

HOT ***SCOOP***

A publication for the Pacific Southwest Railway Museum members

Campo Railroad Museum **August 2025** La Mesa Depot Museum



Tim Wamsley and Mario Sulek finish the roof on the Santa Maria Railbus. This has been a decade long project involving many volunteers over the years.

Photo by Jenn Brooker on 7/19/25.



**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.psrma.org.

Museum Directors
President: Stephen Hager
Vice President: Jenn Brooker
Treasurer: Carl Brooker
Secretary: Duke Schweikert
Equipment Dept: vacant
Facilities Dept: Frank E. Denison IV
Museum Services Dept: Jim Lundquist
Operations Dept: Colin Atwood

Museum Staff
Archivist: Bruce Semelsberger
Asst Dir. Of Facilities: Jim Lundquist
Fundraising: Donna Spevack
Gift Shop Manager: Sarah Fullum
Asst Gift Shop Manager: Roark Stump
Hot Scoop Editor: Jim Lundquist
Membership: Lena Ibarra
Social Media Manager: Jason Drenkow
Station Master (La Mesa): Timothy Miller
Volunteer Coordinator: Jenn Brooker
Acting Equipment Dir: Stephen Hager



Special Events:

September 20 & 27 - Brakeman Training Class at Campo

October 4, 5, 11, 12, 18, 19, 25 & 26 - Pumpkin Express Trains

October 4, 11, 18 & 25 - Sip & Scare Sunset Special Trains + Haunted train

**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.**

November 1—Backcountry Wine Train. Advanced reservations required.

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

Backcountry Wine Train



The *ONLY* wine train excursion
in Southern California!
Snack on some charcuterie bites
while sipping a selection of 6
San Diego County wines and
taking in the stunning views
during this 90-minute, 21+ event.

Next Departure:
November 1, 2025 at noon and 3 pm

Why not book the *Robert Peary* for your small
group for a truly luxury experience, complete
with champagne and a private server!

www.psrma.org/winetrain

Cover Photo: Santa Maria Valley Railroad #9 by Jim Lundquist

The number 9 was the first piece of historic railway equipment acquired by our museum in May of 1965! The donation came from Sam Berkowitz, the owner of a scrap yard in Santa Maria. Number 9 spent time in various members yards over the years until the museum completed the purchase of the Campo Railroad Museum. In July of 1981, Number 9 was the first piece of railroad equipment to arrive in Campo. I can remember the excitement of the volunteers as we unloaded the railbus off a tilt-bed trailer. In the sixty years we have owned the railbus, it has been restored several times. We have operated Number 9 in Campo on the San Diego & Arizona Railway. In May of 1991, we took the railbus to Sacramento for their Railfair event. It has also operated on the Santa Maria Valley Railroad in 2008 when we accepted an invitation to participate in a Railfair event. I remember going up for two days and running the Number 9 down the city street of Santa Maria to Guadalupe and return. We also took it to Carson City for their Railfair event. Around and around I went on their circle following a steam locomotive.

The goal now is to finish the current restoration started about a decade ago and to be able to continue to operate Number 9 whenever and wherever the opportunity arises. <https://www.psrma.org/trains/passenger/smv-9/>.



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

From the Back Platform

by Stephen Hager, President

July has been a relatively slow month for Pacific Southwest Railway Museum Association volunteers in Campo. After the hustle and bustle of Campo Days in June, the focus has primarily been on getting projects done around the Campo Railroad Museum. The Maintenance of Way group within the Operations Department held a workday in mid-July to inventory, sort, and organize track materials and tools, including several new items that we ordered over the past couple months.

There are two scheduled upcoming track workdays; the first on August 9th will focus on surfacing and tamping the curve in the main track just west of the Highway 94 grade crossing next to the Campo Green Store. This will improve the ride quality aboard our trains as they traverse the curve. The second workday on September 13th will focus on replacing ties in the museum's yard. While not traversed by our passenger trains during public train operations, the yard tracks provide critical access and storage space for our locomotives and railcars. Keeping these tracks in safe, serviceable condition is critical to our ability to run trains.

The Equipment Department held its quarterly planning meeting on July 2nd. The third quarter of the year is usually the best opportunity that we get for heavy equipment work because there are no special events. We can therefore afford to take pieces of equipment out of service for longer periods of time to tackle more complex projects. The plan for July through September includes doing body work on SP 3709, getting the Santa Maria Valley Railbus #9 running, starting the annual maintenance and inspections on our passenger cars and locomotives, and replacing the wheelsets on coaches SD&A 252 and 253. The latter task was actually supposed to have started the last weekend of June. Unfortunately, when we went to lift SD&A 253 off of its trucks, we discovered that one of our 35-ton electric screw jacks had stopped working. We have contracted with Whiting Services, the manufacturer of the jacks, to come out to Campo and repair the defective jack, along with servicing and inspecting it and the other three jacks. This has unfortunately forced us to delay the wheelset changeouts on the coaches. We hope to get this important work restarted in early August after the jacks are back up and running.

