

HOT SCOOP

A publication for the Pacific Southwest Railway Museum members

August 2022





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

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month at 6:30PM. A link to join the
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Local Railway History will be featured in this issue of the monthly *Hot Scoop*. Our Museum is dedicated to preserving and presenting local railway history as our primary mission. As such, whenever the opportunity presents itself, we will feature articles which discuss local railroads stories and exhibits. I am grateful to Mike Reading for his article in this issue on the Kyle Railways operation of the San Diego & Arizona Eastern Railway from 1979 to 1984.

I hope you enjoy this article and the series as well.

Jim Lundquist, Editor



San Diego and Arizona Eastern Railway Crews at Dos Cabezas

Located at MP 109.7 miles east of the San Diego Union Station, now the Santa Fe Depot, the west-bound SD&AE Railway freight train is at the water tank in the middle of the desert. With all the crew of train 451, the daily freight train, waiting outside, most likely an eastbound train is coming which will pass by on the siding at this location. The SD&AE had a property easement which contained a water pipe from an underground spring a few miles from the tank to fill it. The site took its name from two rocks which looked like heads about two miles west (REPORT #202, Jan-Feb 1986, page 12).



*Photo credit: Richard Steinheimer/
Center for Railroad Photography & Art*



Dos Cabezas is located 40 miles west of El Centro. The water tank in the 1952 photo still stands today at that location and is a popular hiking and camping location. I can say with experience that a hot locomotive cab in the middle of the desert on a summer's day would be quite warm, to say the least!

The Coaster F40s Saga – Part 4 By Stephen Hager, President

This article is part 4 of a series. If you have not already read parts 1, 2 and 3, I recommend that you go back and read them in the April, May and July editions of the Hot Scoop.

In late 2020, the Pacific Southwest Railway Museum Association entered into a Memorandum of Understanding with the North County Transit District concerning the donation of NCTD's five F40PHM-2C COASTER locomotives to the organization. Having completed this major step, the PSRMA set forth to accomplish two primary objectives: 1) secure a temporary storage location for the locomotives in or around San Diego and 2) make progress towards reopening Tunnel 3 in Mexico. The first would buy the organization sometime. The second would eventually permit the locomotives to be moved to Campo by rail.



The PSRMA initially made contact with a company that owns a private industrial track in San Ysidro regarding the need for a storage location. The company's representative was very receptive and indicated that the company would be willing to allow the PSRMA to use the track either for free, or for a nominal fee. This was encouraging news and the PSRMA went into 2021 expecting that storage at this location had been safely assured. Unbeknownst to both the PSRMA and the company rep at the time; the company was in the process of being acquired by a new owner. The new owner was not interested in donating storage space to the PSRMA and countered with an offer to store the locomotives for \$5,000 per month. This effectively ended discussions with the company as the PSRMA could not afford to be liable for \$60,000 in annual storage fees.



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The opinions expressed in the *Hot Scoop* are those of the individual writer and do not necessarily reflect the opinion of the Pacific Southwest Railway Museum Association, Inc., (PSRMA) its officers or staff.

PSRMA Mission Statement:

PSRMA is dedicated to preserving the physical legacy and the experience of rail transportation. Programs address the historical, social, economic and technical impact of railroading with particular emphases on railroads of San Diego County and the systems with which they connected in the United States and Mexico.

PSRMA is a non-profit educational organization operating under section 501(c)3 of the tax codes. Donations may be tax deductible.

PSRMA is a member of the Heritage Rail Alliance.

Submission guidelines: All articles should be single spaced and submitted in Microsoft Word format. Photographs are also welcomed. Send all submissions to
JimLundquist@gmail.com

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:

JimLundquist@gmail.com

On February 5, 2021, NCTD operated the final F40 locomotive in revenue COASTER service and began decommissioning the remaining operable locomotives. With the April 15 deadline to remove the locomotives from NCTD's property looming, the PSRMA was left scrambling to find a new location to store them. At the suggestion of the San Diego and Imperial Valley Railroad, the PSRMA approached the San Diego Metropolitan Transit System regarding storage space on an unused team track in National City. It would be several weeks before MTS could provide a response to the PSRMA's request.

In mid-February, representatives from the PSRMA met with ADMICARGA, the administrator of the Tijuana and Tecate Railway, at their office in Tijuana. ADMICARGA was receptive to the PSRMA's request for support to reopen Tunnel 3. However, ADMICARGA was unable to contribute any funding towards the project. With ADMICARGA's blessing, the PSRMA agreed to take the lead on scoping out the repairs needed to clear the tunnel. After the meeting, the PSRMA representatives traveled east to Tecate and visited the tunnel. The landslide that buried the track after the previous attempt to daylight the tunnel had covered a length of roughly 250 feet of track. With an average height of at least 30 to 50 feet at the track centerline, and several unstable slopes above the slide, the total volume of soil and rock that needed to be cleared was estimated to be nearly 50,000 cubic yards.

