



A publication for the Pacific Southwest Railway Museum members

July 2024

## TRACKWORK - DOES IT EVER END???



**Short answer = No, it does not!**

In one mile of track, there are approximately 2,800 wooden ties. With an expected life of 50-70 years lying on the ground holding up rail in the desert environment at Campo, that means there are about 40 - 56 ties to change out every year per mile. Right now, the museum is trying to keep about seven miles of track open, which means we need to replace about 280 to 390+ ties each year.

The two photos show that effort continues this summer by our volunteers. Above, in a photo by Glen Rogers on taken on June 1, track crews are inserting ties about 1.5 miles west of the Campo Depot. On the right, in a photo taken by Jim Lundquist on May 31st, ten truck loads of rock ballast were delivered at Campo for a track project around the 3-way switch in the museum yard tracks.



More volunteers are needed. Please sign up to volunteer at [volunteer@psrm.org](mailto:volunteer@psrm.org)



Pacific Southwest Railway Museum  
Association, Inc.  
[WWW.PSRM.ORG](http://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](http://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

**Museum Staff**  
Fundraising: Donna Spevack  
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



## MEMBERS UPCOMING EVENTS

**Due to required track maintenance, the Golden State will not operate standard train excursions during the month of July. We apologize for any inconvenience.**

### **Special Events:**

**August 9** - Membership Meeting. "Railroading in San Diego County: 1945-Present". 6:30 p.m. in La Mesa Police Dept Community Room.

**November 14** - Membership Meeting. "Spreckels Empire". 6:30 p.m. in La Mesa Police Dept Community Room.

### **Regular Schedule:**

#### ***At our Campo Facility***

**Saturdays and Sundays, 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

#### ***La Mesa Depot Open:***

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

**Volunteers** are at both locations during the week as well. For more information, please email: [volunteer@psrm.org](mailto:volunteer@psrm.org)





Railroad maintenance crews were nicknamed "gandy dancers" for their synchronized movements during track repair. The term "gandy" may have originated with the company that made the workers' tools, or with the stylized steps, resembling a goose or duck, they took while repairing the railway tracks.



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](mailto: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](mailto: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](mailto:editor@psrm.org)



## Museum Continues To Host Groups At Campo

Our museum remains a popular destination for groups of all types. In June, two different car clubs came out to Campo to enjoy our museum.

June 1st:



Three photos by Teresa Gonzalez 6/1/24

On June 20th, The Model T Club drove out to Campo to enjoy the day. LOTS of fun!



Photo by Frank Denison 6/20/24





Classic Ford Model T's at Campo. The group enjoyed a visit to the museum, a train ride and lunch at the Campo Depot.

Photos by Dave Tomeraasen 6/20/24







## Life Member Theodora Davis Donated \$25,000

Life Member and Campo resident Theodora Davis visited the four museums during Campo Days and came away very impressed with the efforts the volunteers are making for the community of Campo. She not only went out of her way to express her gratitude for the efforts, but she also wrote out \$25,000 checks to each organization. What a fine way to say thanks to everyone involved. It was a great day—made even better by the donation.

## Membership News by Carl Brooker

Train enthusiasts and history buffs alike, lend a hand (remotely!) to the Pacific Southwest Railway Museum! We're seeking a dedicated volunteer to take on the rewarding role of Membership Coordinator. This fully remote position is perfect for railway history buffs who want to support the museum from the comfort of their own home. As Membership Coordinator, you'll play a vital role in processing new memberships and renewals, ensuring our valued members receive their welcome packets promptly. It's a fantastic opportunity to make a real difference for the museum, all without needing to travel to Campo. If

you're passionate about trains and have a knack for organization, we encourage you to inquire! Please email [membership@psrm.org](mailto:membership@psrm.org) with any questions or to express interest!

We had seventeen new members join us in the last month - Brendon Byard, Than Khar Chin, Sharon Cooper, Colin Cox, John Diehl, Justin Johnson, Gary Junker, Alexis Lewis, Thomas McClung, Matthew Milhoan, Rick Moore, Guillermina Ornelas, Clifford Prather, Roopinder Randhawa, Amy Sanger, Jennica Smith, and Vincent White all joined the museum as either Supporting, Contributing, Family, Individual, or Senior Members. **Welcome all to the Museum!**

## Operations Volunteers

by Rich Paulus, Chief Operations Officer

The Museum cancelled all weekend Golden State train operations in June to concentrate volunteer efforts on track maintenance and previously scheduled classroom training. The Museum did operate scheduled special and school trains.

