



A publication for the Pacific Southwest Railway Museum members

October 2023

A decade in the making. Jacking pads used to lift coaches at Campo for regular maintenance.





**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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Secretary: Jenn Brooker
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Facilities Dept: Frank Denison
Museum Services Dept: Travus Clark
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Membership: Carl Brooker
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Volunteer Coordinator: Gabe Zorbas
Asst. Dir. Of Facilities: Jim Lundquist
Station Master (La Mesa): Timothy Miller
Social Media Mgr: Jason Drenkow

MEMBERS UPCOMING EVENTS



In Campo: October 7, 8, 14, 15, 21, 22, 28 & 29 - Pumpkin Express



THE PUMPKIN EXPRESS RETURNS!

Weekends only! October 7th - 29th, 2023

Pacific Southwest Railway Museum Campo Depot

For more information and tickets, please visit psrm.org/pumpkin/



North Pole Limited: November 24, 25; December 1, 2, 8, 9, 15 & 16.
Tickets on sale NOW.

Saturday and Sundays: work days at Campo.

Wednesdays and Saturdays: Library open from 9AM to 5PM.

In La Mesa: December 7 - Stations in San Diego County Lecture

Saturdays: La Mesa Depot open 11AM to 2PM.



Jacking pads in use at Campo photo and article by Jim Lundquist

Approximately 20 years ago, the Museum identified a surplus crane which could be used to lift railroad equipment to allow for the maintenance of wheel sets and trucks.

Members were asked for donations to acquire and move the crane to Campo. The acquisition of the crane fell through, and, when asked, all donors said to keep the funds towards a future project need rather than have them returned. About eight years ago, we found four surplus jacks being sold, and purchased them with the donated funds. About three years ago, I was appointed Project Manager to make the jacks usable. We trenched underground conduit to the project site which was under the overhead gantry crane. We hired a local concrete company to pour a heavy duty pad for the jacks, then laid tracks on top of the slab. We hired a local electrician to design and install the electrical system to power the jacks, which require 480 volts to operate. This involved a step-up transformer as SDG&E only provides us with 240 volts. A storage building was constructed for the jacks to keep them out of the weather as well as the special electrical equipment. Several volunteers assisted in pulling wires in the conduit and the entire system was tested. That



work was completed about

Photo by Bryon Anderson 9/2/23

2 years ago. Then we hired the manufacture to service the jacks.

On September 2, the jacks were used as intended for the first time. Stephen Hager and Rich Paulus raised an SD&A coach off its trucks to allow for a cleaning and lubricating the center plate where the coach pivots. The jacks and the jacking pad performed as designed. Some projects happen quickly, while others take decades to complete. It is gratifying when it all comes together as planned.



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 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



Kaylee Anderson, daughter of Byron Anderson working in Campo depot 9/2/23

Labor of Love by Jim Lundquist. The Merriam-Webster dictionary defines a labor of love as “a labor voluntarily undertaken without consideration of any benefit or reward.” This certainly defines the volunteers of our museum. Or does it? Without question, working at the museum is not a financial reward. Volunteers spend their time and money buying tools, gas and supplies, all resulting in a negative cash flow. But, for me, I am indeed rewarded for my efforts. When our visitors are touring around our museum, enjoying themselves, learning history - that is rewarding for me. When historic equipment is saved and restored, that is rewarding. When our family members come out to see our museum, and we show them around the museum for hours, that is rewarding to me. When entire families or Boy Scout troops come out and spend time together, that is rewarding. When our children learn new skills and learn to appreciate giving back to the community, that is rewarding.

So - do we get rewarded? I know I do. But, still, it is a labor of love to volunteer at the museum.

Care to join us? Volunteer@psrm.org



Justin Lundquist and Olga Ferrer were visiting from Spain, riding the train and flying a drone on a day-long visit.

Photos by Jim Lundquist 9/2/23



Welcome to our New Members by Carl Brooker, Membership Coordinator

PSRM is happy to welcome Cathy Sand to our membership rolls with her recent purchase of a Supporting Membership.

Additionally, the following 14 members purchased memberships in the last month and joined our august organization - Dennis Bordenave; Dawn Carlson; Lars Carlson; Robert and Vanessa Carlson; Daniel Ciccarella; Lourdes Gibson; Maria Esmeralda Martinez; Kevin Odonnell; Daniel Scholl; Theresa Schwartz; Bobbie Swendra; Charlotte Turrubiarres; Steve Waggoner; and Mark Wilson.



