



A publication for the Pacific Southwest Railway Museum members

Campo Railroad Museum

August 2026

La Mesa Depot Museum

PARTY CABOOSE IS READY TO BEGIN NEW LIFE





**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/>.

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:

August 1 - Track Maintenance Days at Campo Railroad Museum

October 4 - Backcountry Wine Train

October 10, 17, 24 & 31 - Sip & Scare

October 24, 25 & 31 - Pumpkin Trains

November 27, 28, 29, December 4, 5, 6, 11, 12, 13, 18, 19 & 20 - North Pole Limited

Regular Schedule:

At Campo Railroad Museum:

Saturdays & Sundays- Golden State train rides at 10:30 A.M, 1:00 P.M & 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

Party Caboose

by Jim Lundquist, Editor



Photos by Jim Lundquist 7/12/26

Some projects do take a long time from the idea to the finished project. The longest one I can think of is a complete railway museum in Campo in 10 years. Of course, that only involved eight acres, one small depot building and one mile of track. Those plans went out the window when we acquired the right to operate on eight miles of tracks, then the Campo Depot, then 14 miles of track and then an additional 92 acres!

Chesapeake & Ohio caboose #90751 came to us one day as the owner offered to donate both the caboose and the transportation to Campo. We accepted the donation. Over the years, we worked on more local equipment and the caboose seemed surplus to our needs. About 10 years ago, we accepted the idea of making the caboose into a "Party Caboose" for birthdays and the like. We constructed a concrete platform near the Campo Depot. What was needed was a dedicated volunteer group to paint the caboose and the small locomotive going to the platform. Over the past several years, we walnut blasted the old paint off. Then Bryon Anderson and his family started the effort to paint it. That effort has now been completed! Once the accompanying locomotive is finished being painted, both the locomotive and caboose will be moved to the platform and a railing will be installed. Then we can offer the public a unique party venue.



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.

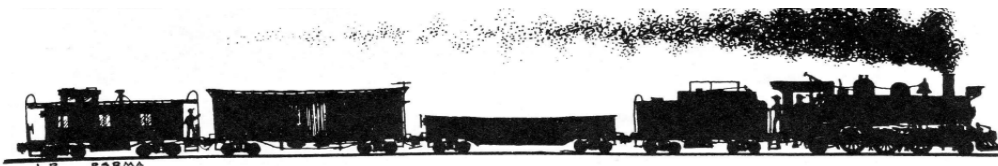
Submission guidelines: All articles should be single spaced and submitted in Microsoft Word format. Photographs are also welcomed. Please include photographer and date of photo. Send all submissions to Editor@psrm.org

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



Backcountry Wine Train



The *ONLY* wine train excursion
in Southern California!
Snack on some charcuterie
bites while sipping a selection
of 6 San Diego County wines
and taking in the stunning views
during this 90-minute, 21+ event.

Next Departure:

October 4, 2026 at noon and 3 pm

Why not book the *Robert Peary* for your
small group for a truly luxury
experience, complete with champagne
and a private server!



www.psrn.org/winetrain

SPECIAL EVENTS SEASON APPROACHES

As Fall approaches, our museum starts our busy season again. As always, now is when new and seasoned volunteers step up to make sure these special event trains are great time for our visitors. If you can assist, we need you. If you are not able to volunteer, please invite your family, friends and coworkers to purchase tickets and join in on the fun times at the Campo Railroad Museum.

This is when we shine!

JOIN US FOR THE NORTH POLE LIMITED

Fridays, Saturdays, and Sundays
November 27 through December 20.

Experience the Magic

Only at the
Campo Railroad Museum



Members Only Presale
Begins August 1, 2026.
Use Password: HollyJolly

Visit us at PSRM.org/NPL

EVEN MORE SPECIAL EVENTS AT THE CAMPO RAILROAD MUSEUM



HE'S BAAAACK!
BIGGER, BADDER, AND SCARIER THAN EVER

TRY AND SURVIVE THE SIP 'N SCARE!
SATURDAYS IN OCTOBER

MEMBERS ONLY PRESALE
BEGINS AUGUST 1
USE PASSWORD: DEADTRACK

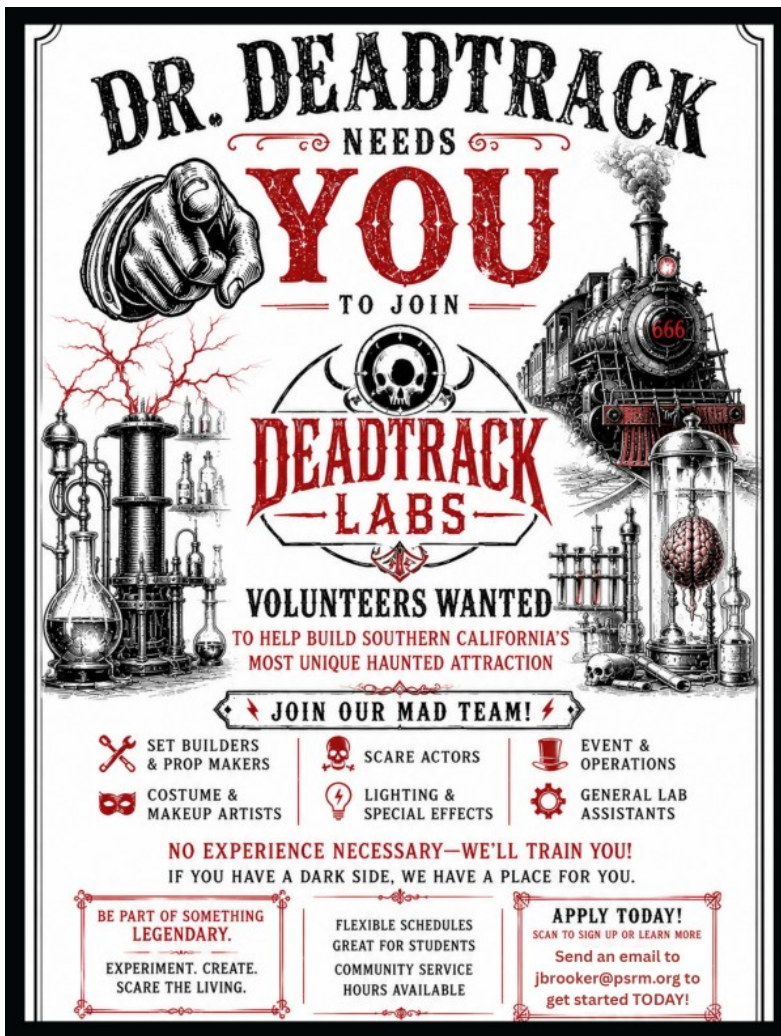



CAMPO RAILROAD MUSEUM PRESENTS
THE PUMPKIN EXPRESS

FALL FUN FOR THE WHOLE FAMILY!
October 24, 25, and 31, 2026
10:30am, 1pm, and 2:30pm



SCAN HERE FOR TICKETS!



DR. DEADTRACK
NEEDS
YOU
TO JOIN

DEADTRACK LABS

VOLUNTEERS WANTED
TO HELP BUILD SOUTHERN CALIFORNIA'S
MOST UNIQUE HAUNTED ATTRACTION

JOIN OUR MAD TEAM!