Train Service - those who are qualified train crew members, speeder operators/crew, and trainees who have helped us run 1 Sensory Friendly Special Train, 1 School Train, 1 Special Event Train for Model T Ford Club of America members, and the number of days they have volunteered through June 23: Colin Atwood 2, Jim Baker 1, David Choy 2, Stephen Hager 1, Randy Houk 1, Rich Paulus 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: Colin Atwood 2, Alyssa Andersen 1, Bryon Anderson 1, Chad Baker 2, Jim Baker 2, Carl Brooker 1, Brendon Byard 1, David Choy 1, Stephen Hager 3, Kerry Hebert 2, Ryan Hodge 2, Justin Johnson 1, Rich Paulus 1, Glen Rogers 2, Duke Schweikert 1, Rob Stebbins 1, Tim Wamsley 3.

There were a total of 35 volunteer-days this period. Although not included in the total volunteer-days, many Operations Department crew members attended half day Safety & Security class and Airbrake class and a full day General Code of Operating Rules (GCOR) class.



## From the Back Platform

by Stephen Hager, President

The temperatures at Campo have steadily been creeping up over the past month and there's no doubt that summer is here. In spite of the heat, Pacific Southwest Railway Museum Association volunteers have been out in force on the weekends to continue repairs to the track west of Campo. I have been part of the work train & maintenance of way crew for several of the June work days and I'm happy to report that we're making good progress. We have been replacing defective ties at a rate of 6-8 per day, and we've been tamping ties, regauging the rails, and respiking approximately one 39' rail length each work day. At the current rate, we expect the work to be complete in July and have decided to preemptively annul public train operations in Campo until August. The regular museum open hours from 9 AM to 5 PM on Saturdays and Sundays remain the same.

In the course of doing track work on the railroad, I'm constantly reminded of the cost-cutting measures that the San Diego & Arizona Railway and later the Southern Pacific Railroad took while constructing and maintaining the railroad. The railroad was constructed with the ties resting directly in the decomposed granite (DG) roadbed instead of crushed-rock ballast that most people are accustomed to seeing under railroad tracks. Ballast is a material whose angular, interlocking rocks provide stability for the track, excellent drainage, and the ability to adjust the track alignment and profile with relative ease. DG also provides good stability for the track, but its drainage properties are inferior and it makes it much harder to line and surface the track. Indeed, even changing out a tie is made more difficult because the compacted DG needs to be broken up and dug out around and underneath the tie.

After Hurricane Kathleen in 1976, as the Southern Pacific was preparing to sell their San Diego & Arizona Eastern Railway assets to the Metropolitan Transit Development Board, they elected to sprinkle a "decorative" layer of crushed rock ballast on sections of the Desert Line roadbed. This ballast of course doesn't bring any of the benefits that it would if it were properly placed under the ties with a minimum depth of 6-12 inches as is the current railroad industry standard. Instead, the ballast and DG roadbed have

slowly mixed over the decades and now form a messy conglomerate that makes shoveling difficult. It seems the "Impossible Railroad" has endless ways of making life difficult for those who toil away on it!

Among our numerous volunteers who have been laboring away on the track weekend after weekend in the heat, I'd like to give particular thanks to Glen Rogers and Chad Baker for leading the charge. Glen is our longtime roadmaster and has over a decade of experience with track work at our organization. Chad is currently a professional railroad signal design manager, but has prior experience as a signal maintainer and track laborer. Chad also does the periodic maintenance and inspections on the crossing signals at the two Highway 94 grade crossings in the Campo Valley. Thank you to Glen, Chad, and the entire team for your dedication to getting the railroad reopened and ready for weekend train service.

As we look past the current hiatus in train operations, we are preparing to launch a new train service targeted towards adult audiences: Wine Trains. Yup, you heard that right! For over a year, the board of directors has been working to obtain an on-train alcohol license from the California Department of Alcoholic Beverage Control. ABC recently issued PSRMA our license and we're now planning the inaugural Wine Train run. These trains will be priced higher than our typical special event train excursions and are intended to serve as a supplemental source of income for the organization during slow times of year. The wine train will include wine tasting and light food service. The inaugural run date is not yet decided upon, but we expect to operate it later in the summer. In the meantime, Secretary Jenn Brooker and volunteer Mark Landguth are working hard to make this new service a reality. We hope this new offering will bring in a new clientele who would not otherwise have a reason to visit our museum. Fear not family members! We will still be running all of our family friendly special events that you've come to know and love.

