



A publication for the Pacific Southwest Railway Museum members

February 2024

Largest Monetary Project Ever Undertaken at Campo - Trackwork Completed





**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

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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Trackwork completed at Campo

The largest monetary project ever undertaken by our Museum was finished at Campo this past month, as RailWorks laid out new rock ballast and aligned and tamped tracks. The \$285,000 effort represents the largest amount of money our museum has spent on a single project. In addition to



installing 500 new wooden ties between Campo and Canyon, the contractor cleared rocks which had fallen next to the tracks, reestablished drainage in the cuts and placed ballast in places where the tracks needed to be aligned and/or raised. The tracks in the cut at Mile Post 63 were raised to bring them out of the water. A spring in the cut sends water down the tracks during wet years, rotting the wood ties. With the tracks up on ballast, this condition should be corrected.

Shown in these photos taken by Jim Lundquist on January 5, 2024, crews were raising and aligning the tracks just east of the Highway 94 crossing, about 1/4 mile from the Campo Depot. The new ballast and alignment looks like a new railroad. Many thanks to those who have contributed financially to this effort with your donations. Maintaining the railway is a priority of our railway museum which allows us to continue to operate our excursion trains.





In Campo:

Saturday and Sunday: Museum open to public from 9AM to 5PM.

NOTE: The excursion trains operated under the name “SD&A Golden State” will run on Saturday only through March 10th.

Bunny Trains: March 16, 17, 23, 24, 30 and 31.

April 6: SDN #2103 (Coaster) locomotive to be the lead locomotive.

Campo Days: May 4th and 5th.

Saturday and Sundays: volunteer work days at Campo.

Wednesdays and Saturdays: Library open from 9AM to 5PM. Call Bruce Semelsberger at 619-264-7282 for an appointment

In La Mesa:

Members meeting - April 5 at 7 PM: Join us for a talk on acquiring, moving and operating the Coaster locomotive led by President Stephen Hager.

Tuesday & Thursday Noon - 3PM; Saturdays 11 - 2: La Mesa Depot open

Volunteers are at both locations during the week as well. To be included on these days, please email: volunteer@psrm.org



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. Please include photographer and date of photo. Send all submissions to Editor@psrm.org

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:

editor@psrm.org

Notes from Fundraising

Donna Spevack, Administrator of Fund Development

January has started out to be a bit chilly, but fundraising is going strong for our Giving Tuesday (Track Work) Campaign! Our member contributions are helping to facilitate our endeavors to save historical railway equipment and memorabilia and pay for museum upgrades. Thank you to all of our contributors for their generosity.

Fred Beshid; Pat J. Filicichia; Linda Eskin; David H. Bunch; ScareWe Productions LLC; Margaret Ruiz; Ryan Hodge; Andy Zolyak; Terry A. Shaw; Mike Lucek; Ronan Mandra; Marie C. Elizalde-Peck; Rick and Sandy Rowe; Tom Ulrich; C. F. Bach; Anthony and Olivia Neece; Jeffrey Haslam -Employee Giving-LLNL; Thomas L. Walker; Harlan and Sharon Mille; Walter Potts; Michael Riemann; Mark Landguth; Shankar Sundaram; Benjamin Lazerson; Nathan A. English; Daniel Sather; Matt Preston; Ronald G. Ranson Jr.; Norman Anderson; John Sikes; Constance E. Hillyer; Jack O'Lexey - **Thank you all and if I forgot anyone, I apologize and please let me know so that I can mail out a donation letter to you!**

You too can make a difference in 2024 by renewing your commitment to PSRM

What a great time to volunteer or renew your membership at PSRM for the upcoming year. Remember your membership renewal or donations enable us to broaden and deepen our commitment to save our valuable heritage for future generations.

Your support is substantial and there are many ways in which you can support the Pacific Southwest Railway Museum, whatever your budget may allow.

