



A publication for the Pacific Southwest Railway Museum members

May 2025

BUNNY TRAINS RIDE AGAIN AT THE CAMPO RAILROAD MUSEUM





**Pacific Southwest Railway Museum
Association, Inc. WWW.PSRM.ORG
619-465-PSRM (7776)**

Campo Railroad Museum
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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Treasurer: Carl Brooker
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Station Master (La Mesa): Timothy Miller
Volunteer Coordinator: Jenn Brooker
Acting Equipment Dir: Stephen Hager



Special Events:

May 9 - Membership Meeting at 7:00 p.m. at La Mesa Police Department Community Room. The speaker for the evening will be Tom Larwin. Tom was the General Manager of the MTDB which built the San Diego Trolley.

May 15 - **ANNUAL DINNER.** 6 p.m. to 9 p.m. Details next page.

June 14 & 15 - Campo Days. Special events at all museums in Campo.

October 24- Membership Meeting at 7:00 p.m. at La Mesa Police Dept Community Room. The speaker for the evening will be Russ Low.

Regular Schedule:

At Campo Railroad Museum:

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

Saturday - Golden State train rides at 10:30 a.m., 1:00 p.m. and 2:30 p.m.

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

La Mesa Depot Open:

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

Volunteers are at both locations during the week as well.

For more information, please email: volunteer@psrm.org

JOIN US IN CELEBRATING OUR VOLUNTEERS AT OUR ANNUAL DINNER!!!!



YOU'RE INVITED PSRMA'S
¡FIESTA A LOS VOLUNTARIOS!
Annual Dinner and Volunteer Recognition Ceremony
15 MAY | 6-9PM

Barra Barra Saloon Serrano Room
4016 Wallace Street
Old Town San Diego, CA
Tickets are only \$25



Password: Fiesta25!!

Or email jbrooker@psrm.org to pay
via cash or check.



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

BUNNY TRAINS WERE A HUGE SUCCESS

All photos by Jim Lundquist 4/13/25



ABOVE: Volunteer Helen Lopez staffed the bar in AT&SF #1509 and cleaned the car between the three trains



ABOVE: Conductor Stephen Hager at the bar while one of our young visitors enjoyed the locomotive view.



ABOVE: Visitors enjoying the day at tables in the Interior of ATSF #1509 and SD&A coach seats.



ABOVE: Alyssa Andersen controls the westbound move. Bunny Carl and Jenn Brooker together on Easter.



Thank you to all of our volunteers who made a great Easter for all of the families which visited the Campo Railroad Museum.





A great time was had by all - kids of all ages. Your Editor enjoys his time during these special events walking around with our visitors while they take in a fun family event. To me, it makes all the hard work and hundreds of volunteer hours by our many volunteers just that much more rewarding.





From the Back Platform

By Stephen Hager, President

Last month, I talked about how busy of a month April would be, and it did not disappoint! During the first three weekends of the month, we operat-

ed 18 Bunny Trains, carrying 1,856 passengers. Our Special Events group, led by Jenn Brooker, has significantly invested in marketing and improving the event over the past two years. Their efforts have paid off; Bunny Train ridership has nearly doubled compared to ten years ago. On the last Sunday of the month, we operated our inaugural day of Backcountry Wine Train service. The event was so popular that it completely sold-out weeks in advance and we're already planning the next runs. Stay tuned for details!

The decision on the date and venue has been somewhat last minute, but we have finally picked a time and place for the 2025 Annual Dinner. Join us on Thursday, May 15th at Barra Barra Saloon in Old Town for an evening of food and fun to celebrate last year's accomplishments at the Pacific Southwest Railway Museum Association! See the separate flyer in this edition of the Hot Scoop for more details.

May is going to be a month of many projects in Campo. To kick off the month, we'll be starting the replacement of the exterior siding on the Campo Depot. Thanks to a \$50,000 grant through the County of San Diego's Neighborhood Reinvestment Program, we'll be replacing the existing wood siding on the depot with new James Hardie fiber cement siding. The new siding is textured to look like natural wood and it comes pre-colored. The baked-in colors are extremely durable and they can last 20+ years without needing to be repainted. In addition to the improved durability, the new siding is noncombustible and it will make the depot less vulnerable to wildfires and moisture intrusion. Please pardon our dust in Campo as we make this important upgrade to our 108-year-old historic depot!

