



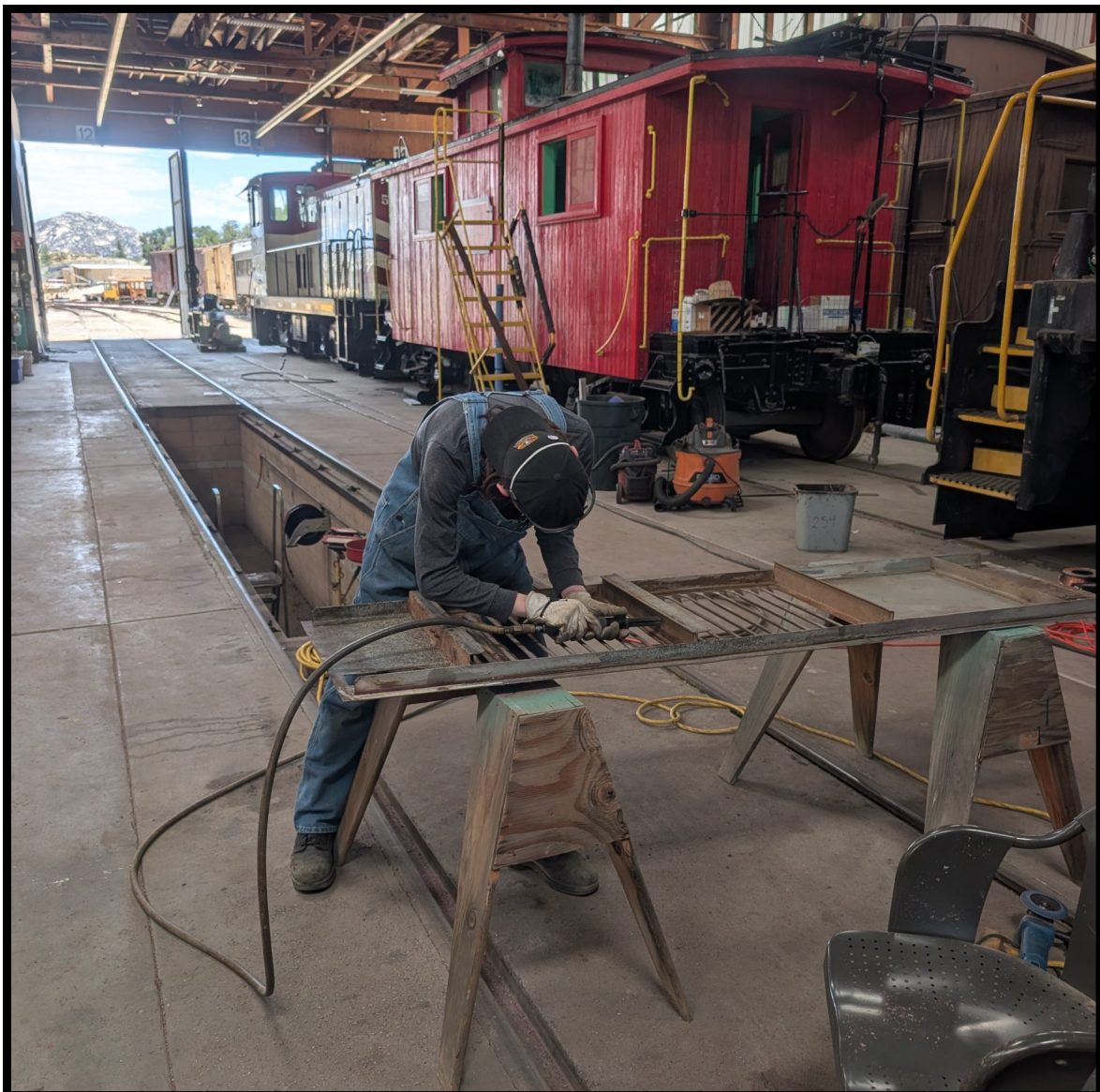
A publication for the Pacific Southwest Railway Museum members

Campo Railroad Museum

July 2026

La Mesa Depot Museum

VOLUNTEERS AT WORK AT CAMPO RAILROAD MUSEUM





Pacific Southwest Railway Museum
Association, Inc. WWW.PSRM.ORG
619-465-PSRM (7776)

Campo Railroad Museum
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 [https://psrm.org/
members-only-board-information/](https://psrm.org/members-only-board-information/).

Museum Directors
President: Stephen Hager
Vice President: Cass Witkowski
Treasurer: Carl Brooker
Secretary: Duke Schweikert
Equipment Dept: vacant
Facilities Dept: Frank E. Denison IV
Museum Services Dept: Jim Lundquist
Operations Dept: Colin Atwood

Museum Staff
Archivist: Bruce Semelsberger
Asst Dir. Of Facilities: Jim Lundquist
Fundraising: Donna Spevack
Hot Scoop Editor: Jim Lundquist
Membership: Lena Ibarra
Social Media Manager: Jason Drenkow
Station Master (La Mesa): Timothy Miller
Volunteer Coordinator: David Choy
Acting Equipment Dir: Stephen Hager

MEMBERS UPCOMING EVENTS



Special Events:

Track Maintenance Days at Campo Railroad Museum

Saturday, August 1 - PSRM Yard or Main Track at Campo TBD.

Regular Schedule:

At Campo Railroad Museum:

Saturdays & Sundays- Golden State train rides at 10:30, 1:00 & 2:30 p.m.

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.

