



A publication for the Pacific Southwest Railway Museum members

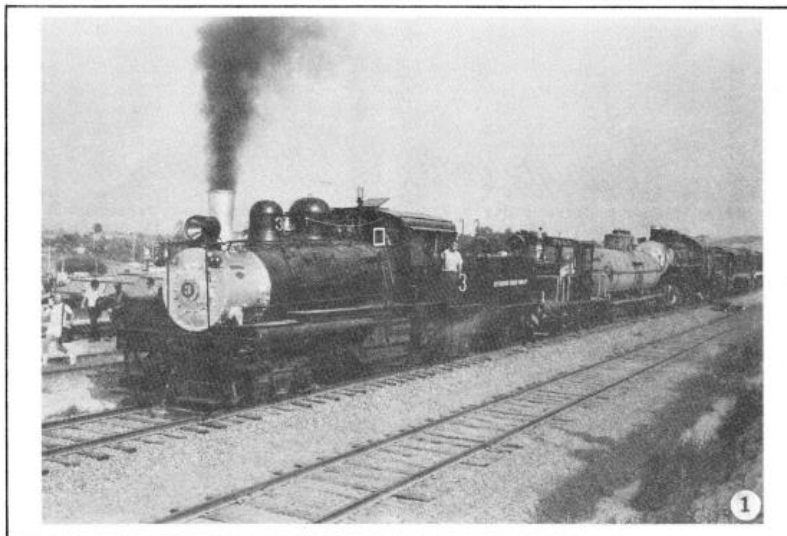
August 2023

40 Years Ago - We Moved To Campo To Start Our Museum



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

MUSEUM MOVES ITSELF TO NEW HOME



PSRM EXTRA 3 EAST ! 800 MILES ON A MOUNTAIN RAILROAD !!

PSRMA moved eighteen cars and locomotives to our Museum at Campo between July 30th and August 7th. It was a railroad adventure without equal in the West, if not the world! Two elderly locomotives from the Museum collection manned by the usual PSRMA volunteers moved the Museum rollingstock collection fifty miles over two different railroads, up a steady 1.4% grade and across an international border, covering over 800 miles in ten round trips. Many professional railroaders in San Diego (all non-members) said we'd never make it. Wrong again! This issue of REPORT contains the details of our greatest adventure!

Twenty-four years after the first meeting to discuss the possibility of establishing an operating museum, that dream came true in the first week of August, 1983. There were many membership meetings, many "land search" meetings and false starts, all while trying to find the right place where we could display and operate historic trains for the public. Finally, in 1980, we learned about surplus county property in Campo, and we were the successful bidders on the four acre property. We also went into debt to purchase the neighboring four acres to the north. The County granted us a Major Use Permit to construct our museum. Member Joel Cloud spent two weeks grading the site. We converted the old gym into a Shop Building. We had acquired surplus rail, rail materials and ties from the Trolley, gathered them alongside the Coronado Branch and transported them to Campo. We laid 850 feet of rail in one weekend and member Wally Barber and Company installed a culvert across a drainage ditch and installed a switch at Campo, tying the rails together. The SD&AE Railway finally reopened through Tijuana and across the Tijuana River. We gathered the first 18 pieces of railway equipment from various storage spurs though-out the County and staged them in San Ysidro. We were ready to embark on an adventure – it was Campo or Bust.

This issue is dedicated to that effort – establishing our Museum in Campo. Enjoy looking back on the "Great Freight" as told in the 1983 Report – all done by volunteers! The original Report can be found: https://members.psrma.org/reports/REPORT_NO187_JULAUG830001.PDF



**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.psrma.org.

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Museum Services Dept: Travus Clark
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MEMBERS

UPCOMING EVENTS



September 1 - A special members meeting will be held in La Mesa to recall the "Great Freight" adventure. Several of the members who participated on that train will be in attendance sharing their memories of that effort to establish our collection in Campo. The La Mesa Police Department community room has limited seating for the 7:00PM meeting. Reservations are required for an in-person attendance and to attend via zoom. Those are available on a first come-first served basis at

<https://forms.gle/uCLj69RG2iYRvesG9>

For the online viewing link -- we require people to RSVP. Anyone who RSVPs for the Zoom will get the link emailed to them the day before.

In Campo:

Saturdays: Sunset Special trains now through September 30th. Sunset Special trains depart from Campo at 7 PM in June, July, and August, and at 6:30 PM in September.

Saturdays and Sundays: The Golden State trains depart at 10:30 AM, 12:00 PM and 3:00 PM.

Wednesdays and Saturdays: Library open from 9AM to 5PM.

In La Mesa: Saturdays: La Mesa Depot open 11AM to 2PM.

August 16: Petitions due for Board of Directors positions: Vice President, Treasurer, Director of Facilities and Director of Operations.

The "Great Freight" Story

The moving of our first string of railway equipment to our new home in Campo was featured in the July/August 1983 issue of the newsletter, then called the *Report*. The editor was Larry Rose, who, frankly, could tell a story like no one this editor has ever met. That issue is reprinted in this issue of the *Hot Scoop* simply because it was the beginning of our dream. And ... it was an adventure like none other for a group of "weekend warriors" who simply would not take no for an answer. I hope you enjoy reliving museum history. *Jim Lundquist*

"THE GREAT FREIGHT" OUR GREATEST ADVENTURE PSRM TAKES ITSELF HOME !

The burning of two bridges in Carriso Gorge on the SD&AE June 18th set in motion the most incredible railroad adventure that any railfan could ever hope to be part of. This trigger event put PSRMA out on a limb when the freak brush fire left all the SD&AE locomotives we needed to haul our equipment from San Diego to Campo stranded on the wrong side of the mountains.

With the switch to the Museum now in and more than a thousand feet of track installed on our property, PSRM was all dressed up with nowhere to go. Where could we get locomotives to haul our elderly engines and cars to their final home? Half in jest, the officers of PSRMA suggested using our own antiques to haul the Museum train ourselves. Our 100 ton three-truck Shay might make it if we doubled or tripled the long climb in Mexico. Someone mentioned our other serviceable engine, tiny #7485, a mere mite of 45 tons, recently leased to San Diego Trolley as a shop switcher. Everyone laughed! We laughed real hard then got down to business and seriously looked at the possibility of steaming the Shay to Campo.

Number 3 was in pretty good shape and had the tractive effort to theoretically haul the eighteen cars of our proposed consist up the 1.4% grade in Mexico in one shot. How about water and fuel consumption? Careful calculation were made. Old-timers on the SD&AE were interviewed about the old steam days. Watering possibilities along the fifty mile route were investigated. Fuel oil logistics were explored. The results indicated that the 1923 sidwinder could do the job if we took care to cover all eventualities. It would be tough, but the idea was so exciting that it spurred us on to tackle the really tough part of setting up such an operation: negotiating with the railroads!

There would be liability problems. Insurance companies would be involved. What problems would we have dealing with the officials of the Mexican government owned Tijuana & Tecate Railway? What about U.S. and Mexican customs and immigration hassles?

Museum President Jim Lundquist took on the main load of making all arrangements and working his way through the red tape. The first place to start was at the superintendent's office of the T&T Railway in Mexicali. Mexican approval of the special move was granted with a single phone call! Museum Treasurer Harry Doering took a day off from his regular job to drive to Mexicali to get the written permission and then hand delivered it to the yard office of the SD&AE.

Meanwhile, Shay #3 sat in the SD&AE yards in San Diego with its drive train out in anticipation of being towed to Campo. With the Mexicans now on our side, the PSRMA mechanical department jumped into action and in two weeks had the 1923 Lima product put back together. Ken Helm, John Ashman, Dan Robirds, Brian Valleau, Ron Hyatt, Shawn Eriksen, Scott Thompson, Dale Prescott and Dick McIntyre jumped on this project as most of the PSRMA regulars started to get steam fever!

Five million dollars liability insurance required by the SD&AE was the next hurdle. Jim Lundquist, Bob Kern, and H. C. "Chop" Kerr participated in these arrangements. The Mexicans didn't ask for special coverage to operate on the forty four miles of the T&T Railway. But the six miles from the border to Campo cost PSRMA \$2500.00 to cover the insurance requirement. Jim, meanwhile, had found out that customs required only a phone call to check us across the border when we arrived at Campo.

