



A publication for the Pacific Southwest Railway Museum members

April 2023

FLYING CAR AT CAMPO



**ADVERTISING PRODUCTION COMPANY FILMS
INCREDIBLE JUMP SCENE OVER OUR TRAIN**



**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 except Dec at 6:30PM, A link to
join the Zoom meeting will be provided
on our website at members.psrn.org.

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Equipment Dept: Robert Smith
Facilities Dept: Frank Denison
Museum Services Dept: Travus Clark
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Volunteer Coordinator: Gabe Zorbas
Asst. Dir. Of Facilities: Jim Lundquist
Station Master (La Mesa): Timothy Miller
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Upcoming events:

April 1, 2 and 8 – Bunny Trains at Campo

April 8 - Prep and sanding the La Mesa Depot

April 15, 1PM - "Behind the Scenes" guided tour at Campo, led by Jim Lundquist. The tour will review the museum's history, plans, shops, library and equipment. Meet the volunteers who you have been reading about. Space is very limited. No charge for members.
Email: Jim@psrm.org to reserve your space.

May 6 and 7 - Campo Days. Multiple special events at all Campo museums

May 12, 5:30PM -Annual Dinner meeting www.psrn.org/annualdinner2023

June 15, 7:00PM - Membership meeting in La Mesa

CAMPO DAYS
**Saturday May 6 &
Sunday May 7, 2023**
**EXPERIENCE THE HISTORY AND HERITAGE
OF
SAN DIEGO'S EAST COUNTY**

PACIFIC SOUTHWEST RAILWAY MUSEUM
750 Depot Street Campo, CA 91906
Train Rides - Vintage Vehicles - Historical Displays

MOTOR TRANSPORT MUSEUM
31949 Highway 94, Campo, CA 91906
Vintage Vehicles - Historical Displays - Vendors

GASKILL BROTHERS STONE STORE MUSEUM
31130 Highway 94, Campo, CA 91906
Local History Of Indians, Pioneers & The U.S. Cavalry

CAMP LOCKETT EVENT & EQUESTRIAN FACILITY
799 Forrest Gate Rd. Campo, CA 91906
Food - Vendors - Evening Dance - Living Military History
U.S. Cavalry Museum
Barrel Racing - Team Sorting -
Trail Challenge

campocleef.org

**MOUNTAIN EMPIRE
HISTORICAL SOCIETY**
PRESERVE. PROMOTE. PROTECT. PRODUCE.

Motor Transport Museum

Mountain Empire Historical Society

Camp Lockett Event and Equestrian Facility

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LIGHTS, CAMERA, ACTION - Hollywood comes to Campo



Flying Car Video Production by Lew Wolfgang and Jim Baker

All photos by Lew Wolfgang except as credited .

The Museum and its volunteers provided location services for a video production this past spring. Portions of a web commercial for the Black Rifle Coffee Company, starring Baja racing champion BJ Baldwin, was shot at Campo on May 10, 2022. Campo was chosen by the producers as the ideal location to film BJ jumping over a freight train in his 1,000-HP off-road Trophy Truck.

This *Hot Scoop* report was delayed under agreement with the producers until the finished video was released. The video, "Sand & Sky" was finally posted and is now available here: <http://sdrm.info/brc>

Negotiations between the production company, Sweatpants Media, and the Museum's Board of Directors were handled by Gabe Zorbas and Stephen Hagar, and took into account the risks of trucks jumping over Museum equipment. Appropriate permits, insurance, and processes were in place before the work commenced.

The action plan called for BJ to start his run west of the section house, drive through the work camper pad, speed down the hill adjacent the section house, jump over the train sitting statically on track one just east of the section house, then land between the Exhibit Hall and the mainline. The Trophy Truck would jump diagonally over two adjacent flats on an angle, there not being enough room for a perpendicular jump.

Work started on the project on Tuesday, May 10, 2022 when a large 3-yard loader was delivered to the property, accompanied by a professional operator.



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 Editor@psrm.org

The *Hot Scoop* is available in color via email. To receive the electronic version in PDF format, send an email to editor@psrm.org and include your name, membership number and email. Note that if you opt for the e-mail version, you will no longer receive the printed copy.

