



A publication for the Pacific Southwest Railway Museum members

February 2023



Hot Scoop

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November 2022



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

Museum and Train Operations

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

La Mesa Depot Museum & Office

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

PSRMA Board of Directors

Meetings are held on the 3rd Friday of the month except Dec at 6:30PM, A link to join the Zoom meeting will be provided on our website at members.psrn.org.

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Volunteers Make It Happen by Jim Lundquist, Editor

Our Museum is now entering its 60th year, with 43 years at our Campo site and 38 years of operating demonstration trains as the San Diego & Arizona Railway. All of this simply would not be possible without recognizing the unpaid volunteers who have made our museum what it is today. Over these many decades, volunteers have done the routine maintenance that is required to keep the doors open and the trains running, as well as the seemingly impossible tasks of acquiring land, moving locomotives and trains, laying track, maintaining track and equipment, and the thousands of other tasks, big and small, that a corporation must complete. With very few exceptions, these tasks have all been completed by volunteer members.

In this issue, we will highlight some of these tasks being completed by volunteers this past month, as well as recognize the volunteers who put in the time in earlier years. From the front page:



Bruce Semelsberger arrived at Campo and took notice that the rains had washed out the handrail protecting the walkway between "Railroad Museum", where our trains stop, and the Exhibit Hall. Bruce grabbed a shovel and hammer and made repairs.

Pablo Martinez lives on-site with his wife, Teresa. Pablo is the go-to guy who opens the museum every day we are open to the public, as well as cleaning all the facilities - picnic benches, restrooms, exhibits, trains, weeding, watering trees, and the list goes on and on.



The morning train crew goes on duty, starts the locomotive and begins the daily inspection. After this, the locomotive is taken down and coupled to that day's train. Literally hundreds of volunteers have preformed this task about 3,700+ times at Campo over the 38 years.

Jenn Brooker is the new Giftshop Manager. She and her husband Carl have jumped in and taken on important roles as Carl is the Membership Coordinator.

Finally, Bruce Semelsberger recognizes the achievements of the late Dr. Ted Kornwiebel, who was instrumental a few decades ago in making our museum great.

Photos by Jim Lundquist 1/14/23



thank you!

REMEMBERING TED KORNWEIBEL by Bruce Semelsberger

LONG TIME PSRM CARPENTER/ SUPERINTENDENT OF RESTORATION/
DIRECTOR OF MUSEUM SERVICES

Long time PSRM volunteer Ted Kornweibel is now Railroading on the Great Divide, one of his favorite railroad folk songs. Ted left us on December 13 just days before his 80th birthday. He has been absent from PSRM for the past decade after being struck by Multiple System Atrophy with symptoms similar to Parkinson's Disease.



Doctor Theodore Kornweibel Jr. was born December 15, 1942 in Pasadena, California and developed a love for railroads at a young age while watching Santa Fe trains with his father and two brothers. He learned carpentry skills from his father, a talented carpenter with his own shop. He developed a concurrent interest in history and got a bachelor and then his masters degree from UC Santa Barbara. After graduating, he taught history at the college level in Texas and expanded his interest into African-American History. He met and married his love Catherine in 1968 and the couple moved to New Haven Connecticut, another railroad city, where he pursued

his doctorate in American Studies at Yale. Catherine says that Ted never told her about his being a rabid rail fan until it was too late.

After receiving his doctorate, he and Catherine moved to Easton Pennsylvania where Ted taught Black History until 1977 when he was able to return to California, accepting a position teaching in the Africana Studies Department at San Diego State University. Shortly after his arrival at SDSU he met colleague Frank Stites who shared his passion for railroading and woodworking and the two began carpooling and working on PSRM equipment that was scattered around the county, primarily at La Mesa. Their first project was a caboose parked on a siding on Fletcher Parkway near Grossmont Center.

Ted and Catherine officially joined PSRM in June of 1981. In September of 1982 they added young sons Daniel and James to the family membership. Ted's picture first appeared in the *Report* in August of 1982 when he was part of a crew that cleaned and waxed the Robert Peary which was on display at the Embarcadero. In February of 1983, while working on caboose 1413, he donated vintage can labels for the caboose pantry. In March he and Frank began chipping paint on Mojave Northern #3 at the La Mesa depot, a project that lasted until August. Ted continued working on that engine on and off while it was on display. He also worked on the depot restoration and subsequent paintings and refurbishments. In September 1983 he is listed as contributing to the moving fund for the 104, 050 and ATSF 1303. By December he was involved in the restoration of caboose 2286.



