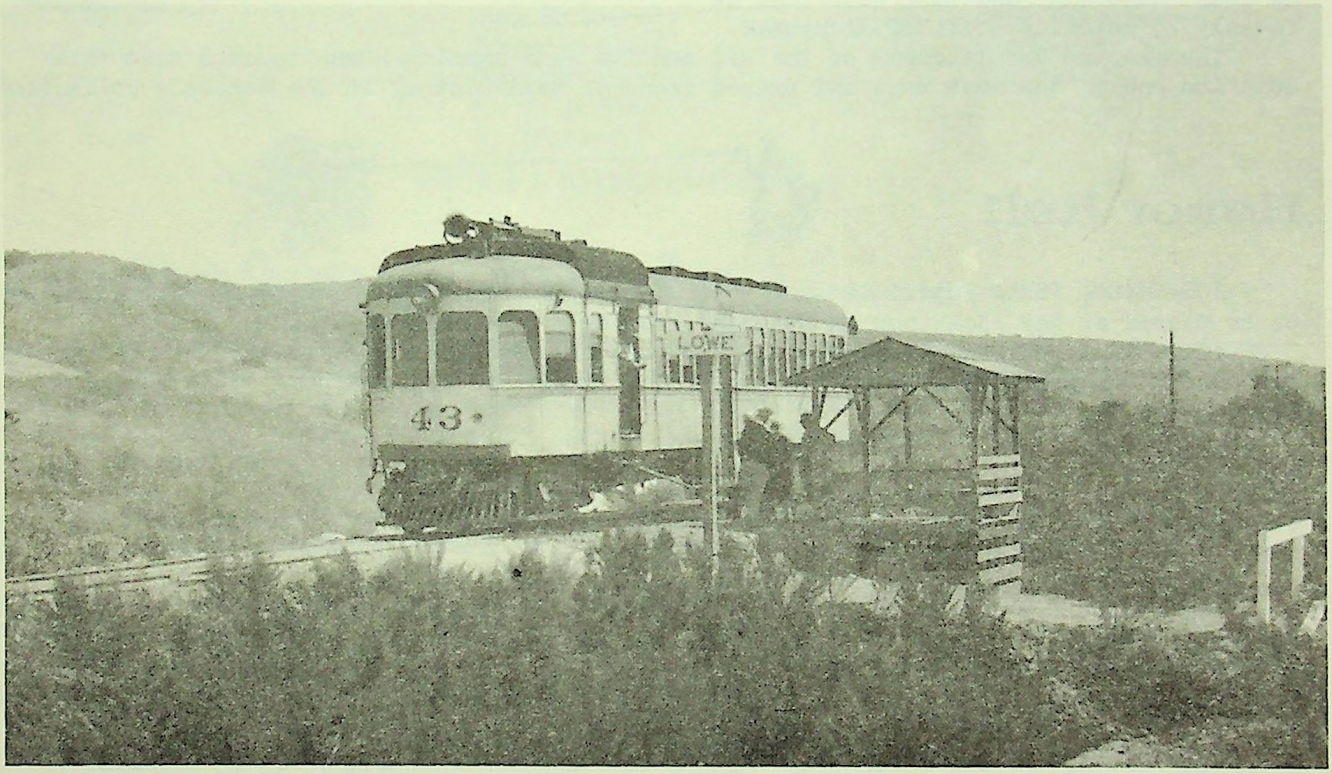
PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOC. INC.

Dec. '77 **REPORT** No. 141

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

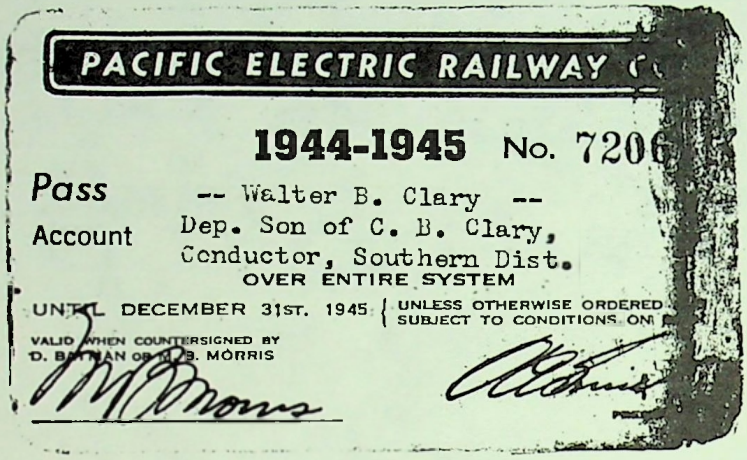


RDC for MTDB?