Operations Volunteers for August 20 to September 23, 2023

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 15 Golden State trains, 5 Sunset Special trains, and the number of days they have volunteered through September 23: Colin Atwood 4, , Jim Baker 1, Carl Brooker 1, Ken Brown 2, David Choy 1, Randy Houk 2, Rich Paulus 1, Duke Schweikert 3, Rob Stebbins 1, Tom Ulrich 2, Will Vanni 1, Tim

Wamsley 1, 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: Jim Baker 1, Ken Brown 1, Jim Lundquist 1.

Brakeman Field Training Class - these are the volunteers who have conducted the hands-on Brakeman Field Training class: Instructor Stephen Hager 1 and Class Engineer James Caestecker 1

There were a total of 26 volunteer-days this period.



Tickets On Sale!

Friday & Saturday Evenings
Nov 24 - Dec 16
www.PSRM.org/NPL

From the Back Platform by Stephen Hager, President

The Pacific Southwest Railway Museum Association kicked off the month of September with a members' lecture on September 1st about the Great Freight of 1983. Longtime members Jim Lundquist and Michael Reading recounted their memories and experiences from this important event in our organization's history as the first batch of locomotives and railcars were moved from the San Diego area through Mexico to our current museum site in Campo. The move was peppered with many small calamities, and yet the perseverance of our dedicated volunteers ensured that it was pulled off successfully. It's one of my personal favorite stories about our organization's own history and it makes me proud to be part of the organization every time I hear it. If you missed the lecture or you would like to rewatch it, you can now view it on our YouTube channel at this link: <https://www.youtube.com/watch?v=cDZvveUx6k0>

We are heading into the fourth quarter of the year which means that special events season is upon us! I'd like to take a moment to recognize new member Nick Ewing-Pistelak who graciously volunteered to become our Pumpkin Express event coordinator this year. Nick has an extensive background in creating Halloween-themed events which makes him the perfect person for the job. Nick has already sorted through our existing stock of Halloween decorations and brought many new ideas to the table to make the event more immersive for our visitors. As always, it takes lots of volunteers to run an event like this. Aside from the usual train crew positions, the Pumpkin Express requires a first-class bar attendant for ATSF 1509, people to run the pumpkin patch, costumed "scarers" for the haunted train, and of course decorators. If you are interested in volunteering, please send a note to volunteer@psrm.org.

The North Pole Limited season will follow right on the heels of Pumpkin Express and tickets are selling fast! This year, for the first time since 2019, the Robert Peary will be available for groups to charter. If you are interested in booking a charter, please send an email to reservations@psrm.org. Project manager Mark Landguth is actively seeking volunteers to make the event a success. We need volunteers to decorate the train cars, prepare hot chocolate, pass out tickets,

operate Santa's Village, clean the facilities between trains, and so much more! If you're interested in helping with any of those efforts, please send Mark a note at mark_l@psrm.org.

Every year in advance of the North Pole Limited season, we cycle our operating locomotives and passenger cars through the car shop for their annual maintenance, servicing, and inspections. Normally, this work includes a wide variety of things including air brake maintenance and testing; battery servicing; electrical testing; lubricating all doors, windows, and seat backs; and any other necessary work to keep out equipment in safe, comfortable condition for our visitors. This year, we've added one additional component to the annual servicing; jacking the cars up off of their trucks so that the center plates can be lubricated. Well-lubricated center plates allow the trucks to rotate smoothly as each piece of equipment traverses the curves on the railroad.

To accomplish the lifts, we are using our new (old) 35-ton electric screw jacks for the first time. These Whiting jacks were purchased



in 2018 from a railroad on the East Coast and trucked to Campo. Since then, several electrical issues on the jacks were repaired by an electrician and they received maintenance, inspections, and new lubrication from the manufacturer last year. We also tore out a section of track 11 in the yard and poured an 18" thick concrete jacking pad. Rails for track 11 were then bolted to this pad and a wood and corrugated steel shanty was built on the pad to house the jacks and their electrical supply. The jacks have a combined lifting capacity of 140 tons and they make easy work of lifting our SD&A coaches. Time permitting, we plan to lift and lubricate all of our railcars in this manner this year.

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!