Here are ways you can make a contribution: (Including low-cost options)

- Make a donation online at Donate – Pacific Southwest Railway Museum (psrm.org)
- Send a check to: PSRM, 4695 Nebo Dr., La Mesa, CA 91941-5259
- Buy a table in memory or honor of a loved one (includes a plaque)
- Or if you are interested in exploring alternative charitable options with us, please feel free to call (619) 606-6231.
- Employee charity match programs through your work place – Check with Human Resources to see if they participate. Volunteer hours can also count towards matching gifts. List of Companies with Matching Gift Programs (<https://www.easterseals.com/ways-to-give/workplace-employee/matching-gifts.html>)
- Not able to make a monetary donation? Volunteering to help at an event or at the museum is a great way to contribute. Visit us on <https://www.facebook.com/SanDiegoTrain> for opportunities. (Like us on Face-book)

To make a donation go online at www.psr.org and click on our donation site or mail in a check addressed to **PSRM, 4695 Nebo Dr., La Mesa, CA 91941-5259**. Please specify if you would like to contribute to a special project, in memory of a loved one (table with a plaque) or just a general donation.

Facilities Dept welcomes two new volunteers



The new walkway connecting the main line to the Exhibit Hall over the drainage ditch has been completed. The regular volunteers were happy to be joined by two new volunteers this past month. Morgan Synder is a local Campo resident who came by to assist us in pouring concrete on the west side headwall. In addition, Jake Cotton and his son came out on the MLK holiday with his chain saw to assist in removing downed trees on our property. It is such a blessing to welcome new volunteers.

Thank you!

Get Involved at PSRM

by Volunteer Coordinator Jenn Brooker

Did you know that PSRMA is a 100% volunteer-led operation? That means every time you view an exhibit, ride our trains, visit the gift shop, or participate in a special event, a volunteer was there every step of the way to ensure the best possible experience! As such, we're always looking to add more passionate and capable individuals to our volunteer team!

Current Available Positions

The following positions are needed year-round in Campo and La Mesa. A long-term volunteer is generally preferred.

For a description of positions and/or to express interest in volunteering, please email volunteer@psrm.org.

1. Gift Shop Attendant
2. Facilities Volunteer
3. Equipment and Maintenance Volunteer
4. Operations Crew
5. Campo Museum Docent
6. Clean-Up Crew
7. Library Assistant
8. La Mesa Depot Docent

Are You a Specialist?

Do you have an area of expertise that can be applied to railroading or our museum, such as electrical, automotive repair, woodworking, restoration, painter, etc.? We'd love for you to come share your skills with us. No matter what you do, we can always use another friendly face to help our museum grow and change. Please email volunteer@psrm.org to get involved!

Special Event Positions

The following positions are needed during up-coming special events and require commitment only for that event.

For a description of positions and/or to express interest in volunteering, please email volunteer@psrm.org.

1. Bunny Train, Saturdays and Sundays, March 16th – March 31st

Decorators
Gift Shop Volunteer
Egg Hunt Volunteer
Bunny Actor and Attendant
First-Class Snack Bar Attendant
Craft Area Volunteer
Clean-Up Crew

2. Campo Days, Saturday and Sunday, May 4th and 5th

Decorators
Raffle Attendant
Gift Shop Volunteer
First-Class Snack Bar Attendant
Craft Area Volunteer
Clean-Up Crew

High School Community Service Requirements

Several high schools across Southern California require high school students to complete a certain number of community service hours as part of their graduation requirements. As a 501c(3) nonprofit organization, PSRM is a qualified community service organization. Please send an email to volunteer@psrm.org to learn more.

Interested in learning about future volunteer opportunities?

Send an email to volunteer@psrm.org with the subject "Volunteer Email List Addition" to start your adventure with your railway museum. Request notices for volunteers for various projects are frequently sent to this email group. We appreciate everyone who donates their skills and time to help our museum grow and succeed. We simply can't do this without you!

From the Back Platform by Stephen Hager, President

At the Pacific Southwest Railway Museum Association, we kick off each new year with the customary board member transitions on January 1st. This new year, the expiring “Year B” director terms ended and new terms began. A big thank you goes out to outgoing Vice President Gabriel Zorbas and Treasurer Dave Smith for their service to our organization over the past two years during a time of change and growth. I’d also like to thank incoming Vice President Colin Atwood and Treasurer Hector Gonzalez for stepping up to take on these important roles. Director of Facilities Frank Denison and Director of Operations John Cenkner, also “Year B” directors, both ran for reelection and began serving their new two-year terms on January 1st. The “Year A” directors, consisting of myself, Secretary Jenn Brooker, Director of Equipment Robbie Smith, and Director of Museum Services Travus Clark will remain in office through the ends of our terms at the end of this year.

