



A publication for the Pacific Southwest Railway Museum members

May 2022

BUNNY TRAINS A HUGE SUCCESS





**Pacific Southwest Railway Museum
Association, Inc.**
WWW.PSRM.ORG

Museum and Train Operations

Campo Depot
Highway 94 at Forrest Gate Rd, Campo,
CA 619-478-9937

La Mesa Depot Museum & Business

Office 4695 Nebo Drive, La Mesa, CA
91941-5259 619-465-PSRM (7776)

PSRMA Board of Directors

Meetings are held on the 3rd Friday of the
month at 6:30PM. A link to join the
meeting will be provided on our web-
site at members.psrn.org

Museum Officers

President: Stephen Hager
Vice President: Gabe Zorbas
Treasurer: Dave Smith
Secretary: Martin Caestecker
Equipment Dept: Robert Smith
Facilities Dept: Frank Denison
Museum Services Dept: Jarod Black
Operations Dept: Mike Edwards

Museum Staff

Fundraising: Donna Spevack
Gift Shop Mgr: Diana Hyatt
Archivist: Bruce Semelsberger
Hot Scoop Editor: Jim Lundquist
Membership: Jarod Black
Steam Foreman: Jim Baker
Volunteer Coordinator: Gabe Zorbas
Asst. Dir. Of Facilities: Jim Lundquist
Station Master (La Mesa): Timothy Miller

April was an extremely busy month for our museum

In addition to all the regular activities, April featured our popular Bunny Trains along with our first Annual Dinner in three years. This issue of the *Hot Scoop* will bring you all the details of what our hard working volunteers have been up to.

Bunny Trains ran April 9, 10 and 16. These special events are popular with our visitors. It is also a special time for the volunteers which have the opportunity to display all the hardwork required to keep the Museum open and the trains running. Your editor, Jim Lundquist, had the pleasure of being the Bunny on the first day. The children really make the day. The cover photo (also on the right) shows Vera (age 5) and Estelle (age 3) taken by their mother, Lauren Vincent on April 9th onboard the AT&SF #1509. She writes "Our family had a fantastic time yesterday! Thanks for everything!."



The **Annual Dinner** was also a successful event. During the evening of April 13th, we were able to recognize the volunteers who made our Museum successful during the past three years. Usually an annual event, Covid-19 prevented the event in year 2020 and 2021. This years event was MC'ed



by President Stephen Hager. We recognized volunteers from 2019 through 2021. Stephen also presented his vision for the future of our Museum as well as a pictorial review of the past three years accomplishments. It means so much to our volunteers to be recognized for their efforts.

Photo on left: President Stephen Hager at the Annual Meeting.

*Photo by Jim Lundquist
4/13/22*

Volunteers recognized at our Annual Dinner

Always one of the highlights of the year, new and long time members gather together for an evening of visiting and swapping stories of museum history.



Members at the Annual Dinner. Photo by Jim Lundquist 4/13/22

This year was no exception as everyone enjoyed the night. With three years of awards to recognize, here are your volunteer award winners:

Administration 2020: Alanna Hyatt
Equipment 2020: Stephen Hager
Facilities 2020: Glen Rogers
Mus Serv 2020: Bruce Semelsberger
Operations 2020: Jarod Black
Railfan of the Year 2020:
Richard Paulus

Administration 2021: Jim Lundquist
Equipment 2021: Martin Caestecker
Facilities 2021: Pablo Martinez
Museum Services 2021: Richard Finch
Operations 2021: Glen Rogers
Railfan of the Year 2021:
Rob Stebbins

Administration 2022: Alanna Hyatt
Equipment 2022: Martin Caestecker
Facilities 2022: Pablo Martinez

Museum Services 2022: Gabriel Zorbas
Operations 2022: Stephen Hager
Railfan of the Year 2022: Bruce Deck

Awards for hours of volunteer service
for 2021 we also presented:

250 Hours—Kyle Cascadden, Jim
Baker, Richard Paulus, James Caes-
tecker and Martin Caestecker
500 Hours— Glen Rogers
1000 Hours— Jim Lundquist and
Stephen Hager

The presentation from the Annual Din-
ner is available on line: [psrm.org/
annual-dinner-2022](https://psrm.org/annual-dinner-2022)



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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 ad-
dress the historical, social, economic
and technical impact of railroading
with particular emphases on rail-
roads 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 sub-
mitted in Microsoft Word format.
Photographs are also welcomed.
Send all submissions to
JimLundquist@gmail.com

The *Hot Scoop* is available in color via
email. To receive the electronic ver-
sion 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:

JimLundquist@gmail.com



MEMBERSHIP HAS ITS BENEFITS!

Get ready for BIG FUN during The Big Exchange coming May 1 – 18. It's EASY! Just use your museum membership card to visit 40 participating museums for FREE.

The Big Exchange gives members of participating organizations **reciprocal admission** at more than 40 museums, historic sites, gardens, and more throughout San Diego County. Show your current membership card and get free entry to: Barona Cultural Center & Museum, Birch Aquarium, Bonita Museum & Cultural Center, California Center for the Arts, Escondido Museum, California Surf Museum, Coronado Historical Association, Gaslamp Museum at the Davis-Horton House, Heritage of the Americas Museum, Institute of Contemporary Art (ICA) Central, Institute of Contemporary Art (ICA) North, JA Cooley Museum, Japanese Friendship Garden, Junipero Serra Museum, La Jolla Historical Society, La Mesa Depot, Lemon Grove Parsonage Museum, Living Coast Discovery Center, Maritime Museum of San Diego, Marston House Museum and Gardens (SOHO), MCRD Command Museum, Mingei International Museum, Miniature Engineering Craftsmanship Museum, Museum of Contemporary Art San Diego, Downtown, Museum of Contemporary Art San Diego, La Jolla, Museum of Making Music, Museum of Photographic Arts, New Americans Museum, Pacific Southwest Railway Museum – (Admission to museum only, does not include the train ride), San Diego African American Museum of Fine Arts, San Diego Archaeological Center, San Diego Automotive Museum, San Diego Children's Discovery Museum, San Diego Chinese Historical Museum, San Diego History Center, San Diego Model Railroad Museum, San Diego Museum of Art, San Diego Natural History Museum (The NAT), The New Children's Museum, Tijuana Estuary Visitor Center, Timken Museum of Art, USS Midway Museum, Visions Art Museum, Warner-Carrillo Ranch House (SOHO) and the Women's Museum of California. If you need a Life Membership card resent to you, please contact membership@psrm.org

For more information, go to: <https://sandiegomuseumcouncil.org/specials/the-big-exchange/>

Priority Projects Update

1. The yard realignment project budget estimate has been submitted by Jim Lundquist to the Board for their consideration and action. The estimate assuming 1,300 feet and 4 switches plus 3 partial switches:

\$0	relocate material from job site
\$3,000	transport rail from National City
\$25,000	earthworks
\$5,500	joint bars, bolts, nuts, washers
\$70,000	switch ties
\$6,400	switch trim
\$36,000	new ties (minus switch ties)
\$6,825	tie plates
\$2,236	spikes
\$158,561	subtotal
\$39,640	25% contingency
\$198,201	estimated total.

