



A publication for the Pacific Southwest Railway Museum members

April 2024



Bunny Trains

**were rolling at
Campo during the
month of March.**

Many volunteers were involved in this annual event. Families brought the little ones to enjoy a train ride, Easter egg hunt and a chance to meet the Bunny.

Lots of fun (and work) for everyone involved.

**Thank you every-
one involved.**



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

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.

Museum Officers

President: Stephen Hager
Vice President: Colin Atwood
Treasurer: Hector Gonzalez
Secretary: Jenn Brooker
Equipment Dept: Robert Smith
Facilities Dept: Frank Denison
Museum Services Dept: Travus Clark
Operations Dept: John Cenkner

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Gift Shop Mgr: Thomas Deen
Archivist: Bruce Semelsberger
Hot Scoop Editor: Jim Lundquist
Membership: Carl Brooker
Steam Foreman: Jim Baker
Volunteer Coordinator: Jenn Brooker
Asst. Dir. Of Facilities: Jim Lundquist
Station Master (La Mesa): Timothy Miller
Social Media Mgr: Jason Drenkow
Asst Volunteer Coordinator: Colin Atwood

Many special events planned in the next few weeks, both at Campo and in La Mesa. Look at the calendar and pick a few events to attend or participate.

Calendar:

Special Events:

April 5 at 7 p.m. - Coaster Locomotive 2103 Acquisition, see page 4.
Members meeting in La Mesa Police Dept Community Room

April 6 - Coaster SDNX 2103 will be the lead locomotive at Campo

April 13 & 20 - Brakeman class at Campo

April 18 at 6 p.m. - Annual Museum Dinner at Bali Hai Restaurant

April 20 at 1 p.m. - San Diego Miata Club car rally and train ride

May 4th and 5th - Campo Days at Campo

June 20 - National Model T rally and train ride

Regular Schedule:

At our Campo Facility

Saturday and Sunday, 9 a.m. to 5 p.m. - Museum open to public.

Saturdays and Sundays - volunteer work days.

Wednesdays and Saturdays - Library open from 9 a.m. to 5 p.m. Call Bruce Semelsberger at 619-264-7282 for an appointment

At our La Mesa Depot

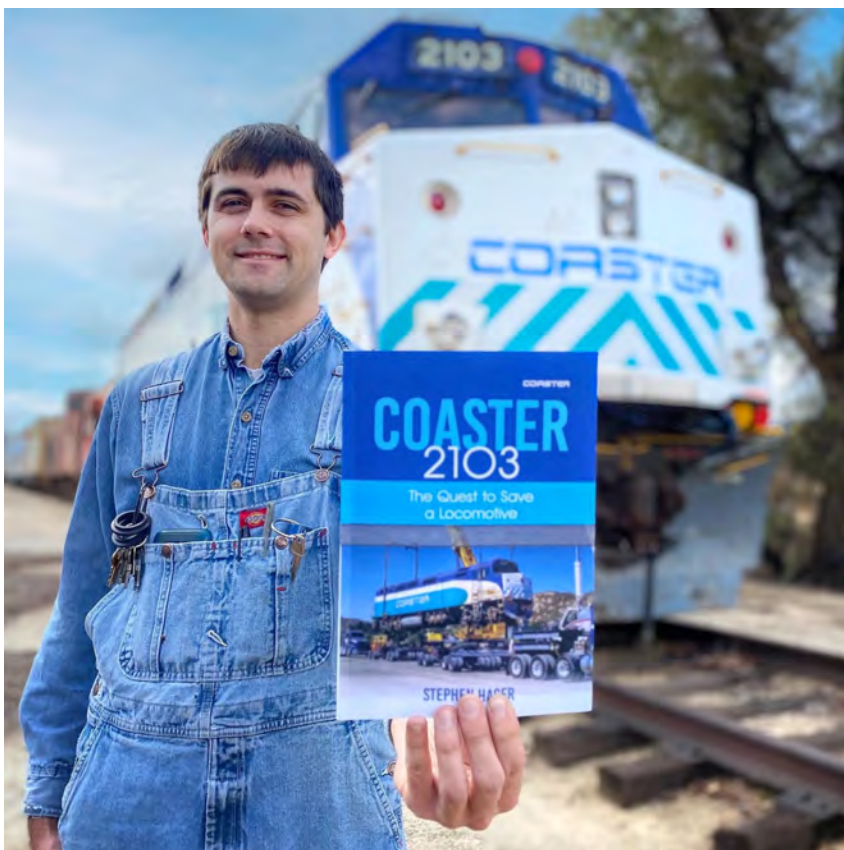
Tuesday & Thursday Noon - 3 p.m. Saturday: 11 a.m. - 2 p.m. - Depot open

