



A publication for the Pacific Southwest Railway Museum members

March 2022

BRAKEMAN TRAINING CLASS UNDERWAY



Stephen Hager, Instructure (on the ground) and Jim Baker, Engineer with students Carl Brooker, Ben Renard, William "Will" Vanni and Robert "Bert" Vega .

Photo by Jim Lundquist 2/5/22



**Pacific Southwest Railway Museum
Association, Inc.**
WWW.PSRM.ORG

Museum and Train Operations

Campo Depot
Highway 94 at Forrest Gate Rd, Campo,
CA 619-478-9937

La Mesa Depot Museum & Business

Office 4695 Nebo Drive, La Mesa, CA
91941-5259 619-465-PSRM (7776)

PSRMA Board of Directors

Meetings are held on the 3rd Friday of the
month at 6:30PM at the Lakeside Histori-
cal Society, 12418 Parkside St, Lakeside

Museum Officers

President: Stephen Hager
Vice President: Gabe Zorbas
Treasurer: Dave Smith
Secretary: Martin Caestecker
Equipment Dept: Robert Smith
Facilities Dept: Frank Denison
Museum Services Dept: Jarod Black
Operations Dept: Mike Edwards

Museum Staff

Fundraising: Donna Spevack
Gift Shop Mgr: Diana Hyatt
Archivist: Bruce Semelsberger
Hot Scoop Editor: Jim Lundquist
Membership: Jarod Black
Photographer: Alanna Hyatt
Special Events: Diana Hyatt
Steam Foreman: Jim Baker
Volunteer Coordinator: Gabe Zorbas
Asst. Dir. Of Facilities: Jim Lundquist
Station Master (La Mesa): Timothy Miller

April Special Events Planned

April 9, 10 and 16— Bunny Trains

Join us for the fun family event with a train ride and finding those Easter Eggs. Tickets may be purchased at <https://www.etix.com/ticket/v/17560/pacific-southwest-railway-museum>



April 13 — Annual Dinner Returns

After a two year hiatus, the members will gather together to enjoy a fine meal and extend our sincere appreciation to our hard working volunteers at our Annual Dinner. Due to Covid-19 shutdowns, we didn't have the Annual Dinner in 2020 or 2021. The dinner meeting is Wednesday evening, April 13th at the Buckboard's BBQ & Brew restaurant at 975 Greenfield Drive in El Cajon. **Tickets online soon at <https://www.etix.com/ticket/v/17560/pacific-southwest-railway-museum>.** Please plan on joining us as we look back to 2019, 2020 and 2021 for awards to our volunteers for their hard work.

April 30 — Campo Day

The four non-profit museums and centers in Campo extend a welcome to everyone to Campo Day, April 30th. Each organization will be presenting many events within our Campo community and is sure to be a big hit with all visitors. Please plan on coming out to see what everyone has been doing at their site, and enjoy good food, good music, shoot-out, history exhibits and so much more. Look for the flier in this issue of the *Hot Scoop* and make additional copies for your workplace, neighborhood, school or church. See you in Campo on April 30th.

Welcome new Board members

After many decades of service to our museum, Board members Diana Hyatt, Ron Hyatt and Jim Lundquist have willingly passed the baton to the younger volunteers who have shown great interest in moving our museum forward with fresh ideas and enthusiasm. At the February 18, 2022 meeting, the Board appointed current Secretary Stephen Hager as President, Martin Caestecker as Secretary, Robert Smith as Director of Equipment and Jarod Black as Director of Museum Services. All of these are long time volunteers. All four positions will be up for election this year for terms starting in 2023. Thank you to Diana, Ron and Jim for their service and commitment to remain active volunteers.

Donations List – December 1, 2021-February 28, 2022

Special Thanks for your donations, which make the many restorations and enhancements to the museum possible, bringing you the very best historic railway experience!

Special thanks to Mark Lundguth for his contribution that has enabled us to redo the signage at the La Mesa Depot. If you're down that way please stop by to view our wonderful bright, new signage. Also, the La Mesa Depot is open for visitors on Tuesday and Thursday from noon-3:00.

Specified Museum Project Funding

Mark Lundguth - New Signage at the La Mesa Depot
Robert Stebbins - Birthday Caboose
Shirley E. Selkirk - Mine Train (Watch us grow!)