✂ SET BUILDERS & PROP MAKERS	💀 SCARE ACTORS	🎩 EVENT & OPERATIONS
🎭 COSTUME & MAKEUP ARTISTS	💡 LIGHTING & SPECIAL EFFECTS	⚙ GENERAL LAB ASSISTANTS

NO EXPERIENCE NECESSARY—WE'LL TRAIN YOU!
IF YOU HAVE A DARK SIDE, WE HAVE A PLACE FOR YOU.

BE PART OF SOMETHING LEGENDARY. EXPERIMENT. CREATE. SCARE THE LIVING.	FLEXIBLE SCHEDULES GREAT FOR STUDENTS COMMUNITY SERVICE HOURS AVAILABLE	APPLY TODAY! SCAN TO SIGN UP OR LEARN MORE Send an email to jbrooker@psrm.org to get started TODAY!
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As if the Backcountry Wine Train and the North Pole Limited weren't enough, we are also bringing back Dr. Deadtrack on Saturday nights plus the popular family Pumpkin Train for three days in October.

Did I forget to mention that we need all hands on deck for these events? No—I did not!

If you can help out, please contact Volunteer Coordinator David Choy at dchoy@psrm.org



From the Back Platform

By Stephen Hager, President

In my monthly Hot Scoop article back in March, I covered some of the responsibilities held by the Pacific Southwest Railway Museum Association Board of Directors. One of those responsibilities includes budgeting and controlling expenses. Throughout each calendar year, our organization incurs many fixed and variable costs in the course of doing business. Variable costs include discretionary spending on projects such as equipment restoration, major track rehabilitation, and new exhibits; but they also include usage-based expenses such as utilities (i.e. water, sewer, and electricity) and fuel. Fixed costs are things such as trash pickup fees; property taxes, and insurance premiums that have little variability year over year.

Fixed costs are predictable and we can budget for them quite easily. Although utilities and fuel costs vary with usage, they will fall into a predictable range over the course of a year. These are all “must-have” expenses that we have to cover in order to stay in business. Our ability to do discretionary spending is dependent on the amount of cash we have available after the must-have expenses are covered. Train ride ticket sales make up the bulk of our steady annual income, with museum memberships and donations adding a small contribution to the total. Large donations and grants vary significantly year to year; the more we receive, the greater number of discretionary projects we can undertake.

While the board always seeks to increase our income through expanded and improved special events and outreach, another way to make more cash available for discretionary projects is to reduce our must-have expenses. Electricity is one such expense. Over the years, PSRMA has invested in better insulation for our buildings in Campo, more energy efficient air conditioning units, and upgrading incandescent lights

to LEDs. That said, Southern California has some of the highest electricity rates in the nation, and they are only expected to continue rising. Following extensive research by our Director of Museum Services, Jim Lundquist, the board has just authorized a major project to install solar panels at the Campo Railroad Museum. The roughly \$120,000 project will include the installation, testing, and commissioning of solar panels on the roof of the library, along with waterproofing and insulating the library roof. PSRMA is taking out a loan to cover the project costs, which will be paid back at roughly \$2,000 per month over the next six years.



The solar panels will generate enough electricity to offset our usage at all of our electrical meters. The net result will be that our electricity bills effectively drop to zero dollars. The monthly savings in electricity costs will roughly offset the monthly loan payments. After the loan is fully paid off, PSRMA will enjoy a savings of about \$17,000/year based on current electricity rates. This will free up additional cash to go towards the projects that we are most passionate about: restoring our railroad equipment and providing a more immersive and educational experience for our museum visitors!

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!

Next Project in the Shop for the Equipment Department

is Southern Pacific GP-9 #3709. She is sitting on track 13 inside the Shop Building while our volunteers tackle the decades of rust and the damage it does to the metal. Not to worry, in a brief time, determined by the number of volunteer workers on the project, this low nose "General Purpose" (GP) locomotive will be heading down the San Diego & Arizona Railway tracks pulling train loads of happy visitors at the Campo Railroad Museum.



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. A \$50 stipend will be provided to cover gas and other expenses as well as a complete costume. Email me: mark_l@psrm.org. The "l" is a small letter "L". Thank you. Mark Landguth.



Brick Platform Project Underway at the Campo Depot

Article and photos by Jim Lundquist, Frank Denison and Cass Witkowski.



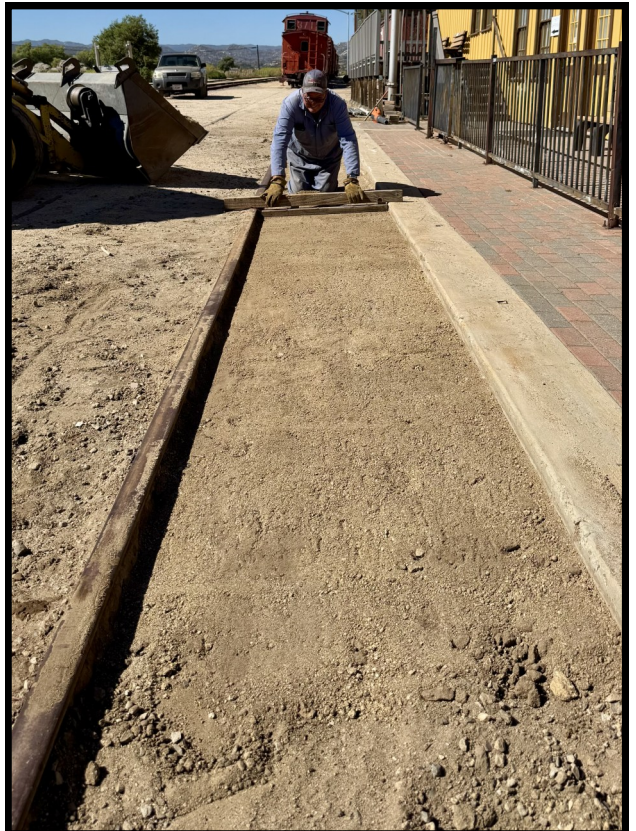
Indeed, some projects do take some time to develop. Approximately 20 years ago, Jim Lundquist solicited a donation which allowed us to purchase bricks to be installed at the Campo Depot platform. Director of Facilities Frank Denison decided that now (in the middle of summer!) was the time to complete this project.



Brian Elmore lent us his vibrating machine .



(Above) Frank cuts bricks on the saw borrowed from the Lundquists while Jim Lundquist (right) is on his knees. Phase 1 & 2 are now completed, but the project will continue.





Removal of old, broken asphalt was the first effort required to allow for the placement of bricks.



Frank Denison and Dawn Lundquist lay bricks in the 101 degree heat on Saturday, July 25th.



Vice President Cass Witkowski notes: our crack team of volunteer bricklayers, Frank Denison, Jim and Dawn Lundquist, are out in the noonday sun. They braved the heat and heat stroke, to install bricks between the Campo Depot and the main track. As a start, they are setting the bricks between the rails on the house track. Later, they will expand out to the main track. This will give our customers a smooth platform and firm footing when boarding the train. There are plenty more bricks to be set and volunteers would be welcomed. So come on down and pound some bricks. Email jim@psrm.org for more information.