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

REMEMBERING TED KORNWEIBEL

continued

The *Report* stated that Ted had built four bed/benches in his home garage and a table top made from the old maple flooring from the former Campo gymnasium turned carshop. He also donated trim and hardwood pieces from his father's carpentry shop.

I first met Ted when I joined PSRM in 1984; he and Frank were doing carpentry work on caboose 2286 at that time. I recall being impressed with the display of carpentry skills as well as his welcoming demeanor.

In 1985 he added caboose 644 to his project list and the following year he talked his neighbor and colleague Frank Stites, whom most would call a master carpenter, into officially joining PSRM. The two worked together over the next several years, sometimes augmented by other museum volunteers, on many projects including almost every caboose the museum owned.

Ted became Superintendent of Restoration in 1994 following the resignation of Norm Hill and is responsible for many of our most noted restoration efforts including RPO #74 and Jim Crow car RS&S #3, both of which won awards for the museum.

A complete list of all of Ted's accomplishments with PSRM would fill a large volume, but here are some highlights beginning in the 1980s (not necessarily in order):

- Work on cabooses 1413, 2286, 1058 and 644

- Lackawanna car restoration for the 1988 San Diego Railfair including ceiling panels and side paneling. These cars are still in use today as the primary coaches for all of our train rides.

- Salvage of the old SD&A box car at the depot and construction of the stage to create the boxcar theater which was "center stage" for the 75th anniversary celebration of the driving of the gold spike on the SD&A.

- Providing music, along with Frank Stites, for the first BBQ at Campo. Later events also added Walt Richards and Paula Strong of Trails and Rails

- Installing Christmas lights at the museum gate for

- the early holiday runs.

- Replacing the deck of the DOD flat car.

- Becoming Restoration Superintendent in 1994, replacing Norm Hill.

- Restoration work in 1994 on the Mopac caboose and cafe/lounge car 1509 in November.

- Revamping the wood shop and creating the secure tool storage area.

- Work on the ATSF Railway Post Office car began in January of 1995 and continued through the coming decade. Ted also created the mail crane and its mounting base.

- Even before the RPO project was complete, work was begun on the RS&S Jim Crow car restoration, resulting in the only restored example west of the Mississippi River.

- Ted partially funded and supervised the installation of the aluminum I-beam and safety harness assembly in the car shop so that work could be safely done on the RS&S car roof and other projects.

- These latter projects in particular required a larger and more diverse group than just Ted and Frank. Ted excelled in finding and recruiting several new members such as Joe Shelley and Harold Whalen, who had a home forge and metal skills to replace the loss of the old shop gang led by Dick McIntire. Ted had the ability to work with anyone to accomplish his goals and a genius for fundraising. He always said he didn't mind begging if that was what was needed. Key to his successes was his ability to plan and organize each project before it began, line up the resources and then keep at it until it was completed.

- Institution of the first African American Railroad Heritage Day, an annual event unique to PSRM.

- In 2007 Ted arranged to have the inside stained-glass windows of the 050 professionally redone. The company that worked on the glass also provided the contact for casting replica clerestory glass for the Jim Crow car.

- When it was discovered that a container full of stored library materials was about to tumble

REMEMBERING TED KORNWEIBEL

continued

into a rain swollen creek, Ted was on hand with his truck to help remove the precious cargo and relocate the container.

In one of his last acts as Restoration Superintendent, Ted met with the library staff and suggested the combining of surplus shipping containers and a surplus medical trailer to create a new library facility at Campo. This turned out to be key to creating the current home for the venerable collection.

Ted became the new Director of Museum Services in 2009 although he was already beginning to show some symptoms of the disease that would eventually take his life. Even after the official diagnosis a year later, Ted continued to stay involved and held department meetings at his home when he was no longer able to travel to Campo.

