



A publication for the Pacific Southwest Railway Museum members

October 2022





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

Museum and Train Operations
Campo Depot
Highway 94 at Forrest Gate Rd, Campo
619-478-9937

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

PSRMA Board of Directors
Meetings are held on the 3rd Friday of the month at 6:30PM, A link to join the Zoom meeting will be provided on our website 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: vacant

Museum Staff
Fundraising: Donna Spevack
Gift Shop Mgr.: vacant
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Membership: Carl Booker
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Volunteer Coordinator: Gabe Zorbas
Asst. Dir. Of Facilities: Jim Lundquist
Station Master (La Mesa): Timothy Miller

VOLUNTEERS ARE THE LIFE BLOOD OF OUR MUSEUM

by Jim Lundquist, Editor

Local, private (non-government funded or owned) museums like our railway museum only survive with the volunteer workers who work tireless hours in a variety of jobs all for the love of saving and presenting history. Our Museum is now in it's 60th year as a historical organization and in our 40th year with the main base of operations in Campo. All of our accomplishments over these many years are a direct result of hundreds of volunteers putting in hundreds of thousands of hours to save our local railway history. The value of this donated time is in the multiple millions of dollars.

Over these many years, many of our volunteers have passed through our Museum's doors, some spending a few months while others have spent a lifetime of service with us. All have been appreciated by our hundreds of thousands of visitors to our Museum.

This issue of the *Hot Scoop* highlights the opportunity and request for additional volunteers to assist us in our mission. There is new leadership in our Museum and they need more help. If you, as a member, have any time to share with our Museum, in any capacity, for a short or long time, with a specific skill set or not, we need you now!

There are articles in this issue which will highlight some of the jobs we need filled. These next three months are critical to the financial well-being for our Museum. The Pumpkin Trains in October followed by the North Pole Limited trains in late November and December are the primary income for our Museum for the year. We have a great need for additional volunteers for these events. This would be a short time commitment to get these trains out.

Also needed are longer time volunteers to assist in all areas of our Museum. These include mechanics, grounds people, track people, railway operating crew members, docents, library assistants, you name it.

Why volunteer? For me, a sense of belonging and giving back to our community and a sense of accomplishment are the main reasons. I can look back with pride and see the accomplishments that I've been a part of in my lifetime. Sharing history with our visitors, seeing the parents, children and grandchildren all connecting on their visit is a real joy.

WE NEED YOU. Email volunteer@psrm.org to start your adventure with your railway museum.



The *Hot Scoop*® is a publication of
the Pacific Southwest Railway
Museum Association, Inc.

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

PSRMA Mission Statement:

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

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

PSRMA is a member of the Heritage Rail Alliance.

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



Just like during WWII, your railway museum wants you as a volunteer. Email volunteer@psrm.org to start. If you wish to discuss opportunities on the phone, call your editor Jim Lundquist at 619-417-7059 to discuss your interests with the Museum's needs.

PSRM to participate “Giving Tuesday”, an International day of giving on November 29, 2022.

Thank you to our donors for September/October 2022: Michael Retz - (reupholstering of the UP 576)

Summer is coming to an end and soon it will be Giving Tuesday! Will you Celebrate with us? Are you searching for that perfect gift, I'd love to invite you to give the gift of helping us by purchasing a bench to be placed at PSRM or give to our preservation fund on Giving Tuesday. Giving Tuesday, an International day of giving is taking place on November 29, 2022. This year PSRM is participating!

We are working to raise \$85,000, which will provide funding to enable us to make restorations to our equipment and buildings, as well as enabling us to provide programs and events for our visitors.

Here's how you can get involved:

Donate to the general fund or a specific project you would like to see completed. Below are just a few of the restoration projects that you can contribute towards.

Reupholstering of the UP 576 - \$3,000/double seat @ 22 seats-hoping to reach our goal of \$53,000 to complete – raised so far \$20,000

The Campo Depot - \$66,986 towards replacement of weather damaged areas and painting. Box eaves, in order to prevent potential sparks from fires nesting under the roof line (\$10,000).

The Mine Train interactive train ride exhibit - (we only need \$50,000 for completion)

Completion of the restoration of the ALCO RSX-4 USA #1203 (\$10,000 to complete – raised to far \$12,000).

Low Nose GP-9 #3709 Locomotive (\$60,000 for paint- raised so far \$2,500).

Birthday Caboose \$5,000

La Mesa Depot Museum restorations – (replace weathered wood and paint-\$10,000).

Buy a bench in memory of a loved one - \$600 (four already purchased. Need at least two more)

Follow us on Facebook [Pacific Southwest Railway Museum Association, Inc. | Facebook](#) and Twitter [Pacific Southwest Railway Museum \(@PSRMrailway\) / Twitter](#) for updates and stories about the day's fundraising progress and how your gift will make an impact. Share our posts with your friends and family, tell them why you donated, and invite them to join you in making a difference in preserving California's railway history.