Volunteers are at both locations during the week as well. For more information about volunteer opportunities, please email: volunteer@psrm.org



April 5th, 7 p.m. - Members meeting set in La Mesa.

Come hear about the acquisition and transportation of our newest locomotive at Campo. It is a fascinating, multi-year story told by none other than the guy who made it all happen - President Stephen Hager.



North County Transit District's five F40 locomotives were familiar workhorses on the Coaster commuter trains for over 25 years. When NCTD announced that it would be retiring these locomotives, PSRMA leadership knew it had to act to save them. PSRMA faced and overcame daunting logistical and regulatory hurdles, culminating in the arrival of SDNX 2103 at Campo in August of 2022. Come hear Museum President and Coaster Locomotive Acquisition Project Manager Stephen Hager give a lecture on Friday April 5th about how SDNX 2103 became PSRMA's newest locomotive.

As a added bonus, in conjunction with the lecture, on Saturday April 6th, PSRMA will operate SDNX 2103 on the day's Golden State Excursion trains.

The fun will take place in La Mesa, CA on April 5, 2024 at 7:00 pm.

The lecture will be held at the La Mesa Police Department's Community Room at 8085 University Avenue, La Mesa, CA 91942 (a few short blocks from PSRMA's own La Mesa Depot). Light refreshments will be served. In addition to the in-person presentation, we are pleased to offer a Zoom live-stream of the meeting as well for those members and friends who are unable to attend in-person.

Due to space constraints, in-person attendance is limited to the first 40 individuals to RSVP. You can RSVP for either in-person or virtual. Those attending virtually will receive a Zoom link the day before.

The book on the acquisition is on our Gift Shop shelves. It is also available on Amazon at: <https://www.amazon.com/dp/BOCMPKS9L3?>



Come one - come all.

Let's celebrate our Museum and our great volunteers.



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. Please include photographer and date of photo. 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

The Pacific Southwest Railway Museum
cordially invites you to

The Annual Members Dinner

An evening filled with food, friends, and reflections on the accomplishments of the past year, with a special acknowledgment planned for our volunteers.



Thursday, April 18th

6:00 p.m.

Bali Hai Restaurant
2230 Shelter Island Dr, San Diego, CA 92106

Tickets are \$25 per person. Visit
<http://tiny.cc/PSRMDinner2024>
or scan QR code to purchase.
Password: PSRMDinner2024!



Tickets on sale now! Total is \$28.00 including all ticketing fees.

From the Back Platform

By Stephen Hager, President

Springtime is one of my favorite times of year in Campo. After a particularly cold and wet winter, the warming temperatures and lengthening days are a welcome change. The second quarter of the year is typically the second-busiest quarter of the year for the Pacific Southwest Railway Museum Association. Easter and our Bunny Train season normally fall during this quarter, though this year is a bit of an anomaly with Easter being at the end of March. Our Annual Dinner normally takes place during the second quarter and it's scheduled for April 18th this year. Also, Campo Days is back for the third year in a row. This year, it will be taking place on May 4th and 5th.

Numerous projects are underway at the museum presently, and with the mild temperatures during springtime, this tends to be our most productive time of year. The Museum Services department is working on a project to install irrigation and plant a variety of native plants on the embankments between the Campo Depot and Exhibit Hall. This new planting will serve both to cut down on erosion and enhance the appearance of our property for museum visitors. Museum Services is also designing new and updated signage to install at several locations throughout the museum grounds.