Rails for the project have been donated by the San Diego Trolley and were delivered to Campo this month.



Glen Rogers uses the Museum's forklift to unload donated rails. Photo by Jim Lundquist 4/20/22

The next step is President Stephen Hager, P.E. completing preliminary engineering work.



*Jim Lundquist is cutting 16 foot timbers into 4 foot ties.
Photo by Steven Pohjola 4/7/22*



*Each of the larger stacks has 126 ties, enough for about 200 feet of track. As donations arrive, work will continue towards completing the exhibit.
Photo by Jim Lundquist 4/7/22*

2. The early California History exhibit featuring the mine train saw Steven Pohjola and Jim Lundquist cutting the 16 foot treated 4" x 6" timbers into four foot long ties. The cut ends were also treated. Glen Rogers also completed right of way preparation with the museum's backhoe.

3. The Party Caboose had additional work done towards completing the installation of rails.



Ongoing Maintenance

Keeping up with the routine maintenance is a huge job given the 100 acres and multiple buildings we have. Volunteers spend enormous amounts of time simply keeping ahead of the ongoing requirements. The hot sun and sometimes wet winters take their toll on our facilities.

In the photo to the left, Jim Lundquist is working on the mine village sidewalk. The job required the removal of some of the planks, then resetting the 2x8's against the building. Assisted by Steven Pohjola, support legs were added to the structure to reduce the load the sidewalk placed upon the joists.

Our volunteers do many of these jobs during the week when our visitors will not be inconvenienced. If you'd like to assist, all willing volunteers would be appreciated. Simply reach out to Director of Facilities Frank Denison at denisoniv@gmail.com or the Assistant Director Jim Lundquist at Jim@psrm.org to offer your help. No experience is necessary and tools are provided.

Photo by Steven Pohjola 4/7/22

SP 5119 still at work on her "home rails" at Campo

Southern Pacific 5119 is still hard at work on this April 9th day pulling the Bunny Trains past the Campo Depot. 5119 started life on the SD&AE in April 1955. The locomotive was a regular on the La Mesa Branch between San Diego and El Cajon in the 1950's and 1960's. Many museum members can recall chasing the locomotive on this line.

She was saved from scrap, purchased and donated to our Museum by the late Life Member Larry Rose as a memorial to his wife, Tanya. You can read more details on the locomotive at <https://www.psrn.org/trains/diesel/sp-5119/> Great to see her running strong this fine day in Campo. Saving history is what we are all about.



Photo by Jim Lundquist 4/9/22

From the Back Platform

By Stephen Hager, President

April has been a busy month at the museum. On April 9th, 10th, and 16th, we operated our annual Bunny Trains. These Easter-themed trains are always popular and this year was no exception. Riders were treated to a visit from the Easter Bunny, a leisurely 45-minute train ride, and an Easter Egg hunt upon arrival back at Campo. This year for the first time ever on the Bunny Trains, we offered first-class tickets aboard ATSF 1509 complete with bar service. This premium service was well received and well attended, and we intend to add first-class service to more of our trains throughout the year going forward.

April also saw the return of the PSRMA Annual Dinner; the first in three years following a hiatus due to COVID-19. As such, this Annual Dinner was somewhat of a victory lap for the past three years. We highlighted many of the museum's accomplishments since the beginning of 2019, including the highly successful C100! Centennial Celebrations throughout 2019, the approval of the museum overlay by the County of San Diego in 2020, and of course, the successful weathering of the COVID-19 storm. Annual Awards for the years 2020, 2021, and 2022 were handed out, as well as volunteer hours awards for 2021.

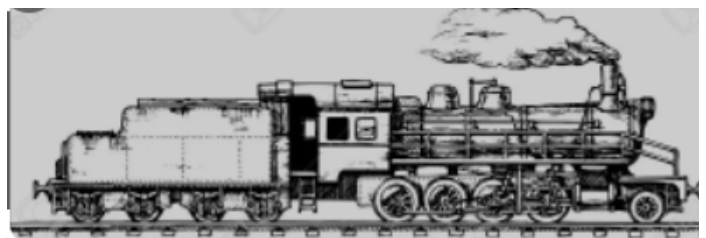
April 30th will see the return of Campo Days; a community-wide event in Campo hosted by the Camp Lockett Interest Group (CLIG), of which the PSRMA is a member. Festivities will be held at many of the CLIG member organizations. The PSRMA will be offering free admission during the event, and first-class service will be offered on our Golden State trains. In addition to our train rides and self-guided museum tours, visitors to Campo will be able to take a stage coach ride, witness an old west shootout by the Hole in the Wall Gang, shop at various local vendors, participate in various games, and much more! This event was last held in the early 2000's and this year's iteration will be a trial run to gauge interest within the community. If the event is well-received, it will be-

come an annual two-day event going forward.

I'm excited to announce that the PSRMA recently became a member of the San Diego Museum Council. The SDMC is made up of a collection of museums throughout San Diego County, and it provides numerous benefits to its members. These benefits include resources and connections for fundraising, heavily-discounted advertising with local news stations, and networking opportunities with other museums. There are also direct benefits to you! From May 1st to 18th, the PSRMA will be participating in The Big Exchange. During this period, PSRMA members will be entitled to free admissions at all of the participating museums within the SDMC. You can read up more on this opportunity at the SDMC's website here: [The Big Exchange | May 2022 - San Diego Museum Council](#)

Over the next few months, members of the PSRMA will be invited to participate in a series of workshops to help steer the direction of our organization. The workshops will include an interpretive planning workshop, a collection planning workshop, and of course, our bi-annual Strategic Planning meeting. The interpretive planning workshop will be used to develop the PSRMA's core interpretive plan, a guiding document that will dictate the ways that we conceive, develop, and display exhibits to fulfill the goals of our mission statement. The collection planning workshop will be used to refine our collection plan, a document that lists and prioritizes future equipment acquisitions that we hope to make. Finally, the Strategic Planning meeting is used to review and update our overall goals as an organization.

If you are interested in participating in any of these workshops, please keep an eye out for announcements in your email inbox and future editions of the Hot Scoop. Until next time, keep it on the high iron!





