



A publication for the Pacific Southwest Railway Museum members

May 2024

CAMPO DAYS

— ★ ★ ★ —

MAY 4-5, 2024

PACIFIC SOUTHWEST
RAILWAY MUSEUM

750 Depot St., Campo, CA 91096

TRAIN RIDES • VENDORS
VINTAGE VEHICLES • FOOD
HISTORICAL DISPLAYS
LIVE MUSIC
& MORE!



**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.

Museum Officers
President: Stephen Hager
Vice President: Colin Atwood
Treasurer: Hector Gonzalez
Secretary: Jenn Brooker
Equipment Dept: Robert Smith
Facilities Dept: Frank Denison
Museum Services Dept: Travus Clark
Operations Dept: John Cenknor

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Gift Shop Mgr: Thomas Deen
Archivist: Bruce Semelsberger
Hot Scoop Editor: Jim Lundquist
Membership: Carl Brooker
Steam Foreman: Jim Baker
Volunteer Coordinator: Jenn Brooker
Asst. Dir. Of Facilities: Jim Lundquist
Station Master (La Mesa): Timothy Miller
Social Media Mgr: Jason Drenkow
Asst Volunteer Coordinator: Colin Atwood

Campo Days are Coming! - May 4 & 5

Campo Days is a special celebration by all the museums in Campo with a fun-filled day of activities. Our railway museum displays and demonstrates equipment not usually seen, along with food, live music and community information booths and other special events. New for 2024, ten rail groups from across San Diego County will have displays, demonstrations and giveaways in the Exhibit Hall. The Motor Transport Museum (on Highway 94 east of Buckman Springs Road) features the operation of some of their equipment, plus food, drink, desserts and music. The Gaskill Brothers Stone Store (on Highway 94 just east of Forrest Gate Road) will be open with special displays and events. The Camp Lockett Event and Equestrian Facility (south on Forrest Gate Road to the border) will feature many special events. CLEEF will have booths, food, drinks, dancing and a number of rodeo type of events. All totaled, this is a great weekend to bring your family and friends to Campo to enjoy all the many events. It is always a good time.

Calendar:

Special Events:

May 4th and 5th - Campo Days at Campo

May 11th Saturday – Mother’s Day Special

Free admission and 1 regular ticket for Moms. Trains at 10:30am, 1:00pm and 2:30pm

May 12th Sunday - (Actual) Mother’s Day, Free Admission for Moms, no train rides.

May 18th & 19th - Golden State Weekend. Museum Open 9am-5pm. Regular Golden State train rides will be offered each day at 10:30am, 1:00pm and 2:30pm

June 15th Saturday – Father’s Day Special

Free admission and 1 regular ticket for Dads. Trains at 10:30am, 1:00pm and 2:30pm

June 16th Sunday - (Actual) Father’s Day Free Admission for Dads, no train rides.

June 20 - National Ford Model T rally and train ride at Campo

August 9 - Membership Meeting. "Railroading in San Diego County: 1945-Present". 6:30 p.m. in La Mesa Police Dept Community Room.

November 14 - Membership Meeting. "Spreckles Empire". 6:30 p.m. in La Mesa

Regular Schedule:

At our Campo Facility

Saturday and Sunday, 9 a.m. to 5 p.m. - Museum open to public.

Saturdays and Sundays - volunteer work days.

Wednesdays and Saturdays - Library open from 9 a.m. to 5 p.m. Call Bruce Semelsberger at 619-264-7282 for an appointment

At our La Mesa Depot

Tuesday & Thursday Noon - 3 p.m. Saturday: 11 a.m. - 2 p.m. - Depot open

Volunteers are at both locations during the week as well. For more information about volunteer opportunities, 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

Membership Meeting Very Informative

On April 5th, President Stephen Hager entertained and informed members on the 4 1/2 year effort to acquire and move the Coaster locomotive #2103 from Oceanside to Campo. It is a fascinating story of perseverance for preservation of a San Diego historic locomotive. That story had so many twists and turns it really belongs in a book! And, a book has been published. To get caught up on this story, we invite you to pick up the book at the Campo giftshop or order it on line: https://www.amazon.com/dp/B0CMPKS9L3?ref=cm_sw_r_cp_ud_dp_954VSPHYJ3FK6CQM61NN