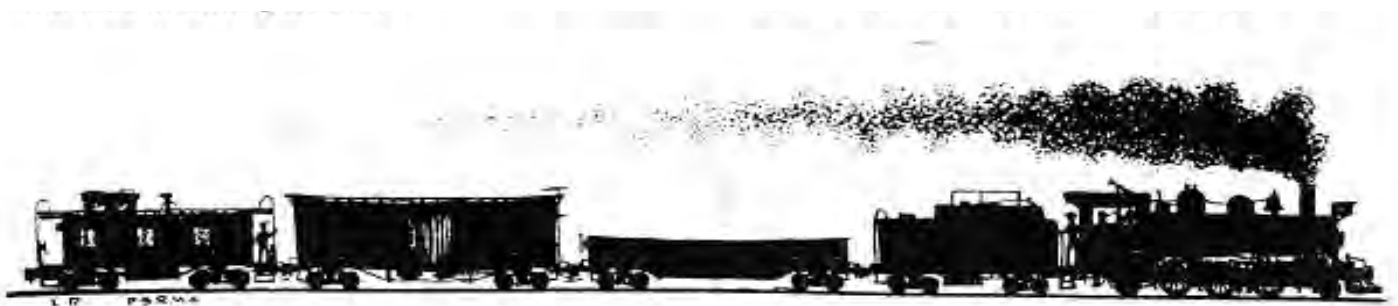
The Facilities Department is working on multiple small drainage projects throughout the property. Several existing large drainage culverts are being cleaned out and new culverts are being installed, including one running under the future walkway to the birthday party caboose pad across from the depot. Speaking of the birthday party caboose (former Chesapeake & Ohio Railway 90751), volunteer Bryon Anderson has

been appointed as the new project manager for this project. With the assistance of other Equipment Department volunteers, Bryon has been repainting, re-furnishing, wiring, and redoing the roof of the caboose. After the caboose is complete, Bryon will move on to painting and reinstalling parts in the locomotive (former Arco 6920) that's destined to be paired with the caboose. Once the project is complete, the caboose and locomotive will be moved from the car shop to their final resting place across from the Campo Depot.

Other recent efforts in the Equipment Department have mostly been focused on SP 3709. Volunteers finished installing a radio in the locomotive in the beginning of March and have since been replacing old, defective multiple-unit ball valves with new ones. There are a few more parts from our latest locomotive parts order still on the way, including a new fuel gauge and air compressor governor pressure switch. Over the next couple months, SP 3873 and SP 5119 will be taken out of service one at a time to have their air brake valves sent out for rebuild.

The Operations Department will be holding its first round of annual rules and review classes in April. The first brakeman class of the year will also be held in April. Have you ever wondered what it takes to be a train crew volunteer at PSRMA? Are you interested in learning the skills needed to safely carry museum visitors aboard over 100 excursion trains that we operate each year? There's no time like to present to get your foot in the door! If this interests you, please send an email to training@psrm.org to get started on your railroad operations journey.

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!



SUPPORT YOUR LOCAL RAILROAD MUSEUM!

Hooray for an Egg-Cellent Bunny Train!

by Jennifer Brooker, Special Events Coordinator

The stormy weather couldn't dampen the spirits of excited visitors who flocked to this year's Bunny Train, eager for adventures. There were a few changes this year to enhance the guest experience. The event went from a 3-day fling to a 6-day extravaganza spread over 3 weekends, offering visitors more opportunities to join the festivities. Say goodbye to soggy bunny ears! This year, the Easter Bunny found a cozy haven in his own special garden inside the Exhibit Hall. During their visit with the Easter Bunny, guests received a profes-

sional photo keepsake to remember their magical encounter.

The Bunny Train wouldn't have chugged along without the incredible dedication of our volunteers! We want to give a special shoutout to a few who went above and beyond:

Sarah Fullum: This tireless bunny enthusiast staffed the Egg Hunt every single day! From interacting with guests to hiding eggs and keeping things running smoothly, Sarah is our Egg Hunt MVP!

Morgan Snyder: This multi-talented volunteer brought the Easter Bunny to life! Morgan's silly antics and dance moves kept the kids entertained, and his willingness to jump in wherever needed, from cleaning up storm leaks to helping with the Egg Hunt, made him a true team player.