Earlier this year, we installed new wheelsets under our Baggage Car, SD&A 6700. In April, we took delivery of 12 new wheelsets for our three SD&A Coaches. Like the baggage car, our three operating coaches see weekly service on our excursion trains and have been in near-continuous operation since 1986. Also like the

baggage car, they came to us with worn wheels, and nearly 40 years of excursion service have only added to this wear. The first of the three coaches is scheduled to get its wheelsets replaced at the beginning of May. This is a complex operation which requires the use of our 35-ton electric screw jacks, our ex-ATSF 25-ton gantry crane, and our 6,000-lb forklift. Expect to see some photos of this work in the June Hot Scoop! The second coach will get its wheelsets replaced in late June, and the third is slated to be done later during the summer.

On Saturday, May 31st, the Maintenance of Way team will be doing a track work blitz on the main track about 2.5 miles west of Campo. This section of track has had a speed restriction on it since late last year, and the goal is to change out all of the remaining defective ties needed to lift the restriction. Volunteers are needed to assist with this work! Whether you're a returning volunteer or a new volunteer who wants to try your hand at "Workin' on the Railroad", this is a great opportunity to help our museum with a critical project. Please send an email to volunteer@psrm.org if you'd like to help.

Work is progressing on our Stormwater project in Campo. Facilities Department volunteers, led by Jim Lundquist and Kerry Hebert, have continued with site clearing in the area of our future Exhibit Halls and surrounding grounds. Our engineering consultants are busy designing the grading and stormwater improvements that will serve the future buildings. They're also looking at ways to improve areas with problematic drainage around the existing museum grounds. While infrastructure may not be the most exciting or noticeable thing to the average museum visitor, these improvements will pave the way for expansion of the museum facility over the coming years. Looking ahead, this means more indoor storage and exhibit space. This in turn will allow us to keep more of our railroad equipment indoors and out of the elements, ensuring that we are able to preserve, restore, and operate our equipment long into the future. Stay tuned for more updates on this project in upcoming editions of the Hot Scoop. I hope you're as excited as I am for all the future possibilities!

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!

Board Notes

The Board of Directors met on April 18' 2025 and took the following actions:

Approved \$4,500 every 24 weeks to Safety-Kleen to pickup hazardous waste materials as required by state law.

Approved \$2,000 for new engine air intake filters and door filters for SP #3873 and SP #3709.

Approved placing ATSF #1304 "Chief Manakaja" on track four for a semi-permanent haunted house.

Approved \$750 to purchase 24 composite brake shoes.

Approved \$35,000 for a hirail kit for the backhoe.

Membership News

By Lena Ibarra, Membership Coordinator

Greetings PSRM members!

We're thrilled to welcome Michael Carroll, who has joined us as a Life member in April. Your generous support is truly appreciated, Michael!

A big shoutout to our new Family members: Jennifer Magnone,

Lars Petre, Todd Rossiter, David & Sherri Sadis, and Stephen Yerkes. The family that rides the train together, stays together!

Let's also give a warm welcome to Susan Gallier, who has joined us with an Individual membership. We're excited to have you on board, Susan!

And as always, a heartfelt thank you to everyone who renewed their membership this month. Your continued support keeps OUR museum thriving!

Scouting Program at the Campo Railroad Museum Looking For A New Leader

For decades, we have been offering Scouts of all ages an opportunity to earn their railroad merit badge as well as experience our living history museum. Our longtime volunteer in charge of this effort is Gren Rogers. Glen has asked that we put out the word that he would like to train his replacement in this important effort to allow him to retire (again!). If you are interested, Glen will teach you everything you need to know as he hands off the reins. Are you interested? Please contact Glen at theglenrogers@gmail.com Thank you.

Facilities Work at Campo

Lots of work was completed this month at Campo. Kerry Hebert, Jim Lundquist, Frank Denison, Morgan Snyder and Steve Pohjola were busy on many fronts - from continuing to clean up our property to working on Campo Depot handrails to fixing up the upstairs office in the Shop



Building. Why not join us?

Email Jim@psrm.org to get started.

Left: Jim Lundquist at the Campo Depot

Right: Frank Denison in the Shop Building



LIBRARY REPORT

by Bruce Semelsberger, Archivist

I hope everyone is having a wonderful Spring so far. I know the Easter Bunny is happy that the chore here at PSRM is done for another year. In the library the work goes on as usual regardless of the season for the most part. The initial test of the new rehydration chamber showed that we had made an insufficient number of holes in the inner chamber and the seal between the two parts of the outer chamber was too tight for easy separation, so changes were made and the second test was a rousing success! The maps are now as pliable as when they were made a century ago and are currently being flattened under weights prior to scanning. Once they have been digitally preserved, they will be rerolled to save space and stored away until needed at some future date.