Comments are always welcome. Send your feedback to:

Editor@psrm.org



Wednesday dawned with the loader moving dirt from Rail Buff Bluff to the landing area just north of track one to build a landing ramp. This work was supervised by Glen Rogers and fit in with the Museum's overall plans for the area. At the completion of the shoot, the dirt would be moved by the loader to enlarge the flat area behind the work camper pad.

A crew arrived on-site Wednesday to assemble a prefabricated launching ramp on the south side of track one. Additionally, trailers and motor homes on the work camper pad were temporarily relocated.

The production company was shooting another jump scene in the Imperial Valley on Thursday morning and didn't arrive at Campo until 3:30PM. They had a large crew of about sixty people and lots of equipment, including a very expensive camera boom mounted on a Prius, hand-held video cameras, and three drones each with their own operators.

The consist for the day was ready and waiting on track one, consisting of (west to east): SSW caboose, Kaiser caboose, SD&A 6700, GATX tank, GARX flat, PSRM flat, HOKX tank, UP 43009 and locomotive SP 3873. The director specifically asked for two cabooses.

The storyboard called for loading two *Black Rifle Coffee* decorated automobiles on each of the two flatcars in the consist. The consist was then moved so that the flats were spotted just west of the Exhibit Hall to load the automobiles. The first attempt to



load the cars via a flat-bed truck trailer failed because the trailer was about one foot lower than the flatcar. Eventually a large forklift provided by the production company was used to do the job.

After the automobiles were loaded the train was moved east. Starting with the locomotive about half way between the display building and the 5-14 switch, the train proceeded east to the vicinity of Rose Junction.



The director asked for the first run to be at 5 mph. While the train passed the area of the 5-14 switch, one or more automobiles “chased” the train on the rail-south side. The autos then swerved toward the Library, kicking up tons of dust. For the second take, the director called for the run to be made at 10 mph, then a third run at 7 mph. Engineer Houk skillfully managed to bring the train by at speeds that were satisfactory to the director.

The train was then moved west to spot the flatcars in the area where the Trophy

Truck was to jump over the stationary train, roughly half way between the Exhibit Hall and the Section House on track number one. Several short positioning moves were made as directed by the stunt director. The Trophy Truck was to approach the steel-framed launching ramp at a high speed, fly over the automobiles on the flatcars, then land on the dirt ramp that had been placed and sculpted by the loader under the direction of the stunt coordinator.

The path of the Trophy Truck started west of the work camper pad, across the pad at a high rate of speed, down the slope, along the road past the Section House, up the ramp and over the train. Several preliminary runs were made, stopping on the road before going up the ramp. The final and only jump completely overflew the landing ramp, but BJ and the truck survived the hard landing in fine fashion, producing huge clouds of dust.

Next, the train was moved onto the main track in the vicinity of the West Hwy 94 crossing. The cameras were set up at the east end of the fenced enclosure for the MTS buses, with the Trophy Truck west of the enclosure on the road. The setting sun lent some urgency to keep things moving quickly. When the cameras were ready, the train shoved west across the highway just clear of the island circuit before proceeding east for the shoot. As the train passed the bus enclosure, the Trophy Truck ran alongside as far at the CZRY fence. The Prius camera car proceeded westbound against the direction of the train and the Trophy Truck.

Three of these runs were performed. Shooting wrapped up just before dark, while the entire production crew was off the property by 9:00-PM.

The loader worked all day Friday and till noon on Saturday to return the property to “normal” under the direction of Glen Rogers. Most of the Museum property was covered with fine dust generated by the loader.

Overall, things went very well. The production company and director were happy and extended thanks to the crew for being responsive to all of their requests. The Museum benefited financially and had a lot of dirt moved to previously planned locations.

Thanks to the Museum volunteers who made the production possible:

Planning and liaison

Stephen Hager
Gabe Zorbas
Lew Wolfgang

Train Crew

Randy Houk
Jim Baker
John Cenknor
Jarod Black

Campo Site

Glen Rogers



Photo by Randy Houk 5/11/22

April 8th - Sanding party at the La Mesa Depot. We need to sand the exterior of the La Mesa Depot in preparation for painting. Starting at 8AM, but come by anytime you can. Bring an electric sander if you have one, and a small ladder, if you have one. Sand paper will be between 80-120 grit. The Depot is located at 4695 Nebo Drive in downtown La Mesa.