I would be remiss if I didn't remind you all that PSRMA is always seeking donations and volunteers so that we can continue to grow and maintain what we already have. Donating is easy: You can visit our website at <https://www.psrma.org/donate/>, use the "Choose Fund" drop down box to select the General Fund or an established restricted fund of your choosing,



## From the Back Platform - continued

select the amount you would like to donate. You can also mail a check to our La Mesa Depot at:

4695 Nebo Drive

La Mesa, CA 91941

Those interested in volunteering should send an email to our volunteer coordinator at [volunteer@psrm.org](mailto:volunteer@psrm.org) and let her know how you'd like to help. As always, if you would like to get in touch with me, please send a note to [president@psrm.org](mailto:president@psrm.org). Until next time, keep it on the high iron!

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## Make a Difference: Board Nominations Now Open!

by Jennifer Brooker, Secretary

It's that time of year again! The nomination period for the 2024 Board of Directors Election is now open through August 15, 2024. This year, the following positions are up for election for the 2025-2026 term:

President

Secretary

Director of Equipment

Director of Museum Services

Any interested candidate must be an active Member in good standing, and for division directors, be associated with the corresponding division. Members wishing to petition for a position on the ballot should visit <https://www.psrma.org/election2024/>. This webpage contains a download link for the petition form, information on important dates for the 2024 election, as well as information about the duties of the positions up for election.

Additionally, any ten Regular Members in good standing may nominate any other Regular Member in good standing for a position, provided the person nominated evidences in writing a willingness to serve if elected.

Petition forms are due no later than August 15, 2024:

in person to Secretary Jennifer Brooker;  
via email to [jbrooker@psrm.org](mailto:jbrooker@psrm.org); or  
by mailing the completed form to:

PSRMA

ATTN: Secretary Jennifer Brooker

4695 Nebo Drive

La Mesa, California 91941

For those positions where more than one candidate submits a valid petition form, an election will be held. Election ballots will be available online and mailed to active Members by October 4, 2024.

**Help shape our museum's future: Nominate yourself for the board today!**

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## Down at the Depot by Timothy Miller

It has been a busy month for us at the La Mesa Depot. Lots of interesting days, with unexpected visitors.

On Thursday, May 30th, Josh Krimston (from the Facebook site *La Mesa Happenings*) visited the Depot, and presented a copy of local artist Charlotte Kmak's illustration of the "La Mesa Ghost Train." Since the San Diego & Imperial Valley only operates late at night, and most people only hear the horn, without seeing the train, it has taken on an aura of a mystical apparition, instead of a working train. The illustration features the La Mesa Depot and other unique features that make the city special. We will be framing and displaying the print soon.



I want to thank Dave Tomeraasen for staffing the Depot while BG and I made a fast trip to the Midwest. We visited the Illinois Railway Museum at Union, Illinois, with its huge collection of equipment, Mid-Continent Railway Museum at North Freedom, with incredible restorations of wooden passenger cars, and the miniature Riverside & Great Northern Railway at the Wisconsin Dells. We had a great trip home on the Southwest Chief.

On Friday morning, June 21st, the La Mesa Depot was featured live on Fox 5 KUSI San Diego News. I was interviewed by reporter Elizabeth Alvarez, and briefly explained why our Depot is historically important. I hope we get a copy of the interview to add to our website.



## Found on the internet:

“We had the pleasure of visiting the La Mesa Depot Museum today and meeting Station Master Timothy Miller. We donated one of the Ghost Train posters to the museum and also gave them a monetary donation based off sales of the posters (we donate 20% to a related charity).

If you have never been there, definitely head in there to learn about the history of trains and the railroad in La Mesa and the entire region. They are a wealth of information. The museum is operated by The Pacific Southwest Railway Museum (the same group that runs the Railway Museum in Campo). “

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## School Trains Remain Popular

The Warner School paid a visit to our Campo museum site on June 17th. Many thanks to the volunteers who staffed the train and opened the Campo Depot and Exhibit Hall. The children are able to learn about San Diego’s railroad history while enjoying the day away from the classroom. *Photo by Teresa Gonzalez 6/17/24*



*(left)* Pablo Martinez is repairing a flat tire on the electric cart used to transport visitors from the Exhibit Hall and the Campo Depot. This is just one of the many jobs our volunteers complete during a typical week.

*Photo by Teresa Gonzalez 6/12/24*

*(right)* Frank Denison caught Jim Lundquist in the Woodshop repairing and repainting a door for the Campo Depot. Both also painted steps during the week. *Photo taken 6/19/24*





## Jacumba Cars Update by Richard Finch

Well the winter storms and spring rains are now behind us. Happy to say that last summer's efforts of patching and temporary roofing paid off as there was about 90% less rain getting into car #240 and a 75% reduction in car #239. The push this summer is to complete the roofing and make those gains permanent.