The Campo Depot siding replacement project reached substantial completion in July, with only a handful of punch list items left to be completed. This project has been an important investment in the longevity of the historic building, and I'm very happy overall with the final result. The project was funded partially by a \$50,000 grant through the County of San Diego's Neighborhood Reinvestment Program, with the balance coming from the General Fund and donations from museum members.



We are always in search of new volunteers to join our ranks. If any of the projects that I listed above interest you, or if you'd like to get involved in any of our other volunteer activities, please send an email to volunteer@psrm.org. Volunteers work multiple days a week in Campo on both weekends and weekdays with projects ranging from scanning historic documents in the library, to building maintenance, locomotive and railcar restoration, train operations, track work, exhibit construction, and many other tasks that are too numerous to list here. Volunteers also work multiple days a week at our La Mesa Depot Museum in downtown La Mesa. Lastly, many of our volunteers work partially or even entirely remotely from the comfort of their own homes, handling important tasks like maintaining and upgrading our website, operating our social media accounts, answering our phones, etc. All of these volunteers are working towards the betterment of our organization in their own individual ways. To quote Sherry Anderson, "Volunteers don't get paid, not because they're worthless, but because they're priceless."

Wanted: WorkCampers!

Are you an adventuresome individual or couple looking to combine your love of RV camping with giving back to your community? Well, you're in luck! The Campo Railroad Museum has a highly coveted WorkCamping position open **NOW** with more positions to come this fall. Campo Railroad Museum provides you a **FREE** RV space overlooking the Campo Valley with **FREE** included electricity, water, and sewer. In exchange, Work-Campers bring your own RV and work 20 hours per week per person, including during the hours of 8am and 5pm on Saturdays and Sundays when the museum grounds are open to the public. Jobs vary but may include gift shop attendant, facilities and grounds maintenance, janitorial tasks, special events assistance, and more.

These 3- to 6-month long positions are perfect for remote workers looking to get out of the city, road trippers traveling across the US, retirees seeking a new skill, or anyone open to a new and unique opportunity.

If you're interested in applying to PSRMA's WorkCamper Program, please send an email to: workcamper@psrm.org.

Operations Department Volunteers Attend Class

Each year, our volunteers who run our excursion trains are required to take many classes to keep their positions. This photo shows the class given by Stephen Hager in La Mesa covering the GCOR rulebook.