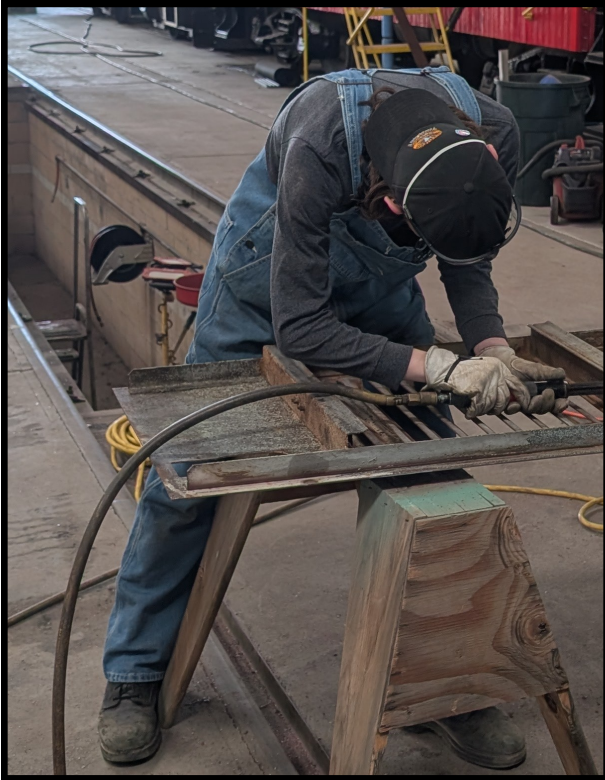
Volunteers are at both locations during the week as well.

For more information, please email: volunteer@psrm.org

NOTE: The July Board of Directors meeting has been moved back one week to July 24th this month. As always, all members are invited to attend every meeting, either in person or via zoom.

THE LIFEBLOOD OF THE MUSEUM

NEW VOLUNTEERS ARRIVE AT CAMPO



Our volunteers are the main reason our museum is thriving at both Campo and La Mesa.

Left is Adrian Gonzalez needle gunning the rust off SP #3709 inside the Shop Building.

Below is Kenneth McNicol painting the North Pole trailer at Canyon.

Recruiting and keeping new volunteers is job #1 for the continuation of our museum.

**THANK YOU
VOLUNTEERS.**



Membership News By Lena Ibarra

Summer has started, time for family vacations, visiting friends, or simply a reset from the daily grind. Come out to Campo, we'd love to see you! This month we welcome the Families of our new members: Charles Erbe, Lee Hopper, Kate Petrivelli, and Emily Viney. Thank you for your support.



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

From the Back Platform

By Stephen Hager, President

As I'm writing this, it's nearly the end of June which means we are almost halfway through 2026; time definitely flies! At the Campo Railroad Museum, temperatures are slowly creeping up, though we have had some relatively pleasant weekends in June. As I've mentioned many times before, the summer months are a slow period for our organization with no special events planned. However, Pacific Southwest Railway Museum Association volunteers will remain busy over the next few months with projects.

In the Equipment Department, work continues on the restoration of Southern Pacific 3709. Body work on the fireman's side of the cab is ongoing. The structural framing on this side of the cab is complete, and we are now cutting and bending new sheet metal to replace the sections of interior and exterior cab walls that we previously cut out. As this work wraps up, we'll be moving over to the engineer's side of the cab to do similar body work. Parts that we ordered for the dynamic brake system, new window molding, and other miscellaneous components have slowly been arriving over the past couple months.

The major components needed for the dynamic brake system on SP 3709 include the grid cooling fan, contactors and relays, and heavy gauge electrical cables. Once all of the requisite components have arrived, we'll begin installing the system, starting with the

cooling fan and working our way towards the electrical cabinet. The US Military didn't do us any favors when they deleted the dynamic brake system; they indiscriminately removed components from the electrical cabinet, replaced the throttle assembly in the control stand with a non-dynamic version, and ran new wiring to bypass the relays and contactors that were removed. We are fortunate to have an original Southern Pacific electrical schematic for the locomotive. It will be an invaluable reference as we run new wiring to replace what was previously removed.

Work on the Birthday Party Caboose is very near to completion. Volunteers have finished painting the exterior, have installed fencing around the platforms to safely enclose the areas for kids, and are installing the last two tables inside the caboose. Once this work is complete, volunteers will focus their attention on the inoperative Arco locomotive that will be paired with the caboose. Volunteers are about 75% finished painting the locomotive, after which they will reinstall the cab windows and the controls and gauges in the cab. Once the locomotive is complete, both it and the caboose will be rolled down to the Campo Depot and craned across the parking lot to their final resting place across from the depot. We look forward to opening the caboose up as a party venue for kids young and old!

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!

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 30 Golden State trains, 1 School Train, and the number of days they have volunteered through June 21: Colin Atwood 4, Alyssa Andersen 2, Jim Baker 2, Carl Brooker 1, Ken Brown 4, David Choy 1, Jaxon Dixon 1, Greg Flores 2, Chloe Giron 3, Leo Giron 3, Stephen Hager 1, Ryan Hodge 5, Randy Houk 1, Justin Hyland 7, Dave Little 5, Mike McIntyre 2, Bob

Nickles 2.

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

MOW - maintenance of way volunteers who have assisted Track Foreman James Caestecker in running a work train and maintaining tracks and right-of-way this period: Colin Atwood 2, James Caestecker 2, Jaxon Dixon 2, Chloe Giron 1, Leo Giron 1, Justin Hyland 1, Mario Sulek 2, Will Vanni 1, Tim Wamsley 1, Cass Witkowski 1.

There was a total of 60 volunteer-days this period.

Membership Dues Increase by Cass Witkowski, Vice President

The membership dues are going up August 1, 2026. You can renew now to lock in your savings. Veterans get a discount on membership. We have removed the Student and Contributing membership levels. Membership dues only cover small portion of the museum’s expenses. Please consider making a donation when you re-new.