Now everyone was getting pumped up. It was the middle of July and everything seemed to be falling into place to pull ourselves up the mountain with steam power. Incredible! Everyone expected a snag to develop and sure enough something happened to put off the big day for two weeks.

We had asked the SD&AE for two flatcars to serve as idlers for the 80 foot long boom of our self-propelled railroad crane, but they didn't want to risk any equipment in Mexico with the railroad shut down. It seems there is also a dispute between SD&AE and the T&T Railway over some unpaid freight charges that made the SD&AE reluctant to send any equipment south of the border.



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.

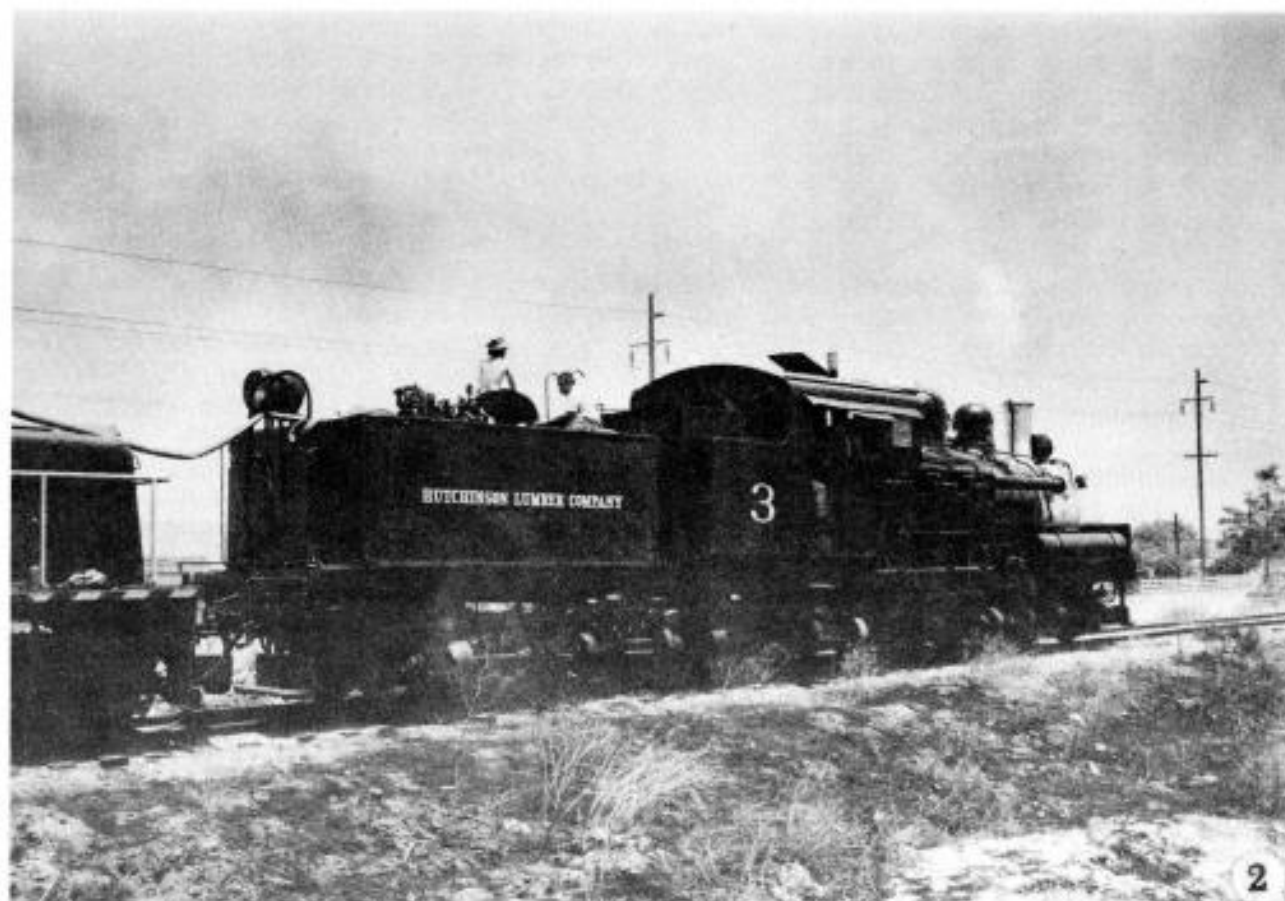
Submission guidelines: All articles should be single spaced and submitted in Microsoft Word format. Photographs are also welcomed. Send all submissions to Editor@psrm.org

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

COVER PHOTO: TV cameramen scramble as our 1923 Shay starts the heavy Museum train rolling toward the border and the adventure of a lifetime. (Andrea Hill photo)



Shay No. 3 chugs along in Mexico about five miles south of the border on July 30th. Ron Hyatt and Dale Prescott man the pump on the tender deck as #3 takes on water from the tender of #104 just behind.

(photo by Andrea Hill)

The Museum mechanical troops jumped in again to take the boom apart and load it in our gondola. Jim Lundquist, Ken Helm, John Ashman, Jim Hamill, Henry Lines, and Dale Prescott did the wrench work. Wally Barber loaned his tractor trailer rig to haul the boom components from one end of the SD&AE yard to the other and Vearl Shelman loaned his crane to do the heavy lifting. This chore was quickly done as the crew was eager to overcome all obstacles to getting our equipment rolling at last to Campo.

To further heighten our anxiety, there were reports on the news of a brushfire near Tecate only twelve miles from our Museum. There have been fourteen brushfires in Mexico between San Diego and Campo since the first of the year. Any one of them could have burned a bridge on the Tijuana and Tecate Railway forever sealing off rail access to our home in the back country of San Diego County. The idea of trucking locomotives to Campo was the spur to get underway one way or another as soon as possible.

While the crane work was going on, the SD&AE assembled our locomotives and cars in the requested marching order in the transfer yard just north of the yard office. Caboose #1413 and the cars at the La Mesa Depot had been picked up a week earlier as was diesel #7485 from next to the San Diego Trolley car barn. Our freight cars and the two big military diesels were already stored in the yards along with #104 and private car #050.

Once assembled, our strange lashup was hauled fifteen miles to the border at San Ysidro on the tracks of the San Diego Trolley between 1:30 and 4:30 a.m., the only time the trolley company isn't on the railroad. The yard at San Ysidro is secluded and very dark at night causing us some considerable security worries. Member Manny Lopez, who runs a guard service, was hired to keep an eye on things for us at night with George Parish and Jim Hamill watching in the daylight hours for the week before the big roll. Many other members stopped by during the week to see the Museum collection gathered together

in one train for the first time ever.

As train time approached, many members were taking care of the tremendous logistics load required to support such an unusual move. Extra sand for the locomotives, brake shoes, coupler knuckles, brake hoses, journal oil, tools and miscellaneous hardware was brought down from Campo by Larry Rose and stored in the Army kitchen car which was to serve as tool car for the adventure. Terry Durkin contributed chain, brake shoes and packing hooks to the effort. Norm Hill, Dick McIntyre, John Ashman, Wally Barber, Scott Thompson and Ken Helm also stocked the tool car with oil cans, jacks and spare locomotive parts.

A chase group was also organized to run parts and errands as might be needed in Mexico in case of a breakdown. Harry Doering, Jim Hamill, Dick and Cliff Pennick and Bob and Linda DiGiorgio led the motorcade backup group. Jim Lundquist kept the train crew and chase group in touch with radio handsets borrowed from the San Diego Trolley. Everyone else with a scanner tuned to the trolley frequency also listened in as the great adventure unfolded.

The San Ysidro yard was a bustle of activity on the Friday night before the move. The steam engine crew lit off No. 3 early so they would have all night to make final adjustments to lubricators and appliances. Steam came up without incident and the crew shut down to get a little sleep about midnight. The rest of the crew showed up at various times during the night and early morning, stocking the kitchen on #1509, oiling journals and taking care of last minute details. Tom Dush, who works for the fire department in San Diego, was fire control officer and helped set up the water pump and hose to keep the Shay's tender full. Our tank car and the tender of steam #104 had been filled earlier, giving #3 25,000 gallons of water on board to make steam with.