Kaylee Anderson: One of our youngest volunteers at just 11 years old, Kaylee showed us all what it means to be professional and driven. During a staffing crunch, she single-handedly ran the snack bar like a pro! And that's not all! She also helped with photos, gift bags, hiding eggs, and even handled a grumpy guest with grace. Talk about an inspiration!

A Huge Thank You to All!

Every volunteer deserves a standing ovation! Your efforts made the Bunny Train a roaring success. We can't wait to make next year's event even bigger and better!

Want to join the fun and help make magical memories at future events? We'd love to have you on board! Just send an email to volunteer@psrm.org and get ready to hop in to action!





Working on the Railroad

Vegetation along the railroad is both a fire hazard and hold it holds moisture which rots ties. Glen Rogers, Morgan Snyder and Jim Lundquist went out on the SD&A recently to remove bushes and trees growing close to the tracks.



This is one of these never-ending maintenance jobs which our volunteers tackle every year or two. Not particularly grand or rewarding, but, required nevertheless. On February 22 and 23, Glen and Jim took out a motorcar on a beautiful day and hacked away using Jim's new battery-powered Ridged chainsaw.

These types of jobs frequently happen during weekdays. If you'd like to get involved, please email:

volunteer@psrm.org

for more information.

Photos by Glen Rogers 2/23/24



A note from Fundraising for March/April 2024

Donna Spevack, Administrator of Fund Development

After a wet February it looks like Spring is here at PSRM with blossoming flowers and lots of restoration projects are happening! Our small handful of volunteers have been working hard to keep the trains running safe and smooth!

VOLUNTEERING

April is approaching and we sure could use some willing volunteers to help out with offsetting the workload during these busy months. Do you know someone that needs volunteer credit to graduate? An internship? Would you like to volunteer yourself or learn a new trade? Send an email to volunteer@psrm.org to get started.

MEMBER SUPPORT

I would like to Thank our donors for March: Carl F. Casale, Mike Retz, Jim James, Manley A. Golson, Rukhsana Gasque and Jerry Kielboeker.

WAYS YOU CAN HELP

Your support is substantial (in any amount) and there are also ways in which you can support the Pacific Southwest Railway Museum without any cost to you. Contact us with any questions you may have and we will be glad to assist.

Here are ways you can make a donation: (Low cost or no cost options)

Make a donation online at [Donate – Pacific Southwest Railway Museum \(psrm.org\)](https://psrm.org)

Send a check to: PSRM, 4695 Nebo Dr., La Mesa, CA 91941-5259

Buy a bench in memory or honor of a loved one (includes a plaque)

Monthly recurring donations are welcome.

Employee charity match programs through your work place – Check with Human Resources to see if they participate. [List of Companies with Matching Gift Programs \(easterseals.com\)](https://easterseals.com)

Not able to make a monetary donation-volunteering to help at an event or at the museum is a great way to donate. Your volunteer hours might also count towards your companies matching gift.

Visit us on Facebook [4\) Facebook](https://www.facebook.com/psrm) for opportunities. *(Like us on Facebook)*

We thank you in advance for your contribution. Your donation will go a long way in helping us accomplish our goals.

Donna J. Spevack
Administrator of Fund Development
Pacific Southwest Railway Museum Association, Inc.
(619) 606-6231
fundraising@psrm.org



Facilities Update

In addition to the yearly tree trimming at the Campo Depot, these projects were also completed this month.



Jim Lundquist and Frank Denison (not pictured) repaired the sidewalk at the Campo Depot, which was broken during the efforts to trim the trees.

Photo by Frank Denison 3/1/24



Frank Denison and Jim Lundquist made repairs to the sand box at the Campo Depot. In addition to offering historical information, our museum needs to provide something for all of our visitors. Being a fun, family orientated day adventure is important to attract visitors to Campo. The sandbox, swing set and picnic tables are just a part of the attraction of our museum in Campo.