LEFT: Jim Lundquist brought up his power saw to cut the bricks for a perfect fit as needed.

Reminder for other non-profit groups that we support their cause. If you know of another non-profit group that can use two free tickets to our museum, including the Golden State train ride, we are happy to provide them. Simply email Jim@psrm.org with the group name and mailing address, and he will get those right out to them. It's a service we have always provided for our friends in the non-profit community.

Treasurer Report by Carl Brooker

The last few months have been a busy time for the museum’s treasury as we finalized our annual financial documentation for the IRS and California tax authorities. I would like to extend a special thank you to Jay Myers with JRM Accountancy Corporation in Ramona for his diligent work in pulling our filings together.

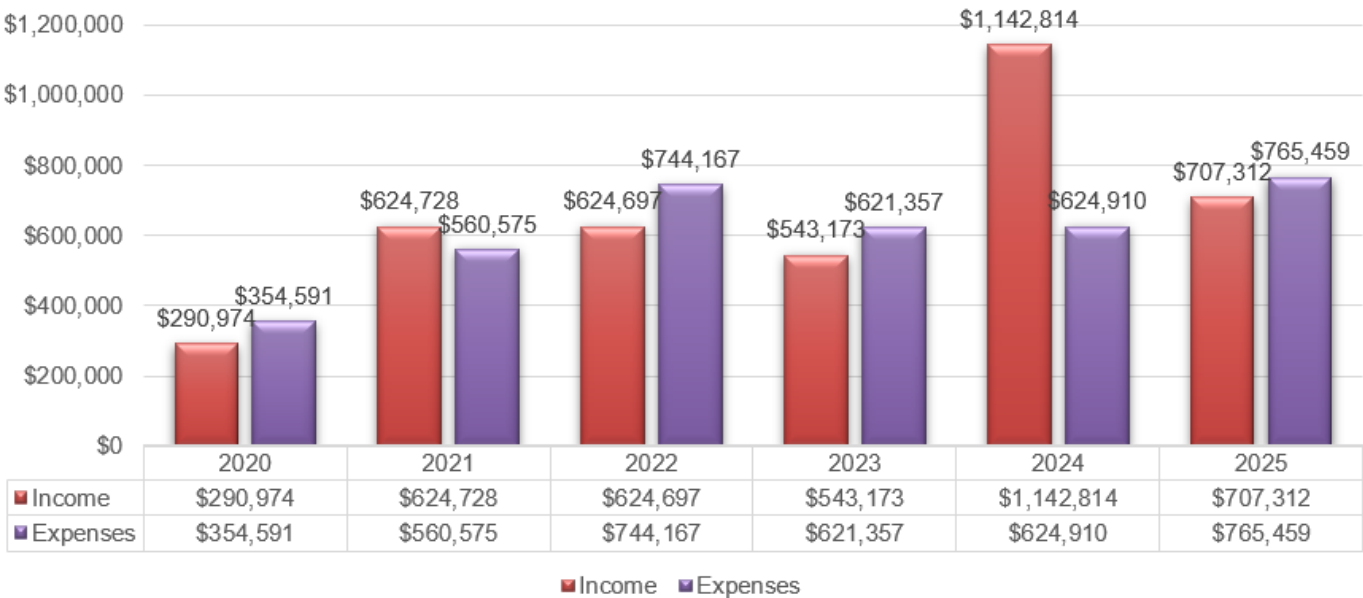
Here is a quick look at our 2025 financial performance:

- **Total Revenue:** \$707,312
- **Total Expenses:** \$765,459
- **Net Accounting Balance:** -\$58,147

While we technically finished the year in the red on paper, this deficit reflects the planned spending down of our 2024 ARPA grant. In 2025, we utilized \$113,536 of those grant funds. If you exclude these ARPA-funded expenses from our 2025 operating budget, the museum actually generated a **\$55,389 operating profit**—which is fantastic news and reflects the hard work of all our volunteers!

Below is a chart comparing our Form 990 tax filings from 2020 to 2025. As you will see, our 2024 revenue reflects the receipt of the large ARPA grant, which we have been successfully drawing from ever since.

PSRMA Income and Expenses 2020-2025



At Home Volunteer by Jim Lundquist, Director of Museum Services

Our thanks go out to Leanne Whalen who undertook the effort to upgrade our equipment collection web pages. Each page will have a standard format with the same type of information on each page for each piece of our collection. Leanne responded to my request for assistance, and she answered the call. Many thanks, Leanne. The new pages look great.

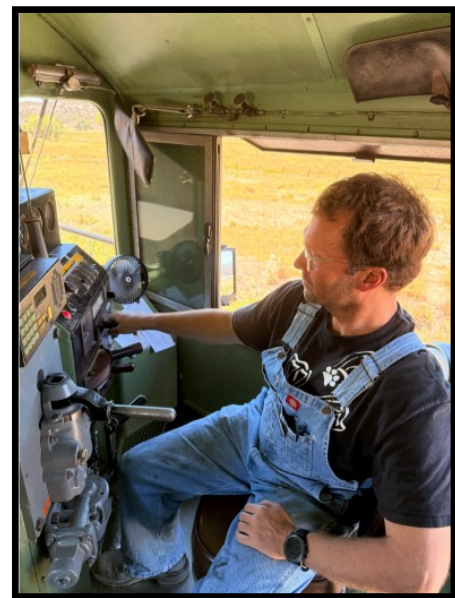


Student Engineering Continues at Campo

Like many of our volunteers with our railroad museum, Carl Brooker holds down multiple positions. On the right, Carl is at the controls of SP GP-9 #3873 while on a student run from Campo to Canyon and return. When Carl isn't part of our all volunteer train crew, he is the museum's Treasurer while sitting on the Board of Directors.

This photo was submitted by his proud wife, Jenn. Jenn herself holds multiple positions within our museum as well.

The family that plays together, stay together—if you can call all the hard work with the museum “playing.”



Board Nominations Now Open

By Duke Schweikert, Secretary

It's that time of year again! The nomination period for the 2026 Board of Directors election is now open through September 16th. The board positions up for election for the 2027-2028 term are **President, Secretary, Director of Museum Services, and Director of Equipment**. As always, any ten Regular Members in good standing may nominate any other Regular Member in good standing for the position of an executive officer of the corporation or the position of division director, provided the person so nominated evidences in writing a willingness to serve if elected and the person so nominated is associated with the corresponding division of the corporation.

Members wishing to petition for a position on the ballot should visit <https://www.psrma.org/election/>. This webpage contains download links for the petition forms, information on important dates for the 2026 election, as well as information about the duties of

the positions up for election.

Petition forms or packets of individual petition forms are due to me by September 16th, either in person to a current board member who will forward it on to me, or by mailing them to:

PSRMA
ATTN: Secretary Duke Schweikert
4695 Nebo Drive
La Mesa, California 91941

For those positions where more than one candidate submits a valid petition, a ballot will be mailed out by October 5th and will be due back to me at the above address by November 11th.

Remember, whether you chose to run for a board position or simply have to choose which candidate to support, all members have the power to shape our museum's future. Thank you!