To start out the year, the museum in Campo is open during our normal hours on Saturdays and Sundays

from 9 AM to 5 PM. However, due to continued volunteer shortages, Golden State trains will be operating on Saturdays only with departures from Campo at 10:30 AM, 1:00 PM, and 2:30 PM. We hope to resume offering Sunday service if volunteer numbers pick up enough to sustain the service. We are always seeking additional volunteers to add to our train crew ranks. Volunteers in the operations department start out by training to becoming a speeder operator or brakeman, and subsequently become eligible to promote to conductor and finally locomotive engineer. No prior railroad experience is required; we provide all training in house. If this sounds interesting to you, please reach out to us at volunteer@psrm.org and let us know that you’re interested in train operations.

In early January, the Equipment Department wrapped up some pending mechanical work on SP 3709 and performed final tests and inspections in the yard before turning it loose for road test runs. On January 20th, SP 3709 pulled its first museum trains with passengers as it made three round trips from Campo to Canyon and back. The locomotive was paired with our other GP9, SP 3873, for redundancy in case it experienced an enroute failure. Through the multiple-unit



Donovan Chorny caught SP 3709 along with SP 3873 hauling the Museum’s excursion train *Golden State* east-bound behind the Campo Green Store on Saturday, January 20, 2024. The Engineer was Rich Paulus.

From the Back Platform continued

electrical and pneumatic connections between the two locomotives, both locomotives can be controlled by a single engineer. The two locomotives put out a combined horsepower of 3,500 hp, making this the most powerful locomotive lashup that we've assembled at the museum in roughly two decades.

The test run was a resounding success, with no serious issues logged on SP 3709. We will continue test runs with SP 3709 over the next month or so in order to evaluate its performance. It will continue to be paired with SP 3873 during this testing period, though mostly with SP 3873 shut down unless it's needed. Mechanical and cosmetic work on SP 3709 will continue in between operating days. If you're interested in helping on this project or any of our other ongoing projects, send an email to volunteer@psrm.org and let us know what you're interested in helping with. You'll be put in touch with the appropriate project manager who will walk you through the steps to get involved. You can also request to be added to our volunteer email distribution list where you'll receive periodic email notifications of upcoming project workdays.

At the end of January, PSRMA's contractor RailWorks

wrapped up its rehabilitation project on the railroad between Campo and Canyon. Over the course of two months, RailWorks replaced 500 railroad ties, cut drainage ditches along 3,000 feet of track in two cuts on the railroad, installed 500 tons of crushed rock ballast to improve drainage and track stability, and tamped the track in several places. Tamping is a process that lifts and shifts the ties to correct alignment and cross level issues in the track. The tie replacements, ballasting, and tamping all contribute to improved ride quality on the track. They also ensure that the track is good for the safe passage of trains for many years to come. The drainage improvements will also serve to protect the integrity of the track during heavy rains like those that we experienced in late January.

There are lots of exciting projects and events coming up at the museum this year. Check out some of the other articles in this edition of the Hot Scoop to see how you can participate and get the most out of your membership. 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!

Welcome New Members

by Carl Brooker, Membership

What a remarkable month it has been for membership at PSRMA. In the last month four members have joined or upgraded their membership to life memberships. T. Duff Joseph has joined as Gold Spike Life Member #27. In addition, Ian Gill, Lee Huntington, and Jim Price all joined as Senior Life Members. It was a great feeling having these four join the museum's eternal records as life members – perhaps it had something to do with Jim Price's excellent December

2023 lecture on the Railroad Depots of San Diego County (now available on PSRMA's YouTube)?!

In addition to the above listed life members, Martin Nemerever has also joined the museum as a Supporting Member. Furthermore, Anthony Collins, Fred Beshid, Staci Burns, Matthew Bybee, Veda Donoho, Maria Elena Ibarra, H. Owen Miller, Josefina Cardenas, Ned DiMaggio, Joan Sieber, and Jean Zuniga all joined the museum as either Family, Individual, or Senior Members.

Welcome all to the Museum!