MEMBERSHIP LEVELS

ANNUAL PAYMENT CATEGORIES	ONE-TIME PAYMENT CATEGORIES
\$30 Student (18 and under)	\$350 Senior Life (65 and over)
\$30 Senior (65 and over)	\$900 Life Member
\$40 Individual	\$1,200 Gold Spike Life
\$70 Family	\$5,000 Benefactor
\$90 Contributing	
\$120 Supporting	
\$180 Sustaining	

MEMBERSHIP LEVELS (STARTING AUGUST 1, 2026)

ANNUAL PAYMENT CATEGORIES	ONE-TIME PAYMENT CATEGORIES
\$35 Senior/Veteran (65+ or Veteran)	\$400 Senior/Veteran Life (65+ or Veteran)
\$45 Individual	\$1,000 Life Member
\$80 Family	\$1,400 Gold Spike Life
\$140 Supporting	\$5,000 Benefactor
\$200 Sustaining	

Cupcakes by Cass Witkowski, Vice President

Our museum’s success depends on the hard work of each and every of our volunteers. To help show our appreciation of the work you do, we are providing cupcakes. The next batch of cupcakes will be available on July 11 and 12 at the Campo break room. The cupcakes are freshly baked by our resident chef and work-camper Annie Field. She works in the gift shop most weekends. Please stop by and thank her for the yummy treats.

DO YOU KNOW MRS. CLAUS?

Do you know an active senior woman who would enjoy being Mrs. Claus on the PSRM *North Pole Limited* trains for one weekend? It is fun and saves the PSRM from having to engage a paid Mrs. Claus. It may seem early with Christmas months away but I start the planning cycle June first. The Santa's have already been hired. Yes, one must start this early to reserve an authentic full bearded Santas as they are in high demand with a small number of active participants. Email me: mark_l@psrm.org. The "l" is a small letter "L". Thank you. Mark Landguth.

NORTH POLE TRAILER REPAINTING PROJECT COMPLETED



The multiple month project of preparation, primer and painting of the trailer at Canyon has been completed. It was painted a color which closely matches the surrounding landscape to help it blend in. During our North Pole Limited train days, the doors open up to display Santa's home which the station name is changed to "North Pole". Thank you to six volunteers that completed the project.



(Right photo) In the foreground is Morgan Snyder and in the background is new volunteer Kenneth McNicol who are finishing up painting the back of the trailer. Both are part of the weekday volunteer crew.

Photos by Jim Lundquist 6/18/2026



Fundraising for June

Donna Spevack, Administrator of Fund Development-(fundraising@psrm.org)

Got plans for the 4th of July? Maybe a hike or a train excursion ride that includes a nice picnic lunch you packed to enjoy while you visit the railway museum. Oh, don't forget the sunscreen and water with either activity (even in your own back yard).

Membership fees and grants help to fund events, upgrades and new exhibits. During your visit to PSRM, be sure to renew your membership so that you can also enjoy future visits. Recently, a new upgrade that was made at the museum was the Installation of new lighting fixtures around the boarding platform. The crew is also working on restoring Locomotive SP #3709, and we have a new education building that is ready for brakeman and railway safety classes, as well as lectures (thanks to our volunteer Jenn Brooker).

I would like to thank all of our members and visitors for their donations to the museum for May/June.

Special thanks to: YTD \$40,021.55 donations

THANK YOU

Company Match Donation Contributor:

Diana Humphrey

\$1-\$200



Kate Petrivelli; Justin Hyland; Charles Erbe; Alexander Antov; John Diehl; Lee Hopper; Charles Swabb; Richard Bourda; Clifford Prather; Evelyn Repass; Emily Viney; Ben Epperson; Blake Marnell; Lars Petre

If you would like to make a donation for general support or for a specific project, exhibit or program, please go to:

- [Donate - Pacific Southwest Railway Museum Association, Inc.](#) We have multiple projects to choose from or if you are a person who likes to volunteer, PSRM is always looking for great volunteers to assist with various tasks at the Campo Museum [Volunteer - Pacific Southwest Railway Museum Association, Inc.](#)
- You can also 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) - \$1,000
- Employee Match Programs through your work place-Check with Human Resources to see if your company participates. Volunteer hours can also count towards matching gifts, [List of Companies with Matching Gift Programs.](#)
- Charitable planned gifts are also an option. Contact us for information.

If you have any questions, please feel free to reach out to us and we will gladly assist.

Like us on Facebook: [Pacific Southwest Railway Museum Association | Facebook](#)

Thank you and have a safe July 4th!

LIBRARY UPDATE FOR JULY 2026

BY Bruce Semelsberger & Richard Finch

I love a good mystery! Maybe that's why I have volunteered for so many years at the museum library. Any library- and ours at Campo is no exception- is just chock full of mysteries. What is this object, how was it used and where did it come from? What and where is the train, weird locomotive or depot in this photograph? Why can't we get this big, expensive scanner to send a scan to the same place twice in a row? Typical mysteries we encounter each and every Wednesday and Saturday at Campo. Looking for a place to beat the summer heat? Try our insulated and air conditioned library. New volunteers are always welcome to our party! You can email me at brucesems@cox.net for information.

What are we currently doing out there? Glad you asked! While we wait in the queue for the techies to come out and set up our new network, we keep finding lots to keep us busy. Last week our latest new volunteer, Kenneth, jumped in to assist Richard with a problem we are having with the output of the large format scanner and significant progress was made. We hope to see Kenneth on a regular basis, especially

when the network is set up as I'm sure there will be issues.