As we go through the backlog of previously donated materials, we continue to unearth more treasure. This month, one such find was a box of many, many photographs of ATSF steam locomotives. Mike Rella is scanning them all into a digital catalog after sorting them by engine number, then they will go into archival envelopes for storage and access when requested. We also worked on a donation from the late Robert Hanft, author of *San Diego & Arizona: The Impossible Railroad* which contained all of his source materials for the book including a large collection of newspaper articles. These materials are now in archival storage in the reference office.

The "Free Books" shelf in the depot waiting room has garnered a good share of attention, so it seems likely we will never again accumulate boxes of duplicated books.

You might reasonably think that we would run into some interesting stories in the course of researching and cataloging collections like the SD&A corporate correspondence records. You might also wish that we would share some of them from time to time. Your wish is hereby granted! Here are a couple of interesting items...

You may have been inside a caboose or two including here at PSRM and wondered about all of the "stuff" that was originally carried inside. Well, here is the

official list of required outfit items for each SD&A caboose back in 1918:

2 red lanterns complete, 4 white lanterns complete, 2 marker lamps, 2 extra red globes, 2 extra white globes, 1 box matches, 1 drinking cup (shared by the whole crew!) 1 3-gallon water bucket, 2 red flags, 12 10 min. red fusees, 12 10 min. yellow fusees, 24 torpedoes, 6 air hose gaskets, 5 lbs. rags, 1 corn broom, 1 1 gal. oil can, 1 2 gal. oil can, 1 axe, 1 8 lb. sledge hammer, 1 no. 4 alligator wrench, 1 16" monkey wrench, 2 4X7" journal bearings, 2 4 1/2X8" journal bearings, 2 5X9" journal bearings, 2 5 1/2X10" journal bearings, 4 air brake hoses 1 3/8", 1 switch chain, 1 chair (for the conductor), 2 pick handles (but no pick?), 1 can journal packing, 1 set packing irons, 1 12 ton journal jack, 1 buggy 1 1/8X48", 2 track shovels, 3 shovels, 1 lining bar, 1 track gauge, 1 claw bar.

I note that the first aid kit I see in most cabooses was not a required item in 1918. Buggy? There's a term we seldom hear. Apparently, that is the steel piece that engages the teeth on a brake wheel mechanism to keep it from turning backwards and inadvertently releasing the hand brake. What are packing irons and what do they look like? Well, if you have to re-pack a journal at the end of the axle on an old style railroad car, you need a long tool made of spring steel with a handle on one end and a flared piece with a notch in the center on the other end to seat the packing material behind the brass shims. You can find a picture of one on the internet if you're interested.

Next is a tale we have heard rumors about but few facts to date. Found in SD&A Engineering records box 13 is correspondence, some hand written, to shed light on what happened in 1920 in the Carriso Gorge. To set the stage, the roughly 11 mile stretch with 17 tunnels was pretty isolated in 1920 and, given the character of the locale and the second-hand motive power used on a single track railroad, it was considered necessary to maintain a telegraph station with signals to control the traffic. Telegraphers worked a nominal 8 hour day and the days were divided into three "tricks" with the third trick operator working the graveyard shift. The station and short siding was located on a curve at about milepost 100.6 from San Diego near tunnel 11.

LIBRARY REPORT - Continued

On March 17, Superintendent J. R. Lowe paid a visit to the new telegraph office at the gorge which was created from an old wooden coach acquired from the SP. He did not visit the nearby living quarters created from materials of a similar vintage and perched precariously along edges and above tunnels. The following day, operator A.R. Osborn penned a letter to Mr. Lowe about the living quarters, alleging leaky roofs, cracks in the floor and walls stuffed with old newspapers and stating that "Living conditions here are about as bad as I ever saw any place". The houses, he said, are between a half and $\frac{3}{4}$ of a mile from the station. "Drinking water and fuel for heating must be carried from the station, water for cooking and washing from the mouth of tunnel 13." He goes on to suggest that a better location for housing could be found and to beg for some repairs. He also mentions routine wind gusts of 50 miles per hour as common.

Mr. Lowe responded the following day that he was unaware of conditions prior to his visit and that "It is planned to make some improvements there as soon as men can be released from other work."