All during his tenure with PSRM he continued raising his two sons and doing exemplary work at SDSU until his retirement in 2006. He is the author of five books and numerous articles on the African American rail-

roading experience and the creator and donor of the kiosk displays that accompany the RS&S #3.

PSRM members and especially volunteers who have joined after Ted's time with us don't know what they missed. He set a standard few of us will ever live up to.

Ted is survived by his wife Catherine, sons Daniel and James and six grandchildren.

Bruce Semelsberger



Editor's note - we are thankful to Bruce Semelsberger for putting together this article on Ted. Thanks also to Frank Stites, Ted's right-hand man at Campo, and Catherine, Ted's wife, for their assistance. Ted was a terrific volunteer who did first class restorations for us - as well as a variety of other jobs during his time with us. Always a gentleman, also easy to talk with and work with. RIP, my friend. I am a better person to have known you.



Ted (on right) with Frank Stites (left) are busy restoring a caboose at our Campo museum.



Ted (on right) with Frank Stites (left) were both musicians. Occasionally, they would stay late at Campo to perform for the volunteers.



Ted (on left) with President Jim Lundquist (on right) was honored several times for his years of volunteering.

Looking back on this month in Museum History

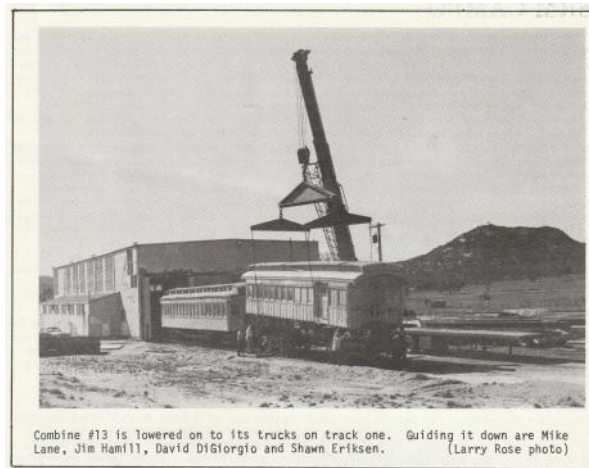
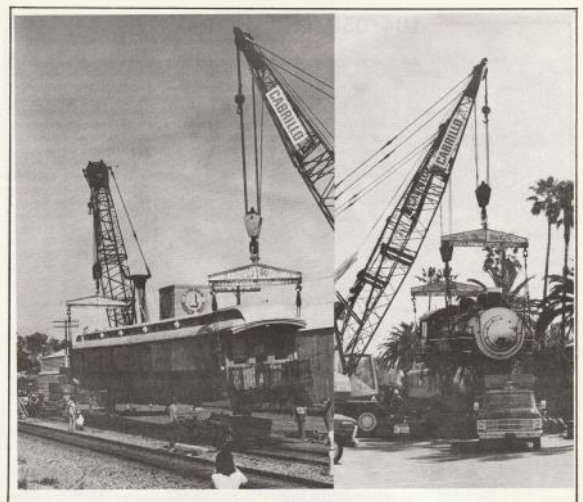
Here are the highlights of our museum from the old issues of the "Report."

50 years ago in 1973 - Purchase AT&SF #1509. <https://www.psrn.org/trains/passenger/atsf-1509/>



40 years ago in 1983 - SD&A steam locomotive #104 and private car #050 moved from Del Mar Fairgrounds

<https://www.psrn.org/trains/steam/sda-104/> and <https://www.psrn.org/trains/passenger/sda-050/>



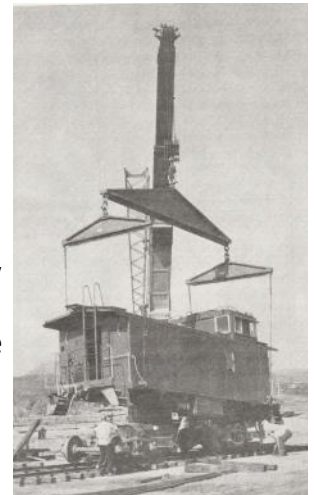
40 years ago in 1983 - D&R cars moved from Poway to Campo

<https://www.psrn.org/trains/passenger/rss-3/> and <https://www.psrn.org/trains/passenger/dr-14/>