These photos tell the whole story of our Bunny Trains. Upper left shows two children walking past AT&SF #1509 to board the train for their 9 mile ride. *(Photo by Lauren Vincent 4/9/22)*. The upper middle is the entrance of the Bunny, who visits with everyone onboard. The upper right has our visitors getting off the train at Railroad Museum and headed for the Display Building. Lower left, inside the Display Building is where the Easter egg hunt happens, with kids searching high and low for the eggs. They turn the eggs in for a goodie-bag upon which they can color and partake of the candies found inside. The lower right shows one happy child with a kingsize egg in tow. *(Four photos by Nancy McDonald 4/9/22)*.



Looking Back in Museum History

On line are some of the earlier copies of the Museum newsletter during that time, *The Report*. It can be fun to see just how far we have come from humble beginning. Unfortunately, after 1982, many of these earlier issues have not been scanned. There's a job for a volunteer to complete in the comfort of their home, if they choose. Or, join the volunteers at the Library on Wednesday or Saturday.

60 years ago: April 1962 – First draft of the Museum's constitution. Ten permanent members established. The treasury balance was \$58.36.

50 years ago: April 1972 – First priority is to find land for a permanent museum site. Excursion planned for Benjamin Hill via Pullman car from Mexicali and an

invite to visit Ollie Johnson's steam railroad in Julian.

40 years ago: May 1982 – La Mesa Cannonball runs between La Mesa, El Cajon and Lemon Grove with Museum passenger cars. Museum sold tickets as a fundraiser. First rail laid in Campo. Culvert 1 poured which will allow rail connection to the SD&AE in Campo. Exhibit cars on the Embarcadero. Overnight excursion to Alamos. In Del Mar, the #104 and #050 were on exhibit for the last time before heading to Campo.

30 years ago: April 1992 - The Museum operated an excursion passenger train into Carrizo Gorge in cooperation with the freight carrier at that time.

20 years ago: April 2002 – Nick Nichols passed and discussions with CZRy are underway.

New Ice Machine Donated

Thanks to a donation by Bruce Deck, our Campo Shop has a new ice machine. We use ice at Campo for water jugs on the train as well as volunteers lunch pales and water canteens. The photo on the right shows Dave Smith and Carl Brooker installing the new machine. Both were assisted by Frank Denison. Thanks to our great donors, new items like these are possible. THANK YOU Bruce Deck.



Photo on right by Frank E. Denison IV 4/9/22



Two Cement Mixers Donated

A Alpine neighbor of Jim & Dawn Lundquist reached out to them offering to donate two cement mixers. The larger one has a gas motor, the smaller one has an electric motor. Jim borrowed the family trailer and transported them to Campo. There are usually several projects a year at Campo which involve mixing cement which these will be used for.

Photo by Jim Lundquist 4/20/22

Down at the La Mesa Depot May 2022

by Timothy Miller, Station Agent

Monday, April 18, 2022, marked the fortieth anniversary of the La Mesa Depot being open to the public. The Depot and its display are probably the most viewed asset in the Pacific Southwest Railway Museum collection. Unfortunately, it seemed it was also underutilized. But late last year, PSRMA's Museum Services formulated a plan to change that, with expanded hours and interactive exhibits.

First was the addition of a wooden railway play table in the Waiting Room of the Depot. This interactive display is extremely popular with our younger visitors. They just can't keep their hands off it! (BG Miller is tasked with frequent cleaning during these Covid-19 times.)

Starting in January of this year, the La Mesa Depot began opening on Tuesdays and Thursdays from noon to 3PM. General housekeeping occupied most of the opening hours at first. Unused assets were returned to the Museum's library, with the help of Bruce Semelsberger. Graffiti removal is an additional task.

We have had a steady flow of visitors on Tuesdays

and Thursdays. There are normally 10 to 15 visitors when the Depot is open those days, including parents and grandparents with kids just there to look at the display, locals passing by who have never been inside, and out of town visitors who can't resist an open train museum. We make sure visitors receive a museum flyer and description of what is offered at our Campo site. BG Miller, Justin Hyland and I are the usual volunteers during the weekday openings. Duane Dubke, longtime museum member and former Depot volunteer, regularly drops by to visit and encourage. Paul Falk, an longstanding La Mesa Depot historian and volunteer, has been kind enough to keep the Depot staffed on Saturdays.

The second of the interactive displays planned is a modular HO-scale model railroad in the Baggage Room. Construction begins in late April. A modular layout gives the PSMRA the option to change the layout, to hold repeat visitors' interest. We're hoping to change modules with the holidays/seasons. The layout will incorporate some of the latest electronic controls and effects. As more modules are constructed, they can be taken to local train shows, and used to promote PSRM to the railfan community, and the general public.



There will be some dates this summer when I will be unavailable to open the Depot. I hope some members will be able to step in on those days, so that the Depot can maintain its advertised Tuesday/Thursday hours. If you are interested in just occasionally helping out at the Depot, or being part of the module railroad construction and operation, please contact me at (619) 318-1755, or timothy_50@hotmail.com.

<https://www.psrn.org/visitor-information/la-mesa-depot/>

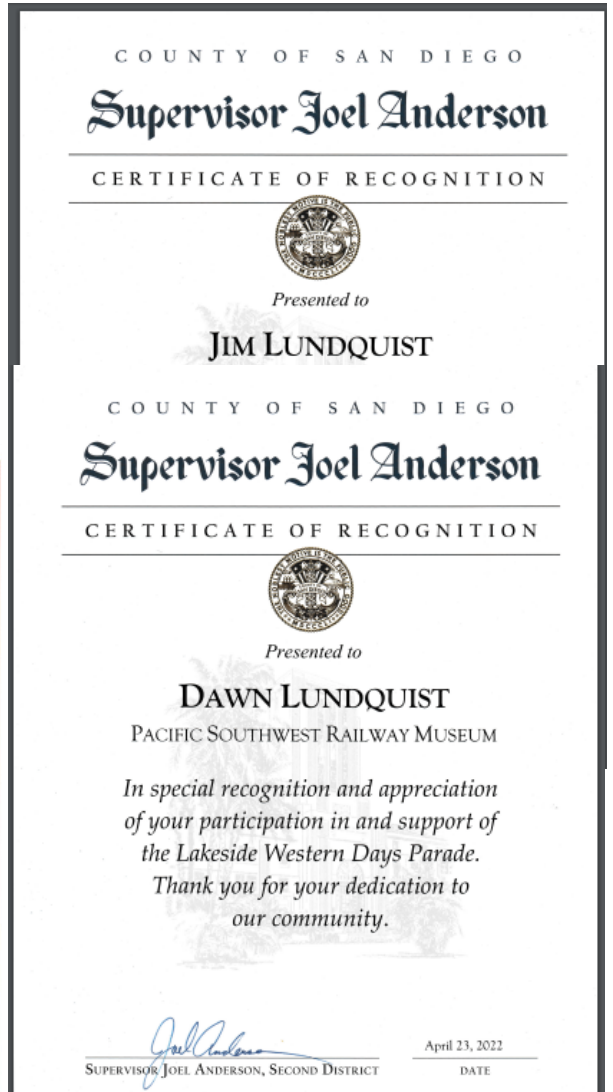
Museum participates in the Lakeside Parade

Even after 37 years of presenting and preserving history at our Campo site, there are still many in our community who simply have never heard of us. Getting the word out and inviting them to come visit us is the purpose of the Museum float. Thanks to Dawn and Jim Lundquist, community outreach was once again possible in these almost post Covid days. These events are the perfect opportunity to attract visitors as many families are along the parade route. It was a beautiful day to talk up our Museum with thousands of family members along the route.