Your generosity will make it possible for visitors to experience railroad history and the role railroading has played in the advancement of our state and country. Thank you for supporting PSRM-we couldn't do it without our valued members and railfans.

If you 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: _____ Email: _____

Address: _____ Phone: _____

Project or general fund: _____ (please specify)

If you have any questions, feel free to contact **Donna Spevack**, (619) 606-6231, fundraising@psrm.org.

Volunteers For PSRM North Pole Limited

I am reaching out to you at this time to seek your help for the most critical public facing project the museum conducts each year, that is, the *North Pole Limited* (NPL). These trains generate the majority of the PSRM's yearly income and ensure the museum has the funding to operate in 2023 and beyond.

As you may or may not know, I (Mark Landguth) am leading the NPL project this year. I am stepping into the big shoes of Diana Hyatt who lead this effort for more than a decade and I am now facing a steep learning curve. I am asking you to review the enclosed **NPL Call Board** and let me know which ones you feel you can help with on one or more evenings this winter. Please contact me at npl@psrm.org.

I have also included a list of **Equipment** and **Operations** needs as established by our president Stephen Hager which need to be completed before the NPL trains roll. He will be reaching out to you via the volunteerinfo@psrm.org email list.

Thank you for both your attention to my request and help to the museum.

Regards,



SERVICES	DESCRIPTION
GIFT SHOP LEAD CASHIER	Open and closes the shop. Puts up appropriate external signage at open and takes down at close. Opens cash register at shop open and balances out cash register at closing. Handles any pricing questions. Answers visitor questions about the PSRM.
GIFT SHOP ASSISTANT	Assists gift shop lead as directed by the lead.
PERFORMANCE DIRECTOR	Responsible for the overall passenger experience while they are on the train. Refines the NPL narrative, music, and events within the restrictions of overall train operations and timelines as artistically appropriate. Directs the experience via the train sound system driven from a baggage car located in the center of the train. Directly controls the sound system. Before each train, briefs student volunteer elves regarding their roles. At least two elves are located in each passenger car. Interacts with the train conductor as appropriate to coordinate train position and speed with the passenger experience.
DIRECTOR ASSISTANT #1	Via transceiver radio, provides direct feedback to the Performance Director concerning the status of the passenger experience. When Santa is interacting with children, keeps the Performance Director informed on his status as he works his way through the passenger cars. One assistant and one Santa for each half of the train.
DIRECTOR ASSISTANT #2	
TICKETING LEAD	Works the PSRM Depot ticket booth to distribute tickets to passengers by will-call.
TICKETING ASSISTANT	Assists the ticketing lead as directed by the lead.
1509 BAR ATTENDENT	Before each train, stocks the bar with cold non-acholic beverages and snacks. During train operation, interacts with passengers to provide no-charge beverages and snacks as requested by the passengers. Stores left over items at end of evening.
576 BAR ATTENDENT	Same as above for the 576.
PARKING ATTENDENT LEAD	Directs car movement and parking of passengers as they arrive at the PSRM grounds.
PARKING ATTENDENT ASSISTANT	Assists parking lead as directed by the lead.
HOT CHOCOLATE LEAD	In US Army Guard Car, prepares approximately 20 gallons of hot chocolate placed in six urns before each train and stages urns at train ready to be loaded into the baggage car for on board distribution during train operation. Prepares cups, napkins, and cookies used in service of each train. At the end of each evening, washes and sanitizes all the urns having them ready for the next day. At the end of season, packages urns and serving items for storage. Prepackage all the non-hot chocolate items for each train beforehand and puts in each car before the evening service starts.

North Pole Limited (NPL) Call Board

HOT CHOCOLATE ASSIS #1	Assists hot chocolate lead as directed by the lead.
HOT CHOCOLATE ASSIS #2	Assists hot chocolate lead as directed by the lead.
SANTA TAXI DRIVER	Before each train, takes Santa to North Pole.
Train cleaner #1	Sweep and mop each passenger car before noon each day. At end of season, make final sweep and mop. Approximately one hour per passenger car.
Train cleaner #2	
Mrs. Claus #1	Plays role of Mrs. Claus.
Mrs. Claus #2	Same as above for second Mrs. Claus.
Setup before season	Decorate depot and cars before the season starts.
Take down after season	Take down decorations and place in storage.
Two Santa's	Externally contracted professionals
A host of Santa's Elves	High School student volunteers

EQUIPMENT	DESCRIPTION
MECHANIC #1 – on grounds	Keeps the fire going in the depot. Connects/disconnects stationary power.
MECHANIC #2 – on grounds	Put blue flags on tracks. Refuel generators at end of night. Charge batteries. Start up the standby locomotive. Setup electronic signs in parking lots. Fuel and start light towers. Has their own golf cart to get around.
MECHANIC #3 – on board	
MECHANIC #4 – North Pole	Setup and put away North Pole physical site. Turn off/on fog machine as well as generators before train arrives and turns off after train leaves.
MECHANIC #5 – North Pole	
GOLF CART OPERATOR #1	Transporting the hot chocolate from the US G-10 to the baggage car SDA 6700. Any equipment and/or personnel movement during the evening accept mechanic who have their own transport.
GOLF CART OPERATOR #2	Same as the above.