One of the ideas being considered, should the Metropolitan Transit Development Board purchase the San Diego & Arizona Eastern Ry., is the use of diesel rail cars for passenger service on the El Cajon branch. This idea has only been suggested to the Communities on the line by the MTDB and there are no concrete plans for equipment at this time to operate such a service. This month's cover photo, from the historical collection of the Union Title Insurance Co., illustrates one version of this idea. It shows G.E. motor car #43 of the San Diego & Arizona Ry. picking up passengers at a shelter known as Lowe Station on this very same El Cajon branch line. The place is the Chollas Valley at Euclid St., the year is 1920! (Obviously, an idea ahead of its time!)

RED CAR ITEMS DONATED

Member Walter Clary has graciously donated an outstanding collection of his late father's Pacific Electric Railway memorabilia. Walter's dad, Clyde B. Clary, was a conductor on the P.E. and spent 47 years in public transportation in Los Angeles. Included in the many items are C. B. Clary's hayburner railroad lantern and his conductor's kit in a metal box embossed P.E. RY. CO.


PACIFIC ELECTRIC RAILWAY C

1944-1945 No. 7206

Pass -- Walter B. Clary --
Account Dep. Son of C. B. Clary,
Conductor, Southern Dist.
OVER ENTIRE SYSTEM

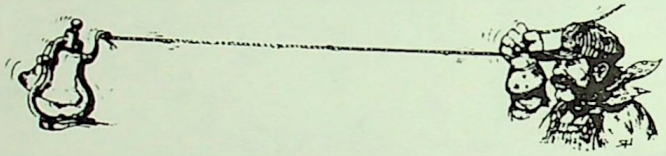
UNTIL DECEMBER 31ST. 1945 | UNLESS OTHERWISE ORDERED SUBJECT TO CONDITIONS ON

VALID WHEN COUNTERSIGNED BY
D. BATMAN OR M. B. MORRIS

The kit is complete with fare receipt forms, official guide of stations on the line, P.E. time books, switch keys and standard forms of all types. One of the most interesting items is a letter of reprimand from the Superintendent dated Feb. 16, 1926 awarding "brownies" to conductor Clary for not announcing all station stops and suggesting that he read "Rule 210" and take note that he is only 25 demerits short of dismissal.

The amazing completeness of the kit and its many amusing human touches make this donation one of the most rare and prized items of rail history in the Museum's collection.

Honor Roll



NORM HILL, PSRMA Superintendent, has donated several first-class fire extinguishers to be placed at key locations on the Museum's locomotives and equipment.

LINDA DI GIORGIO has been conducting tours through our Miramar equipment and answering the Museum telephone tirelessly for years. As far as we're concerned, she's always on the Honor Roll!

COPPER CANYON EXCURSION SET FOR MARCH 23 !

This is your official announcement of the Copper Canyon & Creel excursion. The customary trip announcement will be mailed in late December, but members will not receive the announcement unless one is specifically requested. (Our Creel mailing list already totals about 700.) Written confirmation is awaited from the hotels and train costs are not yet firm.

Here are the details presently known. Departure from Mexicali is set for Saturday, March 18 and return will be Thursday, March 23. Fare is expected to be in the $175 to $200 range. Meals in Creel are included this year.

If you are seriously considering signing up, please write us at 7861 Normal Avenue, La Mesa, California 92041, giving the number of tickets you'll probably need. You will then receive a brochure when it is ready and space will be held for members for a week or two. Again, there is much interest and there are only 48 seats available.