This effort has been greatly accelerated with the recent generous donation from a long time member of the museum. If you too would like to donate to this project go to : <https://www.psrma.org/donate/>



*Richard Finch unloading roofing materials for car #240.*



## Campo Has Gone to the Dogs! By Jenn Brooker, Secretary

**Attention dog lovers!** The PSRMA now welcomes well-behaved, friendly, and leashed canine companions to explore the museum grounds, outdoor exhibits, and even the Exhibit Hall with their humans. During your visit, you might even get to meet Phoebe, PSRMA's Pooch Ambassador! This special furry guide (with a human handler by her side) can help and your pup learn all about the history of railroading in the Pacific Southwest.

**Important note:** For the safety of all animals and guests, train rides are currently off-limits for furry friends. *Properly trained service animals are always welcome aboard trains as needed to assist their handlers.*

**For complete details and guidelines, visit the PSRMA website at [www.psrma.org/dog-policy/](http://www.psrma.org/dog-policy/).**

**About Phoebe:** Phoebe is a 3-year-old English Mastiff pup. She weighs 196 pounds, eats about 6 cups of dog food per day, and tries to sneak into the people bed whenever she can. Phoebe loves giving kisses, eating snacks, and getting pets, so if you see her around Campo, come say hi!

## Uncorked at Campo: Seeking Volunteers for the new Wine Train Committee by Jenn Brooker

Attention all oenophiles, vino virtuosos, and libations lovers - the Pacific Southwest Railway Museum Association has been granted a liquor license! Join Mark Landguth and Jennifer Brooker in creating Southern

California's **only** wine train excursion. The Wine Train Committee is seeking dedicated members to help plan the excursion details, select and source wines, become licensed servers and managers, and more! Planning has already begun in earnest so those interested should reach out to [volunteer@psrma.org](mailto:volunteer@psrma.org) as soon as possible. We can't wait to sip some Sauvignon with you!

## PSRM LIBRARY UPDATE

by Bruce Semelsberger, Librarian

On a Saturday in June when the outside temperature in Campo was 105 degrees, the library was cool and pleasant, just in case you were thinking of volunteering and hadn't yet decided what you might like to do.

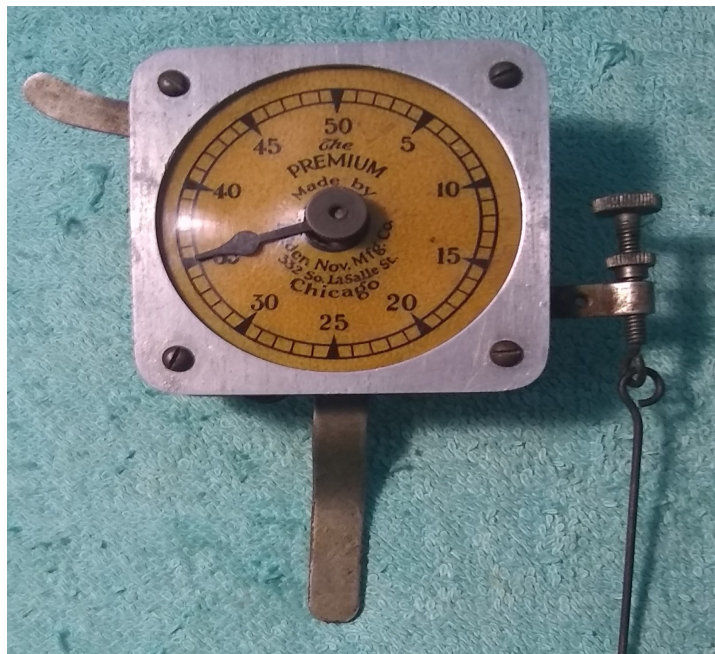
Our focus in June has been primarily to address the backlog of donations, some of which were received more than a year ago and some, we hate to admit, further back than that. Donated items run, besides books and magazines, a wide gamut including passes, timetables and other perishable items through tools, matchbooks, linens, dining service and whiskey bottles. Among the recent acquisitions have been bound atlases, one dating back to 1901, a map showing the route of an unbuilt electric interurban line to La Mesa and a number of custom-made postcards.

In the process of acquisition is the collection of a former railroad telegrapher/ amateur radio operator which includes an amazing number of morse code keys, sounders, relays and the like. Along with the easily recognizable items are several less common relics such as a wheatstone bridge, a hand-cranked megohmmeter used to test the high voltage capacity of wire and cable insulation, complete glass signal batteries and a couple of items we have not, as yet, been able to positively identify.

The first of these is a round metal panel mounted switch once used in a Mack vehicle. It features a

lever switch mounted at the top which toggles between "on" and "off" and it has the famous stylized "Mack" logo in raised letters running across it. The number 215 is in raised letters at the bottom. Why is it in a railroad collection? Well, Mack is best known for their highway trucks from the earliest part of the automotive era on, but fans of railroading, particularly of the Rocky Mountains variety, know that Mack also made rail passenger vehicles like the "galloping geese", some of which still operate in museum service. Could this be from one such, and, if so, what was its exact function?