Photo by Jim Lundquist 3/1/24

Museum History by Decades - Looking Back

20 years ago - Spring 2004: Gary Jacobs donated \$20,000 towards getting our steam locomotive SP 2353 back together and ready for display in the Exhibit Hall.

Longtime active volunteers, Board member and life members Vern Cook and Brenda Bailey passed away.

The Tourist Railway Association, Inc. (TRAIN) awarded one of only two of its prestigious Rolling Stock Awards for calendar year 2003 to PSRMA at TRAIN's annual meeting in Huntington, W. Va. this past November 8th. The award recognized PSRMA's successful 12-year effort to restore 77-year old ex-AT & SF Railway Post Office car #74 to operating condition.

San Diego Railroad History

THE SAN DIEGO, CUYAMACA & EASTERN

by Bruce Semelsberger

While researching the buildings no longer in existence for Jim Price's recent excellent talk on San Diego County depots, a number of questions and some conflicting information arose concerning the San Diego station built for the San Diego, Cuyamaca & Eastern Railroad. After the presentation was done, research continued in the records of the SDC&E, the San Diego & Southeastern Railway that replaced it and the San Diego & Arizona Railway that absorbed the SD&SE. Further information concerning the two architects named in original drawings and in subsequent contracts found in the SD&A records was obtained from SOHO, the Save Our Heritage Organization, thanks to Bruce Coons and others. Following is some background information on the history of the Cuyamaca line and a summary of what we were able to piece together regarding the San Diego depot.

THE SAN DIEGO, CUYAMACA & EASTERN DEPOT IN SAN DIEGO

The San Diego, Cuyamaca & Eastern Railroad was franchised by the Common Council of San Diego under ordinance 141 of October of 1887 and incorporated in March of 1888 by Robert W. Waterman and

others. When the SDC&E opened service between San Diego and Foster's Station in April of 1889 there were none of the "first class" permanent depots promised to the stockholders anywhere on the line. At the San Diego end was a boarding platform located near the engine house at the foot of Tenth Street seen in the original plans. No photograph has been found so far of this edifice. At the eastern end, a small wooden depot was soon erected on Joe Foster's property next to the water tank. This building functioned as the depot for both the railroad and the stage line which carried passengers onward to Ramona, Santa Ysabel, Julian and Warner's Ranch.

Within a few years, substantial wooden structures were erected at Lemon Grove, La Mesa, El Cajon and Lakeside. Only the La Mesa depot has survived thanks to the efforts of the Pacific Southwest Railway Museum and the City of La Mesa. There was strangely no real depot at the San Diego end, routine passenger service being handled by the platform at the yard office and a large shelter at 26th and N Street (Commercial Street). When larger groups were carried as in excursions or holiday picnics, trackage rights allowed the use of the depot at Sixth and L Street which was shared by the Coronado Railroad and the National City & Otay Railroad. This depot was designed by the firm of Hebbard & Gill in 1896 and still exists in part as the bar area of a hotel.



S. D & Cuyamaca & Eastern Ry

Depot - San Diego

San Diego RR History - continued

When the Cuyamaca company finally raised enough funds to build the promised “first class” depot in San Diego it is not surprising that they also initially turned to Hebbard and Gill, who were becoming the choice architects in Southern California for many important projects. The plans, reflected in the existing one-sheet drawing, show a 19’X138’ single-story building in the Mission Revival style in vogue at the time. As Hebbard and Gill were very busy during this period, the actual job of providing detailed drawings and supervising the construction was awarded to Samuel Blain Zimmer, a struggling young architect who was only in San Diego from 1895 to 1900. Part of that time he was in partnership with Robert C. Reamer. The building was originally erected in November-December of 1899 by contractors T.J. Armstrong & E. Peffley at the southeast corner of Tenth Street and N (Commercial Street), but was moved in 1912 to the northwest corner of Thirteenth and Commercial Street by the San Diego & Southeastern Railway, successor to the SDC&E. The original cost of the cement/ plaster building was \$2,000.00 excluding stonework and other incidentals including furnishings. It featured marble wainscoting on the exterior and hardwood wainscoting inside. A 200’X12’ frame umbrella shelter between the depot

SAM'L B. ZIMMER
ARCHITECT
LAWYERS BLOCK SAN DIEGO, CAL.