Operations Volunteers for December 18 to January 20, 2024

by Rich Paulus, Chief Operations Officer

Train Service - those who are qualified train crew members, speeder operators/crew, and trainees who have helped us run 9 Golden State trains, and the number of days they have volunteered through January 20: Colin Atwood 3, Alyssa Andersen 1, Carl

Brooker 1, David Choy 1, Stephen Hager 1, Jim Lundquist 1, Mike McIntyre 2, Rich Paulus 1, Duke Schweikert 1, Rob Stebbins 1, Tim Wamsley 1

Taking a break after the end of North Pole Limited trains, we began the year running the Golden State only on Saturday. After 3 weekends with mostly filled crew positions, there were a total of 14 volunteer-days this period.



Buy a tie!

**Donate \$75 to buy a tie.
Help us overhaul
our SD&A(E) Track**

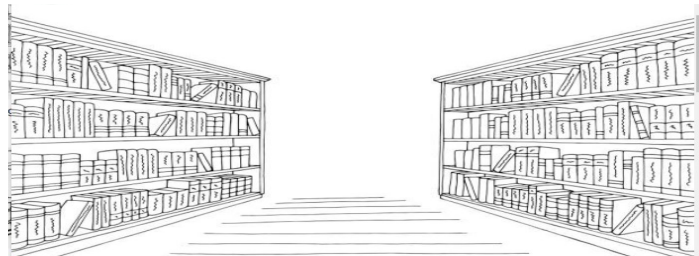
www.psrnm.org/donate or send a check to 4695 Nebo Drive, La Mesa, CA 91941

LIBRARY UPDATE by Bruce Semelsberger

Having survived December and adventures in hoboing (*editor note – Bruce is a volunteer Hobo as part of the North Pole Limited trains*), the library staff is back to more usual pursuits. The best news in a long time concerns an influx in volunteerism, possibly the result of the social media attention PSRM has been garnering largely due to the efforts of Jason Drenkow. In any case, the library has caught the attention of not one but *three* new volunteers! As soon as they have had time to settle in, we will be introducing them to everyone. There is still room for more participation, so please don't think we no longer require any more help to catch up with the last several years of understaffing, but this is still very welcome news indeed.

Regarding those projects that still require attention:

- Organizing the library/ book section of the collection. When books were initially placed on shelves, the intent was to have each section put in alphabetical order by author. The late Bob Underhill was beginning this task before his untimely demise and at least one of our new volunteers will be working on this. Before we can access and shelve the large backlog of donated books, this needs to be done.



- Updating the computers and work stations to work with the new server so that all files are easily accessed on all work stations and then providing reading access on files to the museum members and researchers from their homes and offices. Another of the new volunteers, an expert on IT, is now assisting Richard Finch to make this happen.
- Addressing the huge backlog of donated items that already exists. This involves identifying duplicate items, identifying artifacts, identifying subjects and locations of photographs, labelling and adding all items to the database and generating appropriate paperwork before putting everything on shelves.
- While all of this is going on, we still need to address research requests, create exhibits and ar-

range for acquisition of still more new donations as well as perform maintenance and cleaning tasks. Once these jobs are brought up to date, we can begin working on other projects such as digitizing maps and drawings, VHS tapes and museum records. Still a need for additional help? Plenty!

- Call me at 619-264-7282 to get started.

Thanks to all those members and other folks who continue to funnel donations and other resources to us. Richard Pennick has given us many boxes of maps, records and artifacts that he collected over decades. Andy Pierce over in Durango, CO, delivered a ledger of the first 200+ SD&A work order expenditures he salvaged at the same time our "dumpster collection" was being saved by Larry Rose and others. Kevin Kuzma gave us three original 8X10 photos of ATSF San Diego station personnel taken in 1927, 1929 and 1939 for the Santa Fe corporate magazine.