A second letter to Mr. Lowe from first trick operator William Conover on April first references a visit from Roadmaster Clarence Vincent. Vincent, he stated, was "informed about improvements to the telegraph office, but he said he did not know anything about better living quarters." Conover restated that "our present living quarters are entirely inadequate, being so flimsily constructed that the terrific wind storms prevailing in this gorge play havoc with them."

On April 10th, a telegram from Osborn said briefly "At 1220 Am Carriso Gorge depot blew over rolled down Canyon and burned up no one injured. A R Osborn-808Am." A telegram from Conover arrived at J.R. Lowe's office on April 15th asking "Please advise if possible to set car out for myself and mother this week as we are afraid that our shack will be blown down any minute now. We had to stay on outside of our shack next to rock wall until three o'clock this morning as we thought we would be blown down by terrific wind prevailing last night. Please advise if possible to relieve for vacation this week. We want to move our house hold goods into car you have set out before we go away on vacation as we are afraid of our shack blowing down in our absence. W W Conover 1040am"



Carriso Gorge Station

A letter from Osborn to Lowe dated April 20 de-claimed that improvement was "scarcely noticeable". Another car to replace the station was sent out the day following the destruction and a second car the next day had lumber to repair it, but half of it was unusable second-hand ceiling material and the gale winds blew in through multiple cracks and broken windows. A track walker advised the operators the next afternoon that the roof was gone from the station. The operators hurried back to the station and stayed on the job until the expected trains had all cleared that night despite wind and rain through the roof, using a rescued telephone wire to communicate.

Not until May were three more old cars for living quarters sent to the gorge, one being the old temporary Tecate station car. Eventually the road into the gorge was improved to the point where crews could drive to the station and the housing was removed. Here is a picture of the station taken by Roadmaster Vincent in the 1930s.

While this story in the gorge ends here, the trials of operator Conover and his mother apparently continued. After a lengthy absence, he was transferred to Hipass in June, but there were no living quarters available for a man with a dependent mother and, despite much further correspondence with J.R. Lowe, who blamed the problem on an equipment shortage (due to tunnel repair work), the matter was still unresolved in December and this file contains no further information.

If you find these stories interesting, we can find a spot for you on our research team and perhaps you will come up with the next one.

Calling all ghouls

Our special events offerings have been expanding with last year's addition of the "Sip & Scare" Halloween trains, and this year's "Wine Train". Both are proving to be very popular, and both took many months of planning and preparation. The PSRM board has recently approved the next step in taking our game to a higher level.

After much consideration of the delicate condition of the SD&A # 050 (Carriso Gorge) it has been decided to move the haunted house permanently to the ATSF #1304 Chief Manakaja and give the #050 reprieve from the anticipated increase in foot traffic. The continued use of this historically significant car as a temporary haunted house is causing further damage to the fragile woodwork and electrical systems. Additional, placing and removing decorations every year is starting to take a toll. Moving the haunted house to a dedicated space will protect the #050.

Currently special events like the Pumpkin Express and Sip & Scare events have less than one week to prepare the Exhibit Hall and train cars. This is not nearly enough time to create a legitimate haunted house and puts a significant strain on our already limited

volunteer staff. Having a dedicated space will allow volunteers to work throughout the slower summer season to create something truly special. Additionally, the haunted house will not have to be hastily thrown together then quickly taken down, protecting the props and electrical components from the wear and tear this causes. This means that we can expand the quality of the of the haunted house to rival any in the county as a Halloween destination.

This is where the PSRM members and volunteers come into play. We are looking for makers, artists, other creatives, and everyone who is interested in stage design, prop construction, lighting, animatronics, and robotics. We are also looking for any other ideas and suggestions to make this year's Halloween truly Spooktacular.

If you would like to join in the fun contact Jenn Brooker at jbrooker@psrm.org or Richard Finch at rfinch@psrm.org

We dare you.

Operations Volunteers

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 3 Golden State trains, 1 School Train, 18 Bunny Trains, and the number of days they have volunteered through April 20: Colin Atwood 1, Alyssa Andersen 3, Jim Baker 2, Hal Brandt 5, Ken Brown 3, Greg Flores 5, Stephen Hager 3, Ryan Hodge 4, Randy Houk 3, Dave Little 3, Mike McIntyre 6, Bob Nickles 1, Rich Paulus 2, Duke Schweikert 2, Will Vanni 1, Tim Wamsley 2.

Brakeman Alyssa Andersen qualified for her position this month and then made her first independent run as a brakeman on one of the Bunny Trains.