In addition, each operating night, we need an Engineer, Fireman, Conductor, Assistant Conductor, Brakeman, Motor Car Operator and a Motor Car Crew. The majority of crew members also assistant the loading, seating and unloading of passengers heading to the North Pole on the train.

As you can see, this special operation takes MANY volunteers to run. If **YOU CAN HELP, WE NEED YOU**. Please consider your schedule during these times and assist your railway museum in making this a special time for our visitors.

Are **YOU** ready to volunteer? Contact Mark Landguth at NPL@PSRM.ORG

WE NEED YOU.

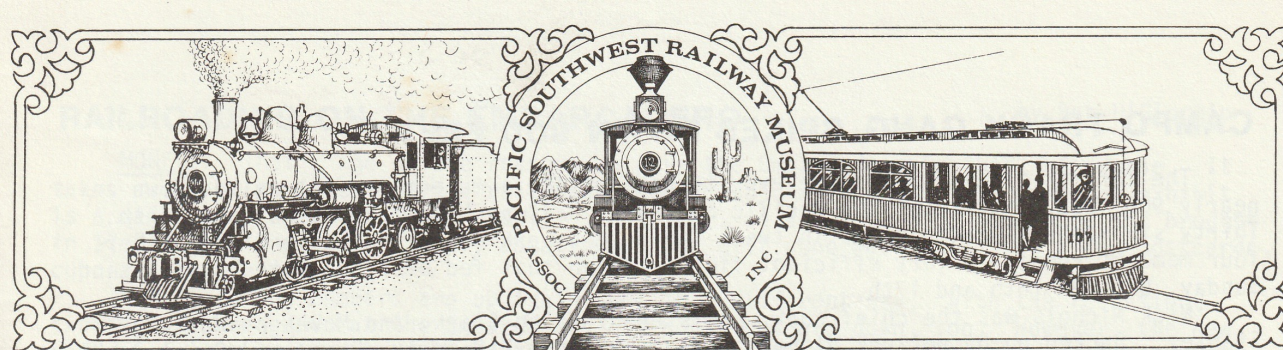
Hot Scoop



October 2022

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LOOKING BACK AT PSRMA HISTORY - It was 40 years ago this month that the volunteers began laying track on our property at Campo. This track has been slightly realigned years ago to accommodate the Exhibit Hall but remains very much in service as "Track 1" in Campo.



Sept. Oct. '82

REPORT

No. 182

OFFICIAL PUBLICATION of the PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, Inc.



MAKING TRACKS AT CAMPO

In a single weekend in October a large gang of museum volunteers spiked down 900 feet of track at our home for the iron horse in Campo. As this issue of REPORT goes to the printers, a total of 1,200 feet of rail is now in place at the museum, as some track work is going on every weekend. This photo, by Larry Rose, shows the PSRMA power spiker being operated by Ken Helm, Duane Leal, Dick Ruppert and David DiGiorgio. The car shop building is in the background at right and was also the scene of a lot of activity reported in this issue of the museum newsletter.



Labor Day weekend finds volunteers Mark Landguth (left) and Colin Atwood in the Shop Building in Campo

Volunteers needed to assist with decorating and setup for Pumpkin Express

By Gabriel Zorbas, Vice President

We are still looking for volunteers to assist with decorating the Exhibit Hall and the setting up of the pumpkin patch. The work days planned so far are Friday, September 30th; Saturday, October 1st and Sunday, October 2nd. If you are able to help out, please contact Gabriel at (619) 251-1954 | gzorbas@psrm.org. Thank you.

HOW TO SIGN UP FOR VOLUNTEER NOTICES

Request notices for volunteers for various projects are often sent out to members who have expressed an interest in assisting.

To add your name to the email list, simply send an email to: **volunteer@psrm.org** to start your adventure with your railway museum.

We appreciate everyone who gives up their time to help our Museum. We simply can't do this without you.

Down at the La Mesa Depot in October

By Timothy Miller, Station Master

Lots of great things are happening at the La Mesa Depot.

Last week we were informed by the contractor that the City of La Mesa awarded them the contract to replace the water fountain by the La Mesa Boulevard sidewalk. Construction should start in a couple of weeks. The new fountain is supposed to be a double bowl antique style. Concurrent with the water shut off we will repair the defective plumbing in the rest room. Looking forward to having both hot and cold running water again.

We hope to have the depot open while La Mesa will be holding:

Octoberfest

Friday, September 30th - 4 pm - 10 pm

Saturday, October 1st - 10 am - 10 pm

Sunday, October 2nd - 12 pm - 8 pm

Halloween in the Villa

Monday, October 31, 2022 from 4 - 6 pm

Holiday in the Village

Saturday, December 3rd, 2022 from 12 pm - 9 pm

Some dates conflict with special train operations, so if you are available on any of these dates and would like to help, please let me know.