Museum board members and staff heads were invited to come along at their own risk understanding that anything could happen and that we may be on the road for days if something should break down. Ann McVeagh, Nick Nichols and others kept the crew fed. Roy Pickering was on hand to video tape the proceedings on board the train.

Engineer Ken Helm and fireman John Ashman were up early (They couldn't sleep anyway!) to build a roaring fire in the Shay. The relief crew of ATSF engineer Terry Durkin, SD&AE engineer G. B. Dyreng and SDT operator Jim Lundquist showed up early also as did the rest of the Museum mechanical troops: Dick McIntyre, Arn Hunsberger, SP engineer Ron Kinum, Ron Hyatt, Shawn Eriksen, Mike Reading, Henry Lines, Dale Prescott and Dan Robirds. Scott Thompson had been up all night polishing the brass on the engine and had the locomotive standing tall for the TV people and rail photographers who also showed up at first light.

The assembled Museum equipment had to be the most unusual mixed train ever seen. The consist behind Shay #3: 45 ton diesel #7485, GATX tank car #79923, SD&AE 2-8-0 #104, MRS-1 #1809, MRS-1 #1820, E. J. Lavino 0-6-0T #10, Coos Bay Lumber 2-8-2T #11, U. S. Army G-10 (the tool car), U.P. coach #576, U.P. diner #4054, Amtrak Pullman #2310 the "Boca Grande" (owned by John Baldwin--a future acquisition!), ATSF cafe-obs. #1509, ATSF boxcar #276594, ACY box-



Shay #3 talks it up loud as it drags the Museum train across the Tiajuana River two miles into Mexico. Larry Rose took the photo from the caboose.

car #3024, 40 ton Navy crane, ATSF gondola #72312, SD&AE private car "Carriso Gorge" #050, and ATSF caboose #1413. The oldest piece in the lineup was #104 built in 1904, the newest: Amtrak #2310 built in 1956.

At 10:00 a.m. on July 30th #3's steamboat whistle announced to the gathering throng that some serious railroading was about to get underway. (An extensive air test had held the departure up as an air leak had to be hunted down and fixed at the last minute.) Loud stack talk indicated a heavy train as Ken Helm throttled back to start a one way trip with no turning back. Jim Lundquist and Dan Robirds on #7485 opened the throttle also to provide what assistance could be had from the 300 h.p. 45 tonner. After a brief ceremony at the border gate PSRM Extra 3 East was underway for better or worse on the railroad adventure of a lifetime.

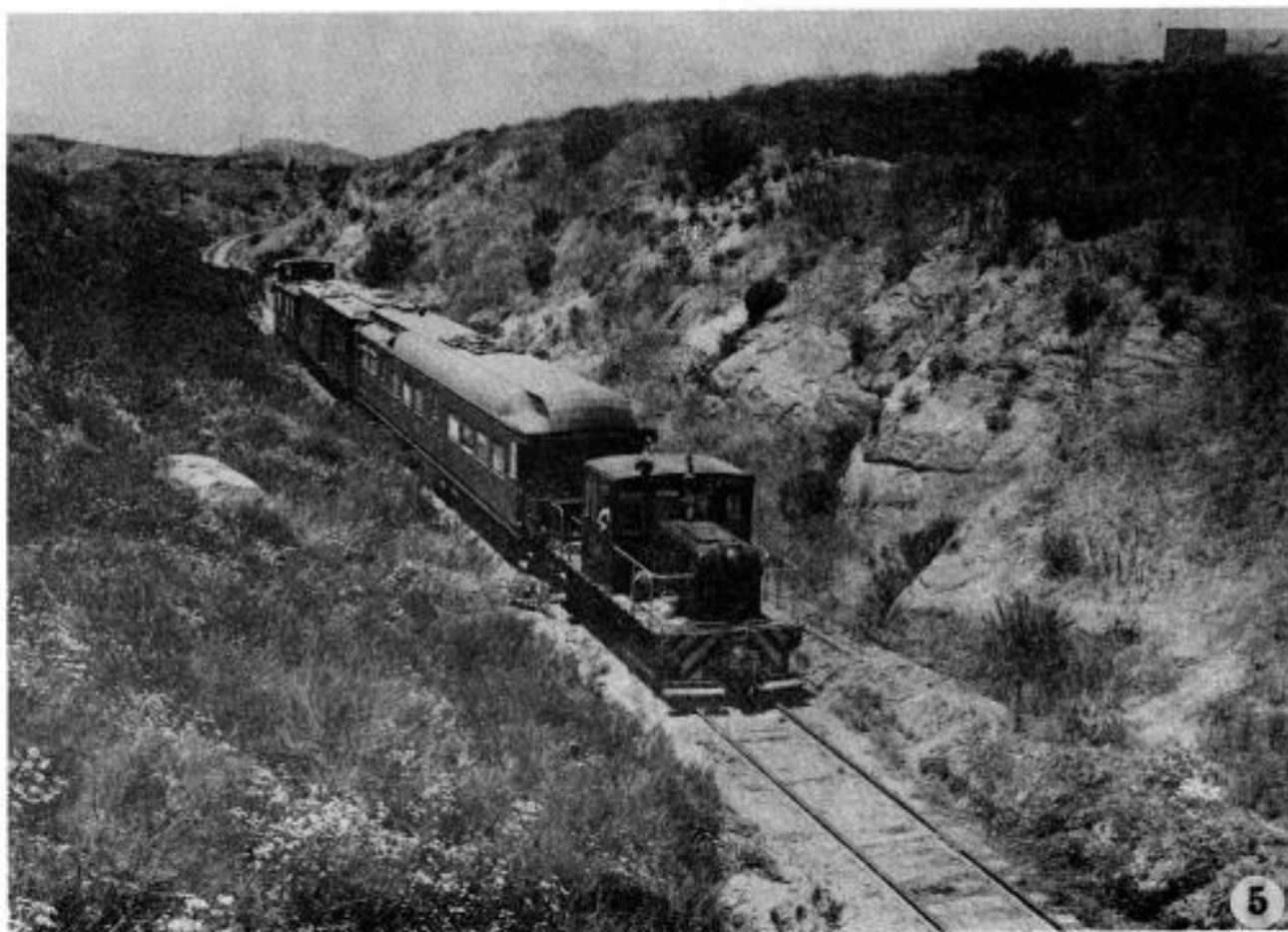
The first few miles were up a 0.4% grade, the flattest portion of the route. As the line twisted through the industrial area of Tijuana, #3 kept up a steady pace of about six miles per hour. The mellow deep throated voice of the old steamer woke up the town as numerous grade crossings were encountered in the first five miles. The locals were astounded and large crowds soon lined the route to gawk and wave. As the grade steepened the Shay never faltered; it just got louder.

Eight miles south of the border the train suddenly ground to a halt with the only serious mechanical problem of the trip. The Johnson bar snapped at an old weld that had not been detected during the restoration. This caused a few other bad things to happen to the drive shaft below cylinder one. Dick McIntyre, Arn Hunsberger, John Ashman and Scott Thompson worked on the problem and managed to get #3 going on two cylinders! The train was broken up and moved a mile ahead to a small yard at Garcia where the hardworking Shay limped in and tied up for repairs. The Johnson bar was welded back together but other problems such as a busted yoke casting led to the decision to drop the fire after several hours of knuckle busting wrench work. The disappointment was severe but there are no quitters on the PSRMA crew!

The stage was now set for the real hero of this yarn to step forward and save the day. It was decided to continue on to Campo, still more than forty miles away, with tiny #7485 shuttling a few cars at a time up the constant 1.4% grade that begins a few miles from Garcia. Now we were really sticking our necks out and railroading by the seat of our pants!