MOW - maintenance of way volunteers who have assisted Roadmaster Glen Rogers and Track Foreman James Caestecker in maintaining tracks and right-of-way, equipment, and tools this period: Hal Brandt 1, Tom Hayes 1, Tim Wamsley 1, and Cass Witkowski 1.

MOS – maintenance of signal volunteers who conducted electrical and mechanical maintenance and testing of highway crossing signal systems this month: Chad Baker 1 and Christopher Baker 1.

Brakeman class - these are the volunteers who have worked the Spring Brakeman Class at Campo and the number of days they volunteered this period: Ken Brown 1, Greg Flores 1, and Stephen Hager 1.

There were a total of 55 volunteer-days this period.

Down at the La Mesa Depot

by Timothy Miller, Station Agent

It has been busy at the La Mesa Depot lately. Several companies have been onsite to view our Mojave Northern #3 for the possibility of assisting with PSRM's cosmetic restoration project.

For many people in the San Diego area, the #3 is the first steam locomotive they have physically encountered. Many are familiar with Thomas the Tank Engine. I like to explain to them that #3 is an American version of Thomas. Although both Thomas and #3 are both steam locomotives with six wheels or drivers there are several differences. Thomas has side tanks and is coal fired, #3 has a saddle tank (think iron horse) and is oil fired.

I want the restored #3 to be both a billboard to encourage viewers to visit our organization at Campo but also to see what a complete steam locomotive looks like. The #3 was modified during its working life. For example, originally the air tank was mounted below the cab on the engineer's side, now it is mounted above the boiler on the fireman's side. Some components are completely missing now like most appliances in the cab, bell and turbogenerator. I would like to have reproductions made of the missing items since original replacements could be very expensive and a

non-functioning item would still help tell the story. Some items have been changed by PSRM, for example the headlight. Are there other things we can do to the #3 to help give viewers a better understanding of what they are seeing? Would it be better to have #3 lettered Mojave Northern R.R. than the current M.N.R.R.?

Drop me a line with your thoughts.

timothy_50@hotmail.com.

On the evening of Thursday April 24, the first annual Taste of La Mesa was held. The event was sold out! Many of the event locations were on La Mesa Boulevard. Since the Depot is open on Thursday afternoons, I decided to stay open late and called Bruce Semelsberger for help. With Bruce's help we distributed many brochures and informed the event participants as they passed by the La Mesa Depot of PSRM's upcoming special events. Although many were aware of PSRM and had ridden our trains, the information about the Backcountry Wine Train and Sip & Scare was very well received news. When I explained that the first trains were already sold out, I informed our visitors that it was their 90-day notice for the next Backcountry Wine Train!

Please consider volunteering at the La Mesa Depot. Lots going on here and more to come!



Volunteers Julio Ornelas and Morgan Snyder are preparing for our first run of the Backcountry Wine Train with paying passengers. Our first two trains were sold out and ran April 27th. As always, volunteers make our museum grow and these trains are no different - except it takes a lot of volunteers.



SP 3709 shows off the new location of its headlights as volunteers work towards returning the locomotive to its original look. She's ready to go on her next assignment on track 12 in the Shop Building.

Fundraising for April - Donna Spevack, Administrator of Fund Development (fundraising@psrm.org)

Spring flowers have arrived! Hope you all enjoyed your holiday/spring break. Lots of happenings this spring -the Bunny Train arrived on time and was super fun – thank you volunteers for assisting with this event.

In the coming month you will also have a chance to see the progress on the restoration of the Campo Depot building, thanks to a San Diego County grant that was awarded to PSRM by Supervisor Joel Anderson.

Thank you to our March/April donors for their generosity: YTD - \$5,718.75

\$200 - \$5,000 – Specified Fund

Jack O'Lexey – Mine Train Project

\$1-\$199 - General Fund

Susan Gallier; Todd Rossiter; Lars Petre; Mike Lucek; Connie Hillyer; Robert Sorbello; Jennifer Magnone; Charles B. Phlegar; Dieter Biedekarken; John Whitfield; Diana Humphrey; Jennifer Brooker; Rosario G. Gandara; Riki Henneberg; Ron Dodge; Elif Kirimli; Thomas Hayes; Tina Mortrud; Clive Morgan; Jennifer Garcia; Mitch Meriam; Scott Allen and Ernest Tyler.

Update: As you probably are aware, federal funding for all museums and the arts has been cut or eliminated. But, with the continued support from our dedicated volunteers, members, visitors and railfans we will continue to make restorations and upgrades at the museum.