https://en.wikipedia.org/wiki/General_Code_of_Operating_Rules

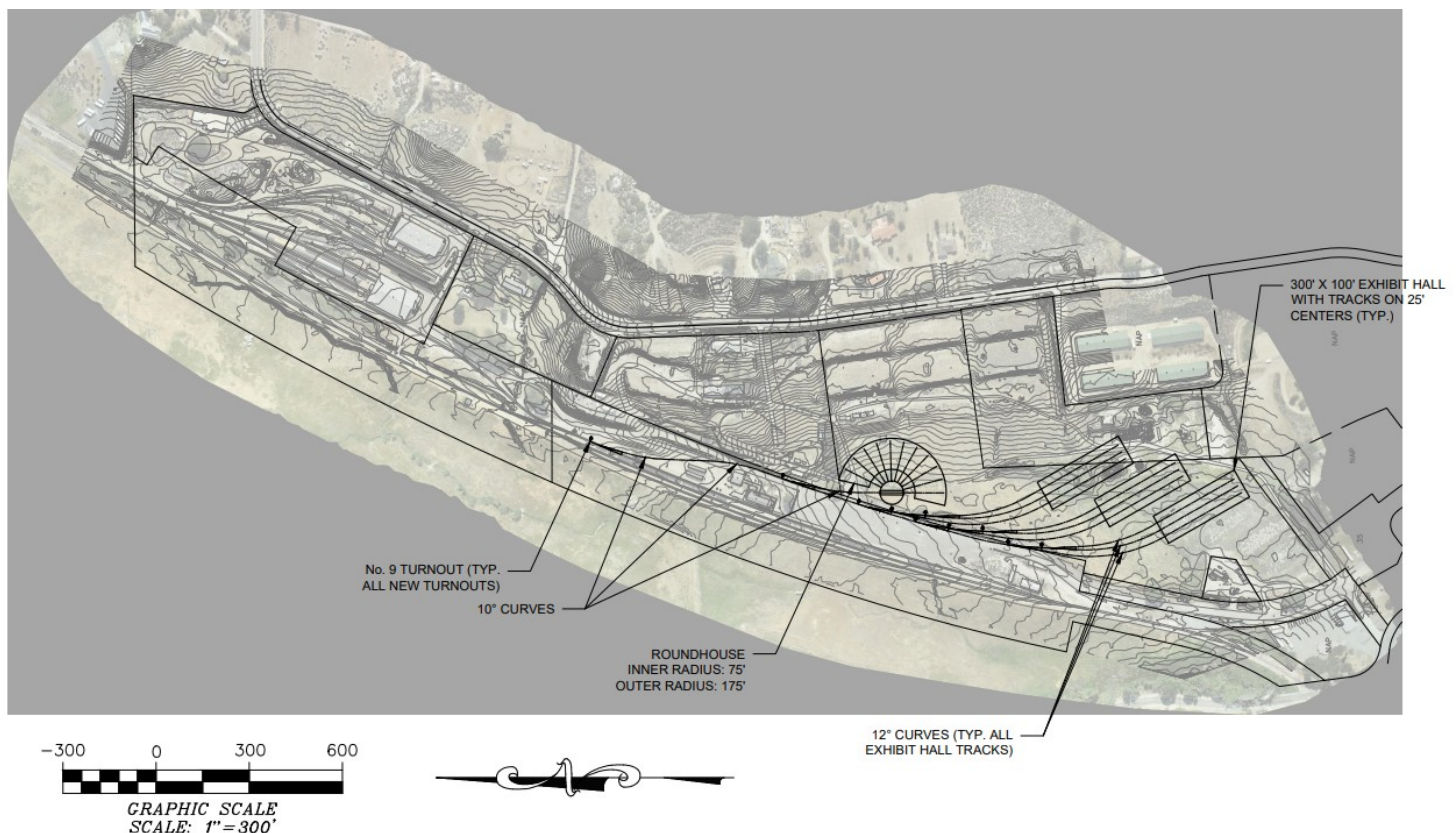


Photo by Carl Brooker on 7/12/25

Master Plan for the Campo Railroad Museum by Jim Lundquist, Editor

In 1959, several museum members identified a dream of an operating railroad museum in San Diego. Fast forward twenty-one years to 1980 when our museum purchased approximately four acres from the County of San Diego to start developing our museum. The following year, we purchased the neighboring four acres and developed plans to rehabilitate the old gym on the property into a museum shop/exhibit hall along with adding a small depot on site. Volunteers started laying tracks in the yard to allow for our equipment to be stored on our property. The goal was to lay about one mile of track adjacent to the SD&AE Railway upon which we would operate trains for the public. As fate would have it, the freight operator of the SD&AE Railway, which was then Kyle Railways, quit running trains on the railway and our opportunity to greatly expand our plans was put in place. In 1985, volunteers constructed a run-around track at Miller Creek and we started passenger excursion trains on January 4, 1986. Opportunities kept coming our way, and we expanded with regular trains to Tecate and special trains to Tijuana, HiPass, Jacumba and Carrizo Gorge. We also acquired a lease for the Campo Depot property from the railway.

As the years went by, opportunities to acquire property adjacent to the Campo Depot presented themselves, and we purchased 6.25 acres then 16.9 acres. Just a couple of years ago, the County donated an additional almost 60 acres, making our total ownership just under 100 acres. The County also undertook a rezoning for our property, along with an environmental study, which allows us to build out the Master Plan you see below.



This Master Plan includes installing our turntable, along with a roundhouse as an exhibit hall. In addition, there are three other exhibit halls about three times the space of our current Exhibit Hall. We have received a grant which is allowing us to design the placement of the buildings and to grade and install drainage to allow for the placement of the buildings. Naturally, it will be a big fundraising effort to make it all happen, and it is anticipated to be constructed in phasing as funding becomes available. However, what an opportunity we have as fate continues to bring us good luck.

Engineering Highlight SD&A Railway

What's with rail sizes and standards?

By Chadwick Baker, MIRSE
Railway Signal and Train Control – Design Manager

Editor Note: Museum volunteer Chad Baker maintains our crossing signals at Campo. He will be presenting information regarding technical aspects of our railroad in the next few issues of the Hot Scoop

A majority of the San Diego and Arizona Railway in operation at the museum is composed of sections of 90-pound rail, its technical name is 90 ARA-A, the standard in 1915, and the standard for most of the Southern Pacific and its subsidiaries at the time. The 90-pound rail section would eventually become the standard rail size for branch lines, siding tracks, and spurs.

90-pound rail is a member of standard rail sections. Rail sections have been studied and developed since the beginning of railroading. Strap rail and hollow U-shaped rails were extensively used in the early days. A section similar to the present T-rail was designed in 1830 by Robert I. Stevens, Chief Engineer of the Camden and Amboy Railroad. Rails of this design (weighing 36 lbs. to the yard) were rolled at Cardiff, Wales, in 1831 and were laid in Philadelphia the same year. In a short period of time, this T-shaped rail replaced the other forms of rail used in the USA. Iron rails were used in 1863, but were gradually replaced by rails produced by the Bessemer steel process after that date. The large-scale railway development in the United States occurred after the Civil War. Studies of rail and rail problems were initiated when existing rail designs were found to be unsatisfactory in many respects.