This photo illustrates how small #7485 really is. It can hardly be seen as it stops for a breather at Redondo, an old watering spot in the days of steam, with #1509, the tool car and caboose #1413 in tow. The old tank car is gravity fed from a nearby spring and provided cool water for the crew and chasers on a hot and dusty Sunday morning. (L. Rose photo)



With Dan Robirds and Henry Lines sharing throttle duty Extra #7485 East works up-grade between Rita and La Puerta on the morning of the last day of July.
(Brenda Bailey photo)

After servicing, fueling and a little switching, Extra #7485 East got underway just after dark with the U.P. coach, the U.P. Diner and the Amtrak (ex-Seaboard) Pullman in tow. The three car lash-up had to struggle to get as far as Redondo so the Pullman was left on the main while the two U.P. heavyweights were hauled to Tecate. The steam crew stayed behind and sacked out on the Pullman until the #7485 returned for them about 2:00 a.m. Sunday morning. It was decided not to cross the border at night if avoidable because of the \$230.00 customs fee for a special off-hour inspection at Campo so the yard at Tecate became our night staging area for round trips to Garcia.

#7485 arrived in Garcia to get its second train at 7:30 Sunday morning with Jim Lundquist at the throttle. #1509, the Army kitchen car and caboose #1413 were switched out and assembled on the mainline. #7485 then pulled onto the Garcia team track to be fueled from two drums on the back of Jim Hamill's truck. (Jim had to buy the diesel in San Diego because the Mexicans won't sell it to non-Hispanics.)

All the crew still on hand enjoyed breakfast served up by Nick Nichols in #1509 as #7485 got underway for our first daylight trip up the hill. Norm Hill, project boss for the restoration of ATSF caboose #1413, especially enjoyed the trip in the cupola of his favorite car. The iced water cooler installed in the old shack's immaculately restored interior was well utilized as the temperature was in the high nintys before noon, about the time the train rolled into Tecate and stopped in front of the depot.

Most of the PSRMA people who rode up during the night on the U.P. cars had gone home and missed the big event when #7485 continued on becoming the first Museum train to make it to Campo. Arriving about 2:30 p.m., the gutty little switcher had averaged about six

miles per hour on the constant uphill grind and was honored as the first piece of PSRMA equipment to roll onto the Museum grounds on its own wheels.

Bob Hoffa's Campo Auto Service was the source of diesel fuel for a series of forty mile round trips between Campo and Garcia which was to continue for another six days. Bob also loaned us an electric pump to quickly empty our fifty gallon drums into #7485. The pickup trucks of Larry Rose, Jim Lundquist, Jim Hamill and Dan Robirds did the hauling of fuel, oil, sand and parts as the mechanical foot troops carefully serviced our 300 h.p. midget locomotive dubbed "The Ant" by Norm Hill as it continually hauled three or four times its own weight up a seemingly impossible grade.

Ron Hyatt, Shawn Eriksen, Scott Thompson, Dan Robirds and Terry Durkin provided the crew during the week as the passenger cars in Tecate and more engines and freight cars were hauled up from Garcia to decorate the yard at Campo. Thursday, we were asked to lay off because the President of Mexico was to tour the line from Tecate to Tijuana. The Mexicans take good care of the T&T Railway, keeping it in much better condition than the SD&AE. This tour says much about how concerned they are for its future.

Thursday night we were back in business as Larry Rose, Dick Ruppert, Jim Lundquist, George Parish and Jim Hamill showed up to provide a relief crew for the guys carrying the mail during the week. Ken Helm, John Ashman, Landon Markwith, Dale Prescott, Dick McIntyre, Geoff Shepherd and Henry Lines arrived Friday and Saturday to add more backup troops to the mechanical department and the support group. Dick Ruppert served as brakeman and cook during the adventure and Paul Bortell also did kitchen duty as the PSRMA regulars pitched in wherever there was a need.

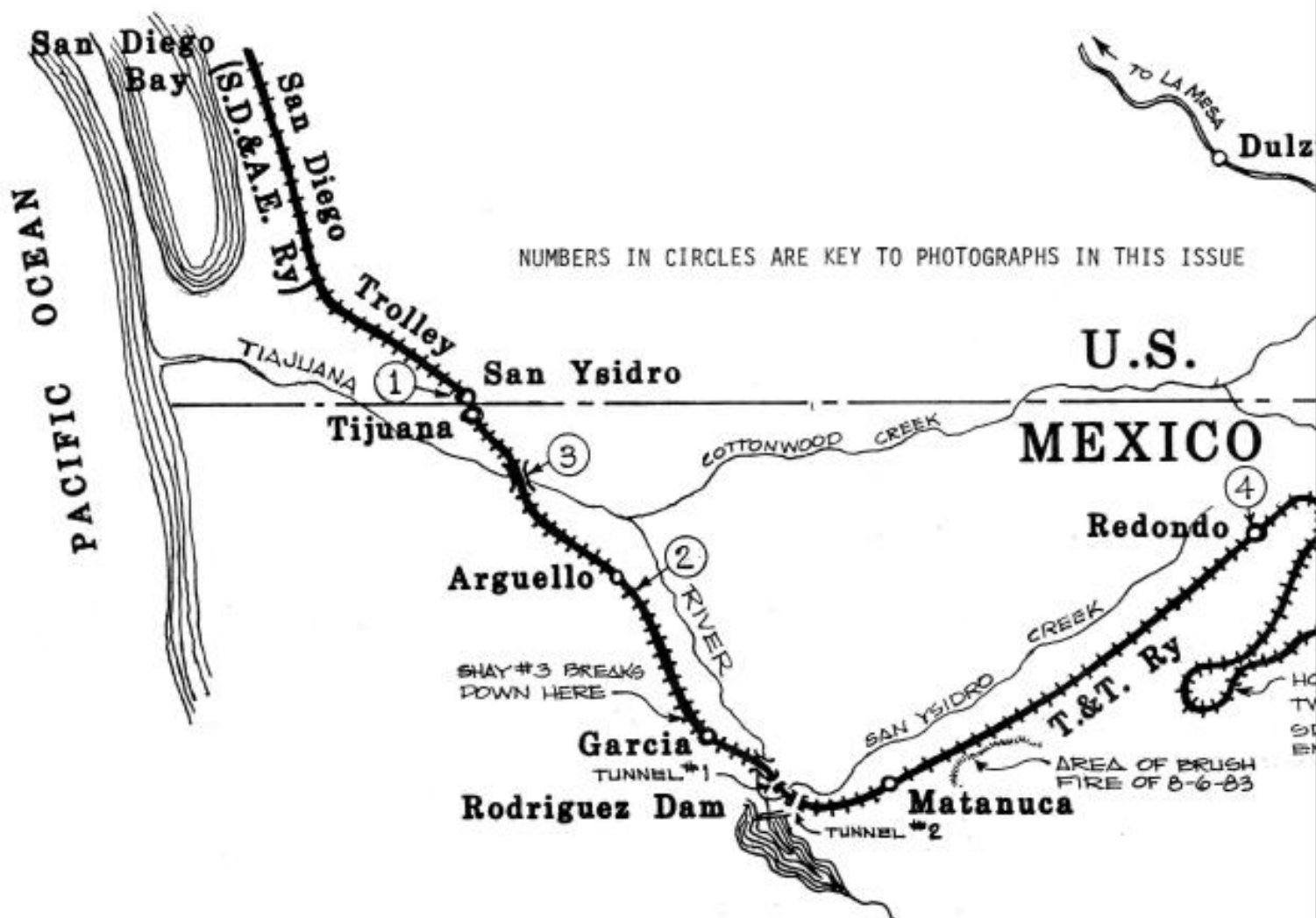
Jim Lundquist, Henry Lines, Dick Ruppert and Co. handled the Friday afternoon train. Larry Rose, Ron Hyatt and Shawn Eriksen had the night run and Ken Helm, John Ashman, Dan Robirds and associates ran the day train Saturday hauling up the Shay. The PSRM air conditioned bunk room was in use night and day disturbed only for crew call and the dinner gong as the museum volunteers worked around the clock for four days.

