

HOT ***SCOOP***

A publication dedicated to Pacific Southwest Railway Museum members
June 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: Gabe Zorbas
Photographer: Alanna Hyatt
Special Events: Diana Hyatt
Steam Foreman: Jim Baker

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Cover
Stephen Hager touches up a
wheel for the SDA 103 Gang
car.

Alanna Hyatt



From the Back Platform

By Diana Hyatt, President

2021 is becoming the year of reconnection, a reset, if you will. The adage: if it doesn't kill you, it can only make you stronger seems to apply. With that being said, it is good, for now, to be on the downhill side of adversity. We have been working towards keeping that momentum going as we look hopefully towards filling the calendar through the end of the year.

Operations Schedule

We will continue to operate four Golden State train rides per day every Saturday and Sunday through June. With the start of July, at least once per month we will also offer one 7:30 PM departure on Saturdays. These Saturday evenings will be coordinated with our sister organizations holding events and staying open later in the evening allowing visitors to experience more than just one event venue in Campo per visit. The Motor Transport Museum intends to extend their hours at least one Saturday per month to accommodate visitors who would rather escape the heat of the day and perhaps stay late to take night photographs. The Camp Lockett Event & Equestrian Facility will host several Gymkhanas and Flat Track Racing events with the California Vin-

tage Motorcross group throughout the summer months. We will also partner with the Campo Café to offer dinner and a train ride on Saturdays through the summer.

The summer schedule will be followed until October 2, 2021 at which point, we will operate our popular Pumpkin Trains the entire month of October. November will potentially offer caboose rides and we hope to offer North Pole Express train rides from November 26th through December 18 with trains running every Friday and Saturday.

Mother's Day

On Mother's Day weekend we advertised that Mom's ride free with the purchase of one paid adult ticket. Many moms came to Campo to ride the train with their loved ones and enjoyed a peaceful day with perfect weather.

Camp Lockett Interest Group

The Camp Lockett Interest Group (CLIG) has resumed meeting monthly, most recently at the Mountain Empire School District Offices. The group received a grant of \$1,000 to be used towards printing a tri-fold brochure that will advertise Campo's four museums: The Stone Store Museum (operated



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. 501c(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.

by the Mountain Empire Historical Society, MEHS), Motor Transport Museum (MTM), the Camp Lockett Event & Equestrian Center (CLEEF) with its Camp Lockett Museum and our museum. We now have a one page website in its infancy at:

<https://visitcampo.com/>

Eventually, the webpage will contain one community calendar for all four organizations.

California Air Resources

The California Air Resources Board (CARB) has become a very legitimate concern recently with their drafting of a regulatory process that intends to result in zero air emissions from locomotives by 2035 in response to Governor Newsom's executive order and its 2035 clean air goal. In the interim, anyone operating locomotives rated less than EPA Tier 4 will be subject to paying annual 6 figure fees per locomotive, into a CARB-controlled *spending account* for the alleged, eventual purchase of Tier 4 or higher locomotives. Further, a locomotive's service life will be reduced to twenty-

three years (applied retroactively).

This is a death knell for living history museums, excursion train operations, shortline and industrial railroads. Class One freight railroads UP and BNSF as well as Amtrak will claim federal protections that supercede state regulations; this will leave even less representation in the opposition camp.

Fortunately, the California Shortline Railroad Association has been concerned as well and worked to raise the awareness of excursion and museum railroads within the state.

Heritage Rail Alliance (HRA), formerly known as the merged associations: Association of Tourist Railroads and Railway Museums (ATRRM) and the Association of Railroad Museums (ARM) has become involved in the process of voicing its opposition directly to CARB. The American Shortline Railroad Association (ASLRA) and the Association of American Railroads (AAR), both national groups, have also become involved due to the realization that what is good for California must be good for the nation.