Thanks for your interest and support.

Operations Volunteers for August 22, 2022 to September 25, 2022

by Rich Paulus, Chief Operations Officer

Train Service - those who are qualified train crew members and speeder operators/crew who have helped us run 21 Golden State trains, 4 Sunset Special trains, and the number of days they have volunteered through September 25: Colin Atwood 3, Jim Baker 2, Paul Bandemer 2, Carl Brooker 2, Ken Brown 1, Mark Brown 1, Nathan Brown 1, James Caestecker 1, Martin Caestecker 2, John Cenknor 6, Travus Clark 1, Stephen Hager 2, Randy Houk 1, Isaiah Hutchinson 2, Diana Hyatt 1, Jim Lundquist 1, Bryson Medlock 3, Rich Paulus 2, Glen Rogers 3, Rob Stebbins 3, Tom Ulrich 1, Will Vanni 1, and Tim Wamsley 1.

Unfortunately, we had to cancel 3 days of trains due to a shortage of volunteer crew but 2 days of which were exacerbated by the conditions surrounding the Border 32 Fire burning west of Campo.

Brakeman class - these are the volunteers who have worked the Fall Brakeman Class at Campo and the number of days they volunteered this period: Jim Baker 1, Martin Caestecker 1, Stephen Hager 2, and Randy Houk 1.

MOW - maintenance of way volunteers who have assisted Roadmaster Glen Rogers and Track Foreman James Caestecker in maintaining tracks and right-of-way this period: Jim Baker 1 and Glen Rogers 1.

This totals to 50 volunteer-days this period.

Be carefree, be comfortable and enjoy a

New World Standard in Travel

The new Santa Fe

Super Chief

Advanced ideas for your travel luxury...new cradled smoothness in the ride...daily between Los Angeles and Chicago

From the flanges on the wheels to the tip of the restful Pleasure Dome, the Super Chief is new — entirely new.

To give you the smoothest ride of your life on rails, this new Super Chief glides on cushioned springs...revises any ideas you ever had about any train.

The keynote is comfort.

You find it in the distinctive Turquoise Room in the lounge car—a delightful place to relax, enjoy a cocktail or entertain your friends at dinner—the first time such a room has been provided on any train.

You find it in the Pleasure Dome—"top of the Super, next to the stars"—that brings you an unobstructed view of southwestern scenery.

You find it in the new dining cars where Fred Harvey chefs present new and exciting menus.

Accommodations in this beautiful all-room train pamper you every mile of the way... "push-button" radio or music in your room when you want it... beds you just can't help sleeping in... charming apartments by day.

For your next trip between Los Angeles and Chicago say "Super Chief." Now, more than ever, it is America's train of trains. Just consult your local ticket or travel agent.

SANTA FE SYSTEM LINES
Serving the West and Southwest

1951 two-page ad....Look, Life, Atlantic Monthly, Post Magazine and more regularly ran Santa Fe Railway ads up through the 60's....



Christmas Special Evening: Transportation, Light Meal in the Exhibit Hall at Campo and First Class Car on the North Pole Limited with Santa Claus

Saturday, December 10th from Old Town or El Cajon

For the first time ever, the Pacific Southwest Railway Museum (PSRM) is pleased to offer you the opportunity to support the museum and the Campo community, all while enjoying an exclusive holiday tour with light meal* and wine tasting in our Exhibit Hall on Saturday December 10th.

Your journey begins at either the Old Town (2:30PM) or El Cajon Transit Center (3:20PM). Guests board a Royal Lines luxury coach bus for direct travel to the museum. While you kick back, relax, and enjoy the beautiful scenery enroute to Campo, a professional tour guide will regale you with the history of the PSRM and the San Diego and Arizona Railroad, on whose tracks you will be riding on for the *North Pole Limited*.

Upon arrival (approximately 4:30PM) in Campo, disembark at our Exhibit Hall to enjoy a light meal*, hosted by the Campo Café, and a private wine tasting, courtesy of Campo Creek Vineyards. During your meal, your host John D. Spreckels, builder and president emeritus of the San Diego and Arizona Railroad, will update on the recent history of the railroad and the status of the PSRM.

After dinner, there will be a short bus trip from the Exhibit Hall to the historic Campo Depot. There, you will have an opportunity to relax, use the facilities and explore the gift shop. Next, all aboard the 7PM *North Pole Limited* Union Pacific Chair Car #576 for a festive ride to the North Pole! Be among the first guests to have exclusive use and access to Car #576, which was recently refurbished to its 1948 grandeur.

After a holiday-themed rail ride with Santa, complete with Mrs. Claus, elves, and hot chocolate, you return to the Campo Depot to disembark and prepare for your relaxing tour bus ride back to San Diego.

This all-inclusive, family-friendly holiday tour is offered to you with a \$300 per seat donation. (Children under 3 seated in lap are include if applicable). This tour is limited to 44 seats on the single day of December 10th, so please reserve your ticket today.