General Museum Project Funding

Anonymous
Anthony Neece
Bank of America - Employee Matching Program
Jason Drenkow
Jeffrey Haslam - Livermore Labs Employee Matching Fund
Joann Chew Cuadras
Network for Good-Online Giving Fund
Rick L. and Sandy J. Rowe
Terrence Van Caster
The Benevity Fund - American Online Giving Foundation, Inc.

A special note of thanks to our many volunteers who work tirelessly at PSRM!
You are truly appreciated.

If you have any questions, please feel free to contact me. Contributions can be made online at www.psrn.org.

Donna Spevack
Administrator of Fund
Development
fundraising@psrm.org
(619) 606-6231

Thank you!



The *Hot Scoop*® is a publication of
the Pacific Southwest Railway
Museum Association, 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., (PSRMA) its officers or staff.

PSRMA Mission Statement:

PSRMA 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 emphases on railroads of San Diego County and the systems with which they connected in the United States and Mexico.

PSRMA is a non-profit educational organization operating under section 501(c)3 of the tax codes. Donations may be tax deductible.

PSRMA is a member of the Heritage Rail Alliance.

Submission guidelines: All articles should be single spaced and submitted in Microsoft Word format. Photographs are also welcomed. Send all submissions to JimLundquist@gmail.com

The *Hot Scoop* is available in color via email. To receive the electronic version in PDF format, send an email to editor@psrm.org and include your name, membership number and email. 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:

JimLundquist@gmail.com

CAMPO DAYS

Saturday April 30, 2022

**EXPERIENCE THE HISTORY AND HERITAGE
OF
SAN DIEGO'S EAST COUNTY**

PACIFIC SOUTHWEST RAILWAY MUSEUM
750 Depot Street Campo, CA 91906

Train Rides - Vintage Vehicles - Historical Displays - Vendors

MOTOR TRANSPORT MUSEUM
31949 Highway 94, Campo, CA 91906

Vintage Vehicles - Historical Displays

GASKILL BROTHERS STONE STORE MUSEUM
31130 Highway 94, Campo, CA 91906

**LOCAL HISTORY OF INDIANS, PIONEERS & THE U.S.
CALVARY**

CAMP LOCKETT EVENT & EQUESTRIAN FACILITY
799 Forrest Gate Rd. Campo, CA 91906

**Food - Vendors - Evening Dance - Living Military History
U.S. Calvary Museum**

**Barrel Racing - Team Branding - Mutton Busting
Trail Challenge**

visitcampo.com



From the Back Platform by Diana Hyatt

There comes a time in everyone's life when they must, for various reasons, bid farewell to a relationship and that time has come for my devoted relationship to PSRM; I have resigned as president of this organization. I have served faithfully on this organization's board since December, 2002 holding various board positions, most recently, as its president for the past thirteen years. I initially had not intended to submit a nomination form for myself in the 2020 election but recanted when it was felt that this move was not in the best interest of the organization at the time, due to multiple elements at play. Recently, the opportunity arose that would allow the next generation to pick up the reins and hopefully, continue to lead this organization to a successful and honorable future. My husband Ron Hyatt, Equipment Director, Jim Lundquist, Museum Services Director and myself agreed to resign from the board effective at the February board meeting. Two incumbent board members will remain on the board: Mike Edwards and Frank Denison. Robbie Smith, a former board secretary, returns to fulfill the term of Equipment Director, Martin Caestecker, former board Vice-President has agreed to fulfill the term of Secretary and Membership Coordinator, Jarod Black has agreed to fulfill the term of Director of Museum Services. I am pleased to report that Stephen Hager, former board secretary, has agreed to complete the president's term; I cannot think of an active volunteer more qualified to take over this position. It is my desire that Stephen be given the respect this position deserves by the board and active volunteers.

At this point, I suppose I could fill pages with breaking my arm patting myself on the back, but those of you who truly know me, know that this is not my signature move. My record and that of the Hyatt family speaks for itself. I would like to extend my deep appreciation for those who continued to support myself and my family through thick and thin on this journey, your moral support means more than you will ever know. Suffice it to say that when I began as this organization's leader, we had very little money in the bank. We can now

boast a renewed contingency fund of over \$100,000 after being depleted in 2017 to hire RailWorks; \$180,000 from the Estate of Sherwin Dorris; a checking account of over \$200,000; restricted funds over \$150,000; nearly \$200,000 in the Endowment Fund and another roughly \$190,000 being paid back to the Endowment Fund with interest from one of the two land mortgages and \$125,000 left to be paid off on the second land mortgage.