Continued Maintenance of Model Trains

Volunteer member Kevin Schrader answered the call to fix our model train layout inside the Exhibit Hall, which required mainly cleaning of the track. The following weekend, Kevin came out to work on the layout above the Giftshop in the Campo Depot. That required a ladder to get up to the tracks to clean them. After cleaning, Kevin reports that the locomotive can now pull the track cleaning car by itself, which should make it easier in the future. Thank you Kevin.

Another Perk for Volunteering - Life Long Friends

by Jim Lundquist, Editor

Volunteering at our museum means working with friends towards the common goal of preserving and presenting railroad history. Bonds develop between volunteers which can last a lifetime.

For decades, we had Trainmen on our trains in Campo. The Trainmen were basically Docents who assisted our visitors on the train as well as spoke about the history of railroading in San Diego. Each year, Mike Retz has a party for these life-long friends. We enjoy a great meal as well as recalling times of old. Thank you, Mike, for hosting and thank you all volunteers for your friendship.





Tim Wamsley, assisted by Justin Hyland, is working on a leaking air cylinder on SP #3873. This is routine maintenance for our volunteers at Campo.

Photo by Jim Lundquist 7/18/26

Spreading the Word About our Museum - Float takes to the Streets in Parades

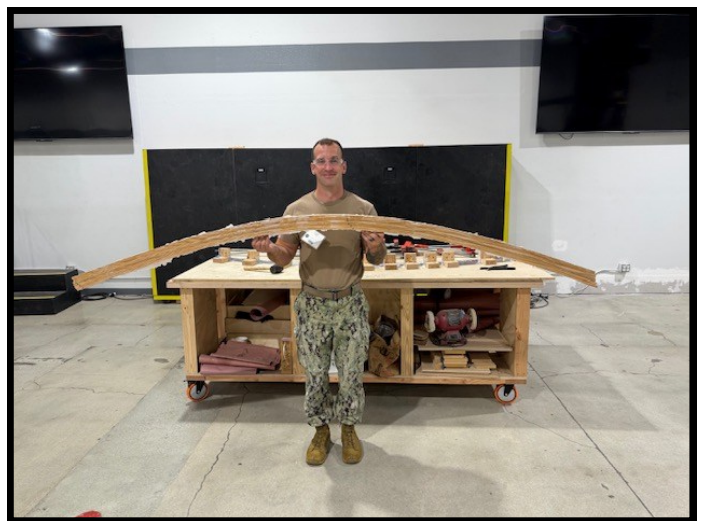
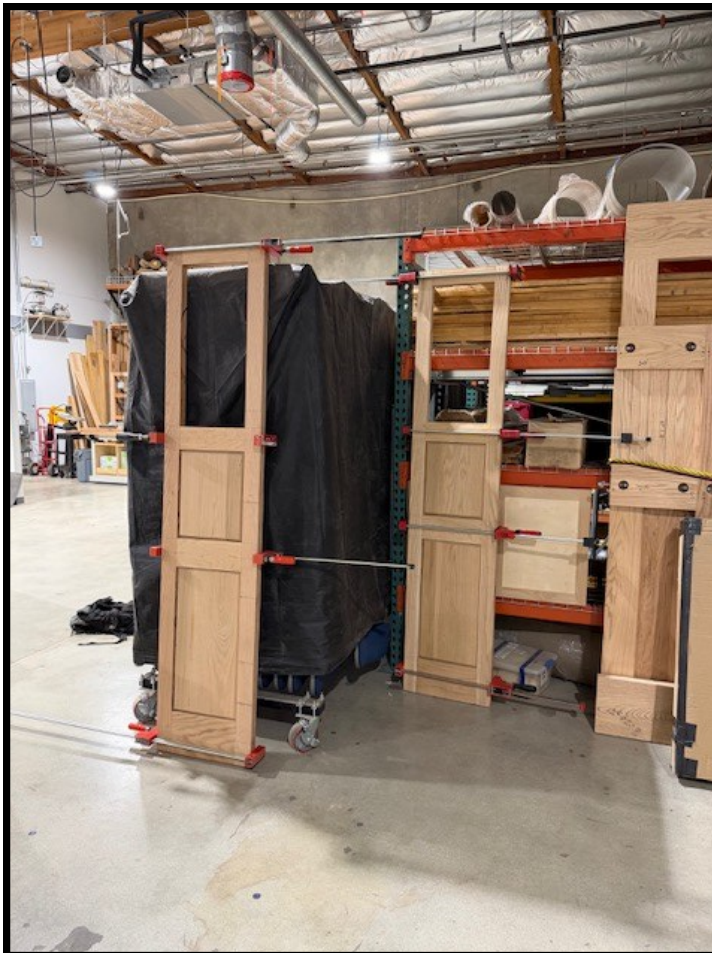


Spreading the word about our great museum is the goal of our float. Our thanks to member Nicholas Ewing-Pistelak for taking the float to the July 4th Coronado Parade and the July 25th Pine Valley Days Parade.



La Mesa Depot News by Timothy Miller, Station Master

July has been a very busy month. Matthew Smith from the San Diego Fine Woodworkers sent more photos of the new cab being built for the Mojave Northern #3. New doors and roof components are displayed. On Tuesdays and Thursdays, our scheduled open for visitors times, we have been quite busy! Thanks to Rob Repass for keeping HO trains running on our layout in the baggage room and BG Miller for ensuring no one leaves without a brochure! On the #3, piping is still being disassembled so the saddle tank can be removed for repair. As always you are invited to join us in La Mesa. Or you can set your own hours!



Newer Table Saw Donated for the Campo Railroad Museum by Richard Finch



Recently the museum has received a very substantial donation from Stephen Barnes in the form of this Hammer K3 sliding Table Saw and an assortment of woodworking tools.

Scott's father, who was a cabinet and furniture maker, knew the value of having good tools to work with. The hammer K3 table saw is designed for fine cabinet work and is a fine example of German engineering in high demand of woodworkers around the world. With his father's passing, Scott has donated this Table Saw and many other items from his father's workshop which will aid in future resto-

ration projects at the museum. It can handle sheets of melamine or veneered plywood up to 4' x 8' and has a secondary scoring blade that pre-cuts the underside veneer or laminate to provide a clean precision cut with no chipping or tear out.

Our current table saw is a museum piece in its own right and it was originally designed for industrial work in the late 40s and 50s. This new table saw could occupy the same footprint as the current table saw with the extension tables removed, and since the saw is on casters, it could be moved out and repositioned to utilize the extension tables if a large project needed the extra room. Since the K3 can cut lumber up to 4 inches thick, it could easily do any operation that the vintage DeWalt radial arm saw would be used for thereby opening up 18 square feet of floor space in the shop.

The K3 has a 240 Volt, four horse motor with electronic brakings. The old saw no longer has the blade tilt function working which also limits its usefulness. Another limitation is its distance from the rip fence to the blade which is about 24 inches whereas the new machine is 38 to 40 inches. Also, a sliding table arrangement will make cutting tendons for Mortise and tenon joints, used in the construction of window frames used in the #1509, the Commandant and the Jacumba cars, easier. With the 12 inch blades, it would be capable of doing the resaw work for the Jacumba cars roof fascia boards.

Again we are grateful for generous donation of this equipment.