The second item appears to be possibly some sort of process counter. It has a very robust snap-in



bracket on the rear side and a protrusion that appears to slide down into a receptacle on the bottom. On the left side is a spring-loaded lever connected to a cam on the mechanism so that it moves up and down against some weight or force as the dial rotates. On the right side is a lever with an adjustment screw and a wire hanger that connects to something 4 ½ inches below the mechanism. The front of the mechanism has a dial numbered from 0 to 50. Each time the lever on the right is tugged downward by something, the dial on the front of the mechanism advances by one count and the lever on the left moves up and down once with each complete rotation of the mechanism from 0 to 50.



## PSRM LIBRARY UPDATE– continued

Printed on the dial is “The PREMIUM Made by Belden Nov. Mfg. Co. 332 La Salle St. Chicago”. An internet search failed to turn up any information on a presumed Belden Novelty Company or any other Belden other than the well-known cable manufacturer. The building address would not have been valid after the 1950s.

It is interesting to note that both of these items still functioned perfectly after minor cleaning and after decades of use! If you have information about either of those items (see photos), please email Bruce ([brucesems@cox.net](mailto:brucesems@cox.net)) and we can share it with every-

one. The museum board has also authorized adding PSRM email addresses for official museum business in all departments, so the next Hot Scoop issue should have a new email address for all future library correspondence.

One added note: If you haven't been out to Campo lately, you will want to check out some of the wonderful items in our collection both in the Exhibit Hall and in a display case in the depot waiting room. If you and any friends would like to tour the library archive, just let us know and we will be happy to arrange a tour at a convenient time. We will have more about some donated items next month. Meanwhile, thanks for supporting PSRM and try to stay cool.

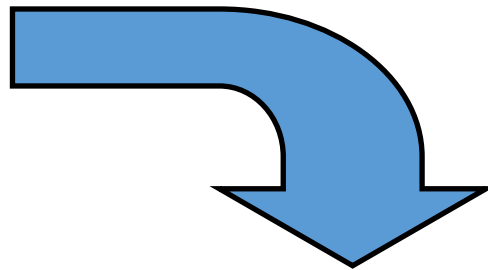
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## Southern Pacific #3709

Our museum volunteers have been working hard for the past several years to restore GP9 SP #3709. The locomotive is now regularly pulling our excursion trains on the SD&A Railway in Campo. After additional work



is completed, the goal is to repaint the locomotive as it looked in SP service. For additional information on the locomotive, go to: <https://www.psrn.org/trains/diesel/sp-3709/>



**A Note from Fundraising-June 2024-Donna Spevack-Administrator of Fund Development**

**Happy Summer Railfans and Members!** Remember to stay well-hydrated!

Lots going on at the Museum-Our small group of volunteers have been busy with track work at the Campo Museum as of lately and *could always use a few more volunteer hands*. Thank you to the volunteers that are working hard to complete the rail repair!

Restoring and Preserving California’s Railway history takes volunteers, time and funding, but with your help we can complete projects at the museum for visitor enjoyment. Wouldn’t it be fun visiting the museum to see a new exhibit? One of our latest projects you’ll see completed soon is the bright red C&O Caboose, which is being painted by Bryon Anderson and his two daughters Alexis and Kaylee. Thank you, Bryon and girls, for all of your hard work!

**Thank you to our donors for assisting in supporting Railway History:**

**Manley Golson; Rick Moore; Jonathan Wnek; Matthew Milhoan; Bruce Shelton; Theodore Davis; Jack. O’Lexey; John Cenknor; Carol Mandra; Jeffrey Haslam.**

**A guest review:** 6/15/2024 - Hi! Here is my donation to PSRM. I hope lots of other people also send funds. The PSRM is a wonderful organization. - CM

We love feedback-please submit your comments to me and I will be glad to post them or address your questions. Email us at: [fundraising@psrm.org](mailto:fundraising@psrm.org), Thank you!

-----Yes! I want to be a member or a sponsor of railway history at PSRM!  
Enclosed is my tax-deductible gift of: \$500 \$250 \$100 \$50 Other \$\_\_\_\_\_

Become a member (see website at [www.psrn](http://www.psrn) for details)

Please return this portion with your check made payable to the Pacific Southwest Railway Museum, charge my credit card or you can go online at [Donate – Pacific Southwest Railway Museum \(psrm.org\)](http://Donate – Pacific Southwest Railway Museum (psrm.org)) (safe and secure).