⇧ Train Riders Take Note ⇧

Victoria Staffers

by Jo Pressnall

What a wonderful trip to Puerto Penasco, good friends, good fun and a chance to talk to a lot of folks (members and non-members) about the Victoria. One nice man, whose name I pledged to myself to remember and now have forgotten (sorry, nice man!) reminded me that I continually referred to the Vic as "she" and that, after all, it was the Blackhawk and Robert Peary in the period before it was the Victoria, both very masculine names. He is so right, I stand corrected, and I am pleased to know that some of the folks are reading the REPORT. (Speaking of the REPORT for just a moment, I want to congratulate our Editor Larry Rose and his staff, including his hardworking wife, for the fine job they are doing. The REPORT has become a publication to be proud of because of their fine work.)

Now....back to the Victoria. We had a good month although we closed one Saturday because of an unavoidable last minute cancellation by a staffer. Ron Zeiss and Jim Bradley were on hand for the Star of India's birthday and open house, and their charm and hospitality helped us make up for the closed Saturday.

The charm and hospitality of all our staffers is the key to the success of our exhibit and I thank them for their help this last year. Thank you also to Pat Stanley, a brand-new member, who took it upon herself to call me and volunteer her time. Her working day is very full, but she hopes to squeeze in time to staff when she can. Such enthusiasm from members warms my heart. This month the people who helped staff were:

Cecil Badman
Al Vartanian
Ed Smith
Jim Cooley, Jr.
George Geyer
Dave Mason
Frank Kearney
John Pattison
B. V. Parks
Jo Pressnall
John Patterson
Ron Zeiss
Jim Bradley

Thank you again, staffers!

Cajon Pass Crusader Strikes Again !

by Larry Rose

Member Ed Smith's one-man Railfan Patrol has scored again, this time on two thieves with a pickup truck who were helping themselves to a stack of new ties near Summit on the Santa Fe line in Cajon Pass. Ed contacted a Highway Patrol officer on his C.B. radio and asked him to call the Santa Fe Special Agent. He also furnished the CHP with a description and license number.

Ed moved on to another train watching location and didn't observe the arrest, but he heard later over his C.B. that the two thieves had been caught in the act and were on their way to the slammer.

By our count this latest "kill" brings Ed's total to five rail vandals nailed due to his efforts, making him the first "ace" in the "squadron" of the "Rail Fan Patrol"!

Ed only goes train chasing two days a month, but has "shot down" five vandals in two months to illustrate how serious the railroad vandalism problem is. He would like to place little rail vandal silhouette decals on the door of his car for every creep he helps catch but can't decide on what symbol to use. I think the universally recognized silhouette of a rat would be the most appropriate.

Any train buff who would like to join Ed's "Rail Fan Patrol" can write him at P.O. Box 2141, El Cajon, California 92021.

LOCAL SANTA FE & S.P. NEWS

by George Geyer

There has been a complete turnover of Santa Fe locomotives here in the last month. The switchers are CF7's No. 2503, 2528 and 2540 with CF7's No. 2511 and 2545 m.u.'d together for member T. E.Durkin's 4th District local.

S.D.&.A.E. still are using TR-6 #1100 and SW 8's no. 1110, 1111, 1118, 1121 and 1125. Engine no. 1110 was leased to Amtrak for sometime before coming to San Diego last month. It still has "Amtrak" written in chalk on the cab side. Engine no. 1118 and "The Four Aces" no. 1111 are m.u.'d for the El Cajon branch, member G. B. Dyreng's regular ride.