Annual Dinner Provides a Trip Down Memory Lane While Recognizing the Dedication of Volunteers

by Jennifer Brooker, Secretary and Special Events Coordinator

Over 50 PSRM members and their families gathered together to join in the annual dinner celebration, this year held at Bali Hai Restaurant on Shelter Island. Guests enjoyed a delicious buffet dinner served out on the back patio of the restaurant, with stunning views overlooking the bay and the downtown San Diego skyline. Members and volunteers enjoyed signature drinks crafted exclusively for the event while museum president, Stephen Hager, shared all the major accomplishments of the past year as well as what to expect in the upcoming year.

After dinner and dessert, the Executive Officers (President Stephen Hager, Vice President Colin Atwood, and Secretary Jennifer Brooker) laid out the proverbial red carpet for the awards portion of the evening. First up, Hours Awards were presented to volunteers committing over 100+, 250+, 500+, 750+, and 1000+ hours of service to PSRM during the 2023 calendar year. A total of over 9,300 hours were donated by 58 volunteers. Our organization is 100% volunteer operated so we literally could not keep our museum open and trains running without their dedication! *See the list of award recipients below.*

Next, the annual awards for each department within the organization (Equipment, Facilities, Museum Services, and Operations) were bestowed upon the volunteer within the department who demonstrated the most exemplary service to the department through both their time commitment and quality of work over the previous year. Similarly, the annual award for Administration was bestowed by the Executive Officers upon the volunteer who demonstrated the most exem-

plary service in special events, fundraising, and other administrative functions. *See the list of award recipients below.*

The most prestigious and important award, the Railfan of the Year Award, was presented last. This award is bestowed by the entire board of directors upon the volunteer whose service to the organization across multiple departments over the previous year goes above and beyond the call of duty and brought arguably the most benefit to the organization. The name of the award implies “you’d have to be a **TRUE** Railfan to have selflessly worked that hard for the organization!” It is the highest honor that PSRM’s board of directors can grant. This year, we couldn’t award just one person, because this couple is not one without the other. The next time you see **Teresa Gonzalez** in the Gift Shop or Exhibit Hall, and **Pablo Martinez** working tirelessly behind the scenes to keep our museum and grounds in sparkling condition, please give them the round of applause they deserve for their truly selfless dedication to PSRM.

Finally, the evening wrapped up with slide show of photos and videos highlighting the year in review. Guests laughed and reminisced as memories played across the screen: special events like NPL, Bunny Train, Campo Days, and Pumpkin Express; replacing the lunchroom wall and windows; mechanical restoration of 3709; brakeman training classes; and more.

The Annual Dinner is a benefit to all members and volunteers. We can’t wait to see all of you next year!

Department Awards: Administration – Jennifer Brooker, Equipment – Grace Brown, Facilities – Glen Rogers, Museum Services – Jason Drenkow and Operations – Chadwick Baker.

100+ Hour Awards	250+ Hour Awards	750+ Hour Award
Christopher Baker	Colin Atwood	Jim Lundquist
Paul Bandemer	Jim Baker	
Carl Brooker	Chad Baker	1,000+ Hour Award
Ken Brown	Jennifer Brooker	Stephen Hager
James Caestecker	Grace Brown	
John Cenknor	David Choy	
Paul Falk	Jason Drenkow	
Thomas Deen	Richard Finch	
Frank Denison	Richard Paulus	
Justin Hyland	Timothy Wamsley	
Mark Landguth		
B G Miller		
Duke Schweikert		
Roark Stump		
Tom Ulrich		

THE PACIFIC SOUTHWEST
RAILWAY MUSEUM ASSOCIATION

PRESENTS

2024 ANNUAL
DINNER

and

VOLUNTEER RECOGNITION
CEREMONY

APRIL 18, 2024



Award winners (left to right) Railfans of the Year—Teresa Gonzalez and Pablo Martinez (not pictured).
Facilities - Glen Rogers. Operations - Chadwick Baker. Equipment—Grace Brown (accepted by her Father).
Administration - Jennifer Brooker. Museum Services - Jason Drenkow (not pictured).