In mid-March, PSRMA representatives travelled to NCTD's Stuart Mesa maintenance facility to view the F40 locomotives in person and to do an initial mechanical evaluation. After talking with NCTD mechanical employees and viewing each of the locomotives, it was determined that locomotive SDNX 2103 was in the best mechanical and cosmetic condition, making it the primary candidate for preservation and restoration. For reference, SDNX is NCTD's AAR railroad reporting mark. SDNX 2102 was in the next-best condition and was considered to be a potential display piece and parts-donor. The remaining locomotives could potentially be used for other as-yet undetermined purposes,

or sold or traded to other railroad museums.

In late March, the PSRMA commissioned a geological study of Tunnel 3 by a geotechnical engineering firm in Mexico. This study would produce needed information on the characteristics and stability of the landslide at Tunnel 3 and would enable the PSRMA to seek quotes from contractors to clear the tunnel. This positive progress was offset by disappointing news at the end of



the month; MTS was not willing to allow the PSRMA to store the locomotives on the National City team track. This left the PSRMA in a difficult situation; either default on the MOU with NCTD and lose the entire project, or attempt to get an extension to the deadline from NCTD to enable more searching for a storage location. Fortunately, after over a month of talks, NCTD agreed to an extension in mid-May that would give the PSRMA until December 31, 2021 to move the locomotives.

The PSRMA began searching in earnest for new potential storage locations in and around San Diego. Multiple locations were identified, including ones in Chula Vista, Miramar, and San Marcos. In late May, the PSRMA received the final results of the geological study and began talks with a heavy earthwork contractor in Mexico. The decision was made early-on that a Mexican contractor would be needed to clear Tunnel 3, because it would be logistically impractical to find a USA-based contractor who could get the necessary licenses

to work in Mexico. The contractor did their due diligence and performed some preliminary engineering to come up with a scope of work to clear the tunnel. They even performed a topographic survey and provided before and after cross sections showing the proposed earthwork. The final quote for the work was provided in mid-June, coming out to approximately \$308,000.

With nowhere left to turn, the PSRMA asked BNSF for assistance. BNSF does not have any leasable track space in or around San Diego. However, they did identify a track owner with track space in San Diego and National City who would potentially be willing to work with the PSRMA. The PSRMA immediately began talks with this track owner and began making good progress towards leasing a track in National City. BNSF also began



working with the PSRMA to draw up a new industrial track agreement for the use of this track. However, with the latest NCTD deadline looming, the PSRMA was once again forced to ask for another time extension. NCTD agreed to one final extension; the locomotives had to be removed from their yard by April 15, 2022 or the deal was off!

At this point, the PSRMA had to put a pause on the Tunnel 3 work. Outside funding would be needed to fully cover the costs of the tunnel reopening. All efforts on the F40 project were refocused on finding a new storage location. However, several months of communication delays meant that not much progress was made until October. By that time, the PSRMA had made contact with the BNSF Railway and focused on an unused industrial track adjacent to a warehouse in Miramar. The PSRMA and BNSF began the leasing and industrial track agreement progress to permit the locomotives to be stored on this track. Unfortunately, the process hit another dead-end in November when it was discovered that recently constructed external staircases attached to the warehouse building had been constructed in the foul of the track. Once again, another time-consuming effort to find storage had failed.



Stay tuned for Part 5 next month as we discuss the conclusion to this long process in 2022, culminating in the highly anticipated arrival of SDNX 2103 in Campo!

From the Back Platform

By Stephen Hager, President

The summer heat is upon us in Campo! Despite the heat, we continue to see a steady trickle of visitors to our museum. The Sunset Special trains on Saturday nights have been very popular thus far, often drawing more riders than we get on all the day's Golden State trains combined. This ridership demonstrates that there is a clear demand for visits to our museum and underscores the importance of keeping the lights on and doors open, even during relatively slow times during the year. For this reason, I feel that it is important to inform you about a few difficulties that our organization has been facing over the last couple months.

In the month of July, we were affected by the resignations of two key volunteers. The first was the resignation of Diana Hyatt from the position of Gift Shop Manager. Diana has been serving in this position first as the de-facto and later as the official manager since 2016. Most of this service was concurrent with her time as the organization's president; a commendable feat given the workloads associated with both positions. I would like to thank Diana for her dedication to this position, as well as for all the other diverse roles that she has served in over the years.