Work under the coaches, cleaning and lubricating the center plates, was completed this past month by volunteers. Shown under the coaches are Rich Paulas, James Caestecker and David Choy. *Photos by Stephen Hager.*



“I can’t believe we are doing this!” – The Great Freight Member’s Lecture

by Jenn Brooker

On September 1, Jim Lundquist and Mike Redding, original members of the “Great Freight” crew, regaled nearly 40 members of PSRMA with the trials and tribulations of the monumental undertaking of bringing 18 cars and locomotives from various locations throughout San Diego to their current home in Campo. As this convoy on the rails wound its way from the US into Mexico and back again, across 800 miles of desert in ten round trips, the local news dubbed the operation a “television soap opera.” Eager viewers were kept on the edges of their seats to see if the “little engine that could” would really make it to Campo! This year marks the 40th anniversary of the Great Freight, and Jim and Mike commemorated the occasion by sharing stories, archival news footage, and never-before-seen photos. Attending members left wanting more and can’t wait to hear more stories and see the footage of the “Great Freight II!”

Missed the lecture? Subscribe to our YouTube channel at <https://www.youtube.com/@psrmorg> to view the recording!

December 2023 Membership Lecture. We are happy to announce Jim Price will be our next members-only lecture speaker on Thursday, December 7th from 6:30 p.m. at the La Mesa Police Department’s Community Room. Jim will be speaking on the “Railroad Depots of San Diego County, Then and Now” (ISBN 0962185701) – a book he wrote in the late 1980s and updated in the 1990s. His lecture will have many interesting photos and stories. Bring a copy of the book and perhaps Jim will autograph it for you!

Seeking Membership Lecture Speakers for 2024. As a reminder, we are approaching a full year of our quarterly membership only lectures. We have heard from Bruce Semelsberger, Jim Lundquist, Mike Redding, and soon to be Jim Price on a remarkably diverse and interesting railroad lectures. We are looking forward to continuing the lectures in 2024 and are seeking speakers to make that happen! Do you have a topic you think would make an interesting lecture? As long as it is related to the railroad history of Southern California we would love to have you speak! Please contact membership@psrm.org for further details.



Bench Fundraiser Successfully Completed

A big THANK YOU goes out to our members for the successful campaign for new plastic benches for our museum in Campo. As the photo to the left taken by Teresa Gonzalez shows, Pablo Martinez and David Choy assembled the last of the new benches.

These benches are a huge upgrade at our museum for our visitors. Up next is a campaign for new plastic picnic tables to replace the very tired wooden tables. Each table is \$1,600 if ordered in pairs. If interested in donating a table, please contact Jim@psrm.org



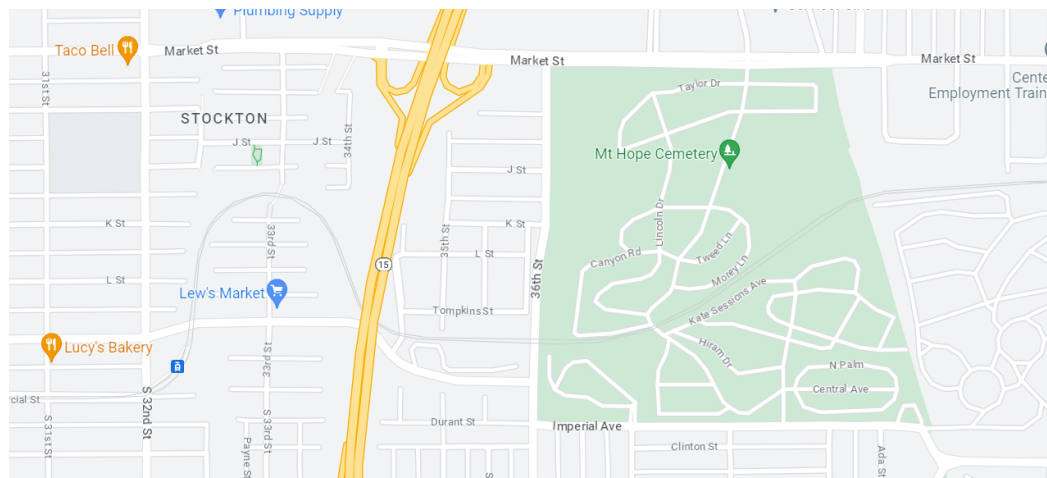
Donations from member Dick Lynas by Jim Baker

On August 10th, Jim Baker went to member Dick Lynas' house in Imperial Beach to check out the welder he was willing to donate. Finding the best way to move the material was the main goal. On August 25th, Mark Landguth and Jim Lundquist joined Jim Baker and moved the welder and supplies to Campo using a small, rented trailer. Also included was a 1 inch impact wrench, a large angle grinder, a torque wrench and several socket wrenches. Thank you Dick, for your kind donations.