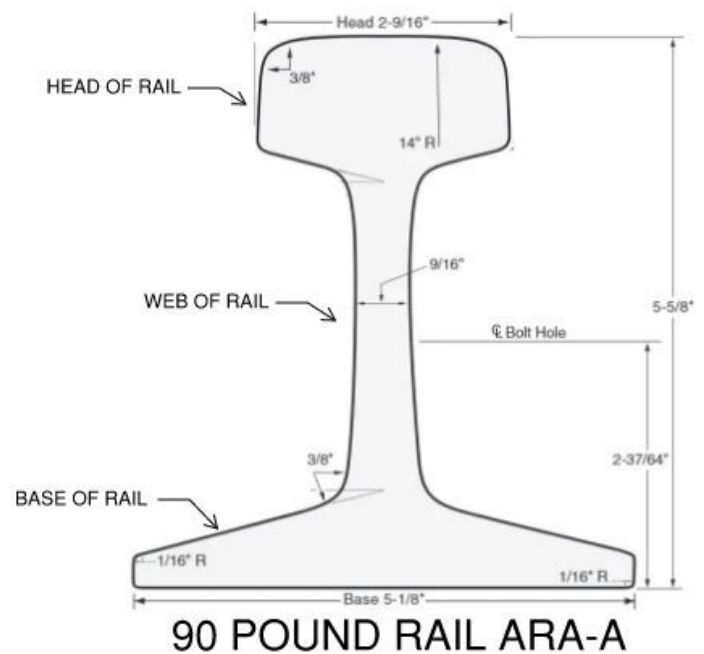
In 1870, a committee of engineers recommended making the base of the rail thinner while increasing the metal in the head by one-half at the same time. However, this change did not result in the expected improvement. In 1873, the American Society of Civil Engineers (A.S.C.E.) appointed a committee to report "on the form, weight, manufacture, and life of rails." The report, completed in 1876, dealt almost exclusively with iron rails (steel rails had not come into extensive use at this time). In 1905, an American Railroad Association committee considered standardizing rail

and wheel sections. As a result, ARA-A and ARA-B sections were adopted with weights of 60 to 100 lbs. per yard. Type A rails, designed for high-speed main tracks, featured a thin head, wide base, and thin flange; type B rails were designed for slow traffic. Today, the museum operates on sections of the original SD&A Ry 90 ARA-A rail sections. Each rail is comprised of 39-foot sections, joined by joint bars, bolts, lock washers, and nuts. Wood crossties, tie plates, spikes, and rail anchors support each section of rail.

90 ARA-A at a Glance

90-ARA-A rail section: This means each yard (36 inches) of rail weighs 90 pounds.

ARA stands for the American Railway Association, which was a predecessor to today's American Railway Engineering and Maintenance-of-Way Association (AREMA). The ARA developed standardized rail profiles that were widely adopted by North American railroads in the early 20th century.



Rail Section: This refers to the shape and dimensions of the rail's cross-section (including the head, web, and base). Examples like ARA-A, ARA-B, or ARA-E specify the exact profile.

Continues next page

Engineering Highlight SD&A Railway

What's with rail sizes and standards? - Continued

The head or ball of the rail is where the wheel and flange make contact. The web of the rail is the skinny vertical section between the head and the base. The base is the wide horizontal section of the rail that rests in the tie plate, and the spikes make contact with it to hold the rail section in place.

For various rail section sizes and dimensions, see Southern Pacific Railroad Common Standard Drawing CS-700.

The museum operates and maintains approximately twelve hundred 39-foot sections of 90-lb rail.

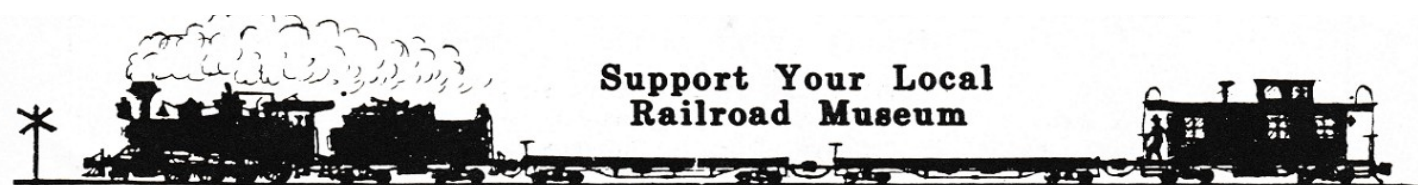
Please consider volunteering with track maintenance, it is a labor-intensive craft, but very rewarding in engineering knowledge and a workout.