The Gift Shop is an important part of our organization, serving as the on-site ticket office, providing visitors the option to purchase refreshments and merchandise, and providing a supplemental source of income for the organization. The Gift Shop is responsible for delivering a strong first impression to most of our visitors. Practically speaking, the museum cannot be open to the public without the Gift Shop being staffed and open. With Diana's departure, we are down to only one regular staffer in the Gift Shop: work camper Teresa Gonzales. Teresa has been doing an excellent job running the gift shop every day that the museum is open, including long hours on Saturdays when the Sunset Special trains are operating. This is an enormous burden to place on one person, and we hope to train additional staff to supplement Teresa as soon as possible. With the departure of Diana, we are also in need of a new Gift Shop manager. Our Treasurer, Dave Smith, has graciously volunteered to step in to provide oversight to the Gift Shop during this transition period. If you are interested in volunteering to

become a Gift Shop staffer, or even wish to take on the position of Gift Shop manager, please send a note to volunteer@psrm.org. Prior retail experience is welcomed, but certainly not required!

The second key resignation in July was that of our long-time Director of Railroad Operations, Mike Edwards. Mike has been volunteering with the organization on and off since the 1990s, most recently serving for nearly ten years as the Director of Railroad Operations. Over the last ten years, Mike has developed and implemented a well-structured training program for our train service volunteers. This program ensures that all train service volunteers receive the same comprehensive, high-quality training to operate our trains safely, regardless of their incoming skill levels. Mike's departure from this key role has been a challenge for all of us who share in the role of managing our train operations. That said, Mike has spent years building up a well-versed staff of railroad operations managers. Our operations staff quickly stepped up to fill the void, ensuring minimal disruptions to our train operations and certification and training programs.

In the interim, Secretary and operations staff member Martin Caestecker has stepped up to take over Mike's management roles within the Operations Department. We will be adding a special election to this year's ballot to fill the position of Director of Railroad Operations for the remainder of the 2022-2023 term. The nomination and election process for this position will be otherwise identical to the process for the other four Board positions that are up for election this year.

Finally, we have been affected by an overall shortage of train service volunteers this summer. There have been numerous factors including high gas prices, personal commitments, and career changes that have prevented several of our volunteers from being able to volunteer as often as they used to. Unfortunately, this has left us short of volunteers for several consecutive weekends, forcing us to run trains with "minimum crews". At worst, we have had to cancel or "annul" three days of train service in the last two months due to insufficient crew availability. Cancelling trains is always a last-resort option. It requires posting notifications on our website and social media accounts, informing the Gift Shop staff, and contacting all passengers with prior reservations to refund or reschedule them for another date. Inevitably, a few

visitors will miss the notifications and drive long distances to Campo, only to leave disappointed and frustrated when they learn that train rides have been cancelled.

Fortunately, we have several new volunteers who are working their way up the ranks of our train service roster. Like all volunteer positions, we always seem to have a need for more train service volunteers. If you are interested in joining our train service roster, please send a note to training@psrm.org.

Our annual rules and review classes are ongoing, and those that take the classes now should be able to get qualified for the entry-level positions of brakeman and speeder operator within a few months.

As always, if you have any questions for me, please send a note to president@psrm.org. I would be happy to hear from you and will gladly point you in the right direction if you are interested in volunteering. Until next time, keep it on the high iron!

A note from Fundraising: Thank you to our donors for June/July 2022!

Mike Armstrong of Mike Armstrong Media, LLC
Dennis Crile
Kris Toman

Gerald Gildea
Roy L. Pickering
Ronald A. McQuilliams

First on our summer agenda is the reupholstering of the UP# 576 set to begin as soon as our funding goal is accomplished for the project, which will be a cost of \$3,000/double seat @ 22 seats (around \$53,000). We are really hoping to complete this project by **North Pole Limited** trains, so that we have those additional 44 seats for members and visitors. Watch for tickets to go on sale soon, along with the **Pumpkin Train**.

Secondly, we have the Birthday Caboose-with renovation coming in around \$5,000 and because of age and weathering we need to paint and make restorations on the Campo Depot, which will run around \$66,986.

Thirdly we have the Mine Train Exhibit that needs completion, (around \$50,000).

If you are interested in volunteering to assist with a specific project or if you would just like to volunteer, please let us know. We can always use volunteers!

Not interested in volunteering, but would like to help out with PSRM's funding needs, you can go online at www.psrn.org to donate or by mail at:

PSRM, 4695 Nebo Dr., La Mesa, CA 9194-5259 (all donations are tax-deductible).

Name: _____

Project or general fund: _____ (please specify)

We thank you in advance and welcome all volunteers and donations to help with restorations. If you have any questions, please feel free to contact me.

A note to our volunteers: As a special thanks to our wonderful volunteers, through our partnering with the San Diego Museum Council we have acquired a free year of admittance at participating museums around San Diego County for all of our **Active Volunteers**. Enjoy!

Thank you for your continued support and have a great summer!

Donna J. Spevack, Administrator of Fund Development, fundraising@psrm.org, (619) 606-6231

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

June and July 2022

La Mesa celebrated Flag Day with a parade on June 4, so BG Miller and I joined Paul Falk to welcome visitors to the Depot. Lots of visitors, many first timers!