There is a slight glimmer, in that CARB has recently made an effort to listen to the small voices of the railroad museums and excursion train operations within the state. From that discussion, CARB requested information from participants: specifically, how many steam and diesel locomotives were owned, and which were currently operational and their ages. One of the HRA members (from the Southern California Railway Museum (SCRM), fka Orange Empire Railway Museum located in Perris, CA), Gary Starre took that a step further and wrote a brief suggested policy which CARB could adopt within the verbiage of this proposed regulation. It states:

(f) Historic locomotives operated by or for other than the commercial hauling for hire of freight. The applicability of this regulation specifically exempts operation for demonstration museum, education, tourist railways and historic preservation purposes or any special one-time movements not used to haul freight for hire. A historic locomotive with a car body over the age of twenty-five years.

If you would like to be a voice in the process of this regulatory effort, please write to your state representatives. You can find your State House of Representatives representative here:

<https://www.house.gov/representatives/find-your-representative>

And your State Assemblyperson here: <http://findyourrep.legislature.ca.gov/>

You may also wish to review the latest developments in modifying the proposed regulations on CSLRA's website here: http://www.cslra.org/?page_id=69

New Volunteer Coordinator

On the museum front, I would like to welcome Gabe Zorbas to a newly created position: Volunteer Coordinator. Filling the position of Volunteer Coordinator has been on our Strategic Planning drawing board for years. Eventually, the intent is to make this a paid position but in the meantime, Gabe has offered to help us set up the position with guidelines and protocol. His first task was to begin offering a monthly volunteer orientation for new members.

Ideally, these are members that are interested in volunteering their time at Campo in one or numerous capacities. In the orientation, Gabe explains the organizational structure of the museum and the departmental roles as well as our expectations for a volunteer. Gabe then takes participants on a tour of the property where they are able to speak one-on-one with department representatives. The very first Volunteer Orientation was held on May 23 but not to worry, there will be another one in June. The date will be Sunday, June 20, 2021 starting at 10:30 AM at the Campo Depot. Class capacity is limited to five. If you are interested in attending, please email Gabe directly at: volunteer@psrm.org.

Equipment Happenings

Stephen Hager, Martin Caestecker, Jarod Black and Ron Hyatt are working hard to keep our equipment rolling and reliable. SP 3873 has received ongoing general maintenance as it has been the main power on our excursion trains. The new batteries have arrived for 80 tonner center cab SDA 7285. Stephen Hager has been

working on the sliders in the battery compartment that will allow for easy servicing of the batteries once they are installed. The GE 70-tonner has been receiving general maintenance as well. SD&A coaches were in need of replacement fasteners on some of the grab irons and latch replacements where the trap doors are held up for loading and unloading of passengers. Ian Hyatt sandblasted the parts, Ron Hyatt rebuilt and repainted the parts and both installed them on the coaches. The motorcar fleet has also demanded attention recently. Gang car SDA 103 sustained a damaged wheel and was replaced with a surplus wheel on the property. Efforts are being made to purchase a new, replacement set of four at considerable cost. MT-14 UP 2644 had a bad turntable pump and one will need to be located for purchase. Colin Atwood and Ron Hyatt adjusted the chain tensioning blocks on this motor car but then one of the blocks failed and new ones have been ordered. MT-14 UP 2533 has been placed into service while UP 2644 waits for parts to arrive.



Board Briefs, May 2021

By Stephen Hager, Secretary

The Board held two meetings since my last article. The first was a special telephonic meeting held on April 27th. The directors attending were Diana Hyatt, Martin Caestecker, Stephen Hager, Rob Stebbins, Ron Hyatt, Frank Denison, Jim Lundquist, and Mike Edwards.

There were three action items on the agenda. The Board voted to hire Quality Weed Sprayers to spray the SD&AE Right of Way from Campo to Canyon with a pre-emergent and post-emergent herbicide mix with a contract amount not to exceed \$5,500. The Board voted to authorize expenditure of \$11,475 to complete an aerial topographic and utility survey of the PSRMA's Campo properties. This survey data will be used for all future engineering needed to design and construct the buildings and facilities outlined in the PSRMA's master plan. Finally, the Board voted to authorize expenditure of

\$4,603.90 to purchase materials for 660 pressure treated ties for the Mine Train.