RAIL SECTION	HEIGHT OF RAIL	WIDTH OF BASE	WIDTH OF HEAD	WEB THICKNESS	DEPTH OF HEAD AT CENTER	DEPTH OF HEAD AT CORNER	FISHING DEPTH	DEPTH OF BASE	THICKNESS AT END OF BASE	HEAD ANGLE	BASE ANGLE	SLOPE OF HEAD	HEAD RADIUS	CHORD OF HEAD RADIUS	HEAD CORNER RADIUS	HEAD & WEB FILLET RADIUS	WEB & BASE FILLET RADIUS	WEB RADIUS	BOTTOM OF RAIL TO E OF WEB RADIUS	NEUT. AXIS	E OF BOLT HOLES	DIAM. OF BOLT HOLES	C.S. 700
	Inches H	Inches B	Inches W	Inches T	Inches D	Inches D'	Inches F	Inches E	Inches T	A°	A°	S	Inches R	Inches CH	Inches R'	Inches R''	Inches R'''	Inches R''''	Inches L	Inches N	Inches C	Inches K	
65-LB. ASCE	4 7/16	4 7/16	2 13/32	1/2	1 9/32	1	2 3/8	2 3/32	1 7/8	13°	13°	VERT.	12	1 23/32	1/8	1/4	1/4	12	1 31/32	2.14	1 31/32	1	
75-LB. CS	5	5	2 9/16	3/8	1 5/8	1 5/8	2 3/8	1 3/16	1 5/8	13°	13°	VERT.	12	2	1/8	1/4	1/4	12	2 5/8	2.43	2 1/4	1 1/32	
75-LB. CS Rev.	4 11/16	4 7/16	2 7/16	3/8	1 5/8	1 1/16	2 3/8	1 3/16	3/8	1:4	1:4	1:16	14	1 23/32	3/8	3/8	3/8	14	2 1/2	2.25	2 1/4	1 1/32	
80-LB. ASCE	5	5	2 1/2	3/8	1 1/2	1 3/32	2 3/8	1 3/8	1 5/8	13°	13°	VERT.	12	1 11/16	1/8	1/4	1/4	12	2 3/8	2.38	2 3/8	1 1/32	
90-LB. ARA-A	5 3/8	5 1/8	2 9/16	9/16	1 13/32	1 3/32	3 3/32	1	2 3/8	1:4	1:4	1:16	14	1 3/4	3/8	3/8	3/8	14	2 23/32	2.54	2 19/32	1 1/32	
110-LB. RE	6 1/4	5 1/2	2 23/32	19/32	1 23/32	1 3/8	3 13/32	1 1/8	3/16	1:4	1:4	1:16	14	1 31/32	3/8	3/8	3/8	14	3 1/8	2.83	2 5/8	1 1/4	
112-LB. RE	6 3/8	5 1/2	2 23/32	19/32	1 11/16	1 11/32	3 1/16	1 1/8	3/16	1:4	1:4	1:40	14	1 9/32	1	3/8	3/8	3/8	3 3/4	3.00	2 7/8	1 1/16	
113-LB. HEAD FREE	6 13/16	5 1/2	2 11/16	19/32	1 7/8	3/4	3 13/16	1 1/8	3/16	58°	1:4	1:40	14	1 9/32	1	3/8	3/8	3/8	3 3/4	3.06	2 7/8	1 1/16	
115-LB. RE	6 3/8	5 1/2	2 23/32	3/8	1 11/16	1 11/32	3 1/16	1 1/8	3/16	1:4	1:4	1:40	10	1 1/4	1 1/2	3/8	3/4	3/4	3 1/4	2.98	2 7/8	1 1/16	
119-LB. CF&I	6 13/16	5 1/2	2 23/32	3/8	1 7/8	1 5/8	3 13/16	1 1/8	3/16	1:4	1:4	1:40	14	1 1/4	1 1/2	3/8	3/4	3/4	3 1/4	3.12	2 7/8	1 1/16	
130-LB. PS	6 3/8	5 1/2	3	1/16	2	1 3/8	3 13/32	1 3/32	1 3/32	18°	14°	VERT.	12	2 3/32	1/8	1/2	3/4	16	3 1/2	3.09	2 3/4	1 1/4	
131-LB. RE	7 1/8	6	3	2/32	1 3/8	1 3/8	4 1/16	1 3/16	3/16	1:4	1:4	1:40	14	1 13/16	1	3/8	1/2	3/4	4 1/4	3.20	3 3/32	1 1/16	
132-LB. HEAD FREE	7 1/16	6	2 31/32	21/32	1 11/16	2 3/32	4 1/16	1 3/16	3/16	60 1/2°	1:4	1:40	14	1 13/16	1	3/8	1/2	3/4	4 1/4	3.30	3 3/32	1 1/16	
136-LB. CF&I	7 1/16	6	2 31/32	1/16	1 13/16	1 9/16	4 1/16	1 3/16	3/16	1:4	1:4	1:40	14	1 3/32	1/4	3/8	1/2	3/4	3 3/8	3.35	3 3/32	1 1/16	