A quick weekend trip to the San Luis Obispo area the following weekend left BG and I with the lingering effects of COVID for the following two weeks. Thanks to Bruce Semelsberger the depot was open on our regular hours from 12-3 on Tuesdays and Thursdays during our absence and Paul 1 to 4 on Saturdays.



A big THANKS to Bruce Deck for his donation of many unbuilt HO scale buildings and vehicles for use on the module railroad. The framing for the end modules for the Baggage Room model railroad are almost complete. The bending of the three-quarter inch thick PVC board for the corners take around three hours to heat bend and fasten. PVC board is being used since the Baggage Room is subject to temperature and humidity changes and PVC will not warp or swell.

Another BIG donation is an additional Wooden Railway play table for our younger visitors through the generosity of Reed's Hobby Shop here in La Mesa. Although we already have a Wooden Railway in the depot waiting room, this addition will allow us to change the display so it doesn't become stale. Or it can be placed at other locations around the museum as needed.



Since we are halfway through the year our thoughts started thinking about our December Holiday decorations. Does anyone have an artificial tree about six feet tall that no longer meets their requirements? We would love to give it a new home!

timothy_50@hotmail.com

North Pole Limited trains looking for volunteers.

By Mark Landguth

I am leading the **North Pole Limited** (NPL) project this year which will operate four consecutive Friday Night and Saturday night weekends beginning November 25th, that is, the day after Thanksgiving. We operate trains with departures at 5PM and 7PM for a total of sixteen trains during the 2022 Christmas season. This project is by far the largest revenue source for our museum each year and makes possible operations in the following year. Santa and the Elves are externally supplied but everything else requires substantial museum membership participation to be able to offer this unique experience to the public. Here is a breakdown of museum volunteer staffing requirements:

- Pre-season train and depot decoration. North Pole setup. Post-season takedown.
- Train Engineer, Conductor, Brakemen, Operators for required following speeder. Note: coordinated through Operations Department.
- On board and in station mechanics. Note: coordinated through Equipment Department.
- On site transportation operators using golf carts. This is not for passengers. During the evening, there are multiple needs for moving personal, equipment, supplies, and hot chocolate.
- Commemorative ticket preparation and nightly “will-call” distribution at the depot.
- Parking lot attendants.
- Gift shop assistants.
- On-board hot chocolate, snack, and other serv-

ers and assistants interfacing with passengers.

- On site hot chocolate preparation (Chief & assistants) and loading on train. FYI, offering hot chocolate on board the moving train is a unique NPL experience. The commercial Polar Express operations do not.

- On-board car clean up during operation.
- Santa and Mrs. Claus transportation back to North Pole after train returns to station for each run.
- Train coordinators with radios to communicate passenger car status back to the Performance Director as the train leaves the station headed to the North Pole. On return to station, communicates Santa status back to the Performance Director.

- Performance Director – Via the on-board sound system, communication with train coordinators, and communication with the train conductor, directs to overall passenger experience from train leaving station to train return to station. Operating from a baggage car in the middle of the train, controls the train music and signals the Elves regarding Christmas carol singing and night-before-Christmas reading. Signaling hot chocolate distribution.

The Performance Director is unique to our NPL operation and requires people and organizational skills. Any artistic skills would be a big plus. Frankly, this is the position I am most concerned about. I would prefer someone from our membership, but if you know someone outside the museum who could take this role, I would be interested in speaking with the individual.

Please consider how you can help and reach out to me at npl@psrm.org. Thank you.

Brakeman Training Classes By Stephen Hager, Brakeman Class Instructor

A 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 sessions is necessary to complete the class. The two sessions will

be held on September 17th and 24th (Saturdays), all day, at Campo. Museum membership is the only prerequisite; no prior railroad experience is required! Visit the brakeman class webpage to view more details and information on signing up: <https://www.psrn.org/brakeman-class/>

San Diego Railroad History - History of the SD&AE: Kyle Railways Operations

Text and photos supplied by Mike Reading

Mike Reading was an active museum member from 1979 to 2010. He is now the President of the San Diego Electric Railway Association in National City.

The year 1979, saw the third change of ownership of the San Diego & Arizona Eastern Railway (SD&AE). The Southern Pacific considered filing for abandonment of the SD&AE after Tropical Storm Kathleen did over one million dollars of damage to the SD&AE in September, 1976! The Metropolitan Transit Development Board (MTDB), today's Metropolitan Transit System (MTS) finalized the deal to purchase the railroad from the Southern Pacific Railroad (SP). MTDB really only wanted to purchase the mainline from downtown San Diego to San Ysidro and the El Cajon Branch, to rebuild for the San Diego Trolley operation. They didn't want the rest of the railroad!

The Southern Pacific came back and said "Buy it all or nothing!"



Kyle Railways SD&AE westbound freight train approaching the Campo Depot

Due to the fact that the SD&AE still had active freight traffic on these lines, MTDB had to allow the continued freight operation, the SP wanted out and MTDB offered the freight operation on the line to the Santa Fe, who answered NO!