Volunteers don't get paid, not because they're worthless, but because they're priceless.

Are you interested in learning about future volunteer opportunities?

Send an email to volunteer@psrm.org with the subject "Volunteer Email List Addition" to start your adventure with your railway museum. Request notices for volunteers for various projects are frequently sent to this email group. We appreciate everyone who donate their skills and time to help our museum grow and succeed. We simply can't do this without you!

The Pacific Southwest Railway Museum

cordially invites you to

The Annual Members Dinner

*An evening of food, friends, and a look back at
this past year's achievements, including a
special recognition for our volunteers.
Fully catered meal provided by Buckboard's BBQ.*



Friday, May 12th
5:30 p.m.

Ronald Reagan Community Center East Hall
195 East Douglas Avenue, El Cajon, CA 92020

Tickets are \$15 per person, available at:
www.PSRM.org/annualdinner2023

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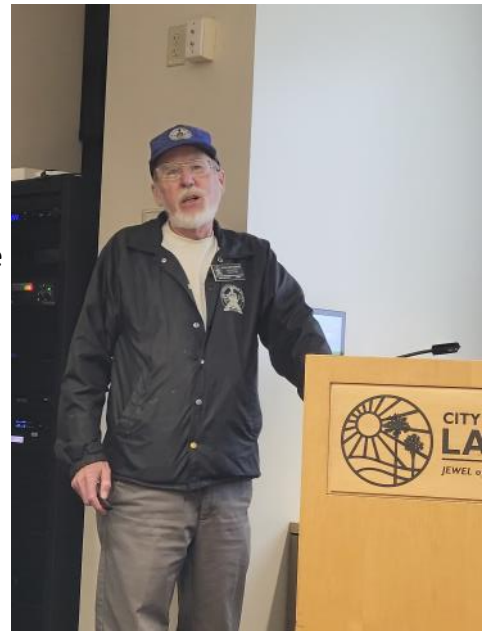
The decade of the 1950's - trains and trains ads could be found on TV and in many magazines.



Members Meeting Well Received



On March 14th, museum members gathered in La Mesa to hear about the history of the California Southern Railroad - the first railroad in San Diego. Bruce Semelsberger talked us through the history with a Power-Point presentation of



photos and maps. Prior to the talk, Stephen Hager updated the members on progress in Campo. Members attended in both in-person and via zoom. It was great to see so many of the members again after Covid. A great many friendships were renewed. The goal is to hold additional membership meetings in the future - look for the notice in this issue of the *Hot Scoop*.

Thank you Bruce for a great job and Carl Brooker, Membership Coordinator, for setting up the meeting.



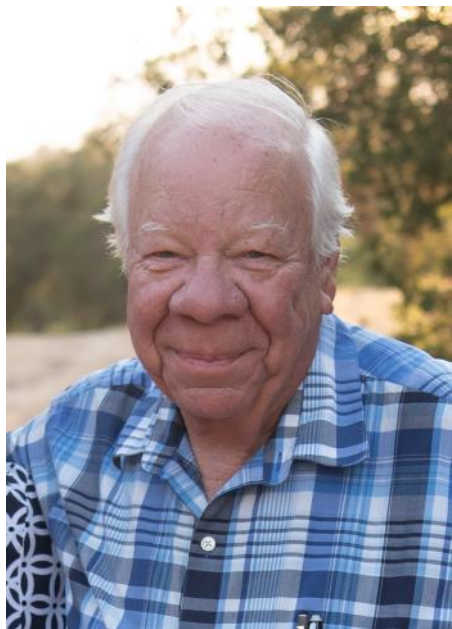
Did You Know? - Standard Time, prior to 1883, was established by each town at "high noon", with the sun directly overhead, as 12:00 p.m. Further, each railroad establish a standard time, which was very confusing to the train crews as times changed as railroads changed and the towns which were passed by had a different time as well. Making schedules and meeting trains on sidings became a nightmare as railroads expanded throughout the country. To address this important issue, Standard time and time zones were instituted in the U.S. and Canada by the railroads on November 18, 1883. Standard time was not enacted into US law until the 1918 Standard Time Act established standard time in time zones; the law also instituted daylight saving time. President Woodrow Wilson knew that rolling the clocks forward and backward twice a year would be somewhat disruptive, so his 1918 wartime plan tried to be minimally bothersome. Instead of adjusting clocks at midnight, Wilson chose 2 a.m., a time when no passenger trains were running in New York city. The 2 a.m. adjustment is still considered the least troublesome time today, since most bars and restaurants are closed and the vast majority of people are at home, asleep - either relishing in or begrudgingly accepting their adjusted bedtime schedules.