If you have already purchased one or more tickets on another *North Pole Limited* train, you will be provided a full credit toward this donation.

For questions, contact NPL@psrm.org

*"light meal" options will be provided at a later date.



Local Railroad Scene: Looking back at El Cajon in 1970



SD&AE #1111 (SW-8 "Four Aces") switching the J&W Lumber yard at West Main and Marshall in El Cajon in 1970. In those days, there was a lot of local business on the La Mesa Branch using rail service. Local breweries, lumber yards, home improvements, gas companies and the like were all serviced by the local freight train which went out and back to El Cajon from San Diego every day except Sunday's. There are only two customers now on the branch, at the very eastern end of the line in El Cajon. They are served in the dark of night after the San Diego Trolley service has stopped for the day. At this location today is the El Cajon Transit Station, with trolley's every 4 minutes on two lines and local buses going throughout the region.

Volunteers needed to work on railway coaches

On Saturday, October 1 and Sunday, October 2, the Equipment Department will finish any remaining work on SD&A 254 and will move on to ATSF 1509. Work on ATSF 1509 will include performing the annual air brake inspection; lubricating and servicing all doors, windows, couplers, and trucks; and performing other miscellaneous maintenance tasks.

It is crucial that we have these cars in good working order for the upcoming Pumpkin Express and North Pole Limited trains. We need your help! No previous experience is necessary. We are happy to teach the skills that are required. Many hands make light work!

Work boots and gloves are recommended. An initial job briefing will take place each day in the lunchroom at Campo at 10:00 AM. Please let me know if you will join us by phone at 619-701-8700 or email at hager@psrm.org. Can't make these dates? Other days will also be scheduled.

Thanks and hope to see you out there!

Members have special access to information on the Museum's web pages

There is a lot of information available to our members on the web site: Board members, Articles, Bylaws, back issues of the "Report", which was the second name of the newsletter, back issues of the "Hot Scoop" and access to the older version of our web pages with great resources on historic date on various railways in and around San Diego titled sdrm.info. To access this special area, go to: <https://members.psrn.org/> and use the name of volunteer and the password of 2353.

UNION PACIFIC #576 CHAIR FABRIC ARRIVED

Project Manager Mark Landguth has picked up the new fabric to reupholster the coach seats in our historic Union Pacific Railroad coach car #576 (see the July 2022 and August 2022 *Hot Scoop* for additional information). After months of looking for the correct fabric, Mark special ordered it from Mexico and picked it up in San Diego. It has been delivered to the upholstery shop where the first seat is being completely recovered. Thank you Mark, for taking the lead on this restoration job.



PSRM LIBRARY UPDATE By Bruce Semelsberger

Your library staff, thanks to the miracle of Air Conditioning, has kept busy despite the summer temperatures outside in Campo. We have some exciting news following the August report, so “stay tuned” and no skipping to the end!

There is always something to do at our research library. Preservation is what we are all about, which means monitoring the status of all the collections to make sure the temperature and humidity levels are as optimum as we can maintain them, that physical items are kept in acid-free envelopes and containers, that insect pests have not invaded and that exposure to light, especially UV frequency light, is held to a minimum. We also need to maintain digitally stored files so that a back-up always exists and we need to create a digital record of everything that we can as paper and other physical media will not last forever under even the best conditions. If any of you out there have an interest in helping with this huge task please let us know, even if it is only one day a month. We will supply free training, and you get to work with our charming and personable staff.

You may have heard us referred to as a “research library”. While we are certainly open to anyone who wants or needs to research anything to do with railroading, probably 90% of the research that happens there is by our own staff as we try to identify the subject, provenance and relevance of all the donated items we receive, especially photographs, so if you plan to donate a family scrapbook or other items please take the time to identify all of the people, subjects and dates that you can since you can do this much faster and more reliably than our staff.

Duplicate books in our inventory have become a real issue. They take up a lot of storage space and are being enjoyed by no one sitting in boxes. We are actively seeking vendors who will work with us to reduce our inventory without our staff having to become involved in the shipping process. If anyone has a potential contact for us, please email us at psrmlibrary@att.net so we can follow up.

Now for the big news! This should excite all of the history lovers! First, some background information.

At the beginning of the twentieth century, San Diegans were still looking for a direct rail line east. Efforts begun as early as 1854 had not come to fruition. The closest so far was the Santa Fe connection through Los Angeles. Local merchant prince George

W. Marston volunteered to head up a committee to raise funds and secure a surveyed route through the mountains to the east. Mr. Marston was a very respected and competent choice; his department store downtown was a model of efficiency and his diplomatic skills were widely recognized.

(His home near the northwest corner of Balboa Park is a real jewel and is open for tours and special events under the auspices of our friends at SOHO.) A corporation called the San Diego Eastern Railway was formed in 1901 and enough funds subscribed to complete a survey southward from San Diego, out Telegraph Canyon and eastward through the mountains in the direction of Yuma, Arizona in 1902.