The Board held its regular May meeting on the 21st. The directors attending were Diana Hyatt, Martin Caestecker, Stephen Hager, Rob Stebbins, Ron Hyatt, Frank Denison (via telephone), and Jim Lundquist (via telephone). Rob reviewed the balance sheet and the profit and loss statement as of April 30th with the Board. There was a net loss of \$14,841.36 in April due to high expenses; primarily for the Mine Train construction. The Board voted to reauthorize expenditure of \$13,435.50 to pay the remaining balance to Rail-Pros for the load ratings of the bridges at Mileposts 60.08 and 60.93.

Rob also brought a comparison of the budget developed at the beginning of the year to the actual income and expenses over the first four months. Although some expenses were higher or lower

than expected, the overall numbers were on par with the projections.

I gave an update on the Coaster F40PH-2C locomotive acquisition. Earlier in May, the PSRMA signed an amendment to the MOU with NCTD for the locomotives. This amendment granted an immediate transfer of ownership of the five locomotives to the PSRMA and extended the deadline to remove the locomotives from NCTD property until December 31, 2021. This extension gives some much-needed breathing room to either clear Tunnel 3 or move the locomotives to a temporary storage location. The PSRMA also received the Geological Report on Tunnel 3 from EPGC, which contains recommendations on how to clear and stabilize the Tunnel 3 site. These recommendations will be used to develop a plan and solicit quotes from a contractor in the coming months.

The Board discussed plans for weed clearing along the SD&AE Right of Way. Track Foreman James Caestecker scheduled a work weekend for the last weekend in May to begin clearing vegetation along the tracks in the Campo Valley. There are more logistical issues that must be worked out before a weed clearing work weekend can be scheduled for the entire SD&AE ROW to Canyon. Jim agreed to update the Board once he and James were able to schedule the work weekend.

The Board considered a proposal from a potential donor of an O Gauge model train layout who wished to donate his layout to the PSRMA and have it installed in the combined model train/theater building envisioned in the PSRMA's master plan. He offered to donate the labor and expenses to dismantle, transport, temporarily store, and then reinstall the layout at the PSRMA once the building could be built, with the expectation that the PSRMA would provide a matching contribution to construct the building

within the next one to two years. Jim worked with a civil engineering firm and determined that the PSRMA would need to contribute \$150,000 to construct the building. After extensive discussions, the Board agreed that the PSRMA could not afford to make such a substantial expenditure at this time, especially for a project that falls outside of the organization's mission statement and with little chance of paying for itself.

The Board discussed developing scopes of work for all current and planned projects so that their costs and levels of effort can be better estimated and planned for. Individual Board members who manage projects will develop these scopes in advance of the strategic planning meeting scheduled for July 5th.

Jim requested an additional \$10,000 in funding to complete the Mine Train. Several Board members expressed concern about costs and the level of effort needed to complete the Mine

Train. Jim agreed to table his request for further funding until the board could perform a site walk and come to an agreement on the above items.

The PFE Reefer Car at the La Mesa Depot was recently vandalized, similarly to several incidents in the past. Jim found an anti-graffiti paint product that could be used to protect the equipment at La Mesa. \$500-worth of the product would be enough to coat the bottom 3' of one side of the caboose, reefer car, and Mojave Northern steam locomotive. The Board voted to authorize expenditure of \$500 to purchase the product. The equipment's paint will be cleaned with TSP prior to application of the product.

Board meetings take place on the third Friday of every month, except December, starting at 6:30 PM in the Lakeside Olde Community Church Hall at 9906 Maine Ave, Lakeside, CA 92040. All members are welcome to attend. Please bring a mask if you plan to attend!



PSRM LIBRARY UPDATE MAY 2021

By Bruce Semelsberger, PSRM archivist

It is past time for a report on the status of your museum library/archive for the first quarter of 2021, so here it (finally) is.