Certificates for the hardworking volunteers were presented at the Annual Dinner. This photo, by Dave Tomeraasen, captures those in attendance. 4/20/24

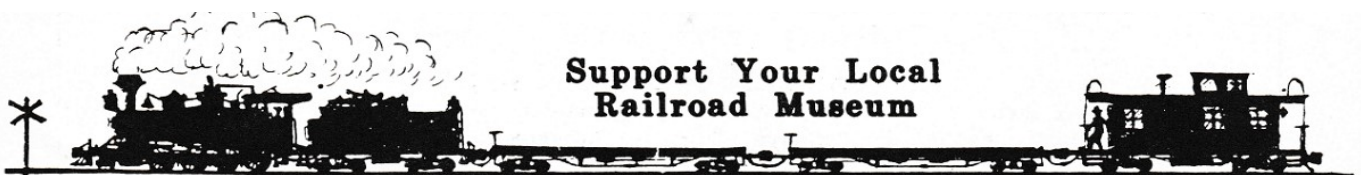
Welcome New Members

by Carl Brooker, Membership

This month, the museum is happy to welcome Michael Carroll as a new sustaining member. Michael's membership helps fuel the locomotives, pay the electric bills, and repair the ties. Thanks Michael!

Additionally, Donnie Bateman, Laurance Beauvais, Peng Cheng, Brian Gastineau, Shawn Hack, Bob Heygood, Marco Muniz, Marwan Oudeshow, Sylvia Padilla, Mike Smith, John Thomas, and Andrew Williamson all joined the museum as either family, individual, or senior members. Welcome aboard all!

We are also happy to announce the final two memberships lectures of 2024 in this issue of the Hot Scoop. On August 9th, at LMPD, Travus Clark is going to present a lecture on "Railroading in San Diego County: 1945-Present". 6:30 p.m. start time. On November 14th, at LMPD, Sandee Bonura is going to present a lecture on the Spreckles' Empire. 6:30 p.m. start time. We are all excited for these lectures and look forward to everyone attending. Keep your eyes peeled to your email on file with membership for the RSVP link in the next few weeks to Travus's lecture!



**Support Your Local
Railroad Museum**

Operations Volunteers for March 25 to April 23

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 6 more Bunny Trains, 9 Golden State trains, 1 School Train, and the number of days they have volunteered through April 23: Colin Atwood 1, Alyssa Andersen 1, Jim Baker 1, Carl Brooker 1, Ken Brown 2, John Cenkner 1, David Choy 2, Travus Clark 1, Hector Gonzalez 2, Stephen Hager 2, Ryan Hodge 1, Randy Houk 2, Rich Paulus 1, Duke Schweikert 1, Morgan Snyder 1, Rob Stebbins 1, Tim Wamsley 2, Gabe Zorbas 1

Brakeman Class – instructor, engineer, and other volunteers who have conducted the Field Training Class for those volunteers beginning brakeman training this period: Stephen Hager 2, Rob Stebbins 1, and Rich Paulus 1.

There were a total of 28 volunteer-days this period.

Added note: The Bunny Trains that ran for 3 weekends through the end of April carried 1,861 passengers. Also, last month's total volunteer-days should have been 36 instead of 34 as I omitted 2 days of duty by Jim Baker.



On April 13th, Morgan Snyder, and his dog Penny, represented our railway museum at the Campo Farmer's Market. He handed out information, answered questions, and had a prize wheel for children that included stickers, temporary train tattoos, postcards, or a free ticket. One more example of helping to get the word out in the community.



Brakeman Class. Student Brakeman Ryan Hodge is with Instructor and President Stephen Hager at the Brakeman Class. *Photo by Dave Tomeraasen 4/20/24*

The wood shop has been busy this month as Richard Finch is finishing up on the repairs to the 1948 Oliver bandsaw.