Working on the huge collection of photographs was becoming a problem as the current file cabinet drawers in use were almost full. A solution was found by resolving a situation that originated in the days before computers; yes, Virginia, there was once such a time. A decision was made way back then to attempt to keep the collections of many of the library founders physically intact and they have remained that way, tucked away uncatalogued in drawers, until the present. As we would never be able to actually find anything there without a time consuming search, we decided to retrieve those photos and integrate them into the master archive, using the computers to maintain the integrity of the individual collections. This gave us four empty drawers with which to expand the current files and that was accomplished over a couple of weeks along with a new way to itemize some subjects that defied easy identification. It also created the problem of what to do with the photos previously shoved wholesale into envelopes according to the donors. The only way forward was to empty each envelope and identify each photo, marking a description and the name of the donor on the back of each to be filed by railroad or subject in the main collection. There are several hundred photos involved and many require some amount of research, so you can understand why we are always looking for more volunteers!

Although scanning and adding all of our photos into the database remains a future project at this time, at least we can now put our hands on all of the photos in our collection pertaining to a given railroad or subject with a minimum amount of searching. Speaking of databases... Many of the 'finding aids' to library files including SD&A corporate records and a comprehensive list of rail-related newspaper articles from 1850 to 1900 will be available in the near future!

After five years of planning and research, the digital modernization of the library is starting to bear fruit. Through our online presence on the CATALOGIT HUB website, PSRM members for the first time are able to explore some of the many items that are housed at the PSRM library in Campo. The newsletter archives are now on line and searchable.



LIBRARY UPDATE FOR JULY 2026— Continued

All of the newsletters going back to the original announcement in 1946 announcing the first meeting of the Railway Historical Society of San Diego, the same society that started as a casual gathering of dedicated rail fans in the steam transition era of the 1950 and 60s, and then grew over the years into the vibrant Museum/railroad that is PSRM today, are available. The newspaper archives document the many volunteers working tirelessly over the years to make it all happen.

The library also has in its collection over 20,000 maps of the San Diego railway systems that have existed from the late 1880s. This includes almost all of the maps generated by the San Diego and Arizona Railway from its inception in 1906 to their final days in 1957. Most of these maps are drawn to the scale of 1 inch equals 100 foot of the entire 137 miles from San Diego to El Centro. Our hope is to eventually digitize the entire collection to be accessible through a Google Earth type interface. If you like working with Maps, we could definitely use your help in making that a reality. Either by doing the physical scanning at the library in Campo or working from home doing research and data entry.

Another benefit of our modernization will be to offer digital exhibits to augment the ones in Campo and La Mesa that guests can access directly on their phones or tablets. Stay tuned as there will be many more developments in the coming months.



PSRM Library link

<https://hub.catalogit.app/pacific-southwest-railway-museum>

Down at the La Mesa Depot

by Timothy Miller, Station Agent

June has proven to be a very busy month at the La Mesa Depot. We have had a steady stream of regular visitors. At times it is a little crowded with our younger visitors. The wooden railway play table could use a dispatcher or CTC to handle the traffic! Every week we see first-time visitors, as well. Case in point: on Saturday, June 13th, we opened the Depot for the La Mesa Flag Day Parade, and the Depot was packed.

This highlights the need for more PSRM volunteers at the Depot, which has generally been closed on Saturdays for a while now. **If we could just have four PSRM members each open the Depot once a month on a Saturday, this would be huge for**

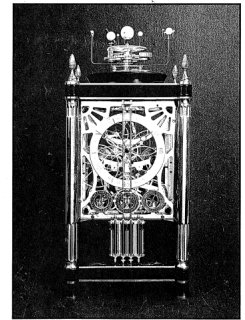
our ability to represent our organization to the public, and boost membership.

Work has been progressing steadily on the cosmetic restoration of the Mojave Northern #3. We are getting closer to having the two saddle tanks disconnected so they can be removed for repairs. If you want to gain experience working around steam locomotives, feel free to drop by on a Tuesday or Thursday, noon until 3PM, to lend a hand.

The Pacific Southwest Region of the National Model Railroad Association will be holding a regional convention September 9 -13 at the DoubleTree by Hilton Hotel San Diego-Mission Valley. I have requested a table for the Pacific Southwest Railway Museum at this event.

Presented here is an article on Watch Inspection on the local railway. In the late 19th and early 20th centuries, watches were essential safety tools for railroad workers because accurate timekeeping was critical to preventing deadly accidents and keeping trains running on schedule. Railroads operated on strict timetables and train orders that required trains to be separated by precise time intervals. On many lines, especially single-track ones, two trains could not be on the same stretch of track at the same time. A few minutes off could mean a collision dearjunecollectibles.com. Watches allowed engineers, conductors, and other key personnel to verify departure, arrival, and meeting times directly, reducing the risk of misreading station clocks or dispatch instructions. A pivotal moment was the 1891 train collision near Kipton, Ohio, where an engineer's watch losing time caused a scheduling error that led to a deadly crash. This tragedy spurred railroads to mandate strict watch standards. To be "railroad approved," watches had to meet rigorous requirements: Open-faced dials with bold Arabic numerals for quick reading; High-quality jeweled movements (often 15–18 jewels); Lever-set mechanisms to avoid accidental time changes; Adjustment for multiple positions (face up, face down, crown left/right, sometimes crown down); Accuracy within 30 seconds per week (about 4 seconds daily); Durability to withstand temperature changes, shocks, and magnetic fields. These watches were inspected regularly to ensure they remained within tolerance.

In short, railroad watches were not just timepieces—they were part of the operating system, ensuring that trains met on time and never collided.



WATCH INSPECTION ON THE SAN DIEGO AND ARIZONA RAILWAY

by Vincent S. Ancona (CA)

As an employee at the San Diego Historical Society, I am always on the lookout for historical documents or information relating to watchmaking in San Diego. I often come across old advertisements or correspondence from local watchmakers or jewelers. Recently, I was talking to Bill Richardson, a volunteer at the historical society who has spent the last five years organizing and cataloging boxes and boxes of company files from the now defunct San Diego and Arizona Railway.