The most exciting trip of the 800 mile marathon started in Tecate Friday night when Jim Lundquist's crew rolled in and tied up with the "Carriso Gorge" and E.J. Lavino #10 in tow. The relief crew of Ron Hyatt, Larry Rose and Shawn Eriksen began servicing the engine as Jim and Co. headed back to Campo by car for beans and bed. The assignment was to get underway within thirty minutes to Garcia to pick up the SD&AE #104, the heaviest single load in the collection.

Departure was delayed more than two hours as a severe oil leak was discovered and fixed before #050 and #10 could be switched into the Tecate house track, hardly the way to start what promised to be our toughest haul. #7485 finally got out of Tecate at midnight running light to Garcia. While rounding the horseshoe curve at the top of Redondo Valley



#7485 is being serviced for a night run amid the lengthening shadows at the Campo depot Monday, August 1st. It's been more than thirty years since this station saw a passenger car. There were five here when Larry Rose snapped this picture.

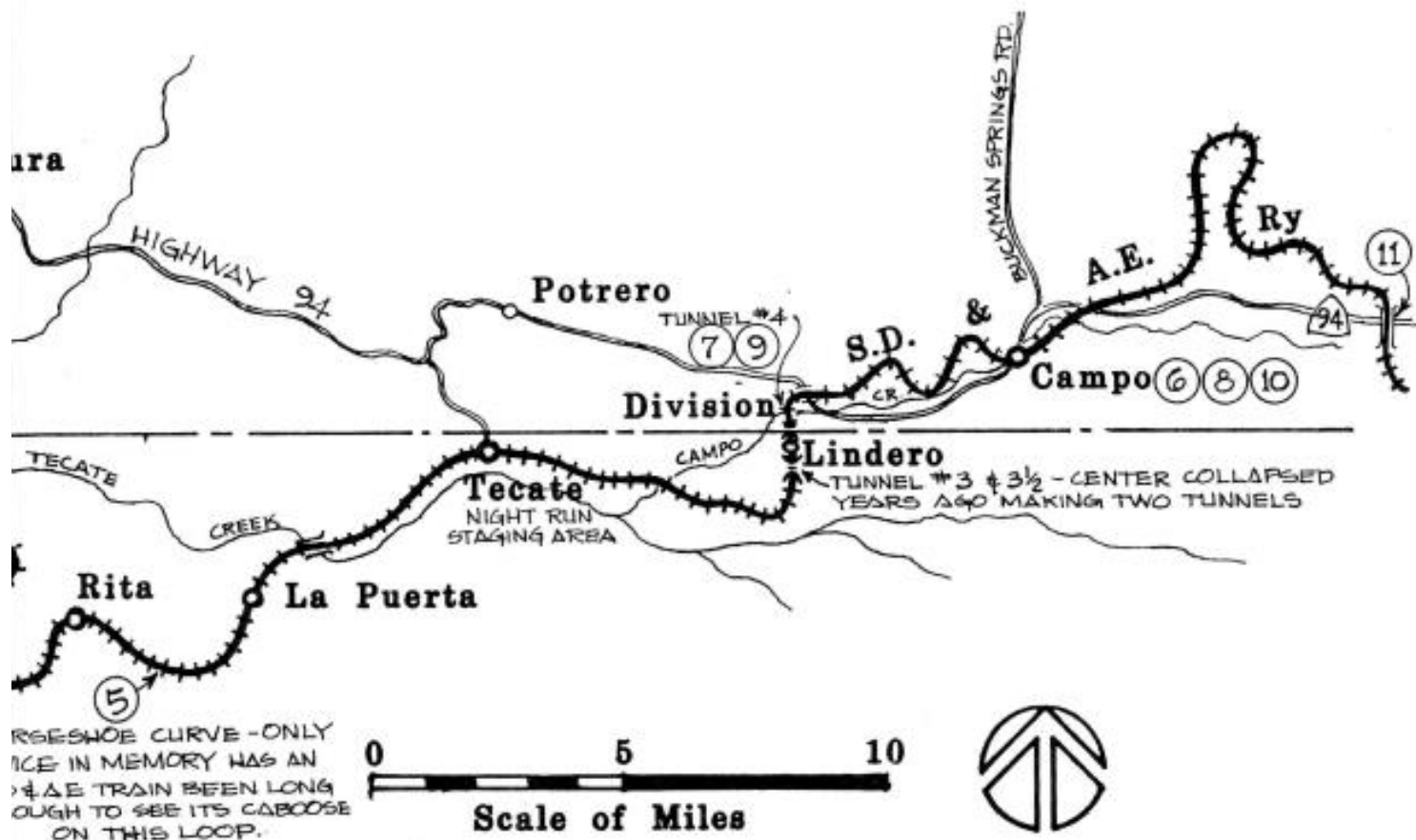


THE ROUTE OF PSRM EXTRA 3/7485

the crew noticed the orange glow of a brush fire at the west end of the valley in the area of Matanuca. It took another thirty minutes to discover that the fire was raging within a few feet of the tracks along a quarter mile front. All this time a spectacular thunder and lightning show accompanied #7485 but not a drop of rain fell to douse the blaze. The crew was beginning to feel snake bit!

Ron Hyatt, in the right hand seat at the time, throttled down to assess the fire situation and it was decided to blast on through before the fire jumped the tracks. Arriving in Garcia around 2:00 a.m., the crew quickly switched out #104 and tacked on the GATX tank car for extra brakes just in case. Shawn Eriksen waved the highball at 2:30 and the sanders had to be used just to get the heavy train started. The ponderous #104 was obviously going to be #7485's most severe test. Just then, the thunder and lightning intensified and it started to pour! More sand and a wide open throttle finally got us rolling at a snappy six miles per hour and the windshield wipers worked perfectly. Even more important was how the rain put out the brush fire and was beginning to really help us in other ways.

Other night runs with lighter loads had featured exhaust stacks glowing cherry red with each spouting two foot rooster tails of fire. Overheating was a constant worry and many stops were made to cool down. But that night, the Lord wanted to get #104 to Campo and provided three and a half hours of driving rain to keep #7485 cool for the duration of its toughest climb. Halfway to Redondo, a tremendous lightning bolt went to ground on the track ahead only a quarter of a mile away. The thunder clap rattled the doors and



EAST "THE GREAT FREIGHT"

windows of the forty two year old "ant" and the white flash bulb light illuminated the face of #104 that continued to rumble along behind us like a big silver smiley button.

The heavy rain in August is more than just rare in Southern California; it's unheard of! And it couldn't have come at a better time. At 6:00 a.m. #7485 rolled through Tecate with engines purring at 3/4 throttle running cooler than it ever had! The rain stopped as #7485's three-chime Nathan got the train safely through the last of Tecate's many grade crossings. The crew enjoyed a beautiful Saturday morning sunrise while approaching the border and were bathed in full sunshine as they rolled out of International Tunnel and across the first bridge over Campo Creek. The last six miles to the Museum were pure heaven for a railfan. It's a shame only three people were there to enjoy it. Hot damn, what a train ride!

John Ashman and Ken Helm were waiting at the depot as #7485 spotted #104 right in front, ending a journey that began eight months ago in an isolated fairgrounds plot almost ninety rail miles away. It had travelled over three railroads (four, if you count the trolley, five, if you count PSRM!) to get to Campo and its arrival was extremely satisfying to all involved. A tired but happy crew checked into the bunkroom at the car shop as Ken, John and crew serviced #7485 for a daylight run to Garcia to fetch Shay #3.

Ken and John's crew had no easy time of it either, as the 100 ton geared engine also got #7485's full attention on the steep climb east of Redondo. A loaded boxcar on the end didn't help but the little G.E. product continued to perform beyond its design capacity.

By Saturday evening only two trips were left down to Garcia, MRS-1 #1820 and the crane and its gondola of parts. It was decided to take two crews along and move both loads to Tecate during the night with the relief crew catching a nap on the floor of #7485 or the cab of #1820 during the slow crawl up the hill.