40 years ago in 1983 - Santa Fe caboose moved from National City to Campo

40 years ago in 1983 - AT&SF #1304 moved from National City to La Mesa

<https://www.psrn.org/trains/passenger/atsf-1304/>



30 years ago in 1993 - MoPac Caboose #13936 acquired. <https://www.psrn.org/trains/cabooses/mopac-13936/>

Operations Volunteers by Rich Paulus

Train Service - those who are qualified train crew members, speeder operators/crew, and trainees who have helped us run 18 Golden State trains and the number of days they have volunteered: Colin Atwood 3, Jim Baker 2, Paul Bandemer 2, Carl Brooker 1, Ken Brown 2, John Cenkenner 1, Randy Houk 1, Charles Karayan 2, Bryson Medlock 2, Mike McIntyre 1, Rich Paulus 1, Glen Rogers 1, Duke Schweikert 1, Rob Stebbins 1, Tom Ulrich 1, Tim Wamsley 1, Gabe

Zorbas 1.

During this period Duke Schweikert qualified as a brakeman on the SD&A.

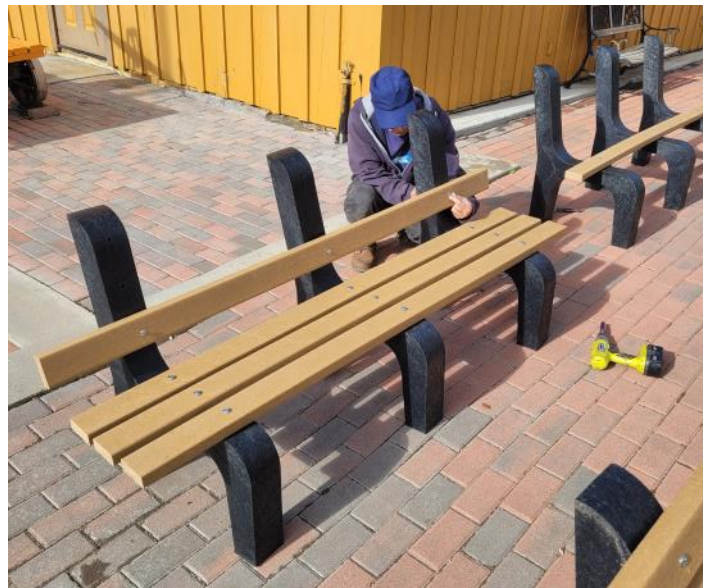
MOW - maintenance of way volunteers who have assisted Roadmaster Glen Rogers and Track Foreman James Caestecker in maintaining tracks and right-of-way this period: James Caestecker 3, Martin Caestecker 2, Glen Rogers 3, Tim Wamsley 1.

There were a total of 33 volunteer-days this period.



Benches arrive and are set up in Campo

Back in June, we solicited donations for new benches for the Campo Depot. Four arrived and were assembled by Steven Pohjola, Brian Elmore and Jim Lundquist. They look terrific and should be serviceable for decades.



Above - Steven Pohjola

Left—Brian Elmore

Photos by Jim Lundquist 1/4/23



Opportunity to Donate a Park Bench for the Campo Depot and museum site

Each new bench costs \$600 to cover the cost of acquisition and transportation. The donor will have the option of adding a plaque to recognize their donation and/or in remembrance of another. The benches are a similar product to the ones used for the past 10 years on the deck of the USS Midway museum, with great satisfaction. To order yours, simply send in a

check for \$600 for each bench ordered, and include the text you would like to see on the dedication plaque to our museum:

Pacific Southwest Railway Museum, 4695 Nebo Drive, La Mesa, CA 91941-5259

Your donation will be recognized and a letter of donation will be sent to you for your tax purposes. **THANK YOU for your support of our railway museum.**

Bunny Trains Project Manager Needed

We are looking for a project manager to lead the management of the Bunny Trains event on **April 1, 2 and 8th**. The project manager would be responsible for:

- * Organizing setup and takedown of decorations.
- * Ordering supplies for the event.
- * Coordinating volunteer manpower during the event.
- * Making changes and improvements where you see fit!