Industrial Railways of San Diego County

by P. Allen Copeland

PART THREE---CHARLES R. McCORMICK LUMBER COMPANY

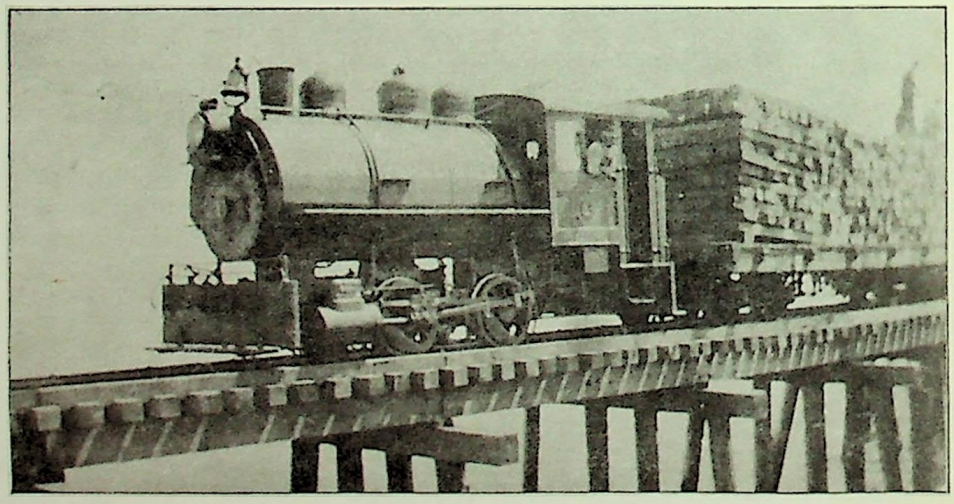
The Charles R. McCormick Lumber Co. operated a large timber processing facility adjacent to the Benson Lumber Co. facility in San Diego. This plant was only a portion of the McCormick enterprise, which was headquartered in San Francisco and utilized timber resources in Northern California and Oregon. Unlike Benson Lumber Co., the timber for McCormick was brought down to San Diego by barge and ship already rough cut. It was unloaded at a small wharf and pulled into the plant for finishing and final cutting. A Porter 0-4-0ST locomotive was brought in to work the plant in 1911 as well as a number of old flat cars. Timber was supplied to the Santa Fe Railway for the storage yard at National City as well as other customers. Much production was furnished to the San Diego and Arizona Ry. during its construction for trestlework and ties. San Diego County's continuing growth provided a ready market for McCormick products. Eventually, the first locomotive was supplemented by another transferred from McCormick facility at Wilmington, California.

The depression of 1929-1933 had its effect on the McCormick holdings, and in the mid-1930's the various properties underwent liquidation. The San Diego mill was sold to the Benson Lumber Co. and the locomotives disposed of, one by scrapping and the other by sale. Benson, which had no use for the wharf (since their timber was rafted in) dismantled it and most of the railroad, although some track was retained for special purposes.

Roster of Locomotives:
Charles R. McCormick Lumber Co, San Diego
Standard Gauge

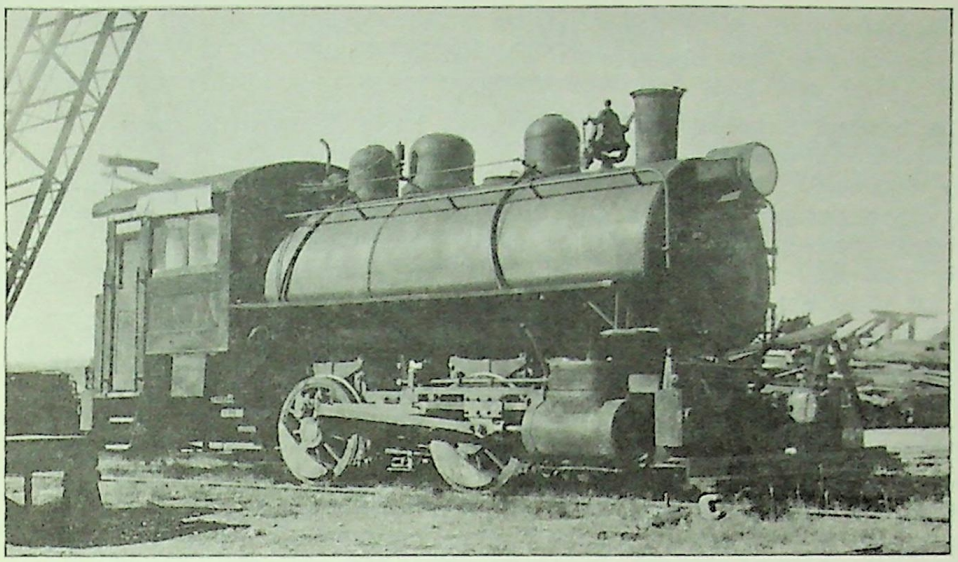
1 0-4-0ST 12x18" Porter #4959 9/11
New. Scrapped 7/36.