If your city or community has a daytime parade planned, please inform Jim@psrm.org to allow us to take the float to those events.



Photo by Dawn Lundquist 4/23/22



ADVERTISING THE SAN DIEGO & ARIZONA RAILWAY, PART 1

Bruce Semelsberger, PSRM Archivist

The archives at PSRM are blessed with a rare treasure in the preserved audited invoices of the San Diego & Arizona Railway. These bound volumes detail all of the purchases made by the company from the beginning to the incorporation of the SD&AE and included among these records are “proof” copies of advertisements placed with newspapers and magazines. They also contain proofs of documents ordered from various print shops which include tickets and other operations department forms along with brochures, flyers and other advertising documents. Thanks to the existence of these documents, it is possible to see the strategies employed by the railroad to promote the business.

When construction began on the San Diego & Arizona Railway in 1907, it was anticipated by the management and promised to the public that the line would be in operation within a few years, but as history shows that was not to be. Slowed by events beyond the company’s control, costs mounted and revenues were almost non-existent. Upon reaching Campo in 1916, a desperate management attempted to make the best of the situation by producing a small fold-out advertising tiny Campo, a destination arrived at more or less by accident during the survey process, as a “sportsman’s paradise” and as a place where connections to El Centro and the Imperial Valley could be made via auto stage on the new highway. This was probably a mistake in that auto travel from San Diego was already becoming available and cost competitive and would soon become the better alternative. A second two-color foldout appeared in November of 1916 emphasizing the local service.

A photo of the racetrack in Tijuana operated by the Lower California Jockey Club is labelled “Monte Carlo-Tijuana, Mexico”. In the same document, travelers to El Centro are urged to stay at the Barbara Worth Hotel. More about the race trains later. Newspaper ads during this period were rather basic and little more than glorified time-tables. The line finally opened to the Southern Pacific connection at El Centro in December of 1919 amid great hoopla in San Diego and free advertising provided by lauda-



SAN DIEGO--IMPERIAL VALLEY

READ DOWN	LEAVE	UNION STATION	DAILY	READ UP	ARRIVE
Miles	A. M.			P. M.	Altitude
0	8:00	San Diego		2:45	0
16	8:40	Tia Juana		2:05	95
	8:45	Tijuana		1:50	
52	10:35	Tecate		12:15	1685
65	11:15	Campo		11:40	2585
	11:40			11:00	
73	12:10	Indian Reservation		10:35	3300
76	12:15	Summit		10:30	4035
80	12:40	Boulevard		10:05	3411
86	1:05	Jacumba Springs		9:45	2535
95	1:40	Mountain Springs		9:10	2540
107	2:30	Coyote Wells		8:20	272
116	2:55	Dixieland		7:55	-30
125	3:10	Seeley		7:40	-45
134	3:30	El Centro		7:15	-49

Connection at El Centro--Valley Points.
Connection at San Diego--Trains and South West.

TO

Tia Juana and Race Track

ROUND TRIP 50¢

FIVE TRAINS EACH WAY

ON ALL RACE DAYS 11/15/16

6:30 a. m. Train from 10th St. Station Daily

OTHER TRAINS LEAVE SANTA FE STATION

A. M.	A. M.	P. M.	P. M.
8:00	9:30	12:05	1:15

DAILY ON RACE DAYS

ARRIVING TIA JUANA

8:40	10:10	12:45	1:55
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LEAVE TIA JUANA

A. M.	A. M.	P. M.	P. M.	
7:40	11:00	2:05	4:45	5:10

DAILY RACE DAILY ON RACE DAYS

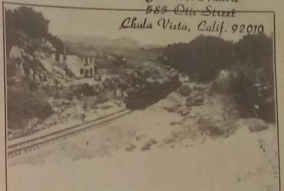
ARRIVING SAN DIEGO

9:15	11:53	2:45	5:25	5:53
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SAN DIEGO & ARIZONA RY. CO.

OR UNION STATION, SAN DIEGO
FOOT OF BROADWAY

John H. Andert
555 Elm Street
Chula Vista, Calif. 92010



SAN DIEGO -- EL CENTRO

The ride over the scenic route of the S. D. & A. Railway and the concrete boulevard from the present railway terminal at Campo to and from Imperial Valley is, with the modern steel coach equipment and roomy twelve passenger chair car autos in the service, one of the most delightful trips offered in the West.

The entire journey is replete with ever changing views through mountains of this State and Mexico. Trains pass the old Mexican towns of Tijuana and Tecate.

SAN DIEGO & ARIZONA RAILWAY CO.
Ticket Office 213 Broadway, Union Building

tory articles disguised as journalism. Management then wasted no time in producing a series of information handouts and brochures. One small foldout featured the first scene of the Carriso Gorge and time tables to Phoenix, Bisbee and El Paso (via connections to the El Paso & Southwestern), Kansas City (via Rock Island), Saint Louis, Chicago and New Orleans. Travel on the Lakeside Line was also included. A second two-color foldout appeared in 1920 emphasizing the local service. A major advertising coup was the production of a special color issue of the El Centro Progress Magazine devoted entirely to the railroad and the benefits it would bring to the Imperial Valley.