Surveying in the back country was a difficult and dangerous business. The survey parties lived in canvas tents and needed to be resupplied at regular intervals. As each section was completed, they had to pack up everything, load it into wagons and move on to repeat the process. Often there were no roads and a circuitous route had to be found. In charge of the crews was the Chief Engineer who had the largest of the heavy canvas tents. He needed the space as he had to convert all of the field data into actual working maps and profiles and then correspond with the company officers via slow mail. Sometimes the delayed mail would include an order for a change in plans and the crews would be recalled to begin all over in a different direction as the surveyed route was deemed to be too difficult or expensive. In the Chief Engineer’s tent there was a large trunk in which resided all of the field copies of completed drawings. Usually, this material disappears at the conclusion of the survey when the railroad is either constructed or the attempt abandoned, but in the case of the San Diego Eastern something strange happened.

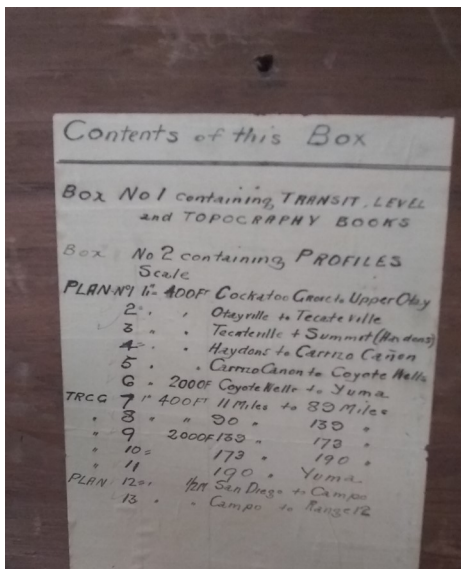
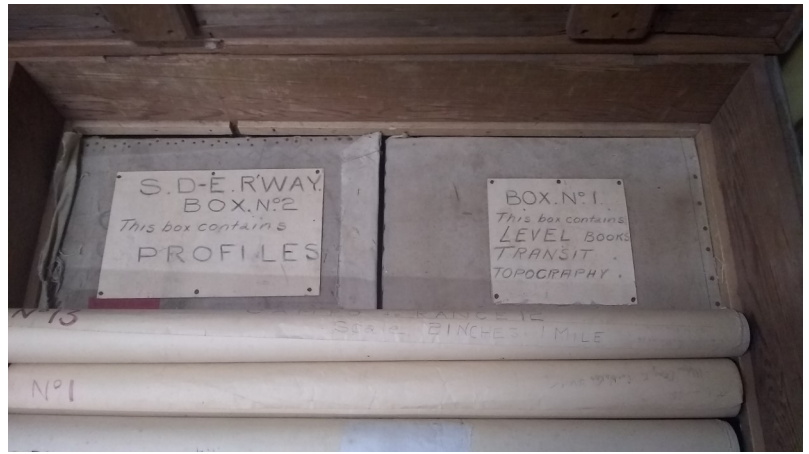
Forward to 1906: San Diegans are stunned and pleased to read in the Union newspaper that John Spreckels (with silent partner



George Marston readily agrees to turn over all of the assets of the San Diego Eastern (including, presumably, the trunk full of drawings) to the new corporation and all of the unspent funds of the San Diego Eastern were returned to the subscribers.

The SD&A management rounded up all of the existing survey records they could find including the 1873 Texas & Pacific survey, several government surveys and the SDE trunkful of documents and got on with the business of building our SD&A Railway. The trunk is not seen again or listed in any known inventory documents until...

Forward again to 2022. Katy Phillips, the current archivist at the San Diego History Center in Balboa Park, is assigned the task of making an inventory of all of the items in their large warehouse area. At one time, documents given to UCSD by Southern Pacific and then passed on to the History Center concerning the San Diego & Arizona and San Diego & Arizona Eastern Railways had been housed there, but by 2020 all been transferred in several installments to PSRM. The staff at the History Center were therefore surprised to find a large old trunk in the far, dim reaches of the warehouse area with a "San Diego Eastern Ry." label printed on it. Unsure of what they had, Katy contacted PSRM and Richard and Bruce came to check it out. It didn't take long for



them to figure out what they had, but it took awhile longer for the astonishment to wear off. To find such an item is just unheard of! After some attempts to explain what the arcane symbols and markings on the drawings meant and reviewing the history, Katy decided that the materials properly belonged with the rest of the SD&A collection where they could be best interpreted in the proper context and she began the deaccession process. After some months the process was approved by the SDHC Board and arrangements were made to bring the trunk to PSRM, but Covid and other staff problems at the SDHC delayed the delivery.

On August 31, 2022, Richard and Bruce welcomed Katy and six members of the SDHC staff to the library, the trunk was placed in work area "H" at the library and all the guests were given the grand tour of the library and exhibit hall. After the tour, all adjourned to the Campo Café for a fine lunch and much discussion of mutual interests. Thanks to Katy and all of our friends at the SDHC for delivering this great prize and future exhibit and for a memorable day together!