So where will I be? For now, I will continue to work with Stephen assisting with his transition into the presidency as well as assisting the new treasurer with his new position. I will continue to chair the Media Committee, serve on the Special Events Committee assisting with preliminary preparations for special events through the calendar year. I will also serve as the Gift Shop manager and direct our work-camper program. I have expressed my interest in serving on the Finance Committee along with former treasurer, Rob Stebbins and it is my hope to provide the membership with monthly finance reports going forward; this assumes I will have free time! As needed, I will also represent the organization with our Mexican counterparts and our local non-profits through the Camp Lockett Interest Group.

Please consider volunteering your time and talents to PSRM, every little bit helps not only the organization but the handful of people who carry the majority of the management burden of this organization. For the final time from me, may you always enjoy good iron ahead!



Dear Members,

Thank you so much for your generous donations to the Pacific Southwest Railway Museum over the years. Your contribution has already made such an impact to our mission of preserving railway history and sharing this part of history with you. We cannot thank you enough.

We think you might be able to double your impact! Your employer, may offer a matching gift program that can increase your gift! Matching gift programs are a form of corporate philanthropy where businesses match the donations their employees make to charitable organizations.

***Did you know that through your workplace you may be eligible for
a matching donation?***

Corporate matching gifts are donations made by a company to a nonprofit that an employee of a company already supports.

Many employees sponsor matching gift programs and will match any charitable contributions or volunteer hours made by their employees.

Links to help you get started:

- <https://www.1800runaway.org/wp-content/uploads/2016/08/corporate-match-directory.pdf>
- <https://www.matchinggifts.com/unh/> - or speak with your HR Representative (select companies' programs even support retirees).

Match Your Donation and Double Your Impact!

An Easy Way to Support PSRM, Thank You!

Additionally, matching donations are tax-deductible and make a great impact on the programs and improvements at Pacific Southwest Railway Museum.

We appreciate your support tremendously. You are the reason we are able to make restorations, upgrades and bring you new exhibits.

If you have any questions, please contact: Donna Spevack, Administrator of Fund Development at fundraising@psrm.org or at (619) 606-6231.

Brakeman class taught in Campo

We welcome four brakeman trainees at Campo this month as instructor Stephen Hager began a two day class for our new volunteers. Each volunteer will learn the basics of train operations on the San Diego & Arizona Railway in both a classroom and onboard the train. This class will prepare everyone to become a Brakeman and Motorcar Operator on our excursion trains.

We are now entering our 37th year of operating a demonstration train for our visitors in Campo. At a minimum, each day we need an Engineer, Conductor, Brakeman, Motorcar Operator, Equipment Department staff and a Station Agent in the Depot. These six positions are all filled by volunteers on the approximately 100 operating day schedule each year. That equates to a minimum 600 positions we need to fill each year. Adding volunteers to the crew pool remains a constant need as volunteers come and go over the years. For the 36 previous years, we have filled 21,600 positions to keep our trains rolling!

So, with that said, we say thank you to these new volunteers and hope they can volunteer many years for us as we present a living history exhibit with our train operations.

If you would like to join the ranks of the Operating Department, we would love to have you. The only requirement is to be a member and have a willingness to learn. It is fun and very rewarding. Spending time with our visitors, many of which come with multiple generations in the same visit, seeing how they enjoy our museum, sharing history with them, is simply a good time.

Look for the announcement of the next class for Brakeman training. It all starts with this class for the operating positions.



SIGNAL MAINTENANCE

The San Diego and Arizona Eastern Railway has two mechanical signals which protect trains movements over State Highway 94 within the Campo valley. It is the responsibility of our museum to maintain these to the required standards as prescribed by the regulatory agencies. Our museum is lucky to have a qualified volunteer to complete that job—Chad Baker. Chad is a Signal Design Manager for Rail and Transit here in San Diego. Chad and his son are able to come to Campo and complete this important task for us. In addition, Chad has worked in the Display Building where our exhibit “Signal Science” is housed. During the last weekend in January, Chad was performing maintenance on the exhibit for us. We hope to also simplify the exhibit activation for our visitors in the future. Thank you Chad.