RAIL SECTION	WEIGHT PER YARD	NET TONS PER MILE OF TRACK	TRACK MILES PER 1000 NET TONS	AREA OF SECTION			MOMENT OF INERTIA	SECTION MODULUS	RATIOS	
	Pounds	TONS	TONS	SECTION	HEAD	WEB	BASE	HEAD	BASE	HEAD TO AREA
65-LB. ASCE	64.60	113.64	8.80	6.33	42.0	21.0	37.0	16.90	7.37	2.67
75-LB. CS	75.07	132.12	7.57	7.36	41.4	23.6	35.0	28.50	11.09	3.87
75-LB. CS Rev.	75.00	132.00	7.59	7.35	38.5	21.7	39.8	24.40	9.09	3.32
80-LB. ASCE	80.20	141.10	7.09	7.86	42.0	21.0	37.0	26.38	10.07	3.36
90-LB. ARA-A	90.00	158.40	6.31	8.82	36.2	24.0	39.8	38.70	12.56	4.39
110-LB. RE	110.36	194.23	5.15	10.82	37.4	23.0	39.6	57.00	16.70	5.27
112-LB. RE	112.30	197.65	5.06	11.01	35.9	25.1	39.0	65.5	18.07	5.95
113-LB. HEAD FREE	113.22	199.27	5.02	11.10	36.4	25.0	38.6	69.8	18.60	6.29
115-LB. RE	114.75	201.96	4.95	11.25	34.8	27.1	38.1	65.6	18.00	5.83
119-LB. CF&I	118.83	209.14	4.78	11.65	37.1	26.1	36.8	71.4	19.37	6.13
130-LB. PS	129.54	227.99	4.39	12.70	39.4	22.0	38.6	72.8	20.59	5.73
131-LB. RE	130.76	230.14	4.35	12.82	35.0	27.0	38.0	88.5	22.55	6.90
132-LB. HEAD FREE	132.40	233.02	4.29	12.98	35.8	26.7	37.5	93.8	23.38	7.23
136-LB. CF&I	136.17	239.66	4.17	13.35	36.4	27.1	36.5	94.9	23.93	7.11

SOUTHERN PACIFIC LINES
COMMON STANDARD
DATA FOR
TEE RAIL SECTIONS

NO SCALE
ADOPTED MAR. 3, 1930
REVISED OCT. 14, 1935



The Sip 'N Scare
is back....
with a new guest!



All aboard for a night of cocktails and
chaos as we hunt for the Lost Train of
Dr. Deadtrack...if you survive!

Every Saturday night in October at 6pm

Members Only Presale Begins August 1, 2025
Password: BOO25



The Boo Crew Needs YOU! By Jenn Brooker, Special Events Coordinator & VP

Abandoned railcar? Check! Spooktacular story? Check! Disturbing décor? Check! The volunteers needed to make it all happen? Volunteers?? Anyone????

Campo Railroad Museum's newest haunted Halloween attraction, the Lost Train of Dr. Deadtrack, is under construction as we transform an abandoned train car into a first-class crazy train! We can't do it without some (warm) bodies to assist. We only have two short months to turn this empty shell into a terrifying, immersive experience, and we need **enthusiastic volunteers** to make it happen. No matter your skill set, there's a place for you on the Boo Crew:

Construction Crew: repair windows, patch the roof, and frame out interior walls

Painters: black out the windows and paint walls

Crafters: prop fabrication and costuming

Electricians: wiring overhead lights and install sound systems

Set dressers: build out each haunted room with props and décor.

The tiny but mighty Boo Crew meets **every Wednesday and Saturday** so drop on by to lend a hand or email volunteer@psrm.org for more information. Let's bring Dr. Deadtrack to life!

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 12 Golden State trains and the number of days they have volunteered through July 20: Colin Atwood 2, Carl Brooker 2, Ken Brown 1, Greg Flores 1, Ryan Hodge 3, Dave Little 2, Mike McIntyre 2, Bob Nickles 3, Will Vanni 1.

MOW - maintenance of way volunteers who have assisted Track Foreman James Caestecker in maintaining tracks and right-of-way and equipment this period: James Caestecker 1, Rich Paulus 1, Mario Sulek 1, Will Vanni 1, Cass Witkowski 1.

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

There were a total of 23 volunteer-days this period.

Membership News By Lena Ibarra, Membership Coordinator

A warm welcome to our new members who made the PSRM a summer destination!

Joining with a Family membership are Judith Au, Cynthia Carbajal and Elsie Morgan.

With an Individual and Senior membership respectively are Geoff Patrick and Anna Klingensmith.

Whether you're exploring our exhibits, riding the rails, or simply enjoying the camaraderie of fellow enthusiasts, your presence enriches our museum.



Fundraising for July - Donna Spevack, Administrator of Fund Development

Summer is shaping up to be a beautiful one thanks to our members and railfans who have made generous donations to the Museum. Restorations have moved right along and the Campo Depot looks new again thanks to Eric Stutzman and his crew at Stutzman Siding. You have to come to Campo and take a look – a great Christmas card photo op!

And before you know it the Pumpkin Express will be arriving! Be sure that your membership is up-to-date so that you get first notices of when tickets go on sale. Our volunteers will be working hard in September to get the railcars hauntingly decked out! Free pumpkins for the kids, plenty of Halloween ghouls, goblins and treats.

Special thanks to our many volunteers who help make events like this possible. If you would like to volunteer to help out, please let us know. Volunteering during events is always needed and welcomed!