There will be more about this acquisition in future reports when we have had a chance to study the drawings in more detail and compare this survey with other SD&A records.



We will reveal that among the survey books are 1869 surveys of Fort Yuma made for the Memphis, El Paso & Pacific Railroad. Also found are 3 metal lithographic plates used in the printing of a newspaper story about an event connected with the SDE. The plates have been cleaned and scanned. They show groups of people in front of what appears to be the U.S. Grant Hotel. One group of four men includes George Marston, another group is all women in dress clothing except for one tall man in the middle. We are working with the SDHC to find the newspaper article that goes with the plates so we can print it in a future update.

From the Back Platform

By Stephen Hager, President

October marks the beginning of the fourth quarter of the year and the Pacific Southwest Railway Museum Association's holiday season! This is the busiest time of the year for our organization as we run our two largest special events; the Pumpkin Express and the North Pole Limited. Although we are primarily in the business of preserving railroad history and artifacts, we simply cannot do so without a healthy source of annual income. Combined, these two holiday events produce the majority of the organization's annual income. This crucial income allows us to keep the museum open and operate trains, restore equipment, maintain and improve our facilities, and assemble new exhibits throughout the year.

This month, I will focus on the Pumpkin Express event. In 2022, the event will run every Saturday and Sunday from October 8th to October 30th. During the event, visitors are treated to a 45-minute train ride aboard our decorated excursion train. Visitors can choose to ride as coach passengers, or for an extra fare, can ride in first class observation/lounge car ATSF 1509, complete with complimentary snacks and soft drink service at the bar. Upon arrival back at Railroad Museum, those that dare can take a walk through the haunted trains! Afterwards, children can pick out and decorate a pumpkin for free. Additional pumpkins can be purchased by those who want them. This is a great family-friendly event, so be sure to bring your kids and tell your friends!

The preparation and execution of these events is truly an all-hands effort. At the beginning of each October, the Exhibit Hall undergoes a spooky transformation as an army of volunteers descend on the building to dec-

orate it. The historic railcars that visitors normally walk through get dressed up to become haunted trains. In front of SP 2353, a large graveyard gets erected. Behind the building, bales of hay are arranged to form the pumpkin patch. We receive two deliveries of pumpkins during the event to ensure that they are always fresh for the event.

Meanwhile, our excursion cars and the Campo Depot also receive Halloween-themed decorations. The bar on Observation/Lounge car ATSF 1509 gets stocked up with provisions for first-class passengers. Finally, we get volunteers lined up to operate the trains, serve as bartenders, run the pumpkin patch, and even dress up to spook visitors to the haunted trains.

As all of this is going on, work continues in the car shop to prep not only the railcars needed for the Pumpkin Express, but also those that will be used for the North Pole Limited. After the Pumpkin Express event concludes at the end of October, volunteers have to work quickly to break down the Halloween decorations and replace them with Christmas decorations. But that's a story for next month!

As with everything, we need volunteers to help make these special events a success. If you have ridden our special event trains in the past and enjoyed them, we hope that you'll consider joining our volunteer ranks to make this year's events a success. Between equipment work and special event work, volunteer work parties will be taking place at Campo nearly every weekend between now and the end of the year. Interested in helping? Drop us a line at volunteer@psrm.org to see how you can get involved!

I hope to see you out at Campo soon. Until next time, keep it on the high iron!

Welcome New Members

By Carl Booker, Membership

Our Railway Museum family is pleased to welcome these new members for the month of September. We thank you for joining with us and hope you get involved in the many opportunities to volunteer:

Greg Brands, Connie Danielson, Vanessa M. Garcia, Yazmin Garcia, Heather Grant, Sheila Hartley, Megan Humphreys, Lili Lai, Pamela Littrell, Tim Mendeola, Karen Moore, Ariana Moreno, Howard Paine, Teresa Rogers, Judy Tagg and Kjersti Williams.

THE PUMPKIN EXPRESS IS ARRIVING!

SATURDAYS AND SUNDAYS
OCTOBER 8 - OCTOBER 30

CAMPO DEPOT IN CAMPO, CA



JOIN THE PACIFIC SOUTHWEST RAILWAY
MUSEUM FOR SAN DIEGO'S MOST UNIQUE
HALLOWEEN EXPERIENCE!

TICKETS ON SALE NOW!

VISIT WWW.PSRM.ORG/PUMPKIN/

September 2022 Board Briefs

By Martin Caestecker, Secretary

On September 16, 2022 at 6:34PM, the Board of Directors meeting was called to order at the La Mesa Police Department's community room. Board members in attendance in person were Hager, Zorbas, Caestecker, D. Smith, and Black. Members Mark Landguth and Timothy Miller attended in person. Members John Cenkner, Jim Lundquist, Jim Baker, Joel Margolis, and Carl Brooker attended by Zoom.