(Right) Richard is cutting down a 2" x 4" for repairs to the Jacumba cars. Richard is usually out at Campo on Sundays and would welcome all who care to join him on this important project. Richard is also willing to teach woodworking skills as part of that effort.



Also Mark Landguth, who is replacing the arm rests on locomotive SP 7873, uncovered the 6" jointer table from a dusty corner of the shop, did some long overdue maintenance and adjustments to bring another piece of equipment back into good running order.

(Left) Jim Lundquist is dragging the parking lot in Campo.

If you would like to join these volunteers in these efforts, simply email volunteer@psrm.org and you will be put into contact with them.



Lunchroom repairs completed with framed photos installed on walls



As a finishing touch to the repairs completed in the lunchroom (walls rebuilt, new windows, new paint), nine new photographs have been installed on the walls as a donation. The photos are of both the railway museum's trains on the SD&A Railway plus other trains within the area. Our volunteers can now enjoy a gallery of railroad scenes while taking a break from their volunteer tasks.



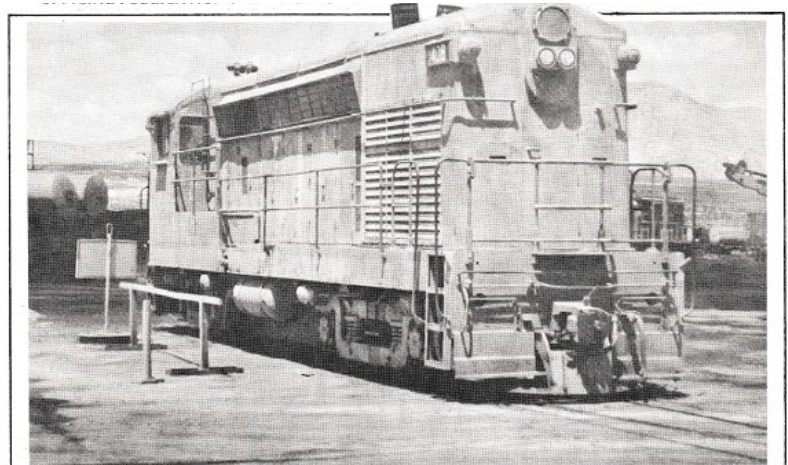
Museum History - Looking Back by Decades

60 years ago - May 1964. Railway Museum operates a special passenger excursion train from National City to Fallbrook and return.

40 years ago - May 1984. A 1947 Fairbanks-Morse H20-44 donated by Southwest Portland Cement. The locomotive is one of three in existence, along with a tank car and hopper car. Kaiser Steel caboose #1905 donated. Coos Bay #11 steam locomotive operated at Campo.

30 years ago - May 1994. Long time volunteer, life member and board member Norm Hill passed away. La Mesa Depot 100 years old and designated La Mesa Historic Landmark No. 6.

20 years ago - May 2004. Restoration of the Campo Depot begins.



RARE FAIRBANKS-MORSE LOCOMOTIVE DONATED!!

Fairbanks-Morse built ninety-six 2000 H.P. Model #H20-44 diesel-electric locomotives at their Beloit, Wisconsin plant in the late forties, turning out the first demonstrator in August, 1947. Only three of the type exist today, one of which is that first demonstrator unit which now belongs to PSRMA, thanks to the generosity of the Southwestern Portland Cement Company of Victorville, California. This terrific donation also included a hopper car, a tank car, some maintenance-of-way equipment and manuals and spare parts for the fully-operational 125 ton locomotive! This major acquisition was a complicated affair and makes for a great lead story in this issue of the Museum sheet. The hot roll continues!
(Norm Hill photo)

From the Back Platform

By Stephen Hager, President

In my articles over the previous two months, I mentioned that we had expanded our Bunny Train offerings in Campo this year to encompass both days of Easter Weekend and the two weekends before. We knew that there was untapped potential to attract additional riders to the event, especially on Easter Sunday; a day we'd never previously offered Bunny Train service. What we could not have anticipated was the sheer number of people who'd want to ride the train that day. Easter weekend was a cold, cloudy, windy, and rainy weekend at Campo; conditions that normally make all but the hardiest visitors stay home. Not this time!