Membership News by Lena Ibarra

Long time member Gary Ashcraft is our newest life member! Thank you for your continued support. Joining this month with a Family membership is Courtney Aivati and with Individual memberships Chris Parks and Connor Proctor. Welcome all to your railway museum!

Operations Volunteers

by Rich Paulus, Chief Operations Officer

Train Service - those who are qualified train crew members, speeder operators/crew, and trainees who have helped us run 21 Golden State trains, 2 Special Charter Trains, and the number of days they have volunteered through July 19: Colin Atwood 2, Alyssa Andersen 1, Jim Baker 1, Carl Brooker 2, Ken Brown 2, David Choy 1, Jaxon Dixon 1, Greg Flores 2, Chloe Giron 2, Leo Giron 3, Ryan Hodge 3, Dave Little 5, Jim Lundquist 1, Bob Nickles 4, Glen Rogers 1.

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: Jim Lundquist 2.

There was a total of 34 volunteer-days this period.

Commercial Tree Trimming Completed at the Campo Railroad Museum



We all love trees which provide shade for us at Campo. Usually twice a year, volunteers led by Jim Lundquist travel around our property trimming trees and plants. This effort has been mostly effective at meeting our needs.

Occasionally, we need to hire a professional company to assist. This past month, we did hire a local company to come in and assist. The major effort was to trim back our neighbor's trees which grow over the fence line. These cottonwood trees drop branches frequently. This was the majority of the effort hired. They also trimmed back the trees along the front driveway, took down one dying tree along our walkway and trimmed the oak tree out back by the library.

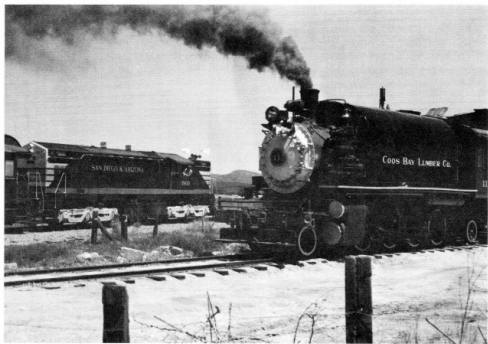
Photo by Jim Lundquist 7/24/26

Looking Back by Decades – Our Museum History

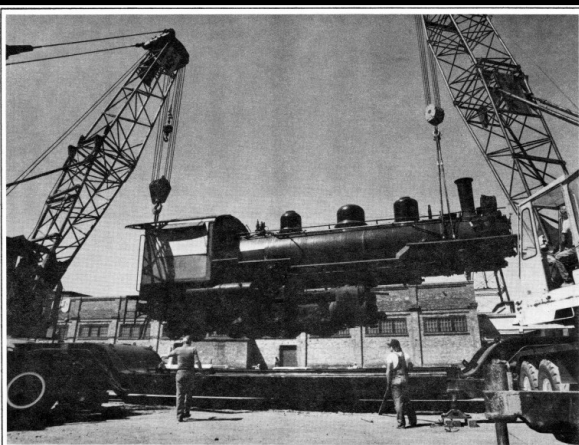
10 years ago (2016) - Imperial Bird was donated and transported to Campo, Signal Science exhibit was donated and transported to Campo, concrete floor was poured around tracks 12 and 13 in the Shop Building.

20 years ago (2006) – New electrical service in the Exhibit Hall, total restoration of the Campo Depot underway, huge oak tree at the Campo Depot was removed, platform at Campo Depot under construction, special train from Campo to Garcia (Tijuana) and return, volunteers start work on Coos Bay steam locomotive #11.

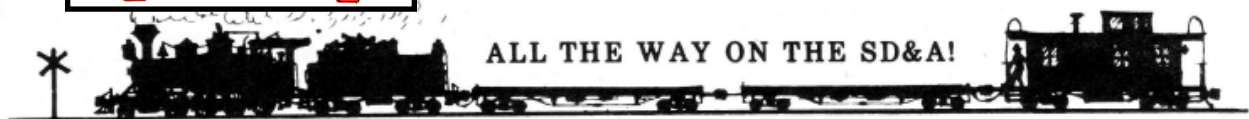
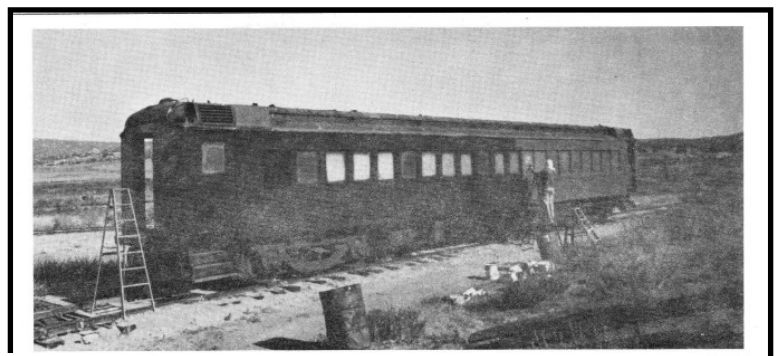
40 years ago (1986) – Huge BBQ and steam-up at Campo. California Western steam locomotive #46 donated and transported to Campo, SP steam locomotive #2353 tender and SP coach #2693 arrive Campo. First coach SD&A #250 painted.



NO. 11 STEAMS FOR BAR-B-QUE PARTY



MOVING A LOCOMOTIVE THE HARD WAY
#46 ARRIVES IN SAN DIEGO



CONTINUATION.

See first part of article in the July 2026 *Hot Scoop* newsletter.

WATCH INSPECTION ON THE SAN DIEGO AND ARIZONA RAILWAY

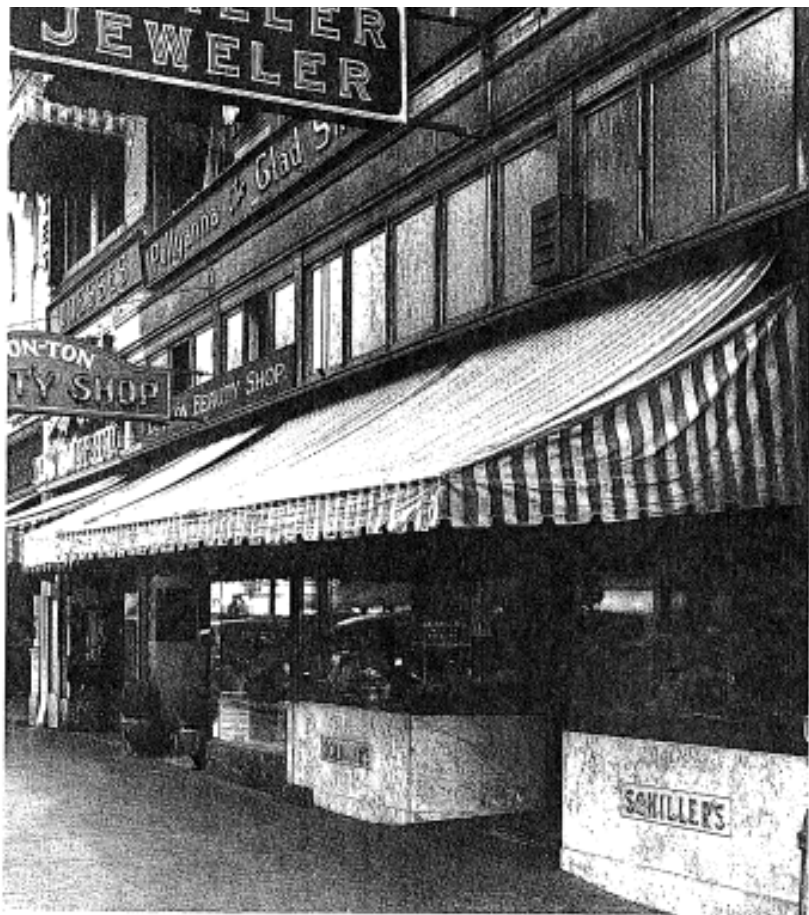


Figure 7. The jewelry store of Inspector Schiller.

else had been paid for, and refused to regulate watches which had been cleaned by other jewelers.