Jim Lundquist, Henry Lines and Dick Ruppert started out with Ron Hyatt, Larry Rose and Shawn Eriksen again as the second crew. Jim and company hauled the crane and ATSF gondola up first and shoved them into the Tecate house track behind #050 and O-6-OT #10 that had been left there the day before. The relief crew picked up the last load at Garcia, engine #1820, and rolled straight through to Campo. The first two crews then grabbed a few winks in the bunk house as a third crew of John Ashman, Dan Robirds and Dale Prescott made the twenty four mile round trip to Tecate to get the crane and gondola.

This set the stage for the last trip into Campo and all PSRMA members and their families who were on hand climbed aboard caboose #1413 for the three hour trip to Tecate and back. Riding in our beautifully restored Santa Fe shack on the last train of PSRMA's most incredible adventure was the highlight of a week of railroading that will be forever remembered by those who were there. There was champagne on ice in the caboose and the corks were popped upon arrival in Campo as a celebration seemed in order.

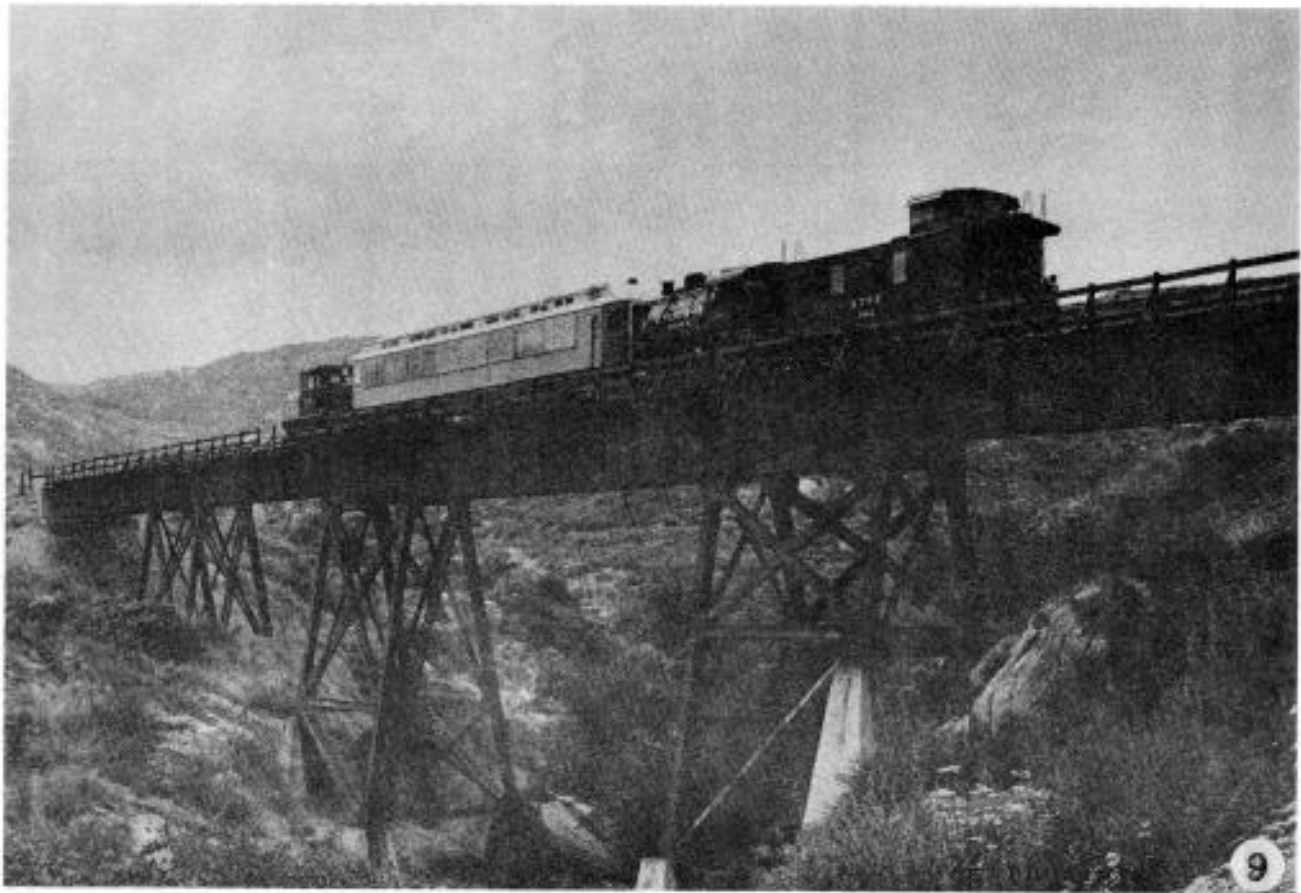
A bunch of weekend railroaders had just completed operating trains powered by museum pieces, unhindered, over 800 miles on two mountain railroads in two countries! A significant achievement for an all volunteer museum association. PSRM Campo is now firmly established with the bulk of our collection on the property. How it got there was not as we planned it but how we dreamed it should happen. Norm Hill probably said it best as he rode in the cupola of #1413 halfway up the hill out of Redondo: "I hope nobody wakes me up because this is one dream



The open cab door indicates the quick exit of Larry Rose, who jumped off and scrambled across the bridge at International Tunnel to get this shot of #7485 with #104 and a tank car in tow. The border is inside tunnel #4, 28.5 ft. from the west end of the 598 foot bore.



#104 in Campo---PSRMA delivers! (Larry Rose photo)



The last section of "The Great Freight" rolls across the bridge at International Tunnel bound for PSRM Campo, six miles distant. This bridge still wears its original paint and lettering "Llewellyn Iron Works" applied in 1915. For a photo of this bridge under construction see REPORT #170, December 1980, page 5.

I wouldn't miss for anything!"

The performance under heavy pressure by all involved was magnificent. Here is the honor roll:

THE TRAIN CREWS AND MECHANICS

Jim Lundquist	Ron Kinum	Shawn Eriksen	Arn Hunsberger
Ken Helm	Dan Robirds	Scott Thompson	Landon Markwith
John Ashman	Ron Hyatt	Larry Rose	Henry Lines
G. B. Dyreng	Mike Reading	Dick Ruppert	Duane Leal
Terry Durkin	Dale Prescott	Dick McIntyre	Norm Hill

FIRE CONTROL

Tom Dush	Mel Medhurst
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THE SUPPORT GROUP AND CHASERS

Jim Hamill	Ann McVeagh	George Parish	Bob DiGiorgio
Harry Doering	Roy Pickering	Paul Bortell	Geoff Shepherd
Nick Nichols	John Baldwin	Herb Kehr	David DiGiorgio
Cliff Pennick	Brenda Bailey	Doug Harley	
Dick Pennick	Andrea Hill	Linda DiGiorgio	