If you would like to make a donation, go online at: <https://www.psrn.org/doante/> You also have the

option of making an **automatic monthly gift** in support of PSRM. Or you can mail your charitable gift to: **PSRM-La Mesa Depot**, 4695 Nebo Drive, La Mesa, CA 91941-5259.

Another easy way to donate is:

Free: Microsoft Rewards Pont can now be automatically donated to your favorite charity (PSRM) as part of a new initiative called, **"Give with Bing"**. The points that Microsoft Rewards users earn by searching the internet via Bing will be changed into money when it's donated to one of more than a million non-profit organizations. You can automatically donate your Microsoft Rewards points to charity, just designate the ***Pacific Southwest Railway Museum*** when registering, it's free, so keep browsing! (just paste either link below into your browser to get started). I do it and it is easy to sign up and have our favorite railway museum benefit.

· <https://www.microsoft.com/en-us/rewards/about-signed-in>

· <https://ukstories.microsoft.com/features/now-you--can-automatically-donate-your-microsoft-rewards-points-to-charity/>

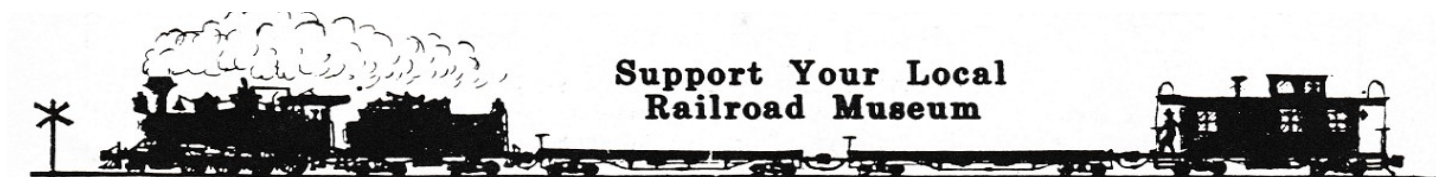
Matching Gift

Many companies double (or even triple) your contribution. Find out if you work for or are retired from, a company that matches donations by visiting.

· <https://www.matchinggifts.com/unh/>

· <https://www.1800runaway.org/wp-content/uploads/2016/08/corporate-match-directory.pdf>

Thank you!



Community Outreach Continues by Jim Lundquist, Director of Museum Services

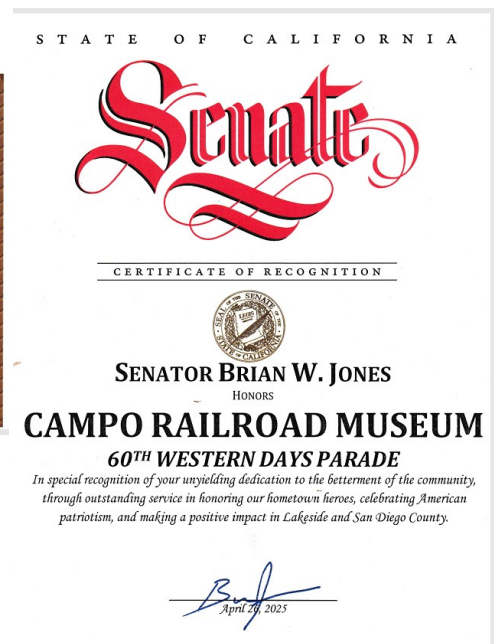


Reaching out to the San Diego community is a continual effort by our railway museum. Every opportunity we can get to make our name known to others, we try to make happen.

This past month, Jim Lundquist took our float out to Lakeside for their parade. It turned out to be a nice morning, with thousands of people watching the float as it went by.

If you would like to take out the float to your local event, please contact Jim@psrm.org

Photo by Jim Lundquist 4/26/25



On the photo to the right, volunteer Julio Ornelas is interacting with a visitor at the Campo Reservation. The booth was arranged by volunteer Morgan Snyder. These efforts keep our name in front of the future visitors to our museum.

If you can assist this effort or know of future events to participate, please contact Jim@psrm.org

Photo by Morgan Snyder 4/26/25





The Santa Fe's San Diegan is heading towards San Diego while passing through what is now Mission Viejo in Orange County. It's July 2, 1964 and Orange County is still rural and pastoral. These scenes can not be duplicated today as the landscape has changed and the beautiful ALCo PA's are all but gone, save for a few in museums or private ownership - none painted in the Atchison, Topeka and Santa Fe colors.