The Southern Pacific kept the line between Mile Post 129.6, just west of Plaster City, MP 130 and El Centro, MP 148.0. The US Gypsum business was always a money maker, so the SP kept that portion of the SD&AE. The Tijuana y Tecate (TyT) portion of the SD&AE was also not included in this sale as it was sold by the SP to the Mexican Federal Government in 1970, after the government told SP, "Sell It To Us Or We Will Take It"!

The sale price of the SD&AE was \$18.1 million dollars, which just about duplicated the original cost of building the SD&A Rwy, completed in 1919 at a cost of \$18 million dollars! As part of the sale, per the SP, there was a further donation of about \$90 million dollars' worth of value. The SP, from the late 1940s through the sale of the line to MTDB, used the SD&AE as a Tax Write off for the rest of their system! The sale of the line included the San Diego/San Ysidro mainline, the El Cajon Branch, the remnant of the Coronado Branch and The Desert Line, MP 59.9 to MP 129.6.



MTDB began a search to identify a short line operator with a proven record and found Kyle Railways, a short line operator with a multitude of operations around the United States.

As part of the sale price of the line, the SP would repair all of the damage caused by Tropical Storm Kathleen, which included replacing failed fill work in the Carriso Gorge, fill work along the Right of Way between MP 119 and MP 120, in the Meyer Wash area at the bottom of Mountain Springs grade, alongside Interstate 8. When Caltrans built the westbound lanes of I-8, they created a series of berms and dikes to protect the highway. This caused any runoff to be directed right at the SD&AE right of way through Meyer Wash. About a half a mile of track, a portion of a wood trestle and roadbed was washed away during the tropical storm.



Kyle Railways SD&AE #101 is westbound leaving Campo after crossing Highway 94 behind the "Green Store."

As these repairs were being completed, MTDB contracted with Kyle Railways to operate the freight service over the SD&AE. They began service late 1979/early 1980. Once again, the SD&AE was open end to end and most sections of the line were brought up to Class 3 track standards with speed limits up to 45 miles per hour.

As part of the contract with Kyle, MTDB sold the 6, EMD SW8 locomotives that the SP had included in the sale, to Kyle Railways. Kyle used these locomotives to begin service on the in-town sections of the railroad and leased various SP EMD GP9s to operate over the mainline. Later Kyle purchased 4 rebuilt GP9s and had them painted in a Blue and White paint scheme with the Kyle Blue Goose logo and had them lettered for the SD&AE! Previously, they had relettered SW8 #1126 for the SD&AE! These were the only diesel locomotives ever lettered for the SD&AE! At one point, Kyle leased ex SP Alco RS32 #4004, a diesel locomotive from Chrome Crankshaft for extra power for the local traffic. It primarily operated on the El Cajon branch and

between San Diego and San Ysidro. The crews didn't like it very much as exhaust from the engine would migrate through the electrical cabinet into the cab and it was a rough riding unit! It was later returned to Chrome Crankshaft. This unit is now part of the PSRM collection!

Kyle operated the TyT section in Mexico under the same agreement the SP had with Mexico, US crews operated the trains, Ferrocarril Nacionales de Mexico track crews maintained the track and right of way.

Kyle was operating trains between San Diego, through northern Baja California to Plaster City MP 130. Some new tracks were built by the SP at Plas-



Chrome Crankshaft #4004 is headed east on Commercial Avenue towards Lemon Grove, La Mesa and El Cajon.



Westbound SD&AE #103 with the 3 sisters heads to Campo in the snow!

Unfortunately for Kyle, the Mexican government would not allow Kyle to bring in US Contractors to repair/replace the missing sections of the wood trestle, they wanted to use Mexican contractors and crews and to modernize the bridge. It took almost two and a half years to replace this structure! In the meantime, Kyle kept a small operation going into Tijuana to service customers just south of the Tijuana Depot. All other traffic bound for Tijuana would be routed by the SP to El Centro and to interchange with Kyle at Plaster City and proceed west to Campo and then, once cleared by Mexican Customs, deliver cars to the Mexican customers. Tank cars of LPG, covered hoppers of barley and malt for the Tecate Brewery, loads of lumber for the lumber mill at Matanuco siding. Traffic could go as far as Caliente siding just south of the west bank of the Tijuana River. Kyle also established traffic out of Campo, loading scrap trucked from San Diego into hopper cars just east of the Campo Depot. Carloads of copper concentrate from the copper mines in Arizona was among the traffic that went all the way through to San Diego, to be interchanged to the Santa Fe, for forwarding to the 24th St Terminal in National City and loading on ships bound for Asia.

ter City to accommodate interchange traffic at Plaster City, as SD&AE trains would no longer operate into El Centro. During 1980/early 1981, more setbacks befell the SD&AE. Lots of rainfall washed out the first crossing of the Tijuana River in Tijuana. This wood trestle was later replaced by a new concrete bridge spanning the Tijuana River.