Thank you to our members, visitors and railfans who have donated for the month of July: YTD- **\$26,611.03**

\$1-\$1,000 - Cynthia Carbajal; Mariusz Sulek; Mark Brown; Diana Humphrey; Bruce Shelton; Frank Weller; Eileen Bird; Rebecca Taylor; Kevin Anderson; Geoff Patrick; Dan Gaska;

Note: If you have not received a donation letter for your taxes and would like one, please let me know.

Let's keep the momentum going: *"Your gift of \$25, \$50, or any amount you can give will help PSRM host special events, fund restorations like the Campo Depot and future preservations. Please visit <https://www.psrn.org/donate/> to make your donation today."*

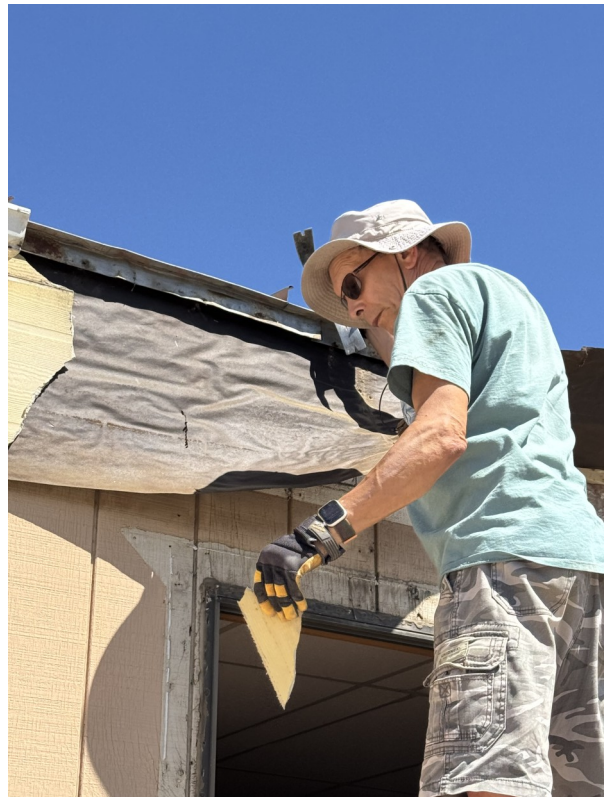
Matching: Many employers offer corporate matching gift programs that match employee charitable contributions. Your gift could double or even triple if your workplace is one of them. Some companies even match gifts made by their retirees and/or spouse. Contact your Human Resources department to see if they offer this benefit.

Free: Microsoft Rewards Points 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/>

Thank you and have a great summer-stay safe!

Volunteers Continue Replacing Siding on Trailer at the Campo Railroad Museum



Morgan Synder and Steve Pohjola joined with Frank Denison and Jim Lundquist on July 2nd to continue to replace the siding on the double-wide office trailer.

Photos by Frank Denison

Brakeman Training Classes

By Stephen Hager, Brakeman Class Instructor

The next hands-on class for the entry level train crew position, Brakeman, will be held this September. The class is open to anyone, age 16 and above, who is interested in becoming a member of our volunteer train crew (don't let the brakeman title scare away any ladies). Class size is limited to eight people. There will be two sessions of the class; attendance at both ses-

sions is necessary to complete the class. The two sessions will be held on September 20th and 27th (Saturdays), all day, at Campo. There are only two prerequisites for the class; those interested in taking the class must hold a current museum membership and must have completed two brakeman "observation runs". Visit the brakeman class webpage to view more details and information on signing up: <https://www.psrn.org/brakeman-class/>

LIBRARY REPORT by Bruce Semelsberger

Rather than the usual routine, I'd like to talk about our beloved San Diego & Arizona Railway in the original version. Most of us know in general the history of the organization; how it was funded jointly by the Spreckels Brothers and E.H. Harriman representing the Southern Pacific and how it purchased most of the existing rights of way from the existing original companies dating from the 1880s. Most of us don't know much about the details unless they have the

opportunity, like I and the rest of the library volunteers, to dig into the records residing in the PSRM archives. Sometimes this happens as the result of a research request. Sometimes, it is merely curiosity that inspires one to go looking for something in particular. In my case, it was the latter as it occurred to me one day that I had never seen a roster of the SD&A rolling stock other than locomotives.

We all realize that a railroad exists for the purpose of moving people and freight from here to other places

LIBRARY REPORT—continued

and the converse, but what means does it employ to do this? Obviously, it needs engines and cars to accomplish this. Some are owned by the company itself and others belong to the other railroads with which it connects. In the case of other companies, the railroad is required to keep track of all those “foreign” cars and charges rent-“demurrage”- for the amount of time each car spends on its rails and the same applies in reverse for time its own cars spend on other lines. What about those cars? How many cars does a railroad need and of what types? This changes over time and depends on the nature of both local and interchange business, so railroads usually own a variety of cars and need to replace and upgrade them on a regular basis. There is also rolling stock used for the sole purpose of construction and maintenance.