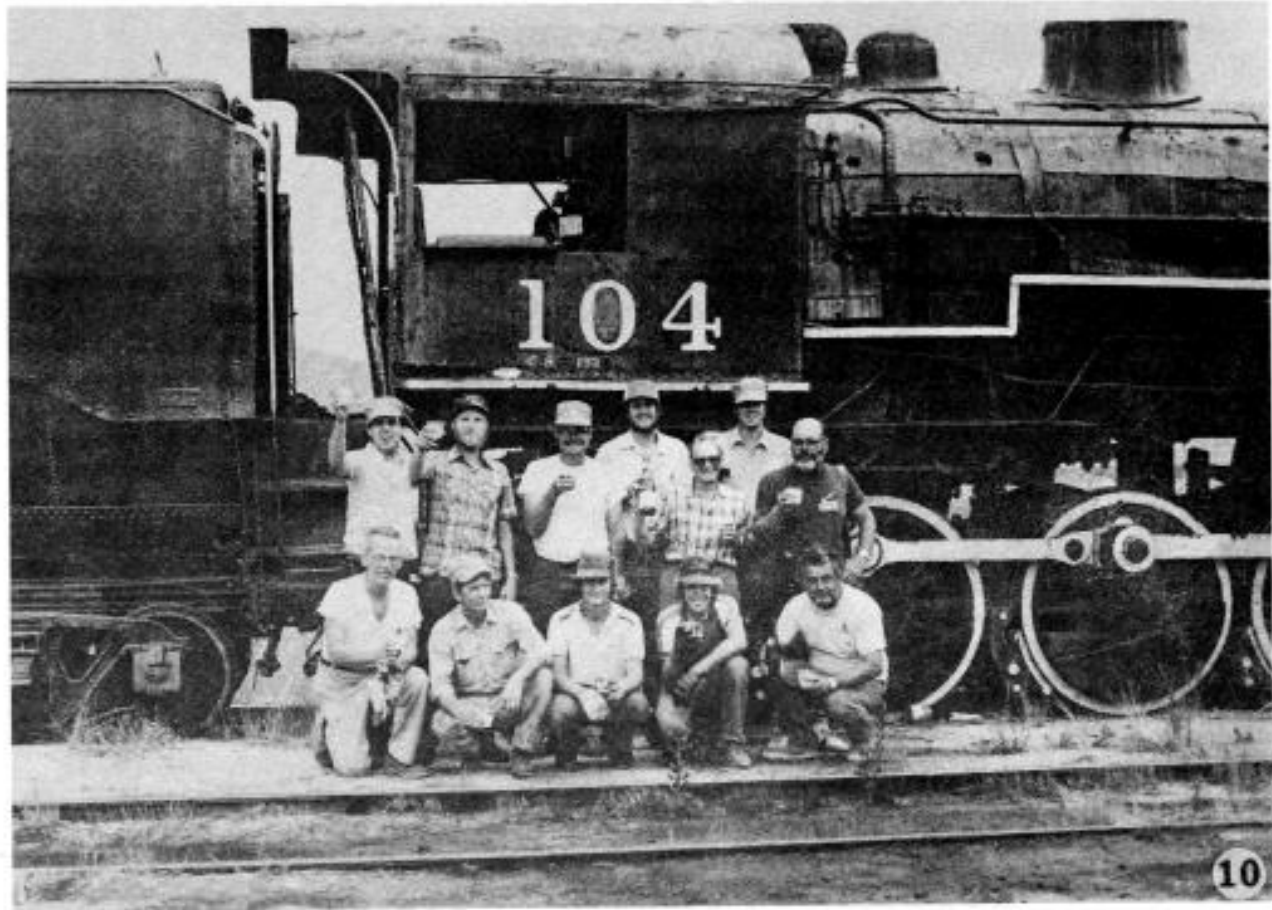
FOOD DONORS FOR THE PSRM KITCHEN

Doris Dean
Kay Montgomery

Tanya Rose
Joe & Helen Reuter

Ron Kinum
Margaret Barksdale

Geoff Shepherd
Dick Ruppert



All of the members who were at Campo for the last train on August 7th pose here with champagne in hand before our largest locomotive in celebration of the successful and safe conclusion of a rail adventure without equal. They are: from left, front row: Jim Hamill, John Ashman, Ron Hyatt, Shawn Eriksen and Dale Prescott. Standing: Larry Rose, Henry Lines, Geoff Shepherd, Jim Lundquist, George Parish, Dan Robirds and Dick Ruppert.

Footnotes:

Jim Lundquist and Henry Lines, both San Diego Trolley employees who are issued SD&AE switch keys for their regular jobs, loaned them to the PSRM crews for the duration of the great adventure. Dan Robirds made up a first class "employees" timetable for the special move, issued as Pacific Southwest Railway Timetable No. 1. It was set up in the traditional manner and is sure to become a collector's item.

Special thanks to Tanya Rose our Membership Director, who operated "Rumor Central" at the Rose home. She dispensed up-to-date information to members, the curious, and the news media who were calling constantly just before and during the big show.

Most often heard mumble from the train crews throughout the move: "I can't believe we're really doing this!"

From the Back Platform

By Stephen Hager, President

The summer heat is upon us! Temperatures at the Pacific Southwest Railway Museum in Campo have been hitting the triple digits over the last few weekends. Projects at the museum tend to slow down during this time of year, but they certainly haven't stopped. In the equipment department, slow but steady work continues on SP 3709. At the end of June, volunteers started the locomotive for the first time since it arrived on the property in 2012. The locomotive may not have run in over 10 years, but thanks to its new fuel injectors and batteries, it fired right up! This was a major step in the locomotive's mechanical restoration.



Upcoming work on SP 3709 will include topping off the lube oil, flushing the cooling water system and adding corrosion inhibitor, reinstalling the few remaining missing brake valves once they come back from rebuild, reinstalling the number 2 main air reservoir, and reinstalling the pilots. The latter two tasks have been on hold while we waited to get our 6,000 lb. forklift back from having its hydraulic cylinders rebuilt. The forklift is now back at Campo and we are ready to proceed with these tasks.

Work on SP 3709 will be interspersed over the next couple months with the annual maintenance and inspections that we perform on our operating fleet of locomotives and passenger cars in advance of the Pumpkin Express and North Pole Limited trains. For those interested in volunteering on these projects, make sure you are subscribed to our volunteer email

list and keep an eye out for email notifications of upcoming work. If you would like to be added to the list, please send a note to volunteer@psrm.org.

If you have visited the museum and ridden our trains in the last two months, you may have noticed that our train rides have been truncated. A derailment on the main track in May about two miles west of Campo forced us to take the track out of service at that location until repairs can be made. The maintenance of way team has been chipping away at the problem spot over the course of a few work days, but high temperatures make it difficult to work long hours and progress has been slow.

To ensure that we can complete the repairs in a timely manner, the operations department has received

board authorization to contract with a professional railroad contractor to perform a comprehensive track inspection between Campo and Division. The contractor will provide a punch list of sections of track where they recommend repairs, with particular attention to the out-of-service track section. Based on the results of this inspection, we expect to hire the contractor to perform any needed repairs. This will ensure that we have the railroad open to Canyon in time for our North Pole Limited season.

Cost permitting, we hope to have the contractor work west of Canyon as well so we can resume train rides to Division after a six-year hiatus.



From the Back Platform - continued



At the beginning of August, we will sadly have to say goodbye to a rising star volunteer, Grace Brown. Grace first started volunteering at the museum several years back during special event trains, serving as a costumed “scarer” during our Pumpkin Express trains and as an elf on our North Pole Limited trains. More recently, she became one of our main bartenders in the first-class cars during the North Pole Limited and other special event trains where first class is offered. In the fall of 2022, Grace began an internship at the museum to fulfill the requirements of a senior elective course at her high school. The internship required that Grace dedicate seven hours a week to the museum, but she quickly went above and beyond that requirement, putting in full weekends at Campo nearly every weekend since then! Grace has shown herself to be an extremely dedicated and capable volunteer and she isn’t afraid to get her hands dirty.

In the last year, Grace has helped perform inspections and servicing on locomotives and railcars, cleaned and organized large sections of the Campo car shop,

participated in the restoration of SP 3709, and written the definitive playbook on bartending for our first-class train cars. She has been my right-hand woman in the equipment department for the last several months, often being the only person to help with the dirtiest jobs in the car shop. Grace is heading to South Carolina to pursue a degree in stonemasonry at the American College of the Building Arts. We wish Grace the best of luck in her future endeavors and look forward to seeing her back at Campo when time permits!

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!



LIBRARY UPDATE by Bruce Semelsberger

Material donations to the library usually slow down during the summer months and that has been the case lately. The chance to catch up with the backlog is welcome. Most notable lately are three photo albums filled with color photos from the SD&AE of Carriso Gorge activities including the famous wreck, the devastation from tropical storm Kathleen and the last runs before the sale of the line to San Diego MTS. Photos were taken by former train crew personnel and are largely unseen by the public.

Long-time volunteer Randy Houk has also gifted us with a digital copy of some of the videos he took over the years including the 1990s archaeological expedition to Coyote Wells, Dos Cabezas and Sugar Loaf.

Our “side job” of updating the videos in the Exhibit Hall and the equipment on which they are displayed proved more formidable than originally envisioned. The quality of some of the original material was marginal and we needed to search for better sources, particularly the movies used for the RS&S “Jim Crow” car presentation. Largely through the efforts of Richard Finch, that entire presentation is now reformatted and upgraded to a higher digital standard. As each video is remastered it is transferred to an SD card and the old DVD player is replaced with a new solid state media player. Ideally, when the job is complete all of the videos should come on when the power in the building is switched on and automatically loop during the day until power is removed with no other supervision.