SAN DIEGO'S HORSHOE CURVE by Bruce Semelsberger

Those of you who have had occasion to ride the orange line of the San Diego Trolley, aka the "east line" to El Cajon, may have wondered about the long, slow curve between the 32nd Street station and through the cemetery. It would seem that there should have been a better way to get from downtown to the east. To understand why things are the way they are, it is necessary to go back about a hundred and twenty-five years.



At the height of the "Great Land Boom of Southern California" brought about by the arrival of the Santa Fe railroad system there were a myriad of railroad schemes to expand the rail networks throughout the area. By 1888 a number were actually under construction in San Diego County and others were just getting underway. Two of the more likely proposals would venture east from downtown, touching on La Mesa Springs and the Cajon Valley. One of them was a local enterprise with a final destination of either the mountain community of Julian or a connection with the SP out in the desert, depending on whether you believe the stock prospectus or the actual stated aims of its president. The other was a project of the Santa Fe itself to complete a loop through the back country to Escondido.

As a backdrop to these efforts, consider the dilemma of the Common Council of San Diego. Dozens of would be railroad builders were advancing proposals and seeking operating franchises through the streets of San Diego. Some of the citizenry expressed an opinion that more was better, but the majority were not in favor of rails obstructing every other street, causing noise and soot and making personal travel hazardous. Responding to the many petitions, the council decided to set aside certain streets as railroad entryways to the city. North, along the existing right of way of the California Southern/ Santa Fe was deemed sufficient. To the immediate south, along with the Santa Fe right of way, National Avenue was designated. To the east, as far as the city limits at 32nd Street, N Street, later renamed Commercial Street, was the designated venue. Critics pointed out that if every franchise proposed actually built on that street there would have been half a dozen tracks and no street, but the council wisely reasoned that that was unlikely to happen. As it turned out, there were three lines occupying portions of N with-

in a year.

One of these was the San Diego, Cuyamaca and Eastern Railway, a project of California Governor W.W. Waterman. The governor owned cattle and mining interests in the Julian area and wanted to facilitate shipping. The stock prospectus to build 225 miles to the SP was solely to raise capital and was unlikely to ever be built (it wasn't). Competing for the business eastward was the San Diego Central Railroad, the Santa Fe project. The Santa Fe thought that it was powerful enough to ignore the council edict regarding N Street and planned a parallel route further north to

a junction with what would become Home Avenue, but kept their exact intentions deliberately vague as long as they could. Apparently, they were justified, as the council ignored their own rule and granted them an open-ended franchise.

(As a footnote, the other two lines on N Street were the Colorado Railroad and the National City & Otay, both of which had turned south by the time they reached 31st Street.)

Beginning with the San Diego Central: Rights of way were a key issue for builders, so the Santa Fe management engaged a local rancher and surveyor named George Cowles to be their land guarantor in 1887. By 1888 with grading actually underway, the railroad found itself in a tenuous position regarding funding and were depending on Cowles for support. George left them "in the lurch" when he suddenly passed away and the project was temporarily halted. It never resumed. One result of this on the plans of the Cuyamaca management was that it kept them pinned to N Street until they reached the end near 32nd Street at which point there were decisions to be made.

The original franchise granted to the Cuyamaca under Ordinance 141 in October of 1887 and later amended under ordinance 224 in March of 1888 called for construction to begin at the foot of 10th Street and proceed out N Street to 30th Street, then northeasterly to the city limits at the east end of Mount Hope Cemetery. Following this route would have enabled the line to cross Chollas Creek at a point near Market Street where the canyon was much narrower although a substantial trestle would have been required. From that location the railroad could have come onto the present alignment without any reduction in the overall grade and without traversing the main part of the cemetery.

To understand why this didn't happen, it is necessary to look at the very unusual construction contract let by the Cuyamaca management. In the beginning, the major stockholders were all business related and part of a relatively small pool of potential investors. The construction contract was initially let to a company led by two of the stockholders of the Cuyamaca company. Rather than directly paying the construction company for work completed in cash, the Cuyamaca management would reimburse

San Diego's Horseshoe Curve continued

the company in a combination of bonds and capitol stock when the work was complete and the railroad was open for business. The construction company would cover all costs up to that point and would have full control of the line until it was turned over to the railroad company. The real kicker is that the construction company would be paid *by the mile* for the completed work.