What about the SD&A? As a railroad under construction in the early 20th century (1907-1920) it must have initially needed a lot of cars and equipment specifically for that purpose. What did they have and where did it come from? At some point there must have been local service to provide revenue and that required still other kinds of equipment. Same question. Having seen nothing in print to answer these questions, I blithely set out to find some answers with the ultimate goal of creating some sort of roster. After all, how difficult could it be considering the resources we have available at Campo?

A few months later I now know just how difficult. I can give some answers as to where the cars came from and about how many of each type the SD&A owned at some given time. I have a large list of car numbers and types, but the biggest problem I have found as far as creating a detailed list is that the SD&A management itself didn't know most of the time just what they owned and where it was. Let me explain something about the nature of correspondence in the early part of the previous century. There were three ways of getting messages from one point to another.

1. Hand carry a piece of paper from point A to point B. This may involve travel by auto, train or even horseback.
2. The United States Postal Service will deliver the paper for a penny or two within a day or two locally, a little longer for a longer distance as the mail moves via train or ship.
3. Western Union will deliver a telegram between any two points connected by their system for so much per word. Or, once the SD&A had constructed their own wires between two points, telegraphic or even tele-

phonic messaging was possible.

In all cases, there is a time lag, sometimes substantial, between message sent and answer received and sometimes an overlap between the two, leading to a high level of frustration evidenced in the sometimes testy correspondence. During construction the equipment moved around constantly and while its whereabouts might have been known by the workers in the field, it wasn't always relayed to management. Then there is the problem of numbering the cars. Cars were acquired from a variety of sources and sometimes the number on the arriving car duplicated an existing number in the system so it had to be re-stenciled once the new number was assigned and that did not always happen before the car went into use. Finally, and worst, the railroad had no overall numbering system in place until 1918!

That initial system was also far from perfect, employing numbers with anywhere from 1 to 4 digits and not always accounting for changes made to the rolling stock as in the case of converting flat cars into gondolas by adding wood sides to the car or converting to box cars or cabooses. There was also no provision for the obsolete rolling stock, mostly cars with link and pin couplers or straight air brakes acquired from the 1880s companies, many of which were converted into M.O.W. (maintenance of way) equipment such as boxcars into bunks or kitchens or even dismantled and changed into living quarters or telegraph stations. An attempt to remedy this with a new system in late 1919 following the acquisition of the San Diego & Southeastern Railway and all of its rolling stock fixed some problems but added to the confusion with improper attention to the re-stenciling and the introduction of a series of numbers with odd and even numbers assigned to different types of cars. A final change made within a year finally resolved many of the previous problems, but by then the system was full of cars that had missed renumbering at some stage and many duplications due to the hap-hazard method utilized for the stenciling of the new numbers. The process was assigned to the Master Mechanic and a couple of assistants and took several months each time to accomplish as cars moved in and out of the yards and various stations. This was only exacerbated by the delays in messaging.

I'm convinced that the answers are there within the vast array of records in our collection; it will just require a more protracted search than was originally anticipated. In the meantime, if any of our members are waiting on pins and needles for the final masterpiece, I advise yoga or Zen practice as it may take a lot more research to straighten this all out unless some of you out there would be willing to lend a hand...

Down at the La Mesa Depot by Timothy Miller, Station Agent

A lot has been happening around the La Mesa Depot for the past six months. We are now over halfway through 2025, and the action seems to be increasing. The La Mesa Depot has been busier than previous summers. Witness the photo of typical activity in the waiting room, as our wooden train layout provides hands-on activity for our younger visitors, while their parents have a brief respite on the benches. Our new HO layout in the baggage room is mesmerizing older visitors, as they explore all the captivating scenes, and watch the trains wind their way around the layout.



A big thank you to the current La Mesa Depot volunteers, from right to left: BG Miller, Paul Falk, the usual Saturday staffer, Justin Hyland and yours truly.



The second half of 2025 Depot activity will center around the cosmetic restoration of the Mojave Northern #3 tank engine, our "American version of Thomas." I am happy to report that several businesses and organizations have expressed their desire to be a part of this project. Wrenches will be turning soon!

Seen Around the Campo Railroad Museum *Photos by Jenn Brooker on July 19, 2025*



Above left: Ryan Hodge installed a Leslie RS-L3LR off an old Conrail locomotive, made in mid to late 70s, on top of SP 3709 for the day's Golden State excursions. Here he is reinstalling the normal Nathan P3.

Above right: President Stephen Hager installing a mirror on SP 3709. Work continues to replace missing parts.

Below: Michael Rella and Richard Finch plan the best course of action to tackle a large project for the upcoming haunted house. This team is making permanent scenes for the Halloween events at Campo.





July 16, 1972 finds Amtrak's "Chief" westbound heading towards Los Angeles west of Needles, California. The "Chief" ran between Chicago and Los Angeles only for the 1972 summer. Notice the freight train crew waving as the passenger train speeds by.

Photo by Joe McMillan