Next Membership Talk Set

June 15th, 7:00PM, La Mesa Police Community Hall
8085 University Avenue, La Mesa

Continuing our membership meeting series, our next speaker will feature “The Railroad Stations of San Diego County, Then and Now,” a talk by Jim Price, member PSRMA and SDERA.



San Diego’s railroad story started in the 1880s – with the arrival of the California Southern (later Atchison, Topeka, and Santa Fe) from the north in 1885 and the subsequent build-out of an extensive urban transportation system. In the 1890s several independent short lines ultimately merged into the San Diego Electric Railway,

owned by John D. Spreckels. And in 1919, the San Diego & Arizona Railway, also owned by Spreckels, began service eastbound from San Diego. An extensive network existed throughout San Diego County to support operations of these lines.

Key elements of that support were passenger and freight depots along the lines. While many of them are gone, we thankfully still have over a dozen surviving buildings – mostly passenger depots – to visit and enjoy today. This talk will feature those buildings, their histories, and current functions – ranging from museums to restaurants to public and private offices. Many of these buildings are over 130 years old, and they provide windows of opportunity to revisit the early days of San Diego.

Jim Price is a local author and part-time railroad historian who has published two books, including “The Railroad Stations of San Diego County, Then and Now.” He has spoken on local railroad history topics, especially local streetcar history, to a number of groups over the years. He was recently a key member of the planning committee for the SD&A Centennial celebration in 2019, and gave a number of presentations to various public groups prior to that very successful event for PSRMA. He is on the Board of Directors for the San Diego Electric Railway Association (SDERA) which operates the streetcar museum at the historic National City Depot.

Jim’s career was as an electronics engineer and project manager at the Navy research and development lab on Point Loma where he met his wife Joan Sieber. She has actively participated in their various railroad-related activities, most recently the restoration of an 1890s wooden caboose at their vacation home in Central Nevada.

WELCOME NEW MEMBERS

by Carl Brooker, Membership

The association is happy to welcome Rodney Gibbons, Christopher Martin, Raymundo Ojeda, Marcela Rud, Antonio Fuentes, Eddie Nino, Morgan Snyder, Zach Wright, Garry Bart, Sharon Brown, and Larry Lang as individual, senior, and family members of the museum. Further, we are glad to welcome Patricia Filicchia as a supporting museum member. The museum also is thrilled to add two new life members, Carl Brooker is Life Member #333, and Roger H Garrett is

Life Member #334. When you see Roger or Carl around the Depot please congratulate them for joining the rolls of 332 other dedicated life members.

Are you tired of having to annually renew your membership and also want to support our growing institution? You too can become a life member!

To join as a life member please visit

[https://
www.psrma.org/
membership/](https://www.psrma.org/membership/)



Fundraising Moments By Donna Spevack

HAPPY SPRING!

We can all tell spring is here, flowers blooming, tree's leafing out and birds chirping, despite the rain! And you know what else spring brings, the **Bunny Train**, so get your reservations in as it is booking up fast!

Another tell-tale sign of spring is seeing the volunteers work on Projects and Restorations at the Pacific Southwest Railway Museum that have been delayed, due to weather. Our volunteers are hard at work, but can always use more help and expertise, if you are interested.

Special thanks to our donors for March:

Dave Smith

Raymond & Deborah Park

Walter H. Barber, Jr.

John Gray

If I have forgotten anyone, I apologize and we thank you as well. Please be sure to let me know, so that I can mail you out a tax donation letter.

PRESENT PROJECTS IN PROGRESS:

Reupholstering of the UP# 576

Upholstery restorations to the UP# 576 - Funding has been received from County Supervisor Joel Anderson's office and Mark Landguth is going to work to get it completed. Can't wait to see the finished restoration!