On Saturday, March 30th, the train crew boarded a total of 321 passengers over the course of three trains. Not a bad day at all considering the weather! On Easter Sunday, March 31st, I ended up taking the Conductor spot. We had a skeleton crew on the train that day, consisting only of myself, Engineer Rob Stebbins, and First-Class Bar Attendant Helen Lopez. We had three coaches, the baggage car, and ATSF 1509 in our consist that day. I had halfway considered leaving one of the coaches in the yard at the beginning of the day, anticipating that it would be a slow day with the weather. I was quickly proven wrong as we arrived at the Campo Depot to load the first train; there were over a hundred people there waiting to board! Since I didn't have a Brakeman with me, I had to "ride the point" on the way down to Canyon, then rush to collect tickets from all passengers on the way back to Campo.

With each of the three trains, the passenger counts kept going up. Finally for the third train, our ridership hit its peak. People just kept showing up wanting to buy tickets to ride. Helen had her hands full seating passengers in their assigned seats in first-class, leaving nobody to help me load passengers in coach. ATSF 1509 has a total of 37 seats and every single one of those was taken. We consider the three coaches to have a total capacity of 200 with only a little wiggle room. Somehow, I was able to squeeze exactly 200 passengers into those coaches, making use of the rarely-used bench seats on the ends of the cars. That brought the total passenger count on that train to 237 people; it was at capacity! There were so many

people on the train that I had to ask Rob to slow down on the return trip to Campo so that I'd have time to collect everybody's tickets. I was just punching the last tickets as the train rolled eastbound past the Campo Depot enroute for the Railroad Museum stop. We carried a total of 529 passengers that day!

Our expanded Bunny Train service offerings and social media efforts paid off this year. We hit a new all-time ridership record for the event, carrying a total of 1,861 passengers. We hope to repeat this success next year, but we need your help. Special events are labor-intensive and are especially taxing on the people who do volunteer when overall volunteer levels are low. Most of the special event volunteer positions don't require any special skills or prior experience at our organization. Plus, they are seasonal so we only need help for those positions during certain times of year. Interested in helping with upcoming special events? Please send an email to volunteer@psrm.org to get started!

Speaking of volunteering, we held the Pacific Southwest Railway Museum Association Annual Dinner on Thursday, April 18, 2024 at the Bali Hai restaurant on Shelter Island. As is customary, we handed out volunteer hours certificates and the Annual Awards to our most deserving volunteers. I'd like to congratulate each of the recipients of the awards; Grace Brown for Equipment, Glen Rogers for Facilities, Jason Drenkow for Museum Services, Chadwick Baker for Operations, Jenn Brooker for Administration, and Teresa Gonzalez & Pablo Martinez for Railfan(s) of the Year. Each of these individuals has demonstrated immense dedication and exemplary service to our organization for several years, and it was my honor to help recognize them this year. To round out the event, I highlighted some of our organization's accomplishments over the past year and discussed some upcoming events and initiatives that our Board of Directors is pursuing. For those of you who missed the Annual Dinner and the "2023 Year in Review" slideshow, fear not! You can view the slideshow video in its entirety at this link: https://drive.google.com/file/d/1HZrPymBli56aKAZURyK70uRO6WV2Ktr5/view?usp=drive_link

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!

Museum Acquires Storage Container

The Museum needed a location for storage of special event supplies at the Campo Depot. We acquired a container, and, with the help of Brian Elmore and the Motor Transport Museum, we placed the container directly behind the restroom building. It was in need of painting, and the color matching the restroom was chosen. The complete container was sanded by Steven Pohjola, Morgan Snyder and Jim Lundquist over two days. Priming and painting was accomplished over three days by Frank Denison, Dawn Lundquist and Jim Lundquist. The container looks great at its new location. Thanks to all involved.