2 0-4-0ST 36" 15x24" Porter #6486 9/22
Transferred from Wilmington, California. Originally delivered at San Francisco, California. Sold to M. H. Golden Construction Co. #4, then to Benson Lumber Co. #4.



Charles L. McCormick Lumber Co. #1, a Porter saddle tank engine, is shown here in 1913 in a photo by R. P. Middlebrook. It is pulling several flat cars of what appear to be railroad ties on a lightly built trestle leading to the company wharf in San Diego Bay. This locomotive lasted until July, 1936 when it was scrapped.

It is interesting to contemplate how much of San Diego rail history would have been lost without R. P. Middlebrook. He was apparently the only railfan with a camera in town in the early days who had the foresight to photograph these little known industrial rail operations. He deserves the grateful thanks of historians and railfans everywhere.



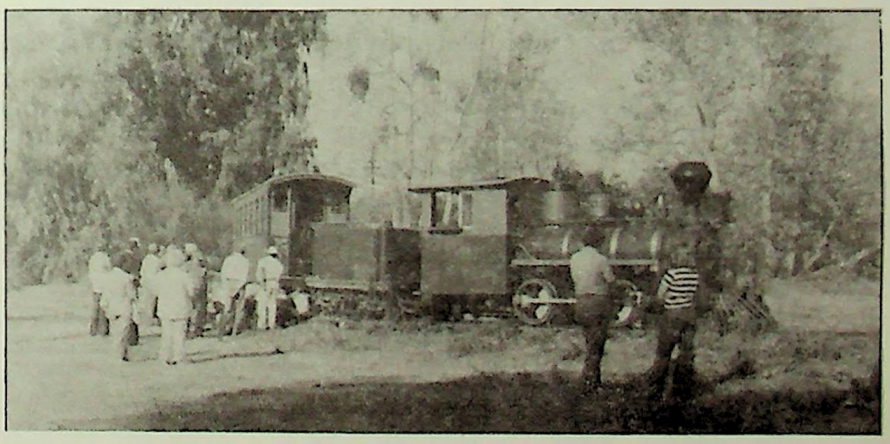
Charles R. McCormick Lumber Co. #2 was built a bit larger than #1. Built in 1922, this locomotive outlasted the McCormick operations and was sold to other owners when the operation folded. Photographed in January, 1934 by R. P. Middlebrook, the locomotive was virtually retired and saw little, if any further use by McCormick. Its eventual fate is unknown.

Steam Up Enjoyed by Members

The steam-up in Poway of Col. Porter's 1887 0-4-0 Baldwin was a big success. About 70 members showed up to see the little 15 ton engine strut its stuff and got more than they bargained for. The fire was lit off about 10:30 and by 11:45 a full head of steam was up. Three short blasts on the whistle and the engine and passenger car puffed out of the engine house. Members piled on and a few trips were made around the track with stops at the shops to see a donkey engine and hot air engine in operation. While rounding turn one approaching the ruling 2% Rattlesnake Creek grade, the lead truck of the passenger car jumped the rail. No harm was done but it took a ½ hour and considerable discussion before it was rerailed. Great fun! The rides continued with repair and derailing following each other three times. Co. Porter decided after the third derail that major track work was in order, so operations were halted about 4:30.

A great time was had by all and lots of fun was derived from the rerailing exercise. The Museum thanks Col. Porter for a great Sunday and hopes we can do it again in the future.

On a beautiful California sunshine day train riders disembark to observe a rerailing operation while Steve Rosefeld and Janice Sanders admire Mr. Porter's antique narrow gauge teakettle. The little locomotive was used as a shop switcher on the narrow gauge street railways of San Francisco after its Panama days. The locomotive was rebuilt to its present form in Vista, California in the early '60's.