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<p style="text-align: center;">PAINTING</p> <p>(For 8-year-Work)</p> <p>Be sure your ARCHITECT specifies the following PAINT for covering the exterior of your house. (See back of cover for Interior Finish.)</p> <p>FIRST or PRIMING COAT—Mix together thoroughly in Linseed Oil, one part “PIONEER” WHITE LEAD and three parts W. P. Fuller & Co's PAINTERS' YELLOW OCHRE, ground in OIL.</p> <p>SECOND AND THIRD COATS—W. P. Fuller & Co's</p> <p style="text-align: center;">Pure Prepared Paint</p> <p>For Sale by W. P. FULLER & CO., Seventh and F Sts. SAN DIEGO, CAL.</p> <p>Telephone 211 Red P.O. Box 315</p> <p style="text-align: center;">J. S. SCHIRM</p> <p>BROKERAGE, COMMISSION, STORAGE</p> <p>Office and Warehouses, Water Front, Foot of Third and Fourth Sts. Formerly Stewart's Warehouse, E St., from Third to Fourth</p> <p style="text-align: center;">—IMPORTER OF—</p> <p>LIME, CEMENT, GRAIN, ETC.</p> <p>Plain and Ornamental Pressed Brick and Terracotta. Mortar Stain. Santa Cruz Lime.</p> <p>FLOUR AND FEED DEPOT SPERRY FLOUR CO.</p>	<p style="text-align: center;">San Diego Lumber Co.</p> <p>WHOLESALE AND RETAIL DEALERS IN</p> <p style="text-align: center;">Lumber Doors and Sash</p> <p>YARDS, Cor. 6th and I Sts. PHILIP MORSE, Manager SAN DIEGO, CAL.</p> <p>DOORS, SASH, BLINDS GENERAL MILL WORK</p> <p style="text-align: center;">India Street Planing Mill</p> <p>GRAHAM & WELDON, Proprietors</p> <p>A Full Supply of Mouldings Constantly on hand Southeast Cor. India and B Sts.</p> <p>Telephone Main 30 SAN DIEGO, CAL.</p>
<p>West Coast Lumber Company</p> <p>WHOLESALE AND RETAIL DEALERS IN LUMBER, ETC.</p> <p>W. H. NEWELL, Manager</p> <p>OFFICE CORNER D AND INDIA STS., SAN DIEGO</p> <p>Telephone Main 123</p>	
<p>C. W. STULTS</p> <p>Practical Home Furnishings</p> <p style="text-align: center;">The first thing needed in a new house is Window Shades. You want the right kind of shade—the kind that works right. We are headquarters for them. Let us furnish you estimates on</p> <p>WINDOW SHADES</p> <p>UPHOLSTERING CARPETS</p>	<p style="text-align: center;">F. S. HARTWELL</p> <p>CONTRACTING ELECTRICIAN</p> <p>941 Sixth Street, San Diego Telephone 1312 Red</p> <p>DEALER IN</p> <p>General Electrical Supplies. Gas and Electric Chandeliers.</p> <p>Agent</p> <p>SUNLIGHT GAS BURNERS CROCKER-WHEELER ELECTRIC MOTORS AND DYNAMOS</p>

and tracks provided shade for the hot summer months.

The SDC&E had originally stated its goal as being the completion of a 225-mile railroad to connect with the mountain communities served by the aforementioned stage line and then to continue on to a connection with either the Southern Pacific or other unspecified railroad out in the desert beyond the San Felipe Valley. The surveys as far as the San Felipe Valley were completed and the profiles are filed at the archive in Campo, but the line was never funded to build beyond Foster's. In July, 1909 the company was sold and reorganized as the San Diego & Cuyamaca Railway. Although on paper the new owners were an independent corporation, in reality they were a shell for the Spreckels interests and in March of 1912 the Cuyamaca line formally became a part of the Spreckels companies when consolidated into the San Diego & Southeastern Railway.

The several local railroad companies constructed during the land boom of the 1880s were funded by various interests, primarily to market real estate and

San Diego Calif.,
Dec. 3- 1898.