The La Mesa Depot Restoration Project

Jim Lundquist and Frank Dennison are initializing the work on the La Mesa Depot as soon as the weather clears (funding from the City of La Mesa). If you would be interested in assisting with the restoration, please let us know, we can always use a hand with sanding and painting. Thank you!

If you would like to contribute (tax deductible), donations can be mailed to: **The Pacific Southwest Railway Museum, 4695 Nebo Dr., La Mesa, CA 91941-5259**. Please note that if it is for the **La Mesa Depot Restoration Project or General Fund**. You can also go online at: [Donate – Pacific Southwest Railway Museum \(psrm.org\)](https://psrm.org/donate) to make a donation.

We not only appreciate monetary help with projects, but we also very much appreciate volunteer assistance with any project at PSRM. Please let us know if you would like to volunteer at PSRM.

If you have any question, please let me know and I will be glad to assist. Contact me at: **(619) 606-6231** or fundraising@psrm.org **THANK YOU!**

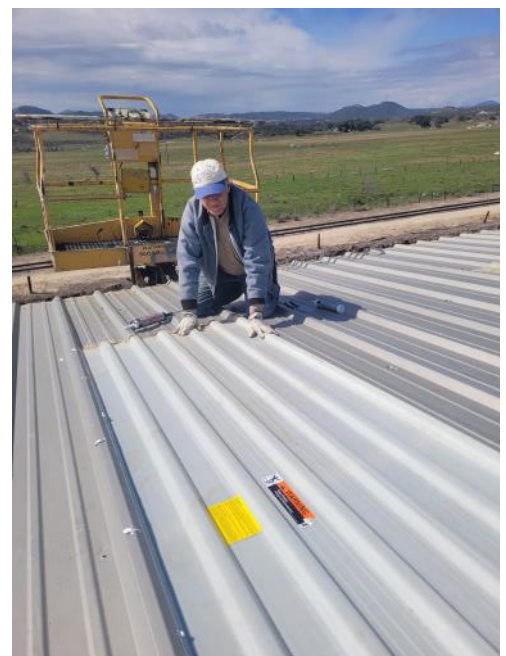
Roofing Panel Replaced on Exhibit Hall

photos and text by Jim Lundquist 3/19/23

As the sun bakes the roof on the Exhibit Hall, the clear panels are starting to crack. On March 19th, Richard Finch joined Jim Lundquist to



replace one panel which blew apart. This appears to be the first of many panels which will be required to be replaced as the 30+ year building starts to show its age!



Operations Volunteers

February 19 - March 19, 2023

by Rich Paulus, Chief Operations Officer

Train Service - those who are qualified train crew members, speeder operators/crew, and trainees who have helped us run 19 Golden State trains and the number of days they have volunteered through March 19: Colin Atwood 2, Paul Bandemer 3, Jarod Black 2, Carl Brooker 1, Ken Brown 2, John Cenker 6,

Hector Gonzalez 3, Randy Houk 2, Jim Lundquist 1, Rob Stebbins 2, 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: Glen Rogers 1.

Brakeman class - these are the volunteers who have worked the Spring Brakeman Class at Campo and the number of days they volunteered this period: Jim Baker 1, Stephen Hager 2, and Rob Stebbins 1.

There were a total of 29 volunteer-days this period.



The SD&AE firetruck is back on display inside the Exhibit Hall. On February 1, 1933, the Southern Pacific Railroad purchased the SD&A from the Spreckels estate, the name of the railway was changed to the SD&AE. SP executives were very concerned that a wildfire could start in the Carriso Gorge and destroy the many bridges or tunnels on the line. This firetruck was specially made for the SD&AE to protect the bridges and tunnels in Carriso Gorge. It was stored inside a shed at Jacumba and was kept ready for service when needed. The shed had its own track and switch which would allow the firetruck to gain immediate access to the mainline. History did not record any times the firetruck was used as intended. *Photo by Eugene Vicknair 3/19/23*

Library Update

by Bruce Semelsberger, PSRM volunteer archivist

One bright spot in a very rainy and windy month of March is the fact that no rain has entered the archives, rather remarkable given the nature of its construction from several dissimilar sources. Our staff has continued its efforts on several fronts, researching, scanning, cataloguing and actively assisting in museum projects.