Kyle crews running out of San Diego, serviced customers on the El Cajon branch and along the mainline to San Ysidro, utilizing the remaining SW8 locomotives with occasional forays over the Coronado branch to switch, as needed, the last surviving customers on that line! Kyle had scrapped 2 of the SW8s in the San Diego yard. SP1110 and SP 1118 met their fate during the early 1980s. The units were built 1952/53.



Kyle Railways SD&AE #104 leads units #102, #101 and #103 westbound at the Campo Depot.

Further rainfall between 1981 and early 1983 brought some washouts in the Carriso Gorge, the largest occurring between the west portal of Tunnel 8 and the east portal of the abandoned Tunnel 7. The SD&AE hauled in CAT D8 dozers from Jacumba, MP92.8 and hauled in leased side dump cars from the east. These were loaded with dirt to rebuild the fill between the 2 tunnels. Movie footage of a work train popping out of Tunnel 8 to dump material for a dozer sitting on the old construction trail, to begin building up the fill, was taken by an employee! There may be a copy of this footage in the museum's library.

During 1983, when PSRM was assembling and prepping equipment for eventual movement to Campo, Kyle was having an ongoing dispute with Mexico. The customers wanted to pay their bills in Pesos and Kyle would only accept US Dollars, so the relationship between Kyle, their customers and the State and Federal government kept deteriorating to the point where Kyle would later embargo traffic going into Mexico.

The Tijuana y Tecate line was opened for through traffic during 1983 and PSRM had arranged for the first train load of equipment to be moved from San Diego to San Ysidro and staged for movement through Mexico to Campo. Due to the complicated relationship between Kyle and Mexico, the museum was told by Kyle "If you break down in Mexico, we will not send locomotives to rescue you"!

Kyle's last eastbound train from San Diego to interchange with SP in Plaster City, was one of the longest trains operated on the SD&AE. It had, I believe, 3 Kyle GP9s and 2 leased SP GP9s with 60 cars, mostly Kyle owned boxcars and SP empties and a caboose. Museum member Gaylen Dyreng was the engineer, Tom Brady was the Conductor in the caboose. As the train was running through the Carriso Gorge, exiting the east portal of Tunnel 8 and approaching Tunnel 9, Gaylen looked backed and saw smoke near the east portal of Tunnel 6. He stopped the train, contacting Tom in the caboose, telling him to go back and check on the smoke. As Tom walked backed, he could see one of the trestles east of Tunnel 6 on fire, he notified Gaylen and continued back toward the fire. As he approached the eastern most and longer of the two trestles, it went up in flames. Both trestles were a total loss, closing the line in 1983, just a short time before PSRM's Great Freight to Campo. The story was either sparks from the locomotive exhaust or from brake shoes on the train, started this fire. The long running rumor was the trestles were torched.

Kyle wanted out of their contract with MTDB for the operation of the SD&AE. They were claiming losses of more than \$100,000.00 per month and with the loss of revenue from Mexico, they were not moving as much traffic as they once had. At the time, Kyle's operation of the SD&AE, was a union operation. There were about 70 people working on the SD&AE. They ran trains with 5-man crews and had lots of mechanical forces working in the San Diego and San Ysidro shops and lots of office staff working in the old SD&AE yard office at the 8th Ave crossing and other office locations.

Kyle maintained operations of the San Diego section of the railroad until they finally “threw in the towel” and informed MTDB they were shutting down service. The 4 remaining EMD SW8s were loaded onto heavy duty depressed center flatcars and interchanged to the Santa Fe for hauling out of San Diego. The last Kyle GP9 was the last to leave.

During early 1984, Kyle stopped operating the SD&AE!

By mid-1984, MTDB and Railtex signed an agreement for operating the SD&AE, thus the San Diego & Imperial Valley Railroad (SDIV) was born, but that is another story!



Kyle Railways SD&AE freight train hauling copper concentrate heads west over the Campo Creek and Highway 94 at Mile Post 77.27. Next stop is Campo in 11 miles, then the Port of San Diego via Santa Fe.

Meet your volunteer – Bruce Semelsberger

Bruce Semelsberger grew up in Ohio, joined the US Navy in February 1966 and was transferred to VF-114 at NAS Miramar in June of 1967 as an Aviation Electronics Technician. After two Westpac cruises he ended active service and decided to remain in San Diego as his parents had retired to North Carolina in the interim. He got a job selling electronic components and continued service in the Naval Reserve at NAS North Island for six more years. He retired from sales in 2004.

Always an avid hiker, he explored much of the local back country in the 1970s and 80s and noted a number of historic sites that did not appear to be well documented. In 1983 he joined the San Diego Historical Society (now the San Diego History Center) and began searching their historic map collection where he ran across maps of the 1880s railroad boom, a subject of which his friends who grew up in San Diego seemed unaware. Intrigued, he made further inquiries and was eventually led to the library at PSRM.