We also continue to work with Maria Curry and the others involved in creating a railroad museum in the former Tijuana depot. We have turned up a significant amount of information documenting the several depots at that location. The original was destroyed by the 1916 flood and another burned in a fire. We have uncovered original drawings as well as various modifications to and the contents of the buildings. In addition, similar information regarding other structures such as customs offices, section houses and track layouts previously unknown to the group have also turned up.

Volunteer David Choy has managed to find time away

from operations to assist with the book collections and has now learned the art of cataloguing with Past Perfect software. He has proved to be much faster at this than I and we hope to make some real progress in this area before he is called to other duties. With David working on the books, Bruce was freed up to work on preserving the drawings and field survey notebooks we got in the San Diego Eastern Railway chief engineer’s trunk. All have now been examined and the notebooks placed in order on shelves alongside the SD&A field surveys. The profile drawings and

base maps have been boxed and now reside in the maps and drawings collection bay, although they still need to be catalogued. To make shelf space for the field notebooks, a group of SD&AE waybills and other documents from the 1970s that had been shelved in the original cardboard office storage boxes have now been re-boxed into large archival storage boxes and transferred to the

SD&AE archive area.

Lastly, all of the local railroad photos from the Eric Sanders collection have been catalogued, scanned and added to the broad collection by railroad. For the benefit of newer members, Eric was a high school principal, major railfan and member of predecessor organization Railway Historical Society of San Diego where he was the editor of the *Dispatcher* newsletter for many years. He is also a founder of PSRM and this library. He amassed a very large and diverse collection of photos which we originally sorted broadly by railroad and then left intact as a collection in one entire file cabinet for a couple of decades. We have just begun to physically catalog each photo and place it in a separate envelope as we do with all of our other photos, depending on the computer to maintain the identity as part of a separate collection.

Project of the Month for August: Digitize a couple of dozen VHS tapes containing videos of PSRM excursions, news stories and the like before they degrade. This could be done at the library or at home by anyone with the necessary equipment. We can sign out a box of videos at a time to anyone wanting to work at home. If able to help, email Bruce Semelsberger at: brucesems@cox.net. Thanks to all of the donors and volunteers for their time and efforts this month.



Notes from fundraising by Donna Spevack

Happy August Rail Fans! More summer and sunny days ahead, but now is a great time to volunteer or renew your membership at PSRM.

I'd like to thank all of our wonderful donors who have given so generously this month and especially those who took advantage of their company matching programs. Bravo!

Company matching programs are a great way to double your donation and support the museum, so take advantage of your employee match programs this year. Corporate philanthropy programs allow you to maximize your donation impact, without having to reach back into your wallet.

Check out this list of companies that participate in a company match program: [List of Companies with Matching Gift Programs \(easterseals.com\)](#). Your human resource department is a great place to start!

Thank you to our June/ July Donors - If I forgot anyone, please let me know and I will add you next

month:

Christian Mergliano, George Porter, Jeffrey M. Burbank, Harry Gavin, Steven Wilfong and Harry Wilfong.

Donate Today to Help Save our Railway History for Your Enjoyment and for Future Generations.

Anytime is a great time to donate to the Historic Preservation Fund at PSRM, preserving railway history that tells our stories, reflects our culture, and has shaped our shared American experience.

To make a donation go online at: [Donate – Pacific Southwest Railway Museum \(psrm.org\)](#) and click on our donation site or you can mail in a check addressed to PSRM, 4695 Nebo Dr., La Mesa, CA 91941-5259. Please specify if you would like to contribute to a special project, in memory of a loved one (bench with a plaque) or a general donation.

If you would like to explore more ways in which you can help PSRM, please feel free to contact us for more details. Thank you!



The car mover recently had repairs completed by our volunteers and placed back in service. *Photo by Frank Denison 7/22/23*



Welcome new members. The Pacific Southwest Railway Museum proudly announces our newest life member Albert Manus has joined as life member 337. When you see Albert around the museum, please join us in welcoming him to the life member rolls.

Also, PSRM is happy to announce our 11 newest

members for July; Lettie Buska, Geraldine Finn, Mark Gabele, Harry Gavin, Jim Mahon, Stephanie McGee, Adriana Mendoza, Amanda Montoya, Julio Ornelas, and William Swearingin.

If you are tired of renewing your membership, or are looking for a way to better support the museum, we are always accepting new life members! More information is available on [psrm.org](#).



Training new volunteers is an ongoing effort at our railway museum. On the left, Tim Wamsley was training Jenn Brooker in the operation of a motorcar, which follows behind our trains as fire patrol. On the right finds Grace Brown in the drivers seat of our car mover. If you are interested in learning a new skill, come on out to Campo. There are plenty of jobs for everyone.

Photos by Frank Denison 7/22/23

Operations Volunteers

by Rich Paulus, Chief Operations Officer

Train Service - those who are qualified train crew members, speeder operators/crew, and trainees who have helped us run 21 Golden State trains, 4 Sunset Special trains, and the number of days they have volunteered through July 23: Colin Atwood 5, Jim Baker 2, Carl Brooker 1, Jenn Brooker 1, Grace Brown 1, Ken Brown 3, James Caestecker 2, Kyle Cascadden 1, John Cenkner 2, David Choy 1, Travus Clark 1, , Bo Golson 1, Stephen Hager 2, Charles Karayan 1, Amira Kaddoura 1, Christian Mergliano 1, Mike McIntyre 1, Duke Schweikert 1, Rob Stebbins 3, Tom Ulrich 2, Tim Wamsley 3

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: Colin Atwood 1, James Caestecker 1, Kyle Cascadden 1, John Cenkner 1, Jason Drenkow 1, Charlie Karayan 1, Amira Kaddoura 1, Rich Paulus 1, Russel Ray 1, Glen Rogers 2, Morgan Snyder 1.

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

Yard switching - these are the volunteers who have worked in PSRM yards this period: Jim Baker 1, Rich Paulus 1, Tim Wamsley 1.

Locomotive Familiarity Training: Stephen Hager 1, Jim Baker 1, Randy Houk 1.

There were a total of 55 volunteer-days this period.



Above: Work continues on the “Party Caboose” inside the Shop Building. Volunteer Frank Najera is installing new window frames. When completed, the caboose will be placed across from the Campo Depot and rented out to our visitors for private parties.

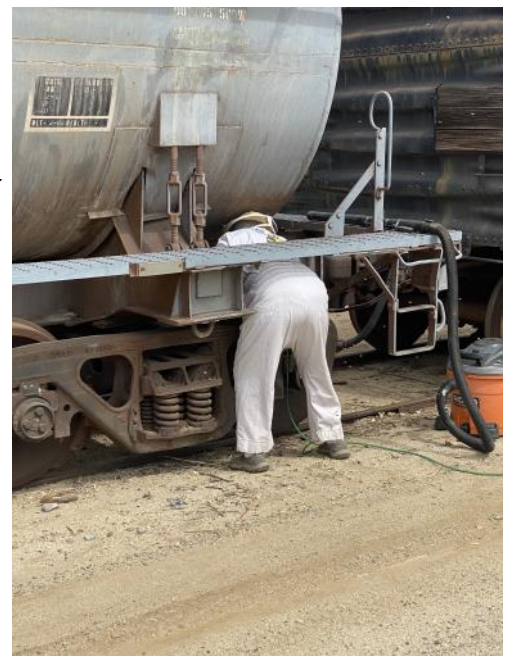
Photos by Frank Denison 7/22/23

Below: While we welcome almost all visitors, bees which take up home in railcars adjacent to where our public visitors are walking are not welcome. As an ongoing effort, removing the bees has become an annual effort. Our thanks to Frank Denison for driving down from San Clemente to oversee the contractors work at

Campo.



Photos by Frank Denison 7/21/23





The SD&AE Railway local, “El Cajon Roust-about”, returns westbound with the daily freight train on the La Mesa branch. This location appears to be where the 12th & Imperial Trolley Station is now located.