AMEX Visa Discover Mastercard

Card # \_\_\_\_\_ Exp. Date \_\_\_\_\_ Amount \$ \_\_\_\_\_

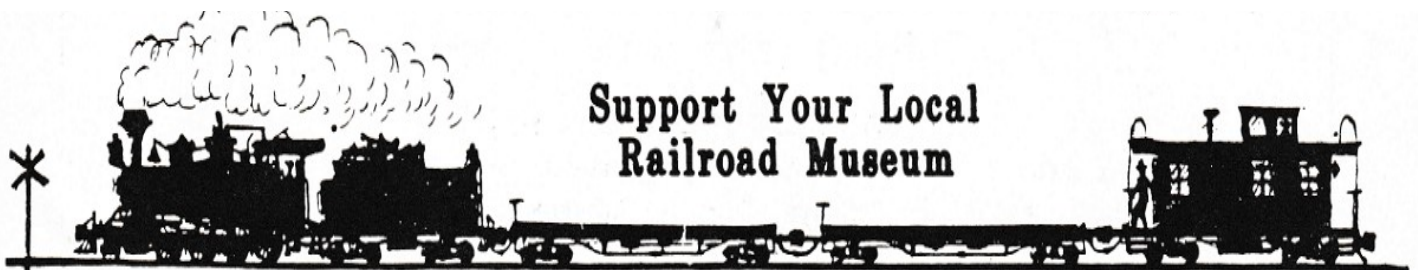
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**THANK YOU FOR YOUR GIFT!**

Pacific Southwest Railway Museum 4695 Nebo Dr. La Mesa, CA 91941-5259

If you would like to specify what you would like your donation to go to, let us know. We have many projects for you to choose from: railway cars, restorations, birthday caboose, track work, picnic table, mine train exhibit or general fund. Remember if you can’t donate, volunteering is a great way to help us out also.

Thank You!





## Volunteer at PSRM

By Jenn Brooker, Volunteer Coordinator

Our railway museum exists only because of our volunteers. Join us!

The following positions are needed year-round:

### 1. Gift Shop Attendant

The Gift Shop is the first place many visitors head upon arrival to Campo. Welcome guests by answering questions, answering the telephone, selling merchandise, stocking shelves, and keeping the Gift Shop clean and tidy. The Gift Shop is a great place to interact with the public.

### 2. Facilities Maintenance Volunteer

The members of the Facilities Department help to keep our museum's grounds looking their best, including repairing and maintaining the many buildings, roads, signs, lights, and displays across our property, as well as cleaning and landscaping. The Facilities Department is a perfect place for those who embrace being handymen and women.

### 3. Equipment and Maintenance Volunteer

The Equipment Department is responsible for the maintenance of PSRM's active fleet of locomotives, railcars, on-track equipment, and rubber-tired equipment, as well as mechanical and cosmetic restoration of equipment. No experience necessary as on-the-job training is provided. Best for those who don't mind getting their hands dirty.

### 4. Operations Crew

The Operations Department runs our weekly excursion trains out on the SD&A main line. Once volunteers pass the required rules testing and on-the-job training sessions, you can become a qualified member of our railroad crew, including motorcar operator, brakeman, conductor, and even engineer!

### 5. Campo Museum Docent

Share your love of railroad history with visitors to PSRM's Exhibit Hall. There are two options for docents: A. Greet visitors at the door of the Exhibit Hall and be available to answer any questions; and B. Provide guided tours to visitors, providing an oral history of our museum and exhibits.

### 6. La Mesa Depot Docent

Work alongside our Station Master at the historic La Mesa Depot. Answer questions and keep the static equipment displays clean and ready for visitors. The Depot is currently open on Tuesdays and Thursdays from 12 pm to 3 pm, and on Saturdays from 11 am to 2 pm. We're always looking to expand these visiting hours!

### 7. Library Assistant

Help to digitize our vast library resources, including the original SD&A business records, books, and photographs, so they are available to future generations. Research answers to guest questions, draft articles, research information for presentations, and more. Work generally takes place Wednesdays and Saturdays in Campo, but there may be options to work from home.

### 8. Media and Marketing Team

There's lots to do on the media and marketing team: Take pictures, record videos, and make content for Facebook, Instagram, YouTube and our website; write articles for the website, local news, and social media; staff booths/tables at local community events; manage and moderate the website; and more!

### Are You a Specialist?

Do you have an area of expertise that can be applied to railroading or our museum, such as electrical, welding, painting, construction, engineering, education, and more? We'd love for you to come share your skills with us. No matter what you do, we can always use another friendly face to help our museum grow and change.