Knowing the importance of accurate watches on railroads, I asked Bill if he had run across any references to railroad watches and their inspection. He nodded and pulled out a box from among the rows he had processed. Inside were countless memos, reports, and letters all pertaining to watch inspection—not exactly the type of material that the average person would delight in, but to me it was a gold mine. The material basically covers a fourteen-year time span, from the time the railroad was completed until it was sold. By sifting through these documents, I was able to put together a fairly accurate picture of how railroad watch inspection worked on the San Diego and Arizona Railway, and presumably on other railroads at this time.

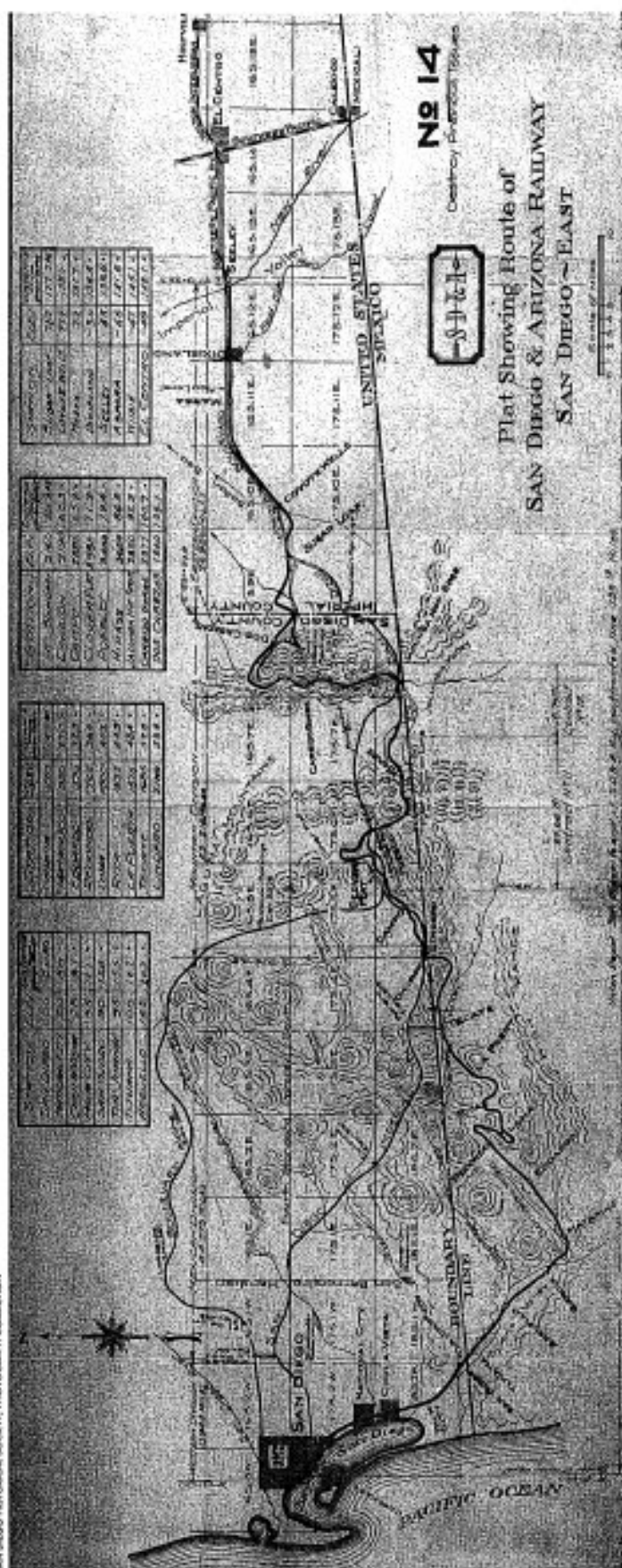
The San Diego and Arizona Railway (S. D. & A.) was in operation from 1919 to 1933, when it was swallowed up by the Southern Pacific and the name was changed to the San Diego and Arizona Eastern. The line ran approximately 150 miles, from San Diego east to El Centro, California (see map, Figure 2, next page) where it connected with the Southern Pacific and continued on to Yuma, Arizona and points east.

For those of you not acquainted with California geography, San Diego is located in the southwestern-most corner of the United States, fifteen miles north of Tijuana and the Mexican border, and 110 miles south of Los Angeles. San Diego is cut off to the east by a range of steep, high mountains. It was these mountains that in the 1880's led the Santa Fe Railroad to choose Los Angeles over San Diego in selecting the terminus for its western route. Consequently, Los Angeles received the industry, commerce, and growth that came along with the railroad, while San Diego had to settle for a spur line connecting it to Los Angeles.

San Diegans never gave up hope for a direct route to the east, however, and in 1919 the last spike of the San Diego and Arizona Railway was driven home and San Diego was linked with the east. Construction of this railroad had begun several years earlier by the Southern Pacific, but when that company dropped the project, it was carried on by John D. Spreckels, who also owned San Diego's newspaper, gas and electric company, streetcar lines, and water company, as well as half of the city council.