Finally, a brief note about the research we did with Jim Price for his fine lecture on railroad depots of San Diego County. We made an effort to identify all of the depots we could in the time we had and collect available data and photos on each for a permanent file at the library (still working on it). We located records for the San Diego depot for the San Diego, Cuyamaca & Eastern Railroad on Commercial Street indicating that the original architect was a little-known man named Samuel B. Zimmer. At the same time, we also found an architectural drawing of the depot with elevations which also closely matched the available photos of the depot, but the architects were the well-known firm of Hebbard and Gill! Which one was correct? With the help of our friends at SOHO, the Save Our Heritage Organisation, we finally decided that Zimmer, who badly needed the business, sub-contracted the day-to-day oversight of the construction for the very busy Hebbard and Gill. All of the collected information will be shared with SOHO and other interested parties. This depot was built in 1899 and existed in two locations on Commercial at 10th and then was moved to 13th Street. It was a significant piece of architecture with granite exterior, hardwood wainscoting and a copper roof, but was ruled unnecessary by the SD&A after they assumed control and moved operations to the new Union Depot on Broadway and Kettner. It was sold to a scrapper for \$300.00 and demolished to make room for the new freight house in 1921.

Down at the La Mesa Depot

by Timothy Miller, Station Master

The La Mesa Depot is 130 years old this year! Happy Birthday! It is amazing how the Pacific Southwest Railway Museum has promoted the downtown development with return of the depot to its original location. But our job is not over since time has a way of making old things older and the need of our attention to keep things fresh and new looking. In the past year the depot has received a new exterior paint job. Continuous housekeeping has also been needed both inside and out due to visitor traffic both welcomed and unen-

couraged. An example of the latter is the doorknob on the south end of the depot. The doorknob was bent and the mechanism was not working properly. Bruce Semelsberger has spent quite a bit of time trying to repair the damage as well and find a replacement that looks correct for the timeline we are trying to preserve. A big thank you Bruce!

A big reward for me volunteering is when a visitor tells me they have never seen the Depot open and this is their first visit. All members are welcome to come and help keep the PSRM story alive.



TRACKS to the FUTURE

Railroad Transportation and Engineering Program - 2024

Railroads are the high-tech and environmentally sensitive transportation mode! Don't believe us? Come and learn why railroads remain the most energy-efficient mode of transportation. Engage with faculty from Universities across the country as you uncover what forms modern railroad track, explore equipment from around the globe and analyze communications/control systems. This hybrid program entails virtual classroom sessions at your home on Monday and Tuesday, travel to the host site on Wednesday, and in-person activities on Thursday and Friday of your assigned session.

- ◆ Open to high school students (who will be enrolled in grades 9-12 in Fall 2024)
- ◆ 20 full scholarships are available at each site!

DEADLINE TO APPLY:
MARCH 15, 2024
 (or until filled)



Session 1 Locations — June 10-14, 2024

Penn State Altoona - Altoona, PA
 University of Nebraska-Lincoln - Lincoln, NE

Session 2 Locations — June 24-28, 2024

Michigan Technological University - Houghton, MI
 University of Illinois - Urbana-Champaign, IL
 University of South Carolina - Columbia, SC
 California State University-Fresno, Fresno, CA
 University of New Mexico - Albuquerque, NM
 Oregon State University - Corvallis, OR
 North Dakota State University - Fargo, ND
 University of the District of Columbia - Washington,



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SD&A History by Bill Schneider

Which is correct – **Carrizo** or **Carriso**? Today the magnificent gorge is spelled **Carrizo** on signs, maps and GPS. Why does SD&A Business Car #050's lettering spell it **Carriso**?

Because that's the way it was spelled when the historic car was named.