In October of 1922, General Time Inspector Hayes decided to appoint an additional local inspector in San Diego in hopes that this would improve the situation. However, in notifying Ware of this, the Official Bureau informed him that they would, "be glad to have you continue the road work, sending your man on the Supply Train as heretofore, if you so desire." Ware was incensed at this and responded with the following letter:

November 6, 1922

Yours of October 25th '22 at hand, and contents noted, and in reply want to say to you, that, Due to a number of contributing causes, I must decline to continue as Watch Inspector for the S D & A Ry. under your system.

I see no need for an additional Watch Inspector in San Diego, and I see no good reason why I should continue the Monthly

trips on the Supply Train over the S D & A. and all other Road Work, together with Free Clock service, Clerical Work, and comparison Work, necessary to handle the Watch Inspection, all of which costs about \$60.00 per Month to handle.

The returns from this Work does not begin to justify the expense.

I therefore tender my Resignation, as Local Watch Inspector for the San Diego & Arizona Railway. The same to take effect on the earliest possible date which will give you ample time to make other arrangements.

J. W. Ware

Following this resignation, another jeweler, E. G. Hammond, was named as the local inspector in San Diego (Figure 6). It was not long, however, before the S. D. & A. began having the same problems with Hammond, who had a habit of not making the traveling inspection on the grounds that he was too busy with his own jewelry business. Hammond seems to have been even more ornery

and indifferent than Ware, and there are several letters in the files which mention his refusal to cooperate and follow the established procedures, as well as his occasional temper-tantrums when questioned about his practices. Hammond would inevitably apologize and promise to make the monthly inspections, but a few months later he would have to be reminded again.

General Time Inspector Pope finally realized that the situation regarding the monthly traveling inspections was hopeless, and in April of 1928 he appointed the Davidson Company, a large jewelry firm in Los Angeles, to send a man down to San Diego each month to make the traveling inspection, relieving Hammond of this responsibility. Davidson took advantage of this opportunity by sending down one of their crack salesmen to make the inspections, while at the same time making a number of watch and jewelry sales to the railroad men.

In August of 1928, Pope named another San Diego jeweler, Leo M. Schiller, as an additional local inspector (Figure 7, previous page). Pope felt that the inspection work was a little too much for Hammond to handle on his own. This may have been the case, for it seems that the railroad men had to wait several weeks to have their watches cleaned by Hammond due to the fact that he never had enough loaner watches on hand.

In January of 1929, an inspector from Pope's office discovered that one of the men on the railroad had been loaned a watch by Hammond that was not up to standard. When questioned about this, Hammond's response was, according to Pope, "very unsatisfactory." This was the last straw. After patiently putting up with Hammond's antics for several years, General Time Inspector Pope and Superintendent Lowe both agreed that Hammond had been given enough chances and they dismissed him on May 1, 1929. Schiller took over all the inspection work in San Diego from that time on.

The bulk of the material which I examined related to employees who failed to have their watches compared or cleaned. When this happened, it was the job of railroad superintendent J. R. Lowe to find out why and administer the proper discipline. The employee who failed to have his watch compared would receive Form 7380 "Watch Inspection Delinquency" which read as follows:

Watch comparison records indicate that your watch was not compared during the period _____ 19__.

Give below reason for failure to comply with rules returning this form immediately. If your standard watch certificate indicates that comparison was made, advise name of inspector and date of comparison.

J. R. Lowe
Superintendent

The employee was then required to write back with an explanation for his failure.

From the number of these forms in the files, it seems that there was quite a problem with men failing to have their watches compared. This was due to a number of factors. First of all, the men had to have their watches compared on their own time, which meant going into the local inspector's jewelry store either after work or on their day off. This was not always easy for the men, especially those who did not have an occasion to be downtown for any particular reason. Often, a man might put off having his watch compared until the end of the two week period, and then be called upon to work extra shifts or at some place further out on the line which kept him from making the comparison. Quite often, an employee would take his watch in for a comparison, but forget to sign the inspector's register. Since the register was the only record of the comparison, a failure to sign the register was treated as a failure to make a comparison.

In many cases, an employee used the excuse that he simply forgot about the comparison. Most of the time, this excuse was offered with a humble apology and an assurance that such a lapse of memory would not happen again. If it was the first time that an employee had failed to have his watch compared, he was let off with a warning. A second failure led to an official reprimand, which was placed in the employee's permanent record. Any failures after this and the employee was assessed with pay demerits. Repeated failures would lead to a dismissal, although I did not see any example of this happening.

Superintendent Lowe accepted very few excuses for failing to have one's watch compared. Knowing this, one employee tried the direct approach:

El Centro, Calif.
7-12-23

Mr. J. R. Lowe
Supt.:

I have no reasonable excuse for failing to have watch examined between June 1st & 15th.

Yours Truly,
C. P. Sturgeon
Engr.

To which Superintendent Lowe replied:

July 19, 1923

Mr. C. P. Sturgeon:

Your letter of July 12th in reply to mine of July 10th concerning your failure to have watch inspected during the period June 1st to 15th, 1923.

I note you state that you have no reasonable excuse for failing to have watch examined as called for by instructions. Due to your frank admission of your failure and owing to your previous good record in having your watch compared regularly, I am passing the case in this instance but I must remind you that it