Firstly, I need to reiterate the call for additional volunteers to help with the huge backlog of projects at the library. I really appreciate the number of donations – some really interesting items- we have been receiving and hope it continues, but the current rate of acquisitions exceeds the rate at which the current library staff can process them! Too add to the problem, many of our members are probably not aware that the entire collection was in storage for nine years during the 2000s and no work in accessing could be done while donations continued to arrive, so a substantial backlog accumulated which still has not been dealt with! If any of you out there enjoys working with books, photographs or especially artifacts we could really use the help! A lot of what needs to be done is basic sorting, cleaning, moving things and putting things away which any-

one with a talent for organizing can do and which would make the job of database work much easier. I promise that the current staff are all pleasant people and easy to work with and whatever mileage you incur in coming to Campo can be written off as a volunteer expense at tax time. We currently work on Wednesdays and Saturdays.

As for what has been accomplished in 2021:

With the promise of a grant from the California Reveals project to digitize the flat portion of our San Diego & Arizona (Eastern) map collection, we spent considerable time in combing files for embedded maps, adding them to the existing database and then converting that to an Excel file with the format requested by the project. This proved to take a huge amount of time and was not likely to be completed by the deadline, so the project was put on hold and the funds were released for other users with the promise of an upcoming grant from the project to pay for help in setting up this type of database with

all of the additional required information for possible future projects. The real upside is that we have now found and labelled all 900+ of our flat maps and have the information in a standard format. WE will be requesting our museum board to release some of our restricted funds for the purchase of new scanning and printing equipment so that we can digitize and print our own maps, photos and other materials in house by the end of 2021.

At the same time, we have accessed several donations from the backlog, particularly the large collection of the late Chalmers “Chop” Kerr, former PSRM leader and long-time conductor on our trains. This collection includes all of the correspondence, posters and magazines from the attempt to acquire and transport a steam locomotive built by Baldwin and sent to France as part of the Marshall Plan following WW II. This plan was ultimately unsuccessful for us, but did manage to save the locomotive from the boneyard in France

manage to save the locomotive from the boneyard in France where it was ultimately restored to museum service.

Volunteer Richard Finch, assisted by Jason Drenkow, processed a collection of photos (with negatives!) of the 1932 collapse and daylighting of tunnel 3 in Mexico which arrived some years ago in a tobacco tin. The pictures have now been digitized, sequenced and inserted into protective sleeves with a description of what each photo is all about. As far as we know, this collection is unique to PSRM. Other accessions included many old artifacts and photos, some of #46 in service at Weyerhaeuser Lumber and in its trial run for the Cali-

fornia Western. Timothy Miller has donated a number of old and recent railroad magazines and keeps finding photos of 2353 and 104 to add to our archive.

More recently, a fabulous donation from Cheryl Lyman of a full set of SP Prairie Mountain Wildflower dining service including silver will make a perfect exhibit in our display building along with the partial set of UP service we presently have. Thank you Cheryl and Marshall!

Finally, updating to last Wednesday, Richard and Bruce got into our horse express car which Ron Hyatt had graciously spotted on the end of a string for us and removed all of the small to medium sized artifacts

which Dick Rupert and his crew had stored there several years ago before the library was built. This effort took one entire work day and got everyone pretty dusty, but all of the material is now in the library building if not in an actual bay. Everything currently piled up along the walls in work area two will need to be cleaned, examined, photographed and put in its proper place. You are referred back to paragraph one at this point!

Thanks to Richard, Jason, Pat Filiciccia and Timothy Miller for your efforts in preserving our fine collection!

psrmlibrary@att.net



Museum Services and Facilities Report

By Jim Lundquist, Director of Museum Services

As we get further out from the Covid pandemic, we were looking forward to be able to completely open up the Display Building to the public and allowing our visitors to enter the exhibit cars to see the videos. That's always a hit with our visitors. As always, thanks to Bruce, Richard, Allana,

Gabe, Teresa & Pablo for their continuing fine work in the Museum Services Department.