San Diego-Phoenix via Calexico-Yuma

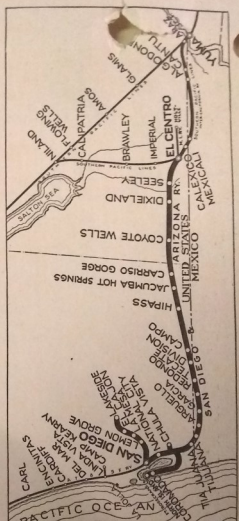
7:10 AM	Lv. San Diego.....(S.D.&A.)	Ar.	7:05 PM
1:40 PM	Lv. El Centro.....(So.Pac.)	Lv.	12:40 PM
2:00 PM	Lv. Calexico.....	Lv.	12:15 PM
4:20 PM	Ar. Yuma (P.T.).....	Lv.	9:50 AM
10:53 PM	Lv. Yuma (M.T.).....	Ar.	12:30 AM
4:20 AM	Ar. Maricopa.....	Lv.	7:20 PM
5:45 AM	Lv. Maricopa.....(A.E.)	Ar.	7:00 PM
7:00 AM	Ar. Phoenix.....(A.E.)	Lv.	5:50 PM

San Diego-Phoenix via El Centro-Niland

12:20 PM	Lv. San Diego.....(S.D.&A.)	Ar.	2:35 PM
6:45 PM	Ar. El Centro.....	Lv.	8:15 AM
8:00 PM	Lv. El Centro.....(So.Pac.)	Ar.	7:50 AM
9:55 PM	Ar. Niland.....	Lv.	6:10 AM
9:50 PM	Lv. Niland.....	Lv.	4:15 AM
7:00 AM	Ar. Maricopa.....	Lv.	12:25 PM
7:45 AM	Lv. Maricopa.....(A.E.)	Ar.	7:00 PM
8:50 AM	Ar. Phoenix.....(A.E.)	Lv.	5:50 PM

San Diego-Bisbee-Douglas

7:10 AM	Lv. San Diego.....(S.D.&A.)	Ar.	7:05 PM
4:20 PM	Ar. Yuma (P.T.).....(So.Pac.)	Lv.	9:50 AM
10:53 PM	Lv. Yuma (M.T.).....	Ar.	10:32 AM
1:00 PM	Ar. Bisbee.....(E.P.&S.W.)	Lv.	10:40 PM
1:30 PM	Ar. Douglas.....	Lv.	10:30 PM



Shortages of rolling stock, difficulties with Pintsch gas lighting for passenger cars and other problems then plagued the passenger service and

SCENE IN CARRISO GORGE

The San Diego and Arizona Railway passes across the border for a distance of 44 miles through that peaceful portion of Lower California, Mexico; through magnificent Carriso Gorge, where nature never intended that a railroad should be built; and through the garden of Imperial Valley, that remarkable land below sea level, as fertile as the Valley of the Nile.

New Scene Transcontinental Line

SAN DIEGO AND ARIZONA RAILWAY

Tijuana and Tecate Railway

The Carriso Gorge Route

For information regarding fares, tickets, baggage, etc., call at Ticket Office, 101 Broadway or room 606 Spreckels Building.

Main 6100

San Diego, Calif

D. W. PONTIUS
General Manager

F. B. DORSEY
Asst. Traffic Mgr.

A. D. HAGAMAN

District Freight and Passenger Agent

SAN DIEGO AND ARIZONA RAILWAY

TIJUANA AND TECATE RAILWAY

SAN DIEGO SHORT LINE

From San Diego EASTBOUND			Corrected to Aug. 29 1921			To San Diego WESTBOUND		
No. 12 Mixed	No. 4	Miles			Elev.	No. 1	No. 31 Mixed	
Date	Date					Daily	Daily	
10:30	10:00	0	Lv San Diego	S. D. & A. Ar	10	2:45	7:00	
10:53	10:16	5.6	Lv National City	"	Lv	* 2:27	* 6:51	
11:02	10:23	7.4	Lv Chula Vista	"	"	* 2:21	* 6:23	
11:11	10:32	11.1	Lv Palm City	"	"	* 2:15	* 6:13	
11:20	10:39	18.2	Lv El Centro	"	Lv	* 2:07	* 6:00	
11:35	10:40	19.5	Lv Imperial	"	Lv	* 2:02	* 5:49	
11:54	10:54	36.0	Lv Mexicali	"	Lv	* 1:51	* 5:29	
12:06		75.3	Lv Maricopa	"	Lv	1:32	5:25	
12:16	11:20	94.0	Lv Yuma	"	Lv	1:27	5:15	
1:16		48.4	Lv La Puente	"	Lv	1:50	4:21	
1:33	12:00	52.8	Lv Tecate	"	Lv	1:48	4:11	
1:53	12:17	117.7	Lv Laredo	"	Lv	1:39	12:48	3:52
2:1	12:34	65.8	Lv Campo U. S.	S. D. & A. Ar	2:30	12:34	3:36	
3:25	1:20	81.5	Lv El Paso	"	Lv	1:50	1:58	2:40
3:55	1:30	91.9	Lv Combs Hot Springs	"	Lv	2:39	1:28	1:50
4:22	2:04	100.7	Lv Carrizo Gorge	"	Lv	2:30	1:10	1:05
4:53	2:34	109.7	Lv Dos Cabezas	"	Lv	1:07	1:08	
5:20		117.7	Lv Sugar Loaf	"	Lv	7:00		
5:37	3:01	123.5	Lv Coyote Wells	"	Lv	2:50	9:45	11:30
6:13	3:20	134.4	Lv Deland	"	Lv	10	9:23	10:40
6:29	3:29	144.7	Lv Seeley	"	Lv	44	9:15	10:26
6:50	3:50	148.1	Lv El Centro	"	Lv	49	9:00	10:00
7:05	3:50	148.1	Lv El Centro	S. Pac. Ar	49	9:00	9:45	
7:30	4:18	157.2	Lv Calexico (U. S.)	"	Lv	2	9:35	
7:30	4:26	157.2	Lv Calexico (U. S.)	"	Ar	2	9:13	15:30
7:40	4:30	157.5	Lv Mexicali (Mex.)	"	Lv		8:08	5:20
8:29	4:30	205.9	Lv Cantu (U. S.)	"	Lv			
		211.9	Lv Arac Junction	"	Lv			
		218.3	Lv Yuma (U. S.)	S. Pac. Ar	137	6:10	2:00	
1:00	6:28	218.3	Lv Yuma (M. T.)	"	Ar		6:50	12:25
4:45	8:05	283.6	Lv Maricopa	"	Lv		1:55	5:05
9:30	1:23	Lv Maricopa	A. E. Ar			12:10	5:40	
9:40	7:40	419.6	Lv Phoenix	A. E. Lr		11:00	4:40	
12:55		Lv Maricopa	S. Pac. Ar			1:55	Wed.	
3:35	4:00	469.7	Lv Tucson	S. P. Lr	2390	11:35	Wed.	
		503.0	Lv Douglas	E. P. & W. Lr		7:35	Wed.	
12:55		781.6	Lv El Paso (M. T.)	S. P. Lr		1:25	Wed.	
12:50		781.6	Lv El Paso (M. T.)	E. P. & W. Ar	3713	1:05	Wed.	
5:30		1733.0	Lv Kansas City	C. R. L. & P. Lr	766	9:25	Tues.	
9:00		Lv Kansas City	C. R. L. & P. Ar	766	7:05	Tues.		
7:40		2029.0	Lv St. Louis	"	Lv	690	9:30	Mon.
6:30		Lv Kansas City	C. R. L. & P. Ar	766	6:30	Tues.		
9:15		2219.0	Lv Chicago	"	Lv	663	6:30	* Mon.
No. 102	No. 110					No. 109	No. 101	
4:45	12:05	218.5	Lv Yuma (M. T.)	S. Pac. Ar	137	12:25	2:45	
9:30	6:05	383.6	Lv Maricopa	"	Lv	11:72	9:35	
11:59	6:05	469.7	Lv Tucson	"	Lv	2390	3:33	7:25
3:30	10:00	781.6	Lv El Paso (M. T.)	"	Ar	3713	5:00	10:45

the company desperately needed to take in any and all revenue it could find. While company agents beat the bushes for freight business and a special “getting business for the railroad” committee was formed, the management looked to advertising to bolster the passenger business in the face of increasing automobile competition.