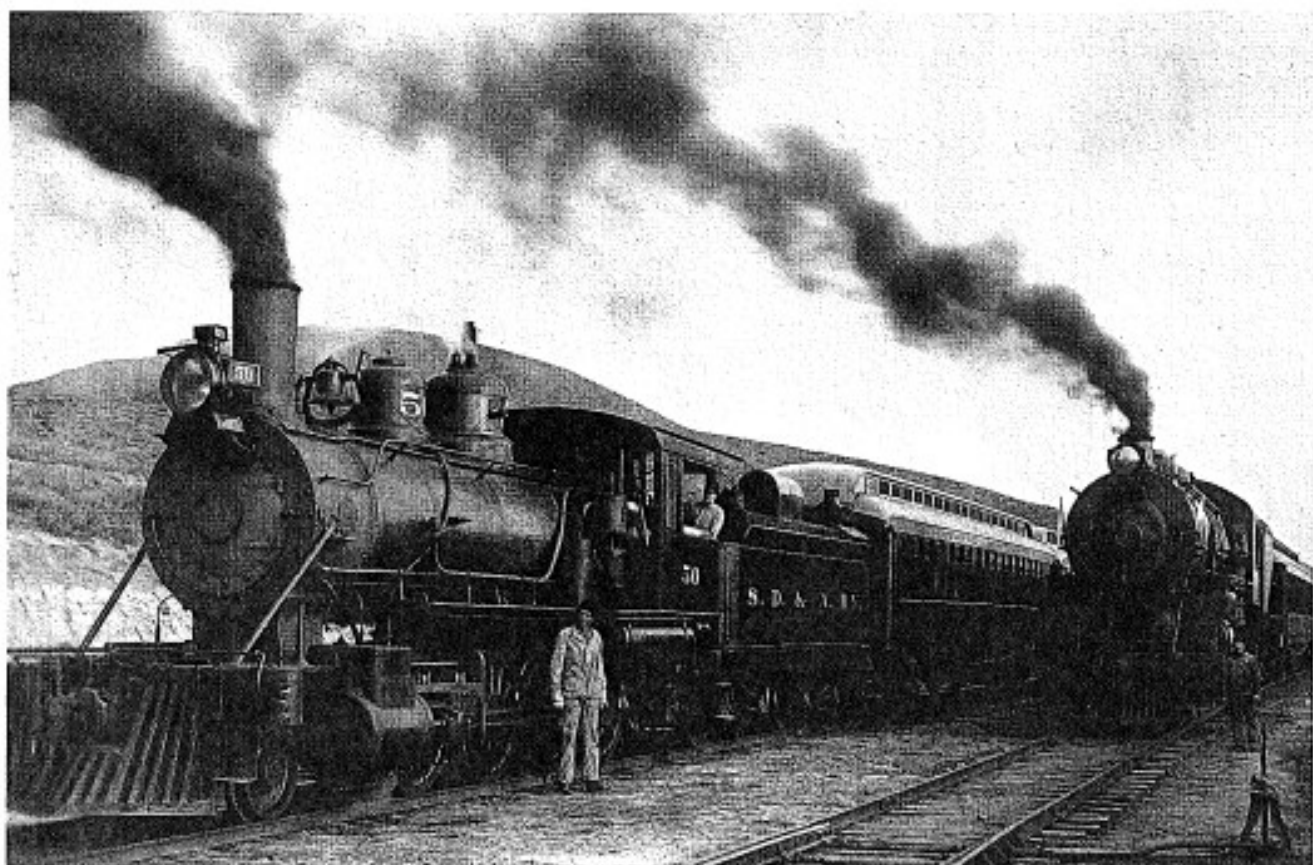


Figure 8. A pair of S. D. & A. Railway trains.

is absolutely necessary for you to comply strictly with time service regulations hereafter.

J. R. Lowe

Apparently, Lowe was feeling rather kind this day, for he usually ruled with an iron fist. The management of the railroad seemed to have little compassion for the troubles of its employees in regard to time service. Lowe took the stern attitude that rules were rules and they must be kept.

In one instance, Brakeman A. S. Maniz was notified of his failure to have his watch compared between February 1 and February 15, 1923. As if this was not bad enough, he then failed to answer the notice, a sure way to summon the wrath of Superintendent Lowe. After his second notice, Maniz responded with the following:

April 3, 1923

Mr. J. R. Lowe
Supt. S. D. & A.

In reference to yours of March 31st stating that you have not had a reply from your form 7380 dated March 9th requesting explanation for failure to have my watch compared between Feb 1st and 15th.

I wish to say that I did answer your form 7380, dated March the 9th. You must of misplaced it, or it is lost. The reason I did not have my watch compared is because we worked long hours. We worked 158 hours the first 13 days of Feb. We started to work early and quit late so I did not have time to have my watch compared, the watch Inspector's office open as I understand 8 A.M. and closed at 6 P.M.

Yours Truly,
A. S. Maniz, Bkman.

If Maniz' statement is true, and he did work 158 hours in 13 days, this would have meant that he was putting in 12-hour shifts, and this certainly left no time for watch comparison. Superintendent Lowe carefully checked the duty roster and sent the following reply to Maniz:

April 6, 1923

Mr. A. Maniz:

I have your letter of April 3rd in reply to my Form 7380 dated March 9th concerning your failure to have watch compared between the period February 1st and 15th, 1923.

Excuse offered by you is not satisfactory. Note you state that reason for your failure to have your watch compared was due to the fact that you were on duty such long hours that made it

impossible for you to get to watch inspector during the hours which he was open. Investigation develops that you did not perform any service on February 15th and you could have had your watch compared on that date. For your failure to comply with time service regulations in this instance, I am placing a reprimand to your personal record and will ask that you give this matter your attention in the future and see that these instructions are strictly complied with.

J. R. Lowe

This is a prime example of Lowe's demand for strict adherence to the rules and his refusal to accept any excuses.

Despite this, delinquent employees would come up with an unusual excuse every now and then. One rule-breaker attempted to appeal to the holiday spirit of Superintendent Lowe by writing:

1-15-26

In regards to failure of watch inspection last half of Dec.

I was in to have my watch inspected and while waiting for the inspector I busied myself looking at Xmas presents then forgot to have my watch inspected.

J. R. Grant
Condr.

Superintendent Lowe was unmoved by this; Grant was given a warning.

Another employee tried to explain why he wasn't on hand to have his watch compared when the traveling inspector came through his station on the supply train:

Aug. 12, 1923

Dear Sir,

I waited until 1 am and then as there was no guessing when the train would be in I retired. When train finally arrived I wakened up. By the time I washed and dressed they were pulling out. Only here about 9 or 10 mins. Will try and be on hand when the inspector comes next time.

Yours truly,
J. H. Cartmell, opr.

A rather unusual but more plausible excuse for missing a comparison was offered by this employee:

Was taken sick with blood poison and was unable to get to watch inspector's before the 15th of month.

A. Peterson.

Despite this, Lowe still gave the man a warning.

After missing two consecutive comparisons, Fireman Manwaring tried to shift the blame to someone else:

Mr. J. R. Lowe

The reason my watch was not inspected the first and second half of Aug. is that my watch became misslaid at home and as

yet has not been found. Am using a borrowed standard watch but delayed having it inspected expecting that Mrs. Manwaring, my mother, would remember where she put my own watch, and I could have it properly inspected.

I have delayed writing you for the same reason, expecting every day to find my own watch. I hope the tardiness of this reply does not appear discourteous to you.

R. C. Manwaring
Fireman

In one case, it was discovered that a recently hired temporary employee, Mr. J. T. Blackwood, was carrying a 12-size watch, which was too small according to the railroad standards. Lowe informed the man that he would have to purchase a standard watch before he could be issued a blue Standard Watch Certificate. In response, Mr. Blackwood sent the following letter, (I've left the grammar uncorrected):

9/22/1923

Mr. J. R. Lowe
Dear Sir,

In regard to in spection of watches I haven't got any card on my watch while I have a 21 jewel watch but the watch inspector says it is to light. I was just off 7 seconds the last inspection day. My watch keeps good time I would like to be allowed to carry it untill I find out where I get a job as Foreman or not. I was just put in temporary and have never been put in permanent and may not be and I don't want to many watches but if you all decide to put me in I will try to order a watch that will pass inspection.