The S. D. & A. followed a rather circuitous path, winding its way over and around mountains and through gorges and steep canyons. The road even dipped below the border and ran through Mexico for some forty-five miles. The difficult terrain required the construction of numerous tunnels and trestles, each one an engineering feat in itself. One of the most remarkable sections of the line was an eleven-mile stretch running through Carriso Gorge (Figure 1), located in the high desert country near the eastern

Figure 1, left, an S. D. & A. Railway train traveling through the breathtaking yet inhospitable Carriso Gorge.



border of San Diego County. This portion of the line clung to the sides of the mountains, nearly 1,000 feet above the bottom of the gorge, crossing a number of trestles and passing through seventeen tunnels (Figure 3, next page). Because of the obstacles encountered in its construction, the San Diego and Arizona soon became dubbed "The Impossible Railroad." Even after its completion, the railroad had trouble with storms and mudslides, which were constantly washing away sections of the track. In addition to these dangers, there were several blind curves consisting of single track, which meant that engineers and conductors had to be extremely careful about observing timetables in order to avoid a head-on collision.

Like other railroads at the time, the S. D. & A. realized the importance of accurate timekeeping. This need had become apparent within the railroad industry after the fateful crash of April 19, 1891, when two trains collided head-on near Cleveland, Ohio, killing eleven people and resulting in a great loss of property (see p. 259 for more on the tragedy). The generally accepted explanation for the accident has been that the pocket watch carried by the engineer of one of the trains was four minutes slow. Clearly, the timepieces which were being used to operate the nation's railroads were not reliable, and some means of regulation was needed. However, the task of overseeing and inspecting all the watches and clocks in use on the lines as well as establishing acceptable standards of accuracy was beyond the ability and scope of most railroads. The cost of setting up such an inspection system, not to mention the expertise required, made it nearly impossible for small railroads like the S. D. & A. to undertake such an endeavor on their own.

It was for this purpose that the Official Bureau of Railroad Time Service was established in Cleveland, Ohio by Webb C. Ball in 1893. Ball's aim was to establish a uniform system of standards for railroad watches and their inspection. His system and guidelines were quickly adopted by a number of railroads and soon became the industry standard. On December 1, 1918, with the S. D. & A. nearing completion, the managers of the railroad decided to enter into a contract with Ball. As the General Time Inspector of the Official Bureau of Railroad Time Service, Ball would implement and maintain a time service on the S. D. & A. lines for a fee of \$15.00 a month. For this fee, Ball would oversee the inspection of all watches and station clocks on the line, as well as maintain records on their performance and determine the minimum standards for time safety.

Ball did not do all of this himself, however. He appointed jewelers in San Diego as well as in one or two other points along the line to serve as local watch inspectors. These inspectors were the ones who actually checked the employees' watches and made sure that they

Figure 2, left, a map of the S. D. & A. Railway route.

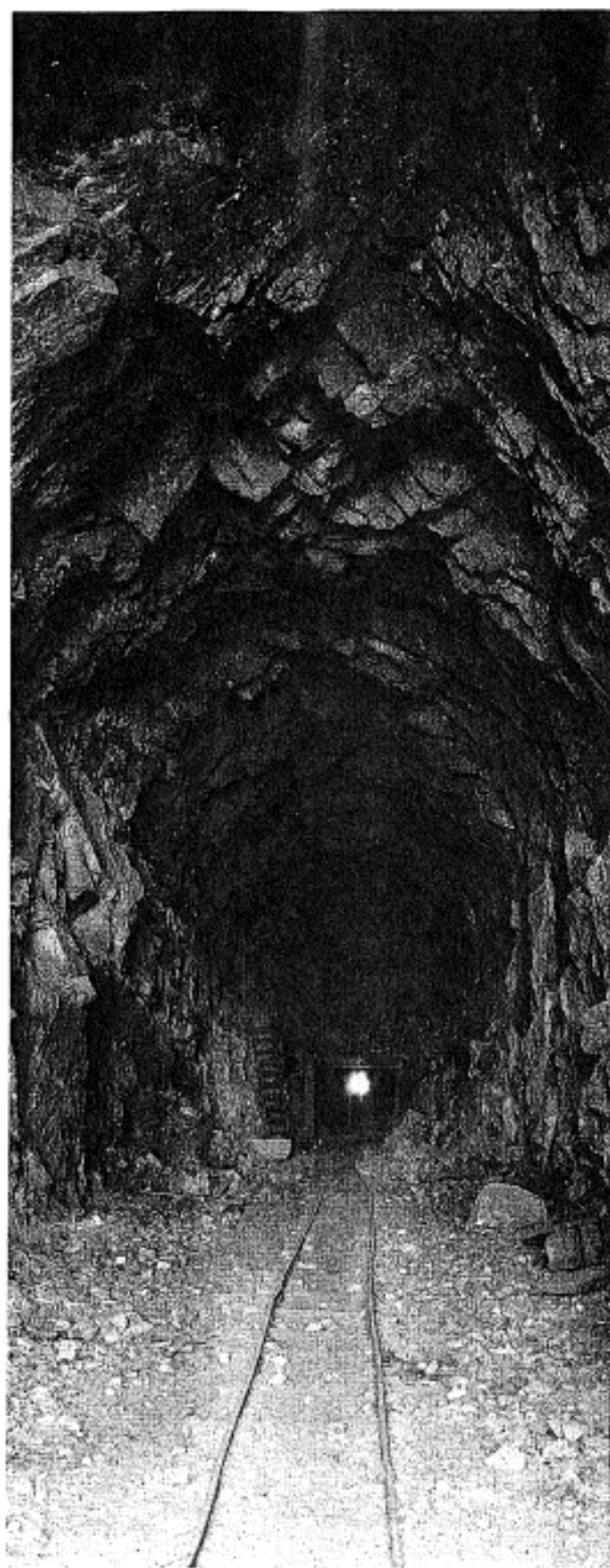
met the prescribed standards for accuracy. The local inspectors then reported their findings to Ball as well as to Mr. J. R. Lowe, the superintendent of the S. D. & A. Ball made sure that the local inspectors were carrying out their duties, while Lowe handled the disciplining of those employees who possessed substandard watches or who failed to have their watches examined.