Photo by Jim Lundquist 1/29/22

Volunteer Report – December by Gabriel J. Zorbas, Volunteer Coordinator

This report was submitted for an earlier Hot Scoop but was lost in the emails.

December proved to be a busy month for the museum! The museum successfully ran 16 North Pole Limited trains. Despite the still very present overcast of the pandemic hanging overhead, we still saw a significant turnout. Thank you to all the volunteers who came and helped out!

Here are the reported volunteer hours for the month of December: Colin Atwood 9, Jim Baker 30, Chad Baker 8, Christopher Baker 8, Paul Bandemer 17, Jarod Black 54, Mark Brown 19, Ken Brown 38, James Caestecker 25, Martin Caestecker 16.5, Kyle Cascadden 9, John Cenkner 20, Jacob Cotton 6, Paul

Falk 11, Richard Finch 18, Steven Foster 8.5, Stephen Hager 90, Ron Hyatt 97, Alanna Hyatt 8, Diana Hyatt 70, Mark Landguth 12, Jim Lundquist 23, Nancy McDonald 49.5, Michael McIntyre 5.75, Timothy Miller 55, BG Miller 55, Richard Paulus 50, John F Powers 1.5, Carmen Sanchez 8.5, Bruce Semelsberger 91, Dave Smith 30, Timothy Wamsley 29.25 and Gabriel Zorbas 31.

The total hours reported for the entire museum in December was 1003.5, with Ron Hyatt reporting the most hours of 97. We exist only because of these volunteers who invest their time on behalf of saving and presenting railroad history. **THANK YOU ALL.**

Campo - The main meanings of the Spanish word campo are country, countryside and field.

Help Wanted!

We are looking for members interested in joining the special events committee! The committee meets on an as-needed basis, but usually at least once a month. If you are interested in joining the committee, please reach out to the chairman, Gabriel Zorbas at gzorbas@psrm.org or 619-251-1954.



Routine Maintenance Ongoing at Campo

In the photo to the left, Director of Facilities Frank Denison is painting the electrical panel stand for the Campo Depot. Behind him is a newly constructed cover over the stand-by generator. The generator is used in cases where the electrical service is interrupted by SDG&E and we want to stay open to the public. The cover was constructed earlier in the week by Pablo Martinez and Jim Lundquist to protect the generator from the weather and sun. These types of projects are ongoing weekdays and weekends by our volunteers. These events are not particularly glamorous but certainly an important part in the preservation of our museum.

Photo by Jim Lundquist 2/17/22

WORKHORSE LOCOMOTIVE SOUTHERN PACIFIC #3873 by Jim Lundquist

Almost all of you have seen photos on SP 3873, having been featured on several covers of earlier editions of the *Hot Scoop*. In February 1959, this locomotive was built by Electro-Motive Division of GM in La Grange, IL. It worked for the Southern Pacific systems of railroads for 38 years. The SP donated it to our museum on June 25, 1997 where it has been one of two primary locomotives for the past 25 years.



There have been multiple photos of SP #3873, but almost none of the interior of the cab, where our volunteer Engineers work. Here are some photos of that location, with information regarding the view. For additional information, view our web page: www.psmr.org/trains/diesel/sp-3873/



This is the view of the locomotive cab where the Engineer sits and controls the movements of the train. On the left is the chair and back of the control stand, center the seat with the SP logo and right the front of the control stand. *All photos by Jim Lundquist*



Above left are the electrical switches of various components and right are two seats for other crew members like Conductor and Brakeman. Our visitors can purchase a "cab ride" and ride here with the Engineer.

MEET YOUR VOLUNTEER By Jim Lundquist

Our railway museum exists only because of the love and passion of our volunteers who toll thousands of hours each year to save and present railway history to our visitors. From time-to-time, this series will present a volunteer for our members to meet and get to know. Whenever you see a volunteer either at Campo or La Mesa, please let them know you appreciate their volunteer activities.

Colin Atwood. Like many kids, Colin began his interest in trains when he got his first HO train set. First it was the set that went around the Christmas tree. Then it became the set that circled his room. His interest in trains remained as life took him to college. He quickly learned that a ride home from San Diego was always much more enjoyable when taken on the Amtrak.