FROM THE CUPOLA

by H. C. Kerr, Jr. President

Col. John Porter informed the Museum 2 weeks ago that he may have to enlarge his business at Poway Village and the place where he will expand is the exact location of our 2 Dardanelle and Russellville coaches. If he goes through with this, he has no extra room for us on the prpperty, which means he can't continue to store our 1890 vintage wooden passenger cars. We will have the expense of moving them, plus the problem of finding a place where we can more them to. I would like to send this appeal to all our members and their friends to see if they can run down a place suitable for storage for this equipment. We won't need the storage space until probable late summer of next year, but we have to start making arrangements now. If coupled together as they presently are, it will take about 15x90 feet. If the cars are stored separately then we need two pieces of property about 15x45 feet or so. It has to be level so we can lay down tracks to put the cars on, and easily accessible from the street or alley for a low-bed truck with room for a crane to get in by the truck to unload the cars. If anyone can help, please call me at my home phone 291-4787 or General Manager Larry Rose at 469-3064.

As I mentioned in a earlier column PSRMA has prepared a plan to use a portion of the SD&AE for an operating railroad museum with headquarters in Campo. Copies of our booklet outlining this plan were distributed to all parties involved in the abandonment procedure as well as the MTDB who are studying the purchase of the line for use in part as a light rail transit system.

Early in November I received a letter from Mayor Pete Wilson, the Chairman of the MTDB, inviting PSRMA to make a presentation at their next public meeting which was held November 21st. I spoke for about 3 minutes, endorsing their study of rail transit for the San Diego area and outlining our proposal for use of the East County portion of the SD&AE as a scenic railway attraction using the Museum's vintage equipment.

The decision to try and buy the railroad will not be made until June of 1978 and though our proposal may be premature, it has been favorably received by the MTDB.

Other PSRMA members attending the meeting were: Brenda Bailey, Jim Lundquist, Larry and Tanya Rose, George Geyer, Dave Mason and Gaylen Dyreng. Larry and Jim also voiced their support of MTDB's possible acquisition of the railroad.

The abandonment of the SD&AE is a golden opportunity for PSRMA and every effort will be made by myself and the Museum staff to acquire the use of at least a piece of the right-of-way. 1978 could be the turning point for the Museum when all our hard work will pay off big.

RESTORATION NEWS

by Ken Helm

With each passing Saturday our Shay restoration progress becomes more evident. Over the last month about 25% of the engine has been scraped and primered. Since rust has been found under the paint in many areas, it seems that the entire engine will have to be taken down to metal, a tough job but well worth the effort!

"Nick" Nichols has taken measurements on the cab doors and some window frames that need replacing and they will be built and fitted by next month. Dick Mc Intyre's work on the tender plates continues and is now about 70% completed. On an unfortunate note, the Shay suffered its first break-in in about a year. Just broken glass, no serious damage, but it is sort of distressing to be fighting people as well as rust!

Our side-rod diesel #7485 has just about reached the pristine level of restoration. The cab has been returned to traditional "cab green". While scraping and sanding for this job, some finished brass was uncovered under paint at the base of the throttle arm. Out came the Brasso and it now shines as it should. Dick Mc Intyre has completed a muffler rebuild for engine #2 and it is now mounted. This was quite a job since there were some rather complicated baffles inside the "Maxim Silencer" that had to be rebuilt. The engine has been deemed "back in service" by the crew and all efforts are now on the Shay.

On the remainder of the string, #1509 continues to get attention on its windows by able Jack Linn. By the time you read this, all windows in the observation area will be double paned. As soon as the observation area can be lightly sanded it will be painted and all fixtures returned to their places.

U.P. Coach #576 has had its first windows replaced at a cost of around $100, one window in the men's restroom and two vestibule windows. This leaves four large double paned windows to go at $100 apiece.

Getting soot in their noses this month were: Dick Mc Intyre, Larry Rose, Jack Linn, Ken Helm, Tom Collins, John and Jeff Ashman, Norm Hill, "Nick" Nichols, Jim Lundquist,and Ron Palhegyi and son.

VIEW from the VESTIBULE

By Jim Lundquist

MTDB NEWS

The San Diego Metropolitan Transit Development Board held a public meeting last month in which the board decided to approve a study to be done on the SD&AE as to it's feasibility of adaptation to mass transit on the line between San Diego and the border. This study is to be done by their consulting firm, Bechtel Corp.,and is due by June, 1978. During those six months, MTDB will also be applying to the state to see if their funds could be used to purchase the railroad. Both actions are expected to be favorable to the MTDB purchase of the line.