Sam'l B. Zimmer, Archt.

Dear Sir,

I hereby agree to furnish all materials and labor and construct complete except the plumbing and gas fitting the Depot for the S.D.C. & E.R.R.Co. according to the plans and specifications on file in your office .

jz.--Complete including brick

for the sum of Two thousand five hundred and sixty five Dollars
\$2575.00

Difference in gables \$35.00
stone work 5.00

Samuel B. Zimmer

San Diego RR History - continued

all struggled after the collapse of the boom. John D. Spreckels began acquiring transportation companies as part of his master plan for the development of San Diego. On the urban transit side, he purchased the streetcar company and modernized it, adding other pieces to create the San Diego Electric Railway Company. On the "heavy" rail side, he purchased the Coronado Railroad, the Coronado Beach Company and the National City & Otay Railroad, merging them into the San Diego Southern Railway. In 1912 he added the Cuyamaca and the new company became the San Diego & Southeastern Railway.

By 1906, Spreckels had also acquired the assets of the San Diego Eastern Railway, a project of the San Diego Chamber of Commerce headed by local merchant George Marston, which had completed an "all American" survey to Yuma beginning at the Otay valley but had done no construction. He also chartered the San Diego & Arizona Railway in partnership with E.H. Harriman of the Southern Pacific. The original intention was to operate the SD&SE and the SD&A as separate entities, but the flood of 1916 decimated the SD&SE to such an extent that it was no longer viable and the remains were merged into the SD&A.

A grand Union Depot to be shared by the SD&A and the Santa Fe was constructed at Broadway and Kettner Street in front of the original 1887 California Southern/Santa Fe depot and it opened in 1915 in time for the Pan Pacific Exposition. The old California Southern depot was then demolished. With the new depot available, the SD&A regarded the twenty-two-year-old Cuyamaca/ SD&SE depot as superfluous. Further, it had plans for a combination freight house and office at that location, so in May of 1921 on SD&A work order #350 the building was stripped of its furnishings and offered at auction. It was purchased by licensed scrapper Julius Hoehner for \$300.00 and demolished, ending the life of possibly the least known of the Hebbard and Gill designs and perhaps the only San Diego building associated with Samuel B. Zimmer

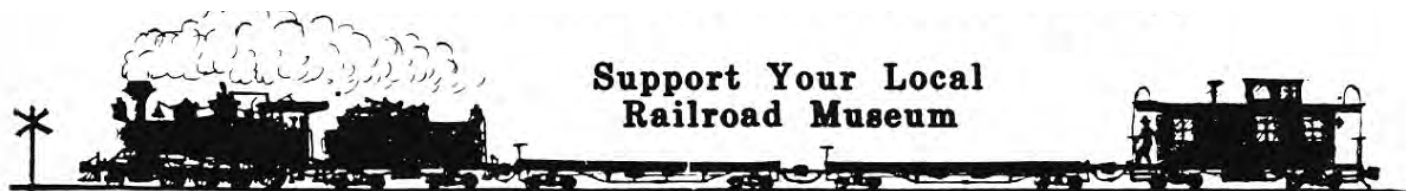
without his San Diego partner.

Notes:

No telephone number is listed on the cover or the contract with Zimmer. There were some telephones on competing systems throughout the San Diego area in 1898, but only large companies and certain individuals like John Spreckels felt the need for them or could afford them. It would be a couple more decades before telephones would become relatively common.

Although the original Cuyamaca route was altered very little prior to the 1916 flood and the abandonment of the Lakeside/Foster segment and then for many years thereafter, there were actually several plans for major changes to the route over the years including the elimination of the horseshoe curve at Chollas Valley, rerouting the El Cajon portion to run along what is now Chase Avenue and north on Magnolia and electrification of the line as far as El Cajon during the 1920s. In 1913, plans for a new depot at La Mesa were drawn up by the SD&SE that included separate waiting rooms for ladies and gentlemen and a large courtyard. None of these projects were justified by the costs.