In December of 1918, Ball came to San Diego to set up his time service on the S. D. & A. He appointed J. W. Ware, a jewelry store owner in downtown San Diego, as the local watch inspector. Ball then supervised the first inspection of the employees' watches. This was an important inspection, because it gave Ball the chance to record the make, model, and serial number of each watch on the line, as well as make sure that each man was carrying a watch that met Ball's standards for railroad watches. At this time, the standards for railroad watches were as follows: 16-size, at least 19 jewels, double roller, adjusted to five positions, temperature and isochronism, open face, stem-wind, lever set, Breguet hairspring, and a dial with bold Arabic numerals.

Previously, these standards had been less stringent, and had allowed 18-size watches, single rollers, and 17 jewels. When Ball instituted his time service on the S. D. & A., a number of employees who had been working on the line for some time owned watches which met the older requirements, but not the new. Since these watches were already in service, the men were allowed to continue using them. A number of watches which did not meet even the old standards were discovered, and the owners were required to obtain standard watches.

After this first inspection, the time service procedures began to operate on the following basis. There were three major aspects to time service: comparison, inspection, and cleaning. Each employee had to take his watch to the local watch inspector and compare it to a master clock. Engineers, conductors, and all employees whose jobs required them to operate the trains or dispatch orders were required to compare their watches twice a month, once between the first and the fifteenth, and again between the fifteenth and the end of the month. In addition, these comparisons had to be spaced at least ten days apart. When the employee brought his watch in, the inspector checked to see how many seconds off the watch was and then recorded this on a small blue card, known officially as the standard watch certificate, which the employee was required to carry at all times (see Figure 4, next page). The employee in turn had to sign the inspector's register as evidence that the comparison had been made. The blue card was the employee's proof that his watch had been compared, while the register was the railroad's proof that the employee had presented his watch for comparison. At the time of each comparison, the inspector also re-set the

Figure 3, right, one of seventeen tunnels through the Carrizo Gorge.



Form 2823 C. S.
8-11-10,000

STANDARD LOANER CARD

TIME INSPECTION SERVICE

19__

This is to Certify, that the Loaner Watch of _____
 employed as _____ on the _____ Division
 Movement No. _____ Grade _____ is up to the standard
 of excellence required by these Companies, (Rule 12 Circular "Instructions to
 Local Watch Inspectors"), and is performing as per record on the back of this card,
 Furnished by _____ Date, _____ 19__
 Condition, etc. _____
 _____ Watch Inspector.
 _____ Address _____

Preserve this card. See instructions on reverse side. All "Loaner Cards" taken
 up by Local Inspectors must be forwarded to General Time Inspector.

Form 2821 C. S.
11-17-30,000—U

EMPLOYEE'S WATCH INSPECTION CERTIFICATE

This is to Certify that the watch of _____
 employed as _____ on the _____ Division,
 Movement No. _____ Make _____ Trade Mark _____
 or Grade _____
 Size _____ No. _____ Htg. _____ Old or New _____ Single or _____
 Jls. _____ P. _____ Movement _____ Double Roller _____
 Coming under Time Service Rules for first time: Yes or _____ Cased in _____ Htg. or _____
 No _____ O. F. _____
 Pendant at 1, 2 or 3 _____ has been inspected by me: is up to the standard
 of excellence required by this Company and is performing as per record on back
 of this certificate, was last cleaned or repaired (Date) _____
 By whom _____ Work done _____
 (Signed) _____ Local Watch Inspector
 This certificate issued _____ 19__
 New certificate issued _____ by _____ Local Watch Inspector.

EMPLOYER MUST PRESERVE THIS CERTIFICATE, and turn it in to Local Watch
 Inspector at next quarterly inspection period, and obtain new certificate. Do not soil or
 deface comparison records.

Figure 4, top, the pink Standard Loaner Card. Bottom, the blue Watch Inspection Certificate. Employees had to carry this card at all times.

watch to the correct time. Any watch which varied by more than thirty seconds a week, or one minute since the last comparison period, had to be looked over and repaired or regulated to meet the standards.

Every six months, an inspection was made of each employee's watch by the local inspector.¹ At this time, the local inspector was instructed to carefully look over each watch to insure that it was in proper running order and up to standard. The inspector would then take up the employee's old blue card and issue him a new one. An employee would not be issued a blue card without having a watch that met the railroad standards, and technically

speaking, he was not allowed to go to work without such a watch and a blue card.

The Official Bureau also required that each employee have his watch cleaned every eighteen months. If the employee took his watch to the local inspector for cleaning, he was given a standard loaner watch and his blue card was traded for a pink loaner card, bearing the make, model and serial number of the loaner watch (Figure 4). If the employee decided to have his watch cleaned by a jeweler of his choice, he had to obtain a standard loaner watch from that jeweler and then take the loaner to the inspector, who made sure that it was up to standard and then issued the employee a pink loaner card. Obviously, this second course of action was more of an inconvenience, as the employee had to go first to the jeweler and then to the inspector. In either case, however, the employee was required to continue adhering to the time service proce-

¹ Originally, inspections were made every three months, but this was changed to every six months in 1920. Similarly, cleaning and oiling of the watches was originally required every fifteen months, but was later changed to every eighteen months.

From all of this, it is apparent that the local watch inspector bore the brunt of the work in operating the time service. The responsibility of Ball and the Official Bureau of Railroad Time Service was to set the standards under which the local inspectors operated and to oversee the whole process. Ball and his successors made periodic trips to San Diego to make sure that the time service operation was running smoothly and according to plan. The Official Bureau kept records of all comparisons and inspections, and served as a liaison between the S. D. & A. itself and the local inspectors. This procedure continued throughout the years with only minor changes. However, there were several changes in the management of the time service. First of all, Webb Ball passed away in 1922, and W. F. Hayes was named as his successor. This did not cause much of a change in procedure and business continued as usual.