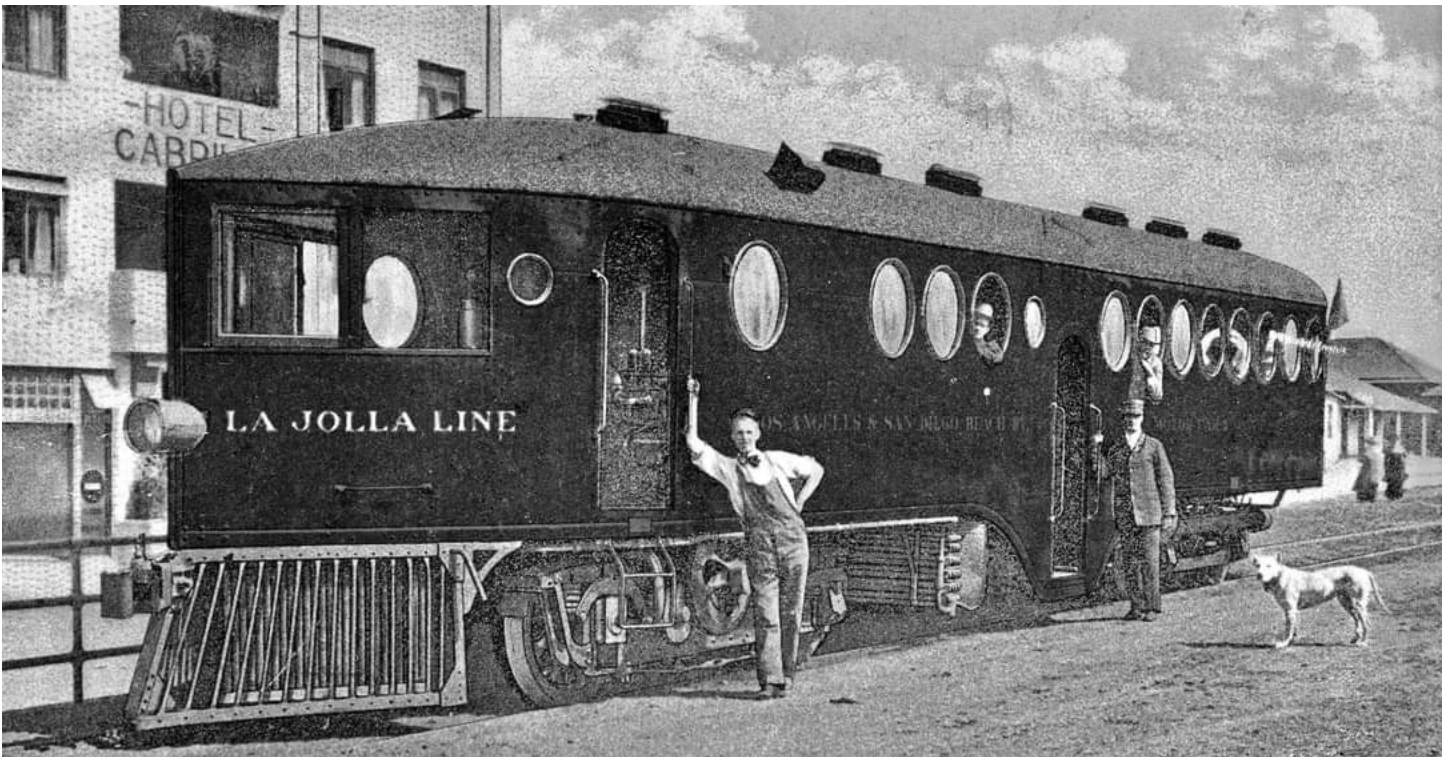
The name probably came from a Native American word for a grass found in the gorge, which Spanish speakers wrote as "carizal" and English speakers as "carisal." Early maps used both **Carrizo** and **Carriso** for the gorge. When the SD&A was built, it used **Carriso** in

its maps and publication and on the car. As the SD&A was the only route into the gorge and widely publicized it, that was the usual spelling for decades. But **Carrizo** became more commonly used, especially after SD&AE passenger service ended in 1951, and is now the official spelling.

Except: A historic sign in the gorge and Business car #050, acquired for its builder and first President, John D. Spreckels, are both now historic artifacts, which retain the **Carriso** spelling. Our museum also used in in the 2019 Souvenir Program commemorating the SD&A's 100 Anniversary, in remembrance.



On November 15, 1919, SD&A President John D. Spreckels (left) was joined by (left to right) Virgilio Bruschi; Frank Belcher, president of the Spreckels-owned First National Bank; San Diego Councilmen Fred Heilbron, John Held and Harry Weitzel; and Mayor Louis Wilde boarded the private car SP #295 *Coronado*. The train was the *Gold Spike Express* bounded for Carriso Gorge for the driving on the Gold Spike celebrating the completion of the San Diego & Arizona Railway. Thank you, Bill Schneider, for sharing the photo and information.



The Los Angeles & San Diego Beach Railway in La Jolla in this 1905 photo. There were two McKeen cars on this line, plus one on the San Diego & Cuyamaca Railway which stopped at our La Mesa Depot on the way from San Diego to Lakeside/Foster. There were a total of 152 cars built between 1905 - 1917.