For the many readers who are curious about the right of way between El Cajon and Foster's, the line north from the present El Cajon Transit Center ran along Marshall and through the center of present-day Gillespie Field which was constructed in 1938 for the training of paratroops in anticipation of WWII. A small platform station called Webb was located at about the south end of the present-day runway. The line proceeded straight on to the stub of Railroad Avenue in Santee and the Santee depot at the corner of Mission Gorge and Magnolia, then along what is now Route 67 to Lakeside. Just east of town the line turned north again and crossed the San Diego River on a long wooden trestle, emerging onto Moreno Avenue and then on to Foster's at the base of the modern-day San Vicente dam. A stone quarry there provided much of the income in the early days.



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 6 Golden State trains, 1 School Train, 12 Bunny Trains (so far), and the number of days they have volunteered through March 24: Colin Atwood 6, Alyssa Andersen 1, Carl Brooker 1, David Choy 2, Bo Golson 1, Jared Green 1, Stephen Hager 2, Ryan Hodge 1, Randy Houk 3, Charles Karayan 1, Mike

McIntyre 2, Glen Rogers 1, Duke Schweikert 2, Rob Stebbins 2, Tom Ulrich 3, Tim Wamsley 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: Stephen Hager 1, Morgan Snyder 1 and Jim Lundquist 2.

There were a total of 36 volunteer-days this period.



Welcome new members

by Carl Brooker, Membership

It was a great month for membership down at Campo. We rarely get one gold spike life member but this month we were grateful for two new gold spikes, and a new senior life member!

Longtime museum member and volunteer Larry Williams of San Marcos, California joined the museum decades ago and served as the team lead for our beloved steam engine SP 2535. Larry helped make the museum what it is today, and we are happy to now have his name on our Gold Spike Member Plaque in the Campo waiting room.

It was also great to see that Allison Renck of Aguana,

California joined the museum as a gold spike life member. Allison is a newer member to the museum, but her thoughtful membership purchase was a great surprise.

Furthermore, Lee Huntington of Huntsville, Alabama joined the museum as a senior life member. It is always heartening to see railfans nationwide show their support as Lee has.

Additionally, the following people have joined as either individual, student, senior, or family members and we are glad for their support – Gordon Day, Mary Day, Jaxon Dixon, Diana Paola Espinoza, Rukhsana Gasque, Luis Lopez, Robert Meissner, Candy Silva Sisco, Nick Sosin Henri Taylor, Emma Welch, John and Sheryl Whitfield, and Vanessa Yoder.

CAMPO DAYS

— ★ ★ ★ —

MAY 4-5, 2024

**PACIFIC SOUTHWEST
RAILWAY MUSEUM**

750 Depot St., Campo, CA 91096

**TRAIN RIDES • VENDORS
VINTAGE VEHICLES • FOOD
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& MORE!**



www.PSRM.org

Down at the Depot by Timothy Miller, La Mesa Depot Trainmaster

Spring has arrived in La Mesa. The frigid wind tunnel effect is no longer occurring when all the doors are open in the Depot. Attendance has been steady, with a mix of regular and first-time visitors.

The banners on the Pacific Fruit Express reefer are our only visual advertisement in the San Diego area, so they are vital for informing the public of our events. I prefer to change the banners on the Tuesday after an event, so that we are current, and viewers have sufficient time to make plans to attend our next event. I am thankful for the help that I have received during previous banner changes. A few members have faithfully assisted in the past, but sometimes everyone has another obligation. If you have midday Tuesday availability and can help, please let me know. Your assistance would be greatly appreciated.

When the Depot is open to the public, we place a sandwich board on the La Mesa Boulevard sidewalk to alert passersby that we are open. Our current sandwich board is getting long in the tooth, so does not give the best first impression! If anyone would like to create a replacement sandwich board, please contact me.

Due to events last year, I was unable to get much work done on the model railroad display in the baggage room. Lately, I have been making good progress. The work has mostly been completed on my workbench at home, preparing the track for placement on the layout. The track must be perfect, to give the layout a long trouble-free life.

Want to volunteer, but can't make it out to Campo? Consider volunteering at the Depot. Having the Depot open helps get the word out about PSRM. Can't drive? There is a trolley stop right across the street!