This is a great opportunity for anyone looking to get involved in a management role in the museum, as it is arguably the easiest event to organize of all our special events.

If you are interested, please contact Gabe Zorbas at (619) 251-1954 | gzorbas@psrm.org

Down at the La Mesa Depot

by Tim Miller, Station Master

We just completed our first year of expanded hours at the La Mesa Depot. Seems the year went by quickly, and a lot was accomplished. The depot has been open for all the major La Mesa Village events. We have made many new friends. Lots of young future railfans are regular visitors. Banners have been regularly replaced to reflect current or future events at Campo, to keep the community up to date. Graffiti has been removed as quickly as possible.

This year is already shaping up to be monumental! The recreated drinking fountain is headed for completion in a month or so. The City of La Mesa is awarding a grant for the repair/refurbishment of the Depot (more details later). Considering PSRM has had the depot open for over 41 years, this development is most welcome! The Mojave Northern 0-6-OT #3 on display is 100 years old this November, but our neighbors are concerned about its appearance and safety. (Any ideas about how we should celebrate the #3's centennial?) We continue to make progress on the module railroad in the baggage room. Please drop by for a visit soon.

Membership Report

by Carl Brooker

Please welcome the PSRM's newest members, Maria Yazmin Suaza, Lynne Schneider, Kelsey Norman and Ian Lawrence, Ryan Hartmann and Amanda Despres. The museum is also pleased to announce that long time volunteer Bruce Semelsberger has enrolled as our 332nd Life Member! Welcome aboard all!

PSRM Gift Shop - On the Right Track!

By Jennifer Brooker, Gift Shop Manager

After taking over as your Gift Shop manager this past fall, I've spent the last few months conducting inventory audits, analyzing sales, and forging connections with vendors and distributors to make the gift shop experience the best it can be. I'm pleased to announce that big things are coming your way! Over the next few months, keep your eyes peeled for updated merchandise selections. The Gift Shop team is working diligently to streamline the product offerings to include larger varieties and higher-quality products, sourced from local vendors to keep more money in

our San Diego County community. Over the course of the next year, plans are in development to refresh the Gift Shop, including updates to the layout to better accommodate the public and to bring the décor on par with the historical nature of depot. The Gift Shop is often the first place that visitors see, and I'm excited to help PSRM put its best face forward!

Have an idea for a new product you'd like to see in the Gift Shop? Are you a local artisan, vendor, or creator and want to get involved? Let us know at giftshop@psrm.org. We're always on the hunt for new, exciting items to offer our railfans!

Members meeting - March 14th at 7PM in La Mesa

Noted historian and our very own Bruce Semelsberger will be presenting the history of the Southern California Railway, which was the first railroad into San Diego. Bruce will include photos of portions of the line as it appears today, and speak on the hardships which were overcome to put San Diego on the map. Museum President Stephen Hager will be on hand to give

members an update of activities as well as answer any questions. This is sure to be a fun and educational evening, and all members and friends are invited. For a background on this railroad, see: <http://sdrm.info/history/cs/calsouth.html>

Details: Tuesday, March 14th. 7PM. La Mesa Police Community Room, 8085 University Ave, La Mesa. This is a short walk from the La Mesa Blvd Trolley stop, next door to our La Mesa Depot Museum.

Our Museum has a speaker's bureau which is able to talk railroad history to interested groups and clubs. If you see an opportunity to make a presentation, reach out to us. We'd love to share our history with inter-

ested people. In addition, we also make free tickets available for our Golden State trains for other non-profit groups. To follow-up, send an email to: Jim@psrm.org

From the Back Platform

By Stephen Hager, President

January at the Pacific Southwest Railway Museum Association tends to be a quiet time of year. We kicked off the year with undecorating our Campo Depot and train cars following the North Pole Limited trains.

On January 4th, the Federal Railroad Administration visited the museum to perform a track inspection on the main track between Campo and Division. The inspection was performed by the FRA's contractor, Ensco, using their hi-rail equipped track geometry truck. As the truck rolls along the track, it uses a series of optical sensors and lasers to take continuous, high-precision measurements of the rails. It can detect numerous track defects including wide or narrow gauge, improper cross level, excessive cross level twist, and incorrect rail cant. The results of the inspection are provided in the form of a defect list and a line graph showing the various measurements.