Treasurer D. Smith reported the Gift Shop at Campo had a great month in August. Also, \$80,000 had to be transferred from PSRMA's contingency fund into the general checking account to offset expenses related to preparing for the special event season. \$208,000 still remained in the contingency fund.

I reported that Shaine Neale withdrew his petition for Director of Operations in the upcoming election which eliminated the only contested position from the nomination phase. Also, John Cenkner offered to fill the Secretary role effective at the October meeting while Travus Clark agreed to withdraw his petition for Secretary to be appointed to the Director of Museum Services position at the start of 2023. Hager and I were appointed immediately to roles as President and Director of Operations respectively.

In Denison's absence, Jim Lundquist reminded the board that SDG&E wanted to upgrade power poles near Campo and sought to use land east of the overflow parking lot as a staging area for 1 month. The board approved a lease for \$900 for first month. Additional months could be leased for \$750 with at least 15 days notice.

Hager reported that the Alpine Historical Society would like us to take the SD&AE fire truck #1003 to a Fire Prevention Month celebration on October 16 to complement rubber-tired antique fire engines. Hager sought the California State Railroad Museum's permission to make the special move by trailer. The fire

truck would remain on its trailer for the duration of the event. Board member R. Smith and Museum member John Lewis would transport and supervise the fire truck during the event.

Hager also reported that a vintage Rolls Royce car club requested to visit the museum for a private tour on Tuesday November 1. The group also noted they would be happy if PSRM promoted the visit if members of the public wanted to come see the cars.

With nearly all of PSRM's electric carts in Campo out of commission due to dead batteries, the board authorized expenditure of up to \$3,500 for the purchase of new golf cart batteries. This would return three electric carts to operation.

I reported that after a recent derailment, the supply of hard wood rerailing blocks were nearly depleted due to use and sitting out in the elements over many years. \$1,000 was authorized to purchase replacement blocks.

The board discussed at length complaints brought to myself and other Operations department leaders about our policy on the use of personal electronic devices for company business while on duty to run the train. I proposed issuing a PSRM-owned cell phone for Conductors to use to eliminate the confusion. The board agreed that a trial period of one year could be used to assess how well a railroad-owned phone would address my concerns of the increasing temptation of personal cell phone use by train crew members. Cost would be minimal on a pay-as-you-go basis.

Volunteer Mark Landguth submitted a proposal to utilize UP 576 for one train during the North Pole Limited as a fundraising event including bus transportation, a light meal, wine tasting, and a small presentation. The fundraiser could earn as much as \$10,000 – an increase of \$4,000 from what the car would normally generate being sold to the public as first-class space. \$3,000 was authorized to cover the expenses

and Landguth appointed the project manager.

Lundquist submitted a proposal to the board to purchase 90lb rail joint bars for use with the recently donated rail from MTS at a cost of about \$8,000.

Lundquist said the supplier was willing to trade our rail for a selection of assorted length rail which already had bolt holes drilled and accompanying joint bars at no cost to PSRM. The board asked for Lundquist to inspect the rail before accepting the trade or making a purchase of joint bars. Lundquist hoped that the swap would save PSRMA volunteers

many hours needing to be spent drilling holes in the rail on our property.

Landguth and Hager gave a report on their progress planning for the North Pole Limited. Landguth was investigating several items including feeding the volunteers after the events, sourcing volunteers, and advertising. The board appointed Landguth as the NPL Project Manager with signatory authority as needed and increased the budget authorization to \$60,000 for the event.

Upcoming: Rolls Royce Silver Ghosts and Friends to Visit – Members Welcome!

By Stephen Hager, President

We are excited to announce that we will be hosting a visit from the Rolls Royce Silver Ghosts and Friends historic vehicle club on Tuesday, November 1st at the Pacific Southwest Railway Museum in Campo. This group is comprised of owners of Rolls Royce Silver Ghosts and other big bore vehicles of a similar vintage (think 100+ years old!) The group will be bringing a total of 14 historic vehicles with them for this visit.

The group will be arriving between 10 and 10:30 AM for a guided tour of



the museum led by our Archivist, Bruce Semelsberger. They have extended an open invitation to any interested museum members who wish to swing by and view their vehicles. For members who also wish to take the guided tour or a self-guided tour of the museum, the museum will be open for admission-only from 10 AM to 12 PM.

We are always happy to host other groups in the historic preservation world. Don't miss this unique opportunity to view these historic vehicles in action!



1970: Southwest Portland Cement F-M H-20-44s 408 & 410 Victorville, CA



It's October 15, 1971 and these rare Fairbanks-Morse locomotives are still at work on the Mojave Northern Railway in Victorville, CA, just east of Cajon Pass here in southern California. Through the tireless work of the late member Norm Hill, these two locomotives plus one more were saved and are now in railway museum's, including ours in Campo. For more info: <https://www.psrn.org/trains/diesel/union-pacific-1369/>

Photo shared on internet.