Richard Finch is involved in consolidating all of the data concerning the *Carriso Gorge* car, SD&A #050, (<https://www.psrn.org/trains/passenger/sda-050/>) prior to planned restoration work and with an eye to raising public awareness of fundraising efforts. He also has taken on research and active preservation of our two oldest railway cars, originally owned by Southern Pacific and later acquired by the SD&A for operations during the construction period, then retired as car body living quarters for the track maintenance gangs and their families at Jacumba. The cars have been located near the Campo depot for several years where they have been exposed to the elements and provided a home for bees, rodents and at least one barn owl. He would appreciate any help offered to re-roof, seal up and repaint these venerable icons of railroading.

Several of our presentation programs that are available to organizations are being dusted off and updated following the hiatus caused by Covid. The history of

the California Southern Railway was presented to members and guests at the first of our newly revived quarterly meetings in La Mesa on the 14th and garnered a wide audience in person and via Zoom. A number of programs on local railroad history and about PSRM are available to interested groups and another one is already

scheduled in April for the Rancho Bernardo Historical Society. Anyone interested can contact us through our website.

Some interest was received regarding the photo of the Los Angeles & San Diego Beach Railroad car in last month's Hot Scoop, but not even long time PSRM member and equipment roster guru P. Allen Copeland could come up with a rolling stock roster for that old steam railroad line. We will keep looking.

Several issues ago, we related some history of the collection of artifacts donated to PSRM by Thomas Sefton, former president of San Diego Trust & Savings Bank. This treasure trove was stored in our race horse express car in the early 2000s while the library collection was in storage and Bruce and Richard made an effort to retrieve the objects and move them all into the library. As it turns out, they were only partly successful. Travus Clark is now cleaning out the car and removing years of stored materials so that it can be made available for other projects. He arrived at the library on March 22nd to announce that more artifacts had been uncovered and offered to help move them to the library (and get them out of his way). This group of artifacts was under other materials for a reason: dead weight. Several trunk loads of rail sections and assorted ironmongery later, the collection was relocated into a temporary home on the work area floor while we figure out where to put it.

Research will need to be done, but we noticed lengths of historic rail from the California Southern, the SP original main line, the V&T in Nevada, the D&RG in Colorado and a number of exotic trolley rails along with much rail-related hardware and other very heavy items. Some telegraph equipment has yet to be moved. More to come later!

Lastly, our social media outreach volunteer Jason Drenkow made it back into San Diego for a short stay and spent a day going through the PSRM photo collection for material on future articles to publicize PSRM and generate interest and support for museum projects and activities, so we hope to see recent interest worldwide in PSRM continue and we thank Jason and all the other volunteers mentioned in this story for all that they do.

California Southern Railway original route



Preservation work restarted on SD&A coaches in Campo - "Jacumba cars"

Richard Finch has restarted the effort to preserve the two coach bodies our museum saved back in the 1990's. This is a reprint of the article which originally appeared in the July/August 1990 Report.

The SD&A acquired coach No. 240 in April of 1916 from the Southern Pacific Railroad for which it had served on the Berkeley local in the San Francisco Bay Area as SP of California No. 195, and then SP No. 1418.

During a recent field survey of the five vintage (all over 100 years old) San Diego and Arizona Railway passenger car bodies at Jacumba, two employee passes were found in coach number 240. The Museum's field team was at work preparing a feasibility study for preservation and eventual restoration of some or all of the cars. I discovered one of these reminders of the human side of railroading between two layers of linoleum while cleaning the car to aid in evaluating the condition of its floor. Both passes were issued by the San Diego & Arizona Eastern Railway Company to the J. Garcia family who called this coach home for over half a century.

For a long time, I have been particularly interested in seeing car body #240, "the Garcia Car", saved from destruction. Built in June, 1889 by Barney and Smith of Dayton, Ohio, this car offers several features to recommend its preservation. First, it is the only one of the five cars to have the original partition which separated the smoking and no smoking sections. Second, it has unusual Victorian gingerbread woodwork. Third, it is better preserved than some of the other cars.