The library at that time was housed in a medical building in La Mesa in space donated by long time PSRM member Dan Marnell. Eric Sanders and Roy Pickering were attempting to catalog the collection, assisted by Carol Westover who typed the index cards. Bruce was “advised” that the only way to get access to the library was to join PSRM and become part of the staff, a neat job of coercion, so in 1984 he joined PSRM and the library. It wasn’t long until his interest expanded into other facets of the museum as well and he was soon invited by Director Al Barnier to come out to Campo on weekends and help with the job of turning an old gymnasium into a car shop, which eventually widened into track laying, painting and etc. When the future rolling stock arrived and plans for the 1988 San Diego Railfair were announced, he worked on the restoration team to rebuild the former electric interurban cars into SD&A coaches.

Meanwhile, the La Mesa library lease ran out and over the next several years the nascent library/archive was moved several times, first into a vacant school building and then a series of warehouse spaces while a committee led by Dr. Marnell attempted to



find a permanent location in the urban area. In the 1990s, a reorganization of the museum led to a downtown office in the Santa Fe depot and library space in the former baggage building. The library became a very busy place with the stable location and large area. The San Diego History Center, pressed for storage space at their Balboa Park facility, donated their large collection of SD&A bound ledgers. Bruce began volunteering at the SDHC every Thursday, helping to catalog the remaining collection of SD&A documents.

At Campo, PSRM was now running regular passenger trains and Bruce and his partner Trisha Cates became trainmen on regular weekend trips and excursions to Mexico, docents for museum tours, and lecturers for interested groups. Bruce also assisted the restoration team with several projects and staffed the La Mesa Depot off-and-on for several years. He served in the facilities department under Don Getz which constructed the Exhibit Hall building. In 1994 he worked on the committee to promote the 75th anniversary of the SD&A.

Following a second reorganization of PSRM the downtown office space was terminated and the library space along with it. The entire collection was loaded up and trucked to Campo while a search was made

for affordable space close to San Diego. It would remain in storage for nine years while Bruce remained involved in train operations and at La Mesa. Roy Pickering retired from library duties and Bruce became the librarian.

When it became obvious that an urban location was not to be, a brainstorming session was held to find a Campo solution. Ted Kornweibel suggested that surplus shipping containers could be part of the solution and a plan was formulated to buy 4 hi-cube containers, refurbish a surplus office trailer and build a connecting work space. Bruce successfully approached the Hunsberger Foundation for funding and when combined with member donations there was enough to complete the project. The new facility became reality in 2004 and won an award for creative use of materials for historic preservation.

Under Bruce's supervision, the collection has continued to grow and the library facility has expanded to include 11 storage spaces, two work areas and an office. The SDHC, again short of space, has donated the balance of their SD&A maps and documents to PSRM which now holds the vast majority of extant SD&A materials.

In 2018-19 Bruce was part of the C100 committee for the SD&A centennial and gold spike re-enactment. He continues to volunteer two days a week at Campo and currently acts as docent in the Exhibit Hall on Saturdays along with the library duties. He also leads a non-museum hiking group to a different destination each Friday morning and gets in a typical 8-10 mile walk. He intends to continue as long as he can. It's been a fun ride so far.

UP #576 Update

(refer to the July 2022 *Hot Scoop* for background information)

The "Union Pacific Railroad Historic Fabric" order was placed June 23rd and the custom yarn is now in production. The fabric weave will follow and is expected to be ready to ship in the first week of August. As the fabric is well less-than-truckload from the mill in Mexico, it will piggyback on other shipments into the US but should make it to San Diego before the end of August. As this fabric is mid-century-modern in style, it is expected to have appeal beyond the UP576 or other UP post WWII car restoration. As such, attempts will be made to broadly market the fabric through established wholesalers. As PSRM has the ownership position, it would mean a royalty stream for museum. If you want an 8"x8" fabric sample with finished edges, there will be limited number available

for \$100 each. One per buyer please. Beyond the seats in this car, there is need for headrest linen, window shades, and curtains. Mechanically, the car is very sound but needs the seat and lounge lights restored as well as new air-conditioning. While grants are going to cover some of this, donations will be needed to complete the work. As an incentive, seats on the gala inaugural run are available for \$1,000 each. Major donors of \$5,000 or more will "own" one of the 22 double seats with their memorial statement on a plate located at each end of the car plus two inaugural run seats. Lastly, Mark Landguth needs help to make all this possible. Each double seat must be disassembled in the car and taken out in pieces to the upholster shop and then the process reserved coming back in. The recline mechanism in each seat must also be cleaned and adjusted. There is about six hours of volunteer labor needed per double seat. Please help. To reach out to Mark to help or to make enquiries, email him at up576@psrm.org.