The first effort came on March 24th in the form of an open letter from D.W. Pontius, the General Manager, and co-signed by the various freight and passenger managers. It was addressed to the area businesses and the community at large. It thanked them for their patronage to date and asked them to consider the \$100,000.00 in local purchases made during January and expected to continue each month. It goes on to mention the 1,083 employees of the Spreckels Companies and the \$200,000.00 spent by them each month. While the letter offers no mention of Santa Fe local spending by contrast, it leaves the firm impression that it must be considerably less and concludes by stating that support for the SD&A “means prosperity for San Diego”.

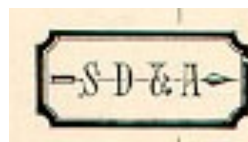
The initial small fold-outs were replaced during the 1920s first with a timetable printed on heavy card stock which again showed the possible connections via other railroads with a faster published time than that advertised by the competing Santa Fe system through Los Angeles. The SD&A then followed up with a series of larger color



brochures with scenic views aimed at vacationers and excursionists.

A one page "information sheet" was handed out at the downtown ticket office and all other stations. It contained 19 "factoids" about the railroad and the area travelled including the outright fabrication that there were no objectionable fumes and smoke from the locomotives when passing through the tunnels in the Carriso Gorge due to the large bore, "exceptionally light atmosphere" and a "slight draft continually passing through". On the reverse side were pictures of desert plants which might be exotic to the new visitor.

In part 2 the promotion of racing in Tijuana and the excursion business will be discussed. Part 3 will focus on the activities of the "Getting business for the railroad" committee and the San Diego Poet Laureate employed by the SD&A.





San Diego and Arizona Railway

INFORMATION

SHORTEST LINE--FASTEST TIME EAST



1. The San Diego and Arizona Railway, completed December 1, 1919, forms in connection with the Southern Pacific and its eastern connections, a new transcontinental route between San Diego and the East. Through Pullman cars are operated between San Diego and Chicago on Golden State Limited in connection with the Southern Pacific and Rock Island Lines, and between San Diego and New Orleans on Sunset Limited in connection with Southern Pacific. It is the terminal railroad of the shortest line between Kansas City and the Pacific Ocean and between New Orleans and the Pacific Ocean.
2. Distance between San Diego and El Centro, 148 miles; (Between San Diego and Yuma, 220 miles).
3. Elevation at Hipas, highest point on line, 3,660 feet; at El Centro, lowest point on line, 49 feet below sea level.
4. Grades: Maximum grade Westbound, 2.2%; Eastbound, 1.4%.
5. Cost of San Diego and Arizona Railway, \$19,000,000, and is owned one-half by Mr. J. D. Spreckels and Mr. A. B. Spreckels, and one-half by the Southern Pacific Company.
6. Railroad crosses United States-Mexico International Boundary Line at Tijuana and Lindero. Boundary at Lindero is crossed in Tunnel No. 4, 26 feet from the west end. Runs 44 miles through Mexico, known as Lower California. Ten miles is the greatest distance into Mexico from the International Boundary line.
7. There are 21 tunnels on the San Diego and Arizona Railway, one partly in Mexico and partly in the United States. Cost of tunnels, \$1,760,200. The longest tunnel, No. 14, is 2,397 feet, and the shortest tunnel, No. 1, is 187 feet. The total length of all tunnels is 2,985 miles.
8. When passing through the tunnels, notice that you are not bothered with objectionable fumes and smoke from locomotives, as is usual when trains are operated through tunnels. This is due to the large bore of tunnels, exceptionally light atmosphere, and a slight draft continually passing through Carriso Gorge.
9. Distance through Carriso Gorge is 11 miles, and cost for construction, \$3,939,000.00. Depth of Gorge from railroad, 900 feet.
10. Carriso Gorge takes its name from the grass in its depths, which is used by Indians in basket work. Mountains are southerly extension of the Sierra Nevada Range.
11. Notice the 22 fan leaf palms and spring at bottom of Gorge between Tunnels 20 and 21.
12. Campo Creek Viaduct, 77 miles from San Diego. Length, 600 feet. Height, 185 feet. Cost, \$115,700.00.
13. The San Diego and Arizona Railway is the only railroad that received permission from the United States Government to continue construction during the entire period of the world war, because of the importance of reaching the port of San Diego, where the United States Government maintains an extensive Naval Base.
14. One feature of importance, from the viewpoint of our Government, is that the completion of the San Diego and Arizona forms, in connection with the Southern Pacific, a railroad direct along the Mexican Boundary from the Pacific Coast to the Gulf of Mexico.
15. Tijuana is noted as a Mexican sight-seeing place for tourists. The Lower California Jockey Club holds a 100-day or longer racing meet at Tijuana once each year, which has a large attendance from all over the world. Opening date, Thanksgiving Day.
16. Notice when approaching Redondo westbound or leaving Redondo eastbound, the horseshoe curve where the track can be seen on the mountain side, three different locations at one time.
17. IMPERIAL VALLEY: A desert waste in 1900. Today is an agricultural empire of 531,674 acres under irrigation on the American side, with more than 200,000 acres on the Mexican side. Population, 50,000 in 1923. Shipped in 1923 about 50,000 carloads of products by freight of a value of nearly \$50,000,000, including 14,000 carloads of cantaloupes and melons, 8,000 carloads of lettuce and vegetables, 125,000 bales of cotton, and 7,000,000 pounds of dairy products. The valley is irrigated from Colorado River, and is perhaps the richest producing farm area in the world.
18. DESERT PLANT LIFE: After leaving Coyote Wells westbound, and continuing up through Carriso Gorge, the desert is covered with many species of desert plants, including many varieties of cacti. In the spring of the year many of these plants are in full bloom, which adds to their beauty. Pictures, together with the names of some of the principal plants, are shown on the reverse side of this sheet.
19. JACUIMA HOT SPRINGS: Summer and winter resort 92 miles from San Diego. Altitude, 2,835 feet; hot and cold artesian mineral water; large outdoor swimming pool; hotel, tent houses, cottages and auditorium.
20. On the "Golden State Route," between San Diego and Yuma, the Inter-California Railway, a part of the Southern Pacific System, is used between Mexicali and Algodones, operating a distance of 52 miles through Mexico.
21. YUMA, on Southern Pacific: Near Yuma is located the Laguna Dam for diverting water from the Colorado River for irrigation purposes. There are 50,000 acres in Arizona irrigated from the Laguna Diversion Dam at this time. Project under way to irrigate 6,400 additional acres of Mesa land within the next year, and eventually there will be 120,000 acres of land under irrigation in the vicinity of Yuma. Climate conditions provide for the growing of some of the most delicious fruits that are grown anywhere in the world.
22. Ask the conductor, brakeman or observation porter for time that train crosses the International border and passes points of interest. Additional copies of this circular may be had upon application to porter.

