of October:

Colin Atwood	3
Paul Bandemer	1
Jarod Black	7
Mark Brown	3
Nathan Brown	2
Martin Caestecker	2
Kyle Cascadden	3
John Cenknner	2

Stephen Hager	3
Randy Houk	4
Charlie Karayan	2
Mike McIntyre	3
Shaine Neale	4
Dick Pennick	2
Glen Rogers	1
Rob Stebbins	3
Gabe Zorbas	1

Docent

These are the volunteers who have been docents aboard our trains or for groups this period:

Bruce Deck	1
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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:

Martin Caestecker	1
Glen Rogers	1
Roark Stump	1

This totals to 50 volunteer-days in October 2020.



Membership Report, 4th Quarter 2020

By Gabriel Zorbas, Membership Coordinator

I want to start my first membership report with a message of thanks to all of you who have continued to support this organization. This year has been particularly challenging and has tested our museum's resilience and determination and that of our many supporters and volunteers. I believe we have excelled beyond anyone's expectations, and as we continue into the proceeding year, I know we will continue to excel.

As I begin my tenure as the membership coordinator, there is one item of concern above all else that I hope to address. Since the end of 2015, our number of members has dropped about 20%. This precipitous drop not only lowers the museum's overall revenue but also reflects poorly on the museum's image. I hope that with more outreach to the membership by the membership coordinator, coupled with an increase in promoting memberships to the interested public, we can turn the tide and rebuild our membership rolls.

With that, here is the membership report for the last quarter of 2020:

Current Active Members: 534

Percent Change: -2%

New Members as of June 1, 2020

Derek Depoyster

James Depoyster

Patrick Donovan

Brian Butson & Family

Bennet Spevack

Scott Fiori

Jenny Fiori

Monica Medina

Robert Artac & Family

Rachel Dewey & Family

Scott Campbell & Family

Michael Riemann

Tera Czubernat

Andrew Meinzer Meinzer Law Firm, PC

Frederick Latasa & Family

Jonathan Hinojosa

Jasmine Dominguez

Britney Goodman

Kyle Sieg

Robert Gould

Life Members:

Michael Armstrong

Attention Volunteers

Time cards for 2020

By Jim Baker, Volunteer Time Keeper

Please have any time cards you have for 2020 turned in no later than Jan. 31, 2021. I will start tabulating all the time data on Feb.1.