The FRA performs these free inspections every few years at Campo as a courtesy to our museum. Director of Railroad Operations Martin Caestecker and I were there to pilot the crew over the railroad and get real-time feedback on the track condition. The inspection identified a handful of isolated spots on the railroad requiring attention, and our MOW crews have already started making the repairs. We sincerely

appreciate the FRA's willingness to help museums like ours keep an eye on the track conditions so that we can provide safe train rides to our visitors.

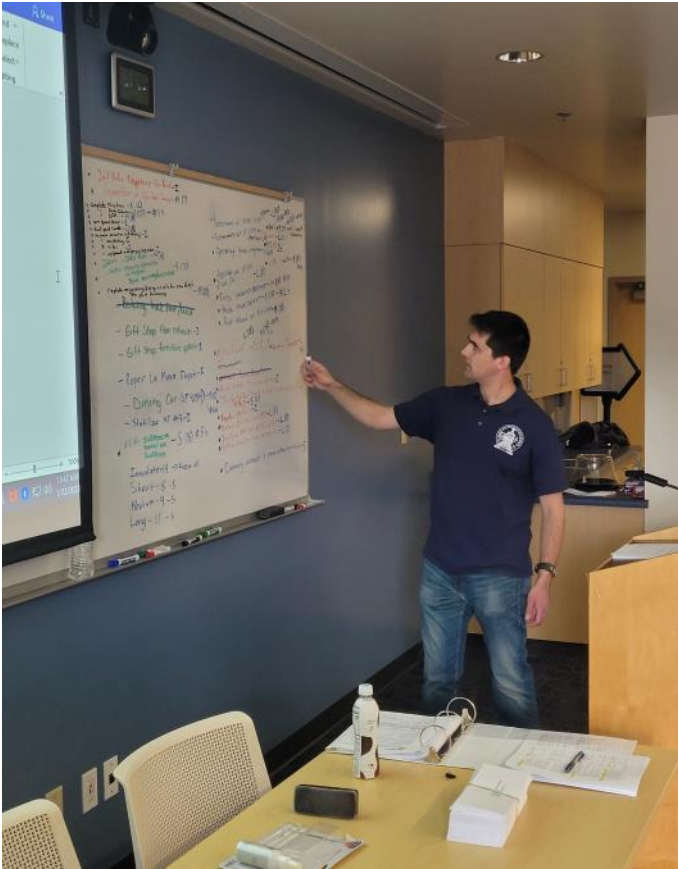
The big event in January was our strategic planning meeting on Sunday the 22nd at the La Mesa Police Department's Community Room. Approximately 20 volunteers attended the meeting. Following the meeting format from previous years, we started with the S.W.O.T. (Strengths, Weaknesses, Opportunities, and Threats) Exercise. The exercise helps the group take inventory of the museum's current situation so that we can better focus our strategic objectives. Audience participation is key and we came up with an extensive list that fills multiple pages. Here are just some of the things that we identified under each category:

Strengths: We own 100 acres, own lots of equipment, have regular train operations, have eager volunteers including a strong core group, offer a unique experience, have extensive interpretive signage, have a working gift shop, exist in a rural setting, have good public relations, are environmentally cleared for museum buildout, and have well-established special events.

Weaknesses: We have lots of inoperable equipment, have low public engagement, are far from major population centers, have one outstanding property loan, suffer from volunteer and membership attrition, have

From the Back Platform - continued

reduced the length of our train operations in the last two decades, have low engagement with the railfan community, have several unfinished projects, lack air-conditioned train cars, lack infrastructure to service equipment, and struggle to solicit grants and donations.



Stephen Hager at the white board
Photo by Jim Lundquist 1/22/23

Opportunities: We can acquire more land around Campo, move forward on replacing the Cow Creek Trestle east of Campo, get a liquor license, improve our marketing, collaborate with other railroad museums and non-profit organizations, provide better interpretive experiences regarding military railroading, run photo freights and other photographer specials, do targeted outreach, offer military discounts, improve footing conditions at the Campo Depot, modify some cars to be ADA accessible, create a visitor introduction video, share more about our museum's history, create audio tours, expand public access to the library, add security and fire suppression systems to

the library, and grow the gift shop.