AMTRAK HAPPENINGS

After the announcement of plans to drop the "Floridian" and other cutbacks, the House joined the Senate on November 30th to approve an additional $18 million so that Amtrak could run all trains through March 1, 1978. At that time, a full review of Amtrak will be undertaken by Congress. It appears that our voices were heard and Amtrak was saved this time around. This serves as a reminder that letters are effective tools when dealing with Amtrak. Amtrak is a hot political issue and views are being freely expressed from both sides. In the last few weeks, four letters-to-the-editor have been printed in the local papers. Hopefully, on March 1st, the review will expose the poor management that Amtrak has had since its beginning (both top level and mid-management) and see that it gets changed.

On the local front, Amtrak lost one of its best employees here in San Diego. Ray Johnson retired last month after 35 years here in San Diego. He can remember working the the steamers, RDC's, and other Santa Fe trains and can tell some great stories. I was able to work with Ray when I was with Amtrak, and I can personally tell you that he is a great guy. He worked as a Red Cap, baggageman, and for me, a morale booster. I hate to see him retire, but he has earned it. The old depot just won't seem the same without him. Good luck, and God bless Ray.

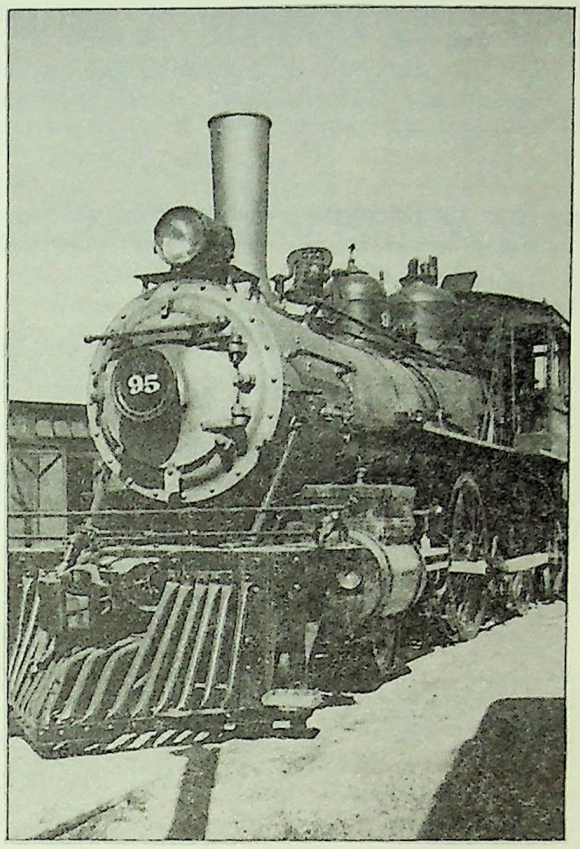
Membership News

by Tanya Rose

Dick Pennick has informed me that member Christian Brown, former steam locomotive engineer for the SD&AE and Coronado Railroad is passing the Holidays in the La Mesa Convalescent Hospital. He was born November 11, 1886 and started his railroading clear back in 1906. PSRMA is indeed fortunate to have his support; he's one hogger who has seen it all from the days of steam when you railroaded by the seat of your pants to the present era of diesel power. Such an old timer is a valuable asset to the Museum.

At this special time of year when we are once again reminded of the love we should be sharing with one another, I know many of us will include him in our thoughts, wishing for him a speedy recovery. Why not take a moment of your time to brighten his Holiday and yours by sending him Season's Greetings. His address is: La Mesa Convalescent Hospital, Room 29, 7800 Parkway Drive, La Mesa, California 92041. Bless you all. May you have a beautiful, joyous Holiday!

PHOTO OF THE MONTH Member William O. Gibson sent in this picture he took in Brownwood, Texas, in 1937 of the last 4-4-0 on the Santa Fe. This locomotive, the last of 473 4-4-0's on the system, was built by Manchester in 1887 and was last used on the Manard, Texas, branch line. No. 95 was scrapped at Cleburne, Texas September 6, 1940. The Editor thanks Mr. Gibson for sharing this picture with REPORT readers and invites all members to send in their favorite shots to be used on this page of the Museum newsletter.



REPORT

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