Colin went to San Diego State University and was part of the Navy ROTC. He was preparing for a career in the Navy when budget cutbacks came down the pipe and he suddenly was told his future in the navy was over. In need of a new career, Colin began working at a student job with the campus police department where he found a new career goal (one he realized didn't require math). He graduated from SDSU with a Criminal Justice major. He applied many times to be a police officer without success. Undeterred, he took a job as a 911

police dispatcher for National City where he worked for several years.

He continued applying for his dream job until he was finally accepted and became a police officer for Oceanside. Colin ultimately moved to the La Mesa Police Department where he has been working for the past 23 years. While working for the LMPD, Colin has become a field training officer, an accident investigator, a drug recognition expert, a DUI field sobriety test instructor, a firearms instructor, a less lethal weapons instructor, an EVOC (Emergency Vehicle Operations and Control) instructor and a peer support member.

During his service, Colin has been awarded the Meritorious Conduct Medal and Meritorious Medal for Service. He has been recognized as the DUI Officer of the Year 3 times for his department and an additional 9 times for his high level of DUI arrests.

In 2008, Colin met Alan Alvarez, a San Diego Police Officer, and a diehard railroad fan. Through Alan, Colin became interested in many of the stories Alan would recount on traveling on the Sefton's private railroad car around the country. Alan introduced Colin to Diana Hyatt after the La Mesa Depo was vandalized. Alan, who had lost the use of his legs told Colin about the Campo Museum and how they were looking for volunteers to help run the trains. Colin saw the excitement in Alan's demeanor when he would talk about the things volunteers could do which because of his disease, he could no longer do himself. Colin realized that if he were to volunteer, he could relate the days events to Alan, who could then visualize working on the railroad.



MEET YOUR VOLUNTEER— continued

In 2018, Colin joined the Pacific Southwest Railway Museum and quickly became qualified as a Brakeman and a Motor Car operator. Colin tries to volunteer at least twice a month when his work schedule will allow. He enjoys not only working on the trains and learning from all the other volunteers but also likes the positive interactions he is able to have with those visiting the museum.



Colin is getting close to retirement from his law enforcement career but plans on continuing his roll at the museum for many years to come.



Brakeman Colin Atwood is on the running boards of our SD&A #7285 getting ready to guide the locomotive to the passenger train . *Photo by Jim Lundquist 1/15/22*

Operations Volunteers for January 23 to February 20, 2022

by Rich Paulus, Chief Operations Officer

Train Service - those who are certified/qualified crew members and speeder operators/crew who have helped us run 31 Golden State trains and the number of days they have volunteered through February 20: Colin Atwood 4, Jim Baker 2, Jarod Black 2, Ken Brown 3, James Caestecker 1, Martin Caestecker 1, Mike Edwards 1, Stephen Hager 2, Randy Houk 3, Alanna Hyatt 1, Diana Hyatt 2, Jim Lundquist 1, Mike McIntyre 3, Rob Stebbins 2, Tim Wamsley 1, and 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: Jarod Black 1, John Cenkner 1, Travus Clark 1, Mike Edwards 2, Stephen Hager 2, Frank Najera 1, Glen Rogers 1, Tim Wamsley 1, and Gabe Zorbas 1.

MOS – maintenance of signal volunteers who con-

ducted electrical and mechanical maintenance and testing of highway crossing signal systems recently: Chad Baker 4 and Christopher Baker 2.

Efficiency Testing – those Designated Testing Officers who conducted operational tests and inspections of safety critical tasks and operating rules compliance by train and engine and MOW crews since January 1, each with one day: James Caestecker, Martin Caestecker and Rich Paulus ,

Yard switching - these are the volunteers who worked in PSRM yards on January 2 who didn't get reported last time: Jarod Black 1, Stephen Hager 1, and Gabe Zorbas 1.

Brakeman Class - these are the volunteers who have been instructors and crew for participants in PSRM's semi-annual Brakeman Hands-On Training class: Instructor Stephen Hager 2, Instructor Mike Edwards 1, Engineer Jim Baker 1, and Engineer Ron Hyatt, 1.

This totals to 57 volunteer-days this period.