Email [volunteer@psrm.org](mailto:volunteer@psrm.org) for more information or to learn how you can make a difference in our community by volunteering!





## Museum History – The Founding of the PSRMA by Bill Schneider

(Compiled from back issues of the *REPORT* and the *Dispatcher*)

October 18, 1959: Twelve people (all or most members of the Railway Historical Society of San Diego - RHSofSD) met at the Spreckels Organ Pavilion Office in Balboa Park to discuss establishing an operating railroad museum in San Diego County, envisioned as a part of the RHSofSD. The idea originated with Doug Duncan, Charles Gerdes and Eric Sanders. The twelve were: Dwight Couch, Dick Dodge, **Doug Duncan, Wally Duthie, Charles Gerdes, Lyle Judd, Eddie Jurghans, Bill Morrison**, Dick Pennick, Fred Reif, **Eric Sanders** and **Jack Stodelle**. Those in **boldface** later became museum founders.

January 5, 1960: Issue #1 of the *REPORT* was published privately by Eric Sanders on behalf of the San Diego County Railroad Museum, to promote interest in and attendance at exploratory meetings.

March 20, 1960: Issue #31 of the *DISPATCHER*, published by Eric Sanders for the RHSofSD, stated that the *REPORT* was “published by the *DISPATCHER*”, and referred to the “unofficial Rail Museum Committee.”

October 1960: Issue #2 of the *REPORT* was published. Dick Pennick was Editor and also Chairman of the RHSofSD Rail Museum Committee.

October 9, 1960 and November 13, 1960: The RHSofSD Rail Museum Committee meetings.

Early 1961: The RHSofSD decided not to establish a rail museum.

April 16, 1961: Thirteen people organized the San Diego County Railway Museum: Alan Diamond, Doug Duncan, Terry Durkin, Wally Duthie, Fred Finke, Charles Gerdes, Lyle Judd, Eddie Jurghans, Gene Lindsay, Bill Morrison, Eric Sanders, Jack Stodelle and Bill Wooten. Nine later dropped their museum membership, but not Durkin, Sanders, Stodelle and Wooten, who were honored in 1981 with the designation of Life Charter Member, Judd was elected President, Sanders as Secretary and Gerdes as Treasurer. Dues were established at \$10 per year.

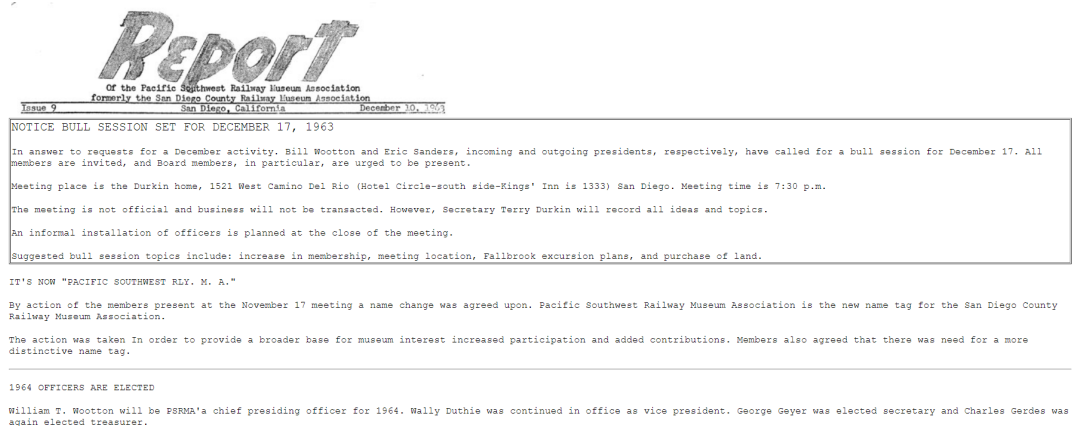
May 21, 1961; July 23, 1961 and August 12, 1961: Meetings of the SDCRM. The Report was accepted at the SDCRM’s official publication.

June 23, 1961: Campo designated as the preferred museum site.

March 3, 1963: First museum excursion (on Los Angeles trolley lines).

November 17, 1963: SDCRM changed its name to the Pacific Southwest Railway Museum Association “to promote a broader base for museum support, participation and contributions.”

January 15, 1964: PSRMA incorporated.





## Meet your volunteer – Glen Rogers

While finishing his last couple of years working in the traffic bureau for the City of Huntington Beach, Glen Rogers went looking for a train hobby before he retired. A friend went with Glen on vacations to visit railroad museums and tourist railroads. A volunteer at the California State Railroad Museum in Sacramento suggested they check out our railway museum in Campo as he lived in Southern California. In 2009, they rode the train at Campo, talked to the volunteer management and Glen joined as a Life Member!