With the California History Exhibit, featuring the mine train, construction has stopped the expansion while we await the arrival of new ties. An order for the remaining 660 ties has yet to

be fulfilled by Home Depot. We have completed about 760 feet of rail with about 1300 feet left to get to the four Horse Barns, the currently planned end of the line. However, the work has not stopped. This past month, we went back over the already laid track to ballast and insert gauge rods.

Dave Smith has been working on the batteries for the electric locomotive while also working on the locks on the caboose. We also welcomed a new volunteer, Justin Hyland to the regular team members of Frank Denison, Steve Pohjola, Tim Miller, BG Miller and myself for their service at Campo this past month. The new gates for the Big Hole Mine were hung and skinned.

The development of the Master Plan is ongoing, with

an aerial survey expected to be completed by the end of June. This is the next step forward to allow us to build our first building. Speaking of that, I reviewed costs and estimates for a simple building including grading, drainage, slab, building, building erection, electrical, water, sewer, fire sprinklers and air conditioning. Unfortunately, the project didn't move forward but those costs and contacts will be important for our next building.

As you can see, lots of activities ongoing at Campo. If you'd like to join the Facilities or Museum Services projects, simply email Jim@psrm.org or call me at 619-417-7059 to get started. I usually will reach out to the volunteers to see which days work best for everyone, and those that can make it show up and we have a great time. Join us.



Membership Report, May 2021

By Gabriel Zorbas, Membership Coordinator

Despite the start of the summer slowdown, membership keeps on rolling! I'm happy to report that for the third straight month in row, membership is on the rise. Work continues vigorously on our new membership system and it will soon be ready for alpha testing.

As always, thank you to our members for their contributions! It is because of you that we as a museum can succeed!

Current Active Members: 558

Percent Change: +2.6%

New Members for May

Christopher Baker

Michael Carroll

Dennis Cooney

Thomas Deen

Sylvia Delacruz

Steven Foster

Harrison Hotchkiss

Phillip Hua

Jerry Kleiboeker

Kenneth & Susan Lapham

Inaki & Sarah Martinez

Sean Mcmeeken

Breanna Phillips

Sahid A Ramirez

Russel Ray

Emmanuel G. Recidro

Heather Robinson

John Robinson

Pamela Robinson

Falk Schicktanz

Leon Sykes

Richard Wilkerson

Operations Volunteers for May 2021

Rich Paulus, Chief Operations Officer

Train Service

Those who are certified/qualified crew members and speeder operators/crew who have helped us run 40 Golden State trains over the month, and the number of days they have volunteered:

		Travus Clark	1	Roadmaster Glen Rogers and Track Foreman James Caestecker in maintaining tracks and right-of-way this period which concentrated on weed removal and track repair in PSRM yards as well as signal maintenance:
		Stephen Hager	2	
		Ryan Hartmann	1	
		Randy Houk	2	
		Diana Hyatt	3	
		Charlie Karayan	4	
		Mike McIntyre	2	
Colin Atwood	3	Rich Paulus	2	Chad Baker 5
Jim Baker	1	Glen Rogers	3	James Caestecker 1
Paul Bandemer	4	Rob Stebbins	1	John Cenkner 2
Jarod Black	8	Dave Tomeraasen	2	Travus Clark 2
Ken Brown	2	Gabe Zorbas	2	Glen Rogers 6
James Caestecker	1			Roark Stump 1
Martin Caestecker	2			Tim Wamsley 1
Kyle Cascadden	4			
John Cenkner	5			

MOW

Maintenance of way volunteers who have assisted

This totals to 73 volunteer-days in Operations in May 2021.



Interested in becoming a volunteer? Come to our volunteer orientation!

The Pacific Southwest Railway Museum invites you to our volunteer orientation, which will be held on **June 20, 2021, 10:30 AM**, at our Campo Facility.

We will meet in the waiting room of the Campo Depot. (Signs will be posted). There will be a presentation on the overview of the museum, volunteer opportunities, and expectations.

We will then take a brief tour of the facility and finish with lunch. Expect orientation to last up to four hours.

RSVP by sending an email to Volunteer@psrm.org