Board Briefs, February 2022

By Stephen Hager, Secretary

The Board held its regular February meeting on the 18th. The directors attending were Diana Hyatt, Gabriel Zorbas, Stephen Hager, Ron Hyatt, Frank Denison, and Jim Lundquist. Board members Dave Smith and Mike Edwards joined the meeting telephonically. Volunteers Mark Landguth, Robbie Smith, Jarod Black, and Timothy Miller were also in attendance.

Dave sent the last two months' financial reports to the Board prior to the meeting. He was still working with Diana and the PSRMA's accountant to finish cleaning up the books from 2021. Diana has also been working with former Treasurer Rob Stebbins to reconcile the organization's restricted funds. This work has been somewhat delayed by problems with some of our online banking accounts.

I gave an update on the Coaster F40PH-2C locomotive acquisition. In the last month, we have shifted gears from trying to place all five locomotives in storage to instead trucking one or two locomotives to Campo and selling off the remaining ones. As I mentioned in my article last month, we had hoped to hang onto all five locomotives longer so that we could explore more options for trading or repurposing them. However, by selling off a portion of the fleet, we will ensure that we have enough funds to relocate and restore the locomotive(s) that we keep. We have come to an agreement with the BNSF Railway and a track lessee in National City to lift the locomotive(s) off the track and onto trucks at that location. We are seeking quotes from multiple trucking and crane companies to perform the lifting and shipping. We have also contacted several prospective buyers for the remaining locomotives and have received interest from several. The Board voted to authorize me to execute one or more sales contracts on behalf of the PSRMA to sell three of the locomotives. In next month's Hot Scoop, I plan to cover the locomotive saga in a more extensive article.

Diana brought a written strategic planning update to the Board. This will become a brief recurring report/update at each Board meeting to track the month-to-month progress on the PSRMA's strategic planning objectives. The next biannual strategic planning meeting is scheduled to take place in July.

PSRMA is currently eligible to apply for a grant through the San Diego County Neighborhood Reinvestment grant program. Administrator of Fund Development Donna Spevack met with Diana, Gabe, and me the night before the Board meeting to discuss potential projects that could benefit from the grant funding. Our recommendation, to which the Board agreed by consensus, is to apply for a \$50,000 grant to replace one or more of the Campo Depot exterior walls with Hardie Board fiber cement siding. We received a quote from a contractor about a year and a half ago to do this work, and we requested an updated quote prior to the Board meeting. Hardie Board comes pre-painted and is textured to look exactly like wood. Replacing the existing wood siding on the depot would have several advantages, including reducing the vulnerability of the building to fire, and greatly reducing the need to replace peeling paint every few years.

The PSRMA recently received notice that it had been named as a defendant in a lawsuit regarding a traffic accident that took place at the intersection of Highway 94 and Sheridan Road in 2019. It is unclear why the PSRMA has been named in the lawsuit because there were no PSRMA volunteers involved in the accident, and no train operations were taking place at the time. The Board discussed and agreed to notify the organization's insurance broker about the lawsuit. Further action will be taken based upon the insurance broker's response.

A community-wide event called Campo Days is scheduled for April 30, 2022. The PSRMA will be one of the organizations participating in the event. Diana requested and received approval from the Board to allow vendors to set up booths on the PSRMA property (free for non-profits, \$300 for for-profits), grant free admission to the museum grounds for the day, allow Wells Fargo stage coach rides on the property, and to invite the 11th Cavalry on the property for a reenactment. She also suggested displaying the SD&AE Fire Truck and inviting the Motor Transport Museum, CalFire, and other private collectors to bring their Fire Trucks onto the property for a display. In addition, the PSRMA could bring in a caterer to provide food service during the day. The Board agreed to explore these ideas further.

Board Briefs, February 2022 continued

The California State Railroad Museum reached out to the PSRMA and asked if we were interested in extending the loan for the SD&AE Fire Truck. The CSRMA previously agreed to lower the insured value of the fire truck from \$500,000 to \$300,000; this is expected to lower the PSRMA's annual insurance premium when the policy renews in March. The Board voted to extend the loan for the SD&AE Fire Truck from the CSRMA for another year.

The 5-year test for the fire sprinklers in the Car Shop and Display Building will be due soon. The Board voted to authorize expenditure of \$5,000 to perform the 5-year fire sprinkler inspection.