Over the next several years, Glen attended the classes in train operations, working his way up to Conductor and Engineer. He also worked on track maintenance and repair projects with the Roadmaster, Wally Barber and crew along with working with Rail Works. Glen attended classes offered by The American Rail-



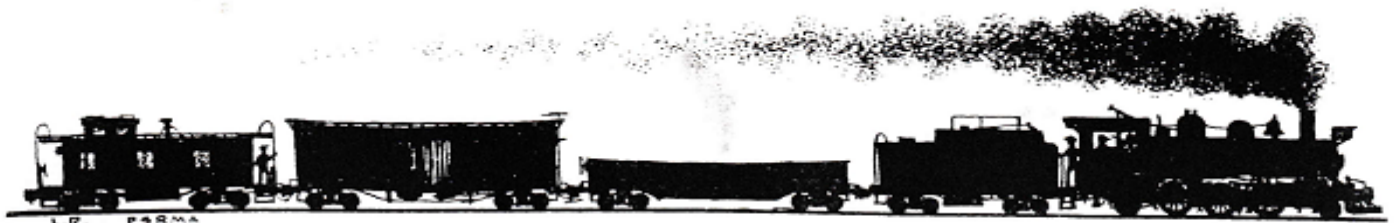
way Engineering and Maintenance-of-Way Association (AREMA). They are a North American railway industry group which publishes recommended practices for the design, construction and maintenance of railway infrastructure, which are used in the United States and Canada. He also took classes in track maintenance offered by the Federal Railroad Administration, qualifying for supervision positions.

In 2014, Wally Barber retired as Roadmaster, and Glen accepted the position. Since that time, he and James Caestecker, Track Foreman, have volunteered



inspecting track, scheduling work, training museum volunteers and supervising hand crews from the California Department of Forestry (CDF). They are now working with some of our newer, younger members to learn the skills to take over the track work and supervision responsibilities.

Glen is also frequently found on the museum's backhoe, assisting in the Facilities Department. He transports material around the property to keep our many acres clean. Glen also frequently drags our driveways and parking lots when they are rutted by rain storms. He also uses his pickup to transport museum materials to and from the local cities. Glen keeps a fifth-wheel trailer on site, which allows him to come down from Orange County every other week and stay the extended weekend or week.



**SUPPORT YOUR LOCAL RAILROAD MUSEUM!**





Our thanks to Mark Landguth for setting up and staffing a booth at the Antique Gas & Steam Engine Museum Open House in Vista and representing the PSRM on June 15&16 as well as June 22 & 23.





# New Three-way Switch Installed in San Diego for the San Diego Trolley

by Jim Lundquist

Back in 1985, the Santa Fe Railway donated a rare three-way switch to our museum. Volunteers worked hard to remove the switch, transport it to Campo and install it where it is today in our yard.



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## PSRM Track Gang Removes Rare Switch



The three way switch at Pacific Highway and F street was the only one in San Diego and a big gang of PSRMA volunteers is shown here removing it very carefully to be reassembled at the museum. Identifiable in this picture is Mike Reading (on the backhoe), Bob Haney (with pick), Jim Rasmussen (shoveling, rear, center), Jim Lundquist (with jackhammer), and Geoff Scheurman (in front of the museum's new forklift at right rear). (Dale Prescott photo)



Fast forward to today at 12th & Imperial in San Diego where crews are installing additional track for the San Diego Trolley Greenline station. There you will find a brand new switch which will allow Trolleys to go three different directions at the station. While a different design from the 1985 donation, these types of switches are rare and usually installed when space is very limited. The new switch is actually two switches, one laid over the other. The 1985 donated switch has one switch stand with two different length switch points. Freight trains to El Cajon will use the straight track east up Commercial Avenue. That service was suspended while this work was completed.

It is interesting to note that the same company the museum hired to complete the recent track work, RailWorks, is doing the installation for the Trolley.

*Photo by Jim Lundquist 6/10/24*



## Museum Parade Float Repairs Completed by Jim Lundquist



After a decade of service, the Museum's handcar float needed a new deck and a total repainting. It was taken home and completed as a home project by Dawn and Jim Lundquist. Additional support was welded onto the handcar for the new decking material. It is as good as new now. The next parade the float will be in is the Coronado Parade on the 4th of July.



*Photos were taken by Dawn Lundquist between 6/13/24 and 6/17/24*



# HAPPY BIRTHDAY AMERICA





The SD&AE local is heading down 3rd Avenue at K Street in Chula Vista in 1960. The local served fruit packing plants in lower Chula Vista with many blocks of street running. The tracks and packing plants are gone today.