Threats: We lack a long-term railroad operating agreement for the Desert Line, suffer from low volunteerism, have several unfinished projects, have extreme weather in Campo, are vulnerable to wildfires and the resulting state regulations, don't own the Campo Depot, have no site-wide security system, and have only two operable locomotives currently.

The S.W.O.T. Exercise serves as an important springboard for the remainder of the meeting. The bulk of the meeting was spent revising our list of long-term goals. All attendees were invited to come to the front of the room and write down goals that they personally felt should be prioritized. In previous years, the group would then vote to designate the top ten goals. This year, we decided to break the goals into three categories; short term (0-3 years), medium term (3-6 years), and long term (6-10+ years). After breaking the goals down by category, all participants were able to vote yes or no for each goal. The top five vote-getters in each category were the "winners". The results of the vote are shown below in order of priority:

Short Term

- Finishing the Party Caboose

- Installing a platform at the Campo Depot across the House Track

- Refurbishing the exterior of Pullman Robert Peary
- Cosmetically restoring SP 5119 to its original appearance

- Restoring the #2 State Room in SD&A 050

Medium Term

- Getting our train ride back to Division

- Purging Equipment from the collection that doesn't fit within our mission statement

- Refurbishing the exterior of ATSF 1509

- Restoring dining car UP 4054

- Installing a run-around track at Division

Long Term

- Starting the realignment of our train yard

- Getting our train ride back to Miller Creek

- Extending our train ride to Tecate and Jacumba

- Cosmetically restoring SD&A 104

- Restarting our active steam locomotive program

From the Back Platform - continued

We also came up with a list of “immediate” goals to address as soon as volunteer resources and funding permit. That list includes (in no particular order): making use of a second radio frequency for yard switching, running more special event trains, improving our volunteer interfacing, improving our marketing, improving the equipment information on our website, refinishing the gift shop floor, updating the gift shop furniture, repairing termite damage at the La Mesa Depot, stabilizing the Mojave Northern #3 steam locomotive at La Mesa, restoring SP 3709, adding variety to our train operations, regularly operating multiple-unit diesel consists on our trains, and more community outreach.

Next, we updated the strategic planning action list and added several action items. The updated action list will be sent out with the rest of the meeting materials to the volunteer email list in the near future. If you are interested in reading the materials and you



Twenty members participated in the planning effort
Photo by Dave Tomeraasen 1/22/23

aren't already on the volunteer email list, please send an email to volunteer@psrm.org and request to be added to the list.

Finally, we had a brief discussion about the museum's steam program. The overwhelming consensus among the group was that we should once again operate steam locomotives at Campo, with SP 2353 and SD&A 104 being the preferred candidates due to their historical significance to the area. There is a long road ahead of us on this initiative. Keep an eye out for updates from Steam Foreman Jim Baker in the coming months.

2023 is shaping up to be a productive year for the museum. We will be pushing hard to complete several projects this year, including the UP 576 reupholstery project, an operational restoration of SP 3709, the re-roofing of Santa Maria Valley Railbus #9, and the party caboose. As always, if you would like to get in touch with me, please send a note to president@psrm.org.

Until next time, keep it on the high iron!



Sharing ideas at the white board
Photo by Dave Tomeraasen 1/22/23

Upcoming events:

March 14, 7PM - Members Meeting and presentation by Bruce Semelsberger in La Mesa

April 1, 2 and 8 – Bunny Trains at Campo

April 15, 1PM - “Behind the Scenes” guided tour at Campo, led by Jim Lundquist at Campo. The tour will review the museum's history, plans, shops, library and equipment. Meet the volunteers who you have been reading about. Space is very limited. No charge for members. Email: Jim@psrm.org to reserve your space.

May 12, 5:30PM - Annual Dinner meeting. Additional details will be provided next month.



Paul Jansson found the Kyle Railways SD&AE caboose in the yards alongside Harbor Drive in downtown San Diego in this October 1983 photo. Kyle operated freight trains over the line from 1979 until 1983 when two bridges were burnt in the Carrizo Gorge section of the railway. Kyle left town taking the cab with them.