There were also a number of changes in the local watch inspectors. Originally, three inspectors were appointed, one at El Centro, one at Calexico, and one in San Diego, Mr. J. W. Ware. The two inspectors in El Centro and Calexico were near the end of the line, and had little to

STANDARD LOANER TIME RECORDS				
MARK TIME IN SECONDS				
DATE	Sec. Fast	Sec. Slow	S-Set R-Reg.	Inspector Sign in Ink

DATE RETURNED
19

After your Watch has been put in proper order, you must take it to the Company's Inspector for examination and approval before it can be carried in service. He will take up the "Loaner Card" and return your own Card, and transfer the Comparison Records to it and you will thus get full credit for all comparisons. The "Loaner Card" is a safeguard to you and a protection to the Company's service.

This Certificate to be returned to Division Supt.
by Local Inspector when taken up.

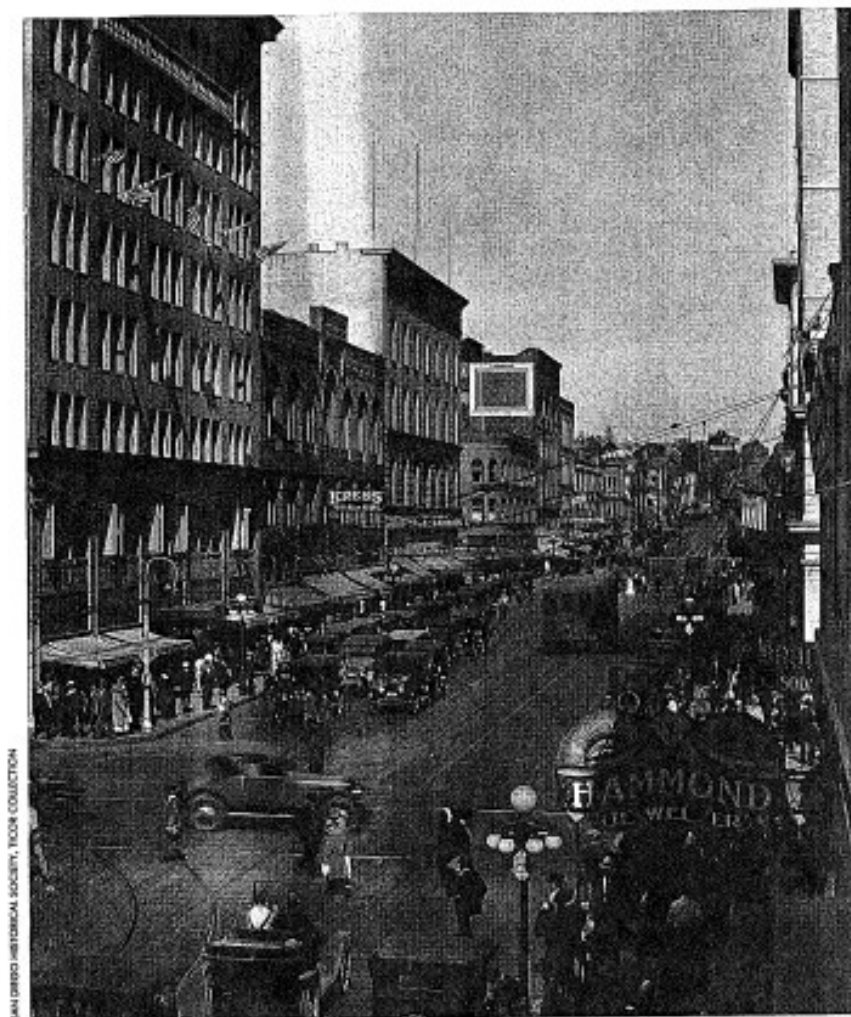


Figure 6. Looking up Fifth Avenue in downtown San Diego, circa 1927. Inspector Hammond's shop can be seen in the foreground.

do compared to Ware. They simply compared the watches of those men working in those immediate areas. Ware, however, had a larger job. Not only did he have more railroad employees to take care of by virtue of his location, but he also had the responsibility of making a traveling inspection once a month to compare the watches of those men who worked at out of the way places on the line and had no means of getting into town.

Due to regulations restricting free travel on passenger trains, Ware, or one of his men, had to make inspections by riding out on a supply train, which did not run as frequently. If there was no supply train returning to San Diego on the same day, he would be obligated to spend the night in El Centro and ride in the next day. This meant that Ware had to miss one or possibly two days of work in his own shop every month in order to take care of this inspection. He was also responsible for servicing the three station clocks that were in place along the line. For all of these services, Ware did not receive a dime. It

was expected that the additional business brought in through repair work, cleaning, and sales to the railroad men would be compensation enough for the local inspectors.

From the appearance of the correspondence between Ware, Superintendent Lowe, and the office of the General Time Inspector, Ware was rather temperamental about his services. He seems to have been very reluctant to make the monthly traveling inspections unless it was convenient to him. In addition, some of the men began complaining that he charged a dollar more for cleaning than other jewelers, and that they were dissatisfied with his service. In his own defense, Ware claimed that the railroad men were taking their watches to jewelers who cleaned the watches for a lesser fee, but made no attempt to regulate them. When the watch failed to keep good time, the owner would bring it to Ware who, as the local inspector, was obliged to regulate it free of charge. Ware complained that he was being forced to provide a service that someone

This article will continue in a future *Hot Scoop*.



A northbound San Diegan train pulling out of Santa Ana, California, on July 3, 1952.