Yours Truly
John T. Blackwood

Fortunately for Mr. Blackwood, he was made a permanent employee and presumably he obtained a standard watch.

Women, too, were subject to time service regulations if their job so required. There was at least one case of a female employee on the S. D. & A. who fell into this category. Mrs. E. C. Adams, a night operator at the Jacumba station, was required to carry a standard watch according to her job description. Somehow, perhaps because she was a woman, this fact was overlooked when Mrs. Adams was hired and she went to work with nothing more than a wristwatch. When this fact was discovered, she was informed that she must secure a standard watch immediately. This must have caused some inconvenience to Mrs. Adams, for without any pockets, where could a lady carry a 16-size pocket watch? Perhaps she wore it on a chain around her neck or carried it in her pocketbook.

There were a couple of instances where an employee failed to have his watch compared and upon investigating the matter it was discovered that he no longer had a watch. A good railroad watch cost at least \$60 at this time, which was no small sum. Often, this would be the only possession of any real value that the railroad employee owned. If the

employee was laid off for any length of time, which was a frequent occurrence on the S. D. & A., he might not have any choice but to hock his watch. Then, when he was called back to work, he didn't have his watch and he didn't have the money to get it out of pawn. Technically, he wasn't supposed to go to work until he had a standard watch, but he couldn't buy back his watch until he had worked long enough to pay for it. Trapped in this Catch-22, many men simply borrowed a non-standard watch from a friend or relative until they had made enough money to retrieve their own watch.

For the employee who could not afford to purchase a standard watch, the S. D. & A. offered a payroll deduction plan. The employee could purchase a watch through one of the local inspectors, with payments to be deducted from his monthly paycheck. The railroad did not actually guarantee payment, but the inspectors were willing to accept this arrangement because it gave them quite a bit of business. The payroll deduction plan was open to all employees of the railroad, even those who were not required to own a standard watch. This occasionally led to problems. If the employee skipped town before his watch was paid for, it was the inspector who assumed the loss, although the railroad would apply any unpaid wages to the amount owed on the watch.

In one case, however, the management of the railroad became concerned when a payroll deduction order came in for \$60.00, to be deducted at the rate of \$5.00 a month, on a watch for Guadalupe Moreno, a Mexican laborer who had been hired as a track-walker. This amount was awfully high, considering the fact that Moreno was only a laborer and not even required to carry a watch. Superintendent Lowe suspected that Moreno had been pressured into buying a watch that was far beyond his means as well as the requirements of his job.

After investigating the matter, Lowe discovered that not only had Moreno chosen the watch himself, but that Inspector Hammond had suggested to him at the time of purchase that he select a cheaper, nickel case instead of a gold-filled one. Apparently, several other Mexican laborers had also purchased expensive watches on the payroll deduction plan as well. In a rather patronizing manner, the railroad decided that this "class of employee" should not be allowed to squander its money on expensive watches. A maximum amount of \$15.00 was established for payroll deductions made to laborers. This was for the employee's own good, as well as for the protection of the local inspectors, according to the railroad.

One of the more interesting things I ran across in this collection is a report on the six-month inspection for the period ending September 30, 1921. This report lists the name and job-title of all employees who were required to carry watches. It also lists the make, grade, serial number, size, and number of jewels of each employee's watch. Out of eighty-nine watches recorded, the break-down of manufacturers is as follows:

Manufacturer	Number of Watches	Percentage of Total
Hamilton	38	42.7%
Elgin	15	16.9%
Waltham	14	15.7%
Illinois	10	11.2%
Ball	5	5.6%
Hampden	3	3.4%
Howard	3	3.4%
South Bend	1	1.1%

These statistics reveal some interesting facts. First, Hamilton was clearly the most popular manufacturer among the railroad men on the S. D. & A. It is interesting to note that there were more than twice as many Hamiltons as any other brand. Furthermore, Hamilton was clearly the watch of choice among those men who were actually running the trains. Seven out of seventeen conductors, eleven out of eighteen engineers, and seven out of ten firemen wore Hamiltons. Among the other men on the railroad, the agents, operators, switchmen, brakemen, and section foremen, Hamiltons enjoyed roughly the same popularity as Elgins or Walthams.

The report also gave a break-down of watch size and number of jewels. Out of the ninety-one watches examined, fifty-seven were 16-size and thirty-four were 18-size. By this time, all new watches brought into railroad service had to be 16-size, so apparently the 18-size watches had been in use for some time. Other correspondence which I ran across indicates that the 18-size watch was declining in popularity in general, not just among railroad men. All ninety-one watches were open-face, which was another requirement of the time service rules.

In regards to the number of jewels, there were five watches with 17 jewels, fifteen with 19 jewels, sixty-two with 21 jewels, seven with 23 jewels, and two with 24 jewels. The two 24-jewel watches were both Illinois Bunn Specials, while the 23-jewel watches were a combination of Illinois Sangamos, Waltham Vanguard, and Elgin Veritas models. Out of the thirty-eight Hamiltons, twenty-one were 992's and twelve were 940's. Whether or not the men actually went so far as to request a specific grade when buying a watch is difficult to say. However, it is interesting to note that the engineers seemed to prefer the Hamilton 940, while the firemen favored the 992 and 990 grades.

The remainder of the material that I examined consisted of circulars, notices, and correspondence relating to situations or problems that arose during the course of operations of the time service. For instance, there are a number of circulars from the Office of the General Time Inspector to the local inspectors, informing them of new procedures and practices. In January of 1921, a circular was issued to announce that fancy dials on watches would no longer be allowed, and that men carrying watches with such dials would have to have them replaced. A circular

from December 4, 1924 warns inspectors of an "epidemic of photographs on watch crystals." It directed inspectors to be on the look-out for watches with photos pasted on the crystal or dial, and to remove such photos when found. A circular of June 27, 1927 alerted inspectors to the problem of plastic or "unbreakable" crystals. According to the guidelines, only glass crystals could be used on watches in railroad service. This same circular also advised inspectors that luminous hands and dials were not allowed, the reason being that the luminous compound had a tendency to flake off and find its way into the workings of the watch.

Although most of the information contained in these files is routine and seemingly trivial, taken as a whole, it does offer a glimpse into the day-to-day workings of watch inspection on the San Diego and Arizona Railway at a time when the lives and property of railroad users still depended on the accuracy of the railroad watch, before the advent of radio communication or electronic switching devices. Clearly, the requirements of the railroads led

Webb C. Ball to establish the Official Bureau of Railroad Time Service, and this in turn spurred the watch manufacturers to produce the marvelous, dependable timepieces that we refer to today as the American railroad watch. Hopefully, this article has provided some insight into how this time service was put to use and maintained, both in theory and in practice.

I would like to acknowledge Bill Richardson and Richard Crawford of the San Diego Historical Society for their help in writing this article. I would also like to thank my wife, Lori, for her encouragement and support.

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Figure 10. An S. D. & A Railway train emerging from one of the tunnels through the Carrizo Gorge.



The sun sets at Campo after another hard working volunteer day.

Photo by Jim Lundquist 7/20/26