It was to this car that John Garcia, a section laborer, and his wife Sarah were assigned after the railway company decided to improve living quarters for the Jacumba section gang. Previously, they had lived in converted wooden boxcars, called camp cars, spotted on a Jacumba spur. The line had a number of surplus open-platform, wooden passenger coaches,

so five of them were reassigned to a new purpose - living quarters. Seats, baggage racks, and other items no longer appropriate for living quarters removed. The car bodies were then lifted off their trucks and placed on blocks just south of the main line and west of the Jacumba station. Wooden partitions, closets, cupboards, washstands and other comforts were then added to make them into living quarters.

The Garcia's new home had two additional walls installed, with a door in each, to create four rooms. These were a living room on the east end, a bedroom next, followed by a dining room and the kitchen on the west end. Community showers and the "necessity" (outhouse) were out back. The family also maintained a small garden with a tree or two on the north side of the structure below the railroad embankment.

Mrs. Gertrude Stewart, Henry Blackwood, and other long-time Jacumba residents have graciously provided recollections of the Garcia Family. Mr. Garcia was called Johnny by his friends and fellow workers. He and his wife were born in Mexico. They had no children of their own, and an adopted son had passed away in his youth. However, there are some in Jacumba who recall an older adopted boy in the family who is now also deceased. The Garcias were well liked by those who knew them. Both were industrious and kept a clean and neat home inside and out.

By the late 1950's, the railroad was cutting back on employees, so some of the passenger car bodies became vacant. The Garcias sponsored four or five Mexican girls from across the border just south of Jacumba, so they could attend the local public school. The railway permitted the children to stay with the Garcias and live in SD&A car #239, the car body just next door on the south.

After Johnny retired, the Garcias were permitted to continue to live in their railroad home. He was in his eighties when he died in the early 1980's. Sarah returned to Mexico where she had family, until her death some years later. The old tree in Sarah's garden has finally died too. No one has lived in No. 240 since.

CAMPO DAYS



MAY 6-7, 2023

**PACIFIC SOUTHWEST
RAILWAY MUSEUM**

750 Depot St., Campo, CA 91096

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VEHICLES • HISTORICAL DISPLAYS
• FOOD • MUSIC • & MORE!**

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www.PSRM.org

From the Back Platform

By Stephen Hager, President

The last month seems to have gone by in a blur. At the beginning of March, the board of directors appointed John Cenkner to fill the recently vacated position of Director of Railroad Operations. John has several years of experience in train operations at Campo as well as short line railroad experience. A big thank you to John for stepping in to fill this important role!

In early March, I attended a meeting with staff of the San Diego Metropolitan Transit System to discuss numerous topics related to the San Diego and Arizona Eastern Railway (the railway over which our trains operate). As a tenant of MTS, it is important for the museum to maintain strong relations with MTS. The museum will be working closely with MTS to maintain our portion of the Desert Line in a state of good repair so that we can continue operating trains for decades into the future.

March was the start of the 2023 rules and review season for our operations volunteers. Like on most railroads, our operations volunteers are required to go through recurrent annual rules training to ensure that their knowledge of the rules remains fresh. The rules classes cover our railroad's safety rules, air brake and train handling rules, and the General Code of Operating Rules (GCOR). This year, classes are being offered to operations volunteers on a quarterly basis. In March, Rich Paulus taught the first safety class and I taught the first GCOR class. The next round of classes, also including air brake and air brake & train handling classes, will be offered in June and July. For those of you who are interested in getting involved in train operations at Campo, consider taking the safety, GCOR, and air brake classes the next times they are offered. A complete list of class dates, times, and locations can be found at the bottom of the brakeman class webpage here: <https://www.psrn.org/brakeman-class/>

On that note, the Winter 2023 brakeman class was held on March 11 and 18 with yours truly as the instructor. We had a full class of eight students and even had to turn away a couple prospective students after the class filled up. For those who could not make the winter class, please don't be discouraged! The next class is tentatively scheduled for early fall. Those

who could not make the winter class will be given first priority for the fall class. If you are interested in attending the brakeman class, please take some time to read the class webpage at the link above, and send an email to brakemanclass@psrm.org to sign up. In the meantime, there are other ways to get started with train operations at our museum such as training to be a speeder operator or attending the rules and review classes.