Lastly, Board members Diana Hyatt, Ron Hyatt, and Jim Lundquist tendered their resignations as President, Director of Equipment, and Director of Museum Services, respectively, effective at the end of the Board meeting. Jim nominated and the board voted to elect Jarod Black to take his place as Director of Muse-

um Services. Ron nominated and the board voted to elect Robbie Smith to take his place as Director of Equipment. Diana nominated and the board voted to elect me to take her place as President. Finally, Diana nominated and the board voted to elect Martin Caestecker to take my place as Secretary. You can read a brief article on the reasons for the Board member turnover in this edition of the Hot Scoop. All of the outgoing board members will continue on as active volunteers of the organization, and we thank them for their decades of service.

This will be my last Board Briefs article in the Hot Scoop as I hand off this responsibility to Martin. Starting next month, you will be hearing from me in the President's Report, a.k.a. "From the Back Platform".

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.

Recent Fire Inspection

The County of San Diego recently came out to Campo for our annual fire inspection. The emergency lights in the Display Building required maintenance to replace the batteries and some lightbulbs. Jim Lundquist walked in the manlift to complete the required maintenance.



Thanks to Dawn Lundquist and Glen Rogers for their assistance in moving the manlift in and out of the Display Building.

Photos by Dawn Lundquist 2/25/22



INTERVIEW WITH TWO WOMEN ON A TRAIN

by Bruce Semelsberger

The following story has been related orally but never put into writing until this time. The exact train times stated may not be accurate as no definite dates were quoted during the interview, but the overall times are consistent with SD&AE timetables.

In days of yore when Bruce Semelsberger and Trisha Cates were PSRM trainmen on the Golden State, Bruce would routinely relate SD&A history on a car and ask a couple of questions. Firstly, if there were any “old heads” (former head-end train crew personnel) on board and secondly if there were any former passengers on the original San Diego & Arizona (Eastern) Railway. On one such occasion two elderly women raised their hands in response to the latter question and a short interview eventually ensued.

The two black women stated that they were sisters and had ridden the trains frequently during the world war two period. They and a third sister, now deceased, had been equestriennes at the outbreak of the war and had belonged to a riding club with a stable near San Diego. Their activities were initially curtailed by the rationing of gasoline and then brought to a halt altogether when the U.S. Government requisitioned all of the horses for the war effort.

Inquiries revealed that the horses had been taken to Campo in the far east county where a new U.S. Army outpost, Camp Lockett, had been established to provide protection for the border with Mexico and for the SD&A railroad. When the club members learned that the 10th and 11th regiments of “Buffalo Soldiers” were being stationed there, they realized that the commanding officer might possibly be sympathetic to the plight of the black women riding club members, so they delegated the sisters to petition the officer for an interview.

In order to reach Campo during the rationing it was necessary to take the train. The trip that had previously required 1 ½ hours on highway 80 now needed considerably more planning to accomplish. Unless one could justify the priority and afford the first class train number 362, which the sisters certainly could not, it was necessary to be at the SD&A yards in time

to catch the mixed passenger and freight “second class” train number 452, departing at 7:30 AM and wending a slow journey through Mexico allowing for the switching of freight along the way. The first 45 minutes were involved in reaching and departing from the passenger station at Tijuana. At 10:30 the train reentered the United States at Division and at 10:52 or thereabout the Campo depot came into view. Hopefully, business at Campo proceeded in a timely manner as the return train was scheduled to depart at 1:00 PM and return to San Diego at 4:15 PM.



In this instance, the sisters proved to be persuasive negotiators and the C.O. was so sympathetic that he granted the club members riding privileges at Camp Locket and even assigned them a sergeant instructor! This led to regular visits to the camp aboard what they jokingly referred to as

the “Locket Rocket”. Due to the tight train schedule, quarters were arranged for the visitors so they could stay overnight and this led to an invitation to attend various dances and other social events at the Camp. The sisters said that the dances were sometimes military formal and sometimes more relaxed. The interviewer could not resist asking if the regular soldiers were good dancers which drew an uproarious response from one of the ladies. “Lawd, no!” she laughed. “They was plow boys from Alabama or what not and couldn’t dance a lick! The only thing they was good at was riding those horses. We danced with the white officers. They all studied dancing at military school and there were some fine dancers in that lot.” They stated that in spite of the lengthy train rides they enjoyed the visits and were almost sorry when the camp closed.