For information regarding freight rates, passenger fares, tickets, baggage and Pullman reservations, address

SAN DIEGO AND ARIZONA RAILWAY

602 Spreckels Building, San Diego

F. B. DORSEY A. D. HAGAMAN

Traffic Manager Asst. Gen. Freight and Passenger Agent

(OVER)

April 2022 Board Briefs by Martin Caestecker

On April 15, 2022, the Board met for its last in-person board meeting. The meeting was called to order at 6:35PM. Board members in attendance were Hager, D. Smith, Black, Edwards, and yours truly. Zorbas and R. Smith joined the meeting via Zoom.

D. Smith reported that he was still sorting out PSRMA's expenses from 2021. D. Hyatt still had not provided receipts he needed to reconcile expenses. D. Smith and Hager were working to devise a better way to separate revenue in the gift shop point of sale system.

I reviewed the outstanding motions with the board. We reauthorized the expenditures for the kitchen container because the authorization was set to expire.

Hager reported that he and Coast Rail Services in Anaheim had agreed to a deal to store 2 of the Coaster F40PHM-2C locomotives and purchase the other three. The locomotives departed NCTD property in time to satisfy our MOU with NCTD. The next major steps to take surrounded relocating locomotive 2103 to Campo.

On the topic of Division Jurisdictions, the board agreed to move Membership to Administration; give the Vice President supervisory authority over the Membership Coordinator, the Gift Shop Coordinator, the Special Events Committee, the Work Camper Program Coordinator, the Filmography Coordinator (a new position to oversee filming requests at PSRM), and the Volunteer Coordinator; and give the President supervisory authority over the Fundraiser. Hager requested that each director make a list of what they thought fell under their department so that job descriptions could be drafted. R. Smith told Edwards that the Mechanical department would no longer dictate railroad operating practices to the Operations department.

Hager facilitated a thorough review of PSRMA's strategic planning initiatives. Topics covered included increasing the use of the La Mesa Depot, researching other board makeups and bylaws, and work camper pad improvements.

Mark Landguth updated the board on his progress researching new fabric for the seats in UP 576. He had identified a company with a mill in Mexico who was capable of recreating the original fabric for about \$90 per yard with a 200 yard minimum order. The board en-

couraged Landguth to reach out to other museums to see if they also desired this fabric.

Curator Travus Clark submitted a presentation to the board concerning research he had performed on acquiring BNSF-owned right of way in Miramar to operate a motorcar between several breweries. Hager and others reinforced that the study would need to gather as much information as possible including monetary impacts, willingness of the breweries to participate, etc. Zorbas assured the board that this study could be performed at no cost to PSRMA.

The board authorized Denison's funding request to replace the backflow preventer in the Display Building.

The board also authorized up to \$5,000 to hire EFR Environmental Services to steam clean the fuel tank in SP 3709 and remove the biodiesel residue.

I provided a quotation for oil, hydraulic, and fuel filters for PSRMA's GP9 locomotives and for the "new" SkyTrak forklift. The board authorized about \$2,400 towards this effort.

Hager provided a quote for the purchase of air brake components and rebuild parts totaling \$3,300. The board authorized the purchase from WabTec.

The board authorized \$3,000 for the purchase of 16 remanufactured injectors for SP 3873 to replace the current injectors which are in very poor condition.

Hager reported that an order from PowerRail for various locomotive and railcar parts was needed, but that they had not returned a quotation in time for the meeting.

Black reported that after several discussions with his department, Black recommended that the Display Building be renamed "Exhibit Hall" which more accurately describes the building's function. The board authorized up to \$1,800 for a new sign to replace the badly faded one currently mounted to the building.

NOTE: the next scheduled board meeting will be held Friday, May 20, 2022 via the Zoom online platform. A link to join the meeting and more details, including the agenda and supporting materials, will be provided on our website at **members.psrma.org**. Members needing access to the members site can email **info@psrma.org** for website login information.

Operations Volunteers for March 21 to April 17, 2022 by Rich Paulus,

Train Service - those who are certified/qualified crew members and speeder operators/crew who have helped us run 16 Golden State trains and 12 Bunny Trains and the number of days they have volunteered through April 17: Colin Atwood 4, Jim Baker 1, Jarod Black 1, Carl Brooker 3, Ken Brown 1, Mark Brown 1, Nathan Brown 1, Martin Caestecker 1, Stephen Hager 5, Ron Hyatt 2, Jim Lundquist 2, Mike McIntyre 3, Shaine Neale 2, Glen Rogers 2, Rob Stebbins 3, Will Vanni 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: Jarod Black 1..

This totals to 35 volunteer-days this period.

thank you!

Volunteers appreciate being noticed for all they accomplished by Jim Lundquist

Our Museum exists because of our volunteers. Everyone appreciates a pat-on-the-back and a kind word spoken to them. Your editor of the *Hot Scoop* is certainly no different. Many of our members have reached out to me to tell me they appreciate the effort that has gone into the *Hot Scoop* with a great many varieties of subjects and photos. I truly appreciate your good thoughts. I do wish to thank all the members who have submitted articles and photos of the activities around our Museum. Please keep your articles and photos coming to me to allow our members to stay informed. THANK YOU.

LOOKING BACK—1982

On the right is the cover of the May-June 1982 Report, which was the newsletter sent to Museum members. The La Mesa Depot has been moved and restored. Using Museum equipment and the local railroad crews and locomotives, train rides were offered between La Mesa to El Cajon, then to Lemon Grove with a return to La Mesa. This was our Museum's first large scale excursion train offered to the public. It was a very successful day.