Director of Railroad Operations Board Position Vacated

Longtime Director of Railroad Operations Mike Edwards resigned from the Board of Directors effective July 15, 2022. The Board wishes to thank Mike for his many years of service to the Board and the Association. Staff volunteers of the Operations department will be running the department until an interim director can be appointed. Because this position was elected to the Board by the members, the position must be filled in the same manner. We will include the Director of Operations position in this year's election. Members wishing to petition for the Director of Operations position on the ballot should visit psrm.org/election2022 to download the petition form and see other important election dates. More details on the election can also be found on page 13 in the July 2022 Hot Scoop.

Operations Volunteers for June 20 to July 24, 2022

by Rich Paulus, Chief Operations Officer

Train Service - those who are certified/qualified crew members and speeder operators/crew who have helped us run 29 Golden State trains, 5 Sunset Special trains, and the number of days they have volunteered through July 24: Colin Atwood 6, Jim Baker 2, Paul Bandemer 2, Carl Brooker 1, Martin Caestecker 5, John Cenkner 4, Stephen Hager 3, Randy Houk 1, Bryson Medlock 1, Shaine Neale 2, Rich Paulus 4, Glen Rogers 3, Duke Schweikert 1, Rob Stebbins 1, Tim Wamsley 2. All Golden State trains on July 24 were annulled due to shortage of volunteers.

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: John Cenkner 1, Shaine Neale 1, Glen Rogers 1.

Welcome new members

The Pacific Southwest Railway Museum Association would like to welcome our newest members: Juan Alorete, Chunkin Auyeung, Marcellus Harvey, Melissa Laff, Sarah Latimer, Karen Lewis, Clint Magoffin, Mark Mamaradlo, Pablo Martinez, Briana McKinney, Bryson Medlock, Gary Mitrovich, Duke Schweikert, Bruce Shelton, Yongjian Tang and Yibin Zhang.

We are excited to have you join us in our mission to preserve San Diego's railroad heritage!



SD&AE in Chula Vista. In 1957, the SD&AE Railway was serving fruit packing plants in southern Chula Vista with a shoving move south on Third Avenue. The crew member is standing on the steps of the caboose guiding the train down the city streets. The refrigerator cars will soon be filled with Chula Vista's best produce and sent out across the country.

July Board Briefs

By Martin Caestecker, Secretary

The meeting was called to order at 6:53. Hager, Zorbas, Caestecker, D. Smith, Denison, and Black were in attendance. Members Donna Spevack, Joel Margolas, Perry Edwards, Lew Wolfgang, Mark Landguth, Travus Clark, Duke Schweikert, Mike Armstrong, and Misty Porter were also in attendance.

D. Smith reported that PSRM's day-to-day operations were fairly status quo, but was working on compiling and interpreting new reports from the Gift Shop to add detail to the P&L. So far, he had received two donations towards the 576 upholstery project and three benches for the Campo property had been sponsored.

Hager reported that locomotive 2103 was in transit to San Diego via BNSF. Due to crew and locomotive shortages, the locomotive had been in Barstow for over a week. Once the locomotive arrives in National City, Hager will coordinate with all of the entities to get the move by truck to Campo finalized.

The Southern California Railway Museum (SCRM) officially acquired locomotive 2105 from PSRM thanks to a donation to PSRM from Mike Armstrong of \$35,000. SCRM and NCTD were interested in making press releases with PSRM to announce the donations.

R. Smith joined the meeting at 7:18PM.

Zorbas had not received division responsibility lists from any of the division directors. He and D. Smith would try and establish their own list for approval by the board to keep this project moving forward.

Zorbas did not have much to add about the Bylaws Revision Committee other than D. Smith felt that finishing the overhaul before the election this year would be difficult.

Denison reported that he still needed to do some research on viable options and a scope of work to improve the drainage ditch near the SD&AE right of way.

Caestecker had reached out to a few Operations department volunteers since the last meeting and did not have a confident path to move forward addressing the ongoing shortage of volunteers in the department.

The board authorized a \$3 increase in all fares for the North Pole Limited to help offset the increased cost of fuel and supplies.

Hager reported that signing a new year-long contract with San Diego Family Magazine would open PSRM up to reduced advertising rates. The board authorized \$2,500 towards this effort.



Left - Volunteers Paul Bandemer, Stephen Hager and Martin Caestecker are working in the shop performing servicing one of SD&A 253's brake cylinders.

*Photo by Martin Caestecker
7/24/22*



This photo is reportedly the first westbound revenue passenger train departing Campo in September 1916. While the entire line would not be completed until 1919, trains reached Campo from San Diego by 1916. Note the train carried three cars—a tank car with extra water and two coaches. The Gaskill's Brothers Store is on the left of the train, with Campo Road passing directly in front of the store.

Photo courtesy of the Erwin Weglsch Research Library.