Work continues on various projects in the equipment department. We finished clearing off several work benches in the car shop. Having more space available to work makes a huge difference! Various minor work has been taking place on SP 3709, including prepping it for a fuel injector changeout in late March. With just a couple other items to knock out, we should be ready to start up and test the locomotive by mid-year this year!

On the evening of March 14, we held a meeting and lecture on the California Southern Railroad for members. The lecture was led by our historian and archivist, Bruce Semelsberger. The meeting was held in-person at the La Mesa Police Department's Community Room in Downtown La Mesa. A Zoom link was also provided for those interested in attending virtually. A good time was had by all, and we intend to do more of these meetings/lectures throughout the year. Keep an eye on the Hot Scoop and your email inboxes for invitations to future meetings. A special thanks to Membership Coordinator Carl Brooker for pushing to make these events happen.

Easter is nearly upon us and our annual Bunny Trains will be running on April 1, 2, and 8 this year. By the time you read this, preparations will be nearly complete for the event. Like in past years, tickets are available in both coach and first class aboard ATSF 1509. First class passengers will enjoy premium seating and complimentary soft drinks and light snacks. All passengers will have a chance to meet the Easter Bunny aboard the train, and kids can participate in a Easter Egg hunt in the exhibit hall after the train returns to Campo. Tell your friends and family to come out to Campo for a ride!

As always, if you would like to get in touch with me, please send a note to president@psrm.org. Until next time, keep it on the high iron!

Recreation of Historic Fountain at the La Mesa Depot Completed



Recently, the City of La Mesa completed the recreation of a 1915 fountain which was located adjacent to the La Mesa Depot. The water for the original fountain was pumped up from Collier Park as an advertisement for the water company.



Current three photos by Jim Lundquist 3/14/23

In other news at the La Mesa Depot, progress has been made on the HO scale train layout. Stop by and say hello to Timothy, BG and Paul when the depot is open:

Tuesday and Thursday 12 - 3PM and Saturday from 11AM - 2PM.

They always appreciate the company and visit.

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



Eight new potential Brakeman as a full class successfully completed.

Beginning classes were held at Campo on March 11 and 18th. Thank you to all who participated.

All photos by Jenn Brooker.



Directing the Engineer to come into a joint.



Stretching the couplers to make sure on the joint.



Left - lacing up the air hoses.

Right - opening the angle cock to air up the car for the brakes.

Below - placing the skate under the wheel to keep the car from rolling downhill.



November 22, 1969 - SD&AE freight train at Dos Cabezas.



Steve Mateer spent a Saturday afternoon in 1969 with his camera to catch photos of the SD&AE freight eastbound passing Dos Cabezas. SD&AE #452 was the eastbound daily freight with all Jeep (GP) consist, as only 2 axle units were allowed on the line. Dos Cabezas features a 2,563 foot long siding, which accommodated passing a 50 car long train. Typically, a meet would occur here at Milepost 109.7 with westbound #451. If not here, then the next passing siding west is Titus at milepost 94.0 with a siding of 1,631 feet, which would accommodate only 31 cars.

During steam locomotive days, the 30,000 gallon tank was an important stop to take on water. Two miles away, a pipe fed the tank from an underground spring. When MTDB (MTS) purchased the railroad, the right-of-way for the abandoned water pipe was not deeded with the railway,





Three More Orders for New Benches at Campo

Our thanks to three members who have donated benches for our Campo Depot this past month. Our pricing anticipates shipping costs for four benches at a time. If you would like to donate a bench, please send \$600 to PSRM, 4695 Nebo Drive, La Mesa, CA 91941 with a note about donating a bench and any wording requested for a dedication plaque. Please send a copy to the Editor@psrm.org so that I can order the plaque for you and to oversee the ordering process. *Photo by Jim Lundquist 2/1/23*

Mother and son spending time together at our museum in Campo

Family time together at Campo is one of the main attractions to our visitors. On the right, Mom and son are tracing the various railroads that existed in San Diego on the exhibit at the Campo Depot. Not only entertaining, but educational as well.

Photo by Jim Lundquist 2/19/23