Although the contract would be turned over to another company by early 1888 due to lack of progress by the original grantee, the terms inexplicably remained the same. Thus, when the line reached the eastern end of N Street, it was an easy decision for the builder to take the longer round-about loop downhill into the valley and construct a smaller and less expensive bridge across the creek before ascending back to the proper grade. They just didn't care about the problems the railroad company and later the San Diego Trolley would be caused by the slowing necessary in both directions and the extra fuel expended by the

steam locomotives on the steep grades as long as they could add to the mileage and lower their own costs at the same time.

Like many of the projects created in those early days, it was deemed to be too expensive to

rectify the problem in later years and so today we have the horseshoe curve, Rose Canyon and the bluffs at Del Mar on the Amtrak and Coaster trains and others.

As a side note, it is interesting to speculate what if any significant changes there might have been to the area if George Cowles had lived longer and the San Diego Central had been the successful project. A railroad would have existed through Cowlestown (rather than Santee), Poway, Rancho Bernardo and north to Escondido and Oceanside in 1888, but that is another story.



Activities in the Wood Shop

by Richard Finch

That is changing though, with the party caboose and the Jacumba car projects now underway. Also there is plenty of work building and repairing props for the



up coming pumpkin patch and North pole limited trains.

Richard Finch will be there on Sundays from 10 AM to 4PM (with the exception of the

It may not be known to the newer members that in the dark, dusty recesses of the car shop, the wood shop lays hidden and forgotten. Affectionately known as the "old farts day care center", this was once a bustling center of activity with the award winning restorations of the Jim Crow and RPO #74 cars. Sadly it has fallen into disuse due to the lack of projects and volunteers.

last Sunday of the month). Come out and support your museum by donating your time and talents to the many projects the museum has to offer. No experience at wood working?, come on out anyway. If you are willing to learn, there are those who are will to teach.

Questions or comments can be sent to Richard at: the_cybo@yahoo.com



Below - the laminated arch for the Jacumba car #240 platform is slowly taking shape.





Richard Finch is applying another coat of wax to the newly resurfaced vintage table saw built by the Tannewitz machinery Works of Grand Rapids Michigan in the 1940s.

Donations Requested to Replace Picnic Tables

Many of the old wooden picnic tables at Campo have outlived their usefulness and need to be replaced. The tables are very popular with our visitors, with many enjoying a meal or birthday party while visiting us. Replacing the wooden tables with recycled plastic offers many benefits. The coloring is molded right into the product, and the low-maintenance features of rugged, yet stylish products are sure to please everyone.

- No painting
- No staining
- Will not warp
- Will not splinter
- Will not rot

U.V. stabilizers are also molded right in to prevent U.V. degradation. Because the material is non-porous, it is unaffected by water.

Each table is only \$1,600 when ordering two or more. If you would like to donate a table, with or without a dedication plaque, please contact Jim Lundquist at Jim@psrm.org





Museum President Stephen Hager, Secretary Jenn Brooker, and Member Carl Brooker (not pictured) perform annual maintenance on passenger car 254. Stephen ensured the center plate was properly lubed, while Jenn and Carl removed all the seats to clean and lube the mechanisms, and Jenn lubed all of the window latches. Car 254, as well as all of the operating passenger cars, will also receive a deep clean prior to the start of the holiday season.

A motorcar parked across the trestle at Division near the Mexican border tunnel. At the beginning of September, Jenn and Carl Brooker took the motorcar from the train yard all the way to Division to conduct a visual track inspection, ensuring that the track was clear for future MoW work. In the middle of September, Railworx, a private company, performed an in-depth track inspection and assessment to determine the nature of repairs needed to reopen the tracks all the way to Division once more.



Social Media Manager Jason Drenkow invited Santa and Mrs. Claus to Campo for a summer photoshoot! Santa and Mrs. Claus graciously accepted the invitation and posed for Jason's camera in numerous locations around the depot and train yard. Check out our social media pages to see the final images in action!





Santa Fe' train # 74 in San Diego California Station with 7 cars , engine U30 CG # 402 September 13th 1968