Frank Denison painting. *Photo by Dawn Lundquist 4/5/24* Dawn Lundquist painting. *Photo by Frank Denison 4/5/24*



Down at the La Mesa Depot

By Timothy Miller, Agent

There has been an increase in visitors this month. The most memorable occurrence was on April 23rd. Dave Tomeraasen called me and asked if the Depot would be open that day. (Dave is PSRM's answering service when people call for information.) I replied that I was at the Depot and it was open. Dave said he was on the phone with a caller who was with a group of walkers. They were doing a walking tour of La Mesa and wanted to include the Depot in their event. I had two families with children playing with the wooden railway when the walkers arrived. The Depot was packed!

When I talk to Depot visitors, I try and explain how the Depot was not only the portal to the outside world, but the human connection to the railroad family. You could talk to the agent, meet train crews as they switched the industries, set out camp cars on the

house track, visit with the section gang with their motor cars, or see telegraphers and a host of other people with special skills that made the scene complete. Today there are virtually no small-town depots, the trains roll through most towns without stopping, and there is no human contact with the railroad. Since our depot is on an active rail line, we have the atmosphere of a busy small-town depot. I often need to pause my commentary while the trolleys roll by.

Unfortunately, the Depot continues to have problems with some inconsiderate guests. We are constantly picking up trash or removing graffiti. We now have a problem with our Southern Pacific caboose 1058 metal roof. It appears someone might have been attempting to gain entry, so far unsuccessfully. The roof needs to be repaired ASAP, to restore watertight integrity.

Despite those problems, the Depot continues to delight a variety of visitors.

San Diego & Cuyamaca Railway



Museum Founding Member, the late Eric Sanders, had this photo in his collection when it was donated to our Library. The location was identified as Lakeside area. It appears that there are two passenger trains, with the one in the back of the photo featuring open air cars. Perhaps this was a Sunday excursion on a beautiful afternoon, with San Diegans enjoying a day in the open back country. What is known is that both trains had to pass-by the La Mesa Depot, as the tracks went from San Diego through Lemon Grove, La Mesa, Grossmont and El Cajon to get to Lakeside. The San Diego Trolley uses this same route today for the Orange line.



It's a Family Affair. Bryon Anderson and his two daughters Alexis and Kaylee are working together to paint the C&O caboose inside the Shop Building at Campo. When completed, the caboose will be placed on tracks immediately east of the Campo Depot to become the "Party Caboose." It will be rented to families for their private use. How great is it that this family is working on a project, and, together, saving history at the same time? Special memories!



San Diego Miata Car Club Visits Campo



April 20th found the Miata car club visiting Campo. They enjoyed a train ride and lunch at the new picnic tables. Car clubs love to visit us as the drive up Hwy 94 is a fun day drive.



*Photos by
Dave Tomeraasen
4/20/24*





There is so much to see in this classic undated photo taken at the Santa Fe Depot in downtown San Diego. Front and center is a Santa Fe F unit painted in, in this editor’s opinion, the best paint scheme ever designed for a locomotive. The red, yellow and silver colors simply scream “Santa Fe—All the Way.” Behind that locomotive is another Santa Fe F unit painted in their yellow scheme. Both units should be on the head end of a passenger train headed for Los Angeles Union Passenger Terminal. Interestingly, the tracks are in the right-of-way for California Street in San Diego. Behind them is a green REA delivery van. Prior to FedEx, UPS and the like, packages were sent by train to the nearest station and delivered by Railway Express Agency vans. The large white building in the background is the Bekins Moving and Storage building, which still stands today housing restaurants and offices.

In these days, the train would come in from Los Angeles facing south (railroad east—everything going away from L.A. was east). A switch engine with another crew would attached to the rear car and take the entire train back towards L.A. to the USMC wye track, turn the consist around the wye to face north, and bring it back to the San Diego Depot.



One of the engines to complete this task was an ALCO RS-2 ATSF #2099. To honor that fact, the museum's ALCO RS-2 is painted as ATSF #2098 at our museum in Campo.

For more information on ATSF #2098, see <https://www.psrn.org/trains/diesel/atsf-2098/>





Here is Foster, the end of the line for the San Diego & Cuyamaca Railway. In 1889, the last 3.3 miles of the railway was constructed north of Lakeside, as far east as the railway would go.

For more information, go to <http://sdrm.info/history/sdc/index.html>