At that point duty called and that was the end of the interview. If there were do-overs in life, a real sit-down interview would have been arranged for a later date and more details brought out, but it never happened and this little vignette is all we have.

PSRM LIBRARY REPORT

by Bruce Semelsberger

Once in a while your library staff likes to liven things up. As reported previously, in the course of sorting through a box of purported San Diego & Arizona Railway grade profiles some rolls of former San Diego, Cuyamaca & Eastern Railway survey profiles were unearthed. A profile chart is typically a strip of paper or linen about a foot wide on which a linear diagram of the rise and fall of land has been inscribed with notations of distance and altitude. Some geographical points of reference are added along with a broad interpretation of adjacent elevations. These charts document a preliminary survey made in 1889 from San Diego to a desert connection with the Southern Pacific Railroad. The newspapers of the time had published a great deal of speculation about the intentions of the Cuyamaca Company, so we were naturally curious as to what the profiles could show us. Staffer Richard Finch has spent a good amount of time attempting to match up features shown on the profiles with modern topographical maps. Despite differences in scale and lack of relatable nomenclature, he arrived at some correspondence between the two at the desert end. On February fifteenth Richard and Bruce drove down to an area near Route 79 in the Vallecitos area to see if physical features could be located which match the interpretation of the drawings.

For those who have never attempted any similar feat, we must point out that this is not as easy as might be imagined. The profiles show only the vaguest hint of the overall topography and none of the actual terrain, i.e. boulder piles, rocks and indigenous needle covered vegetation. Nonetheless, with the aid of Richard's data and a GPS unit we were able to establish a definite relationship between the survey maps and the area portrayed. We had not really expected to find any real traces such as stakes in the ground or rock cairns (stacked rocks) after more than a century and none were found. We are encouraged that we are on the right track as far as being able eventually to produce a map of the surveyed route that can be readily interpreted by modern eyes and which will be a fine addition to a future exhibit. Anyone interested in aiding with this project is welcome to join. A second GPS unit and some walkie-talkies would be helpful.

Back at the library the basic projects go on. A fair amount of time has been spent working with the new

photo scanner and the old stand-by scanner to process the huge backlog of photographs before we are overwhelmed with new ones. The actual scanning is rapid enough but interpreting and listing each photo can be a difficult process. A couple of hours were spent one day to identify a single locomotive photo showing a 4-6 -4 (Northern) type engine numbered 853 attached to a freight train. The coupler is a basic north American type so the initial search was of north American companies, but no matches were found for any of those companies. Another web site finally led to a match for an Alco manufactured engine sold to Bolivia in 1945. This engine still exists in a "bone yard" at Ayuna Bolivia. Our photo is not one previously known of this engine and we hope to find other rarities in this collection.

Timothy Miller brought several boxes of old PSRM office records that had been stored in the reefer at La Mesa. Several days have been spent integrating them into the existing collection and reorganizing the PSRM files section so there is now a possibility of actually finding something without a major search. Much work there remains, so if anyone is interested in aiding in that effort are you will be welcomed with open arms.

Thanks to Mike Edwards we have a lead on the acquisition of the Thomas Sefton artifacts with a possible source for paper work. The original documentation was held by the late Richard Borstadt at the time that his office was located behind the Stone Store Museum and all of his papers were taken by his relatives after his death, but Mike verified that all of the dealings were with the Sefton Foundation so there may be copies available from that source. As the media folks say: "stay tuned for further developments".

Our home project for this month, if anyone is willing to take it on, is to sort through boxes of old news clippings that are languishing at the library. The first phase would entail weeding out duplicates and finding the best versions, then putting them into folders in chronological order by subject. A later second phase would scan all of them into a digital database. The library will supply the folders if someone out there will supply the time and working space.

Anyone interested in aiding any of these efforts is urged to contact Bruce Semelsberger: psrmlibrary@att.net or call 619-264-7282 and leave a message.



Sunset behind the Campo Creek Viaduct in the east end of the Campo Valley. The 1916 SD&A bridge is located at Mile Post 77.27, which is 12 miles east of the Campo Depot. Simply a stunning photograph.