The Coaster F40s Saga – Part 2

Photos and article by Stephen Hager, President

This article is part 2 of a series. If you have not already read part 1, I recommend that you go back and read it in the April edition of the *Hot Scoop*: <https://members.psrma.org/hotscoops/2022/Hot-Scoop-April-2022.pdf>



In March of 2018, after receiving board approval, I first wrote to the North County Transit District and expressed interest in acquiring one of their COASTER F40PHM-2C commuter locomotives. I also expressed interest in acquiring some of their first-generation Bombardier bi-level commuter cars, and the retired Magnetic Flagman Wig-Wag signal that they retired and removed from the Escondido Branch back in the mid-2000s. NCTD was initially hesitant to commit to donating anything to the PSRMA, having not previously made such significant donations to other non-profit organizations.

Slowly, we were able to gain NCTD's trust. Over the summer of 2018, NCTD agreed to donate the Wig-Wag signal. The signal was loaded up on a trailer and arrived safely in Campo in September of 2018. (Side note: since 2018, the Wig-Wag mechanism was restored and is now fully operational. We simply need manpower and funds to finish the restoration and install the signal as a permanent exhibit). NCTD noted that it would still be several years before they were ready to retire their commuter coaches, but the F40 locomotives were anticipated to be retired in either 2020 or 2021.

The initial roadblock for acquiring one of the F40 locomotives after we established a dialogue with NCTD was the locomotives' apparent fate. NCTD had received a \$10 million grant from the Carl Moyer Memorial Air Quality Standards Attainment Program, which is administered by the California Air Resources Board. This grant would be used to pay for five new Siemens SC-44 "Charger" locomotives to replace the F40 locomotives. One of the primary conditions of the grant was that the old locomotives being replaced (the F40s) had to be completely destroyed and scrapped.



After some initial buyoff from NCTD, we reached out to CARB and the San Diego County Air Pollution Control District (APCD) to attempt to change the terms of the F40 locomotives' dispositions. By now, it was mid-2019. After explaining our position to the APCD, they agreed to work with NCTD and CARB to alter the terms of the grant. We fought hard to keep the locomotives completely intact, but alas, CARB would not allow NCTD to sell or donate the locomotives unless holes were cut in the prime mover and head end power (HEP) engine blocks, effectively disabling them. Knowing that there was no real alternative to save the locomotives, the PSRMA agreed to these terms.

In late 2019, with the changes to the Carl Moyer grant language in process, NCTD approached the PSRMA with an ultimatum: either take all five of the locomotives, or we would get none of them. Knowing that the PSRMA is landlocked due to the collapsed Tunnel 3 to the west and the numerous damaged and unusable tunnels and bridges to the east, we explained to NCTD that the PSRMA did not have the resources to independently reopen the rail line and take delivery of the locomotives by rail. We also explained that trucking the locomotives to Campo would be cost prohibitive for the PSRMA. NCTD assured the PSRMA that if the donation of the five locomotives went through, they would provide financial assistance to ensure that the locomotives would make it to Campo.

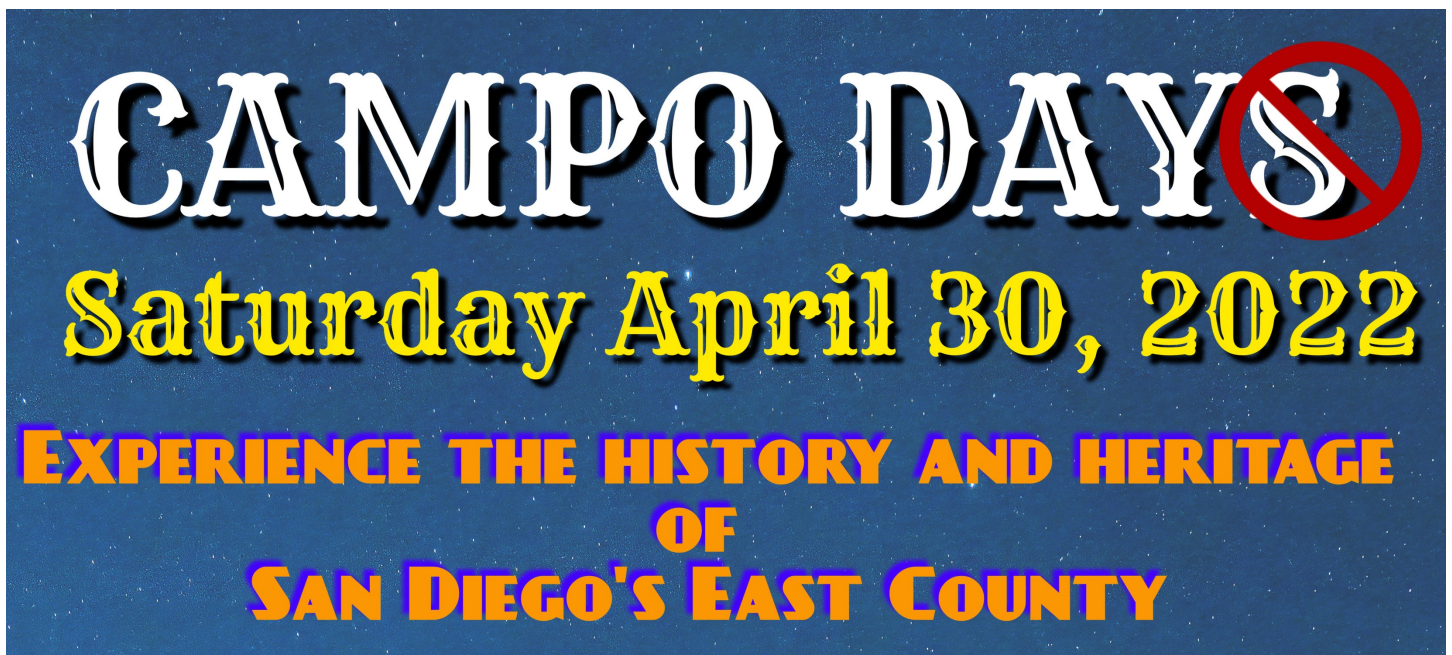
With these reassuring but uncertain terms established, the PSRMA tentatively agreed to accept the donation of all five F40 locomotives. In January of 2020, CARB officially issued a case-by-case determination which permitted NCTD to keep the locomotives intact, save for holes cut in the engine blocks. The determination made clear that this was for the express purpose of donating the locomotives to the PSRMA, clearing the way for us to accept the donation.

Stay tuned for Part 3 next month as we discuss the initial stages of planning to get these locomotives out to Campo!

RAILFAN OF THE YEAR 2022: Bruce Deck



Each year, our Museum honors one volunteer who represents the spirit of all volunteers that year by going above and beyond on behalf of the Museum. Bruce Deck was honored in 2022 for his outstanding efforts to project the correct image and his outstanding financial support through the years of many various projects throughout the Museum. The photo captures Bruce behind the donated ticket counter inside our restored Campo depot, ready to welcome our visitors as they pick up tickets for our excursion trains.



WWW.VISITCAMPO.COM