

Report

Of the Pacific Southwest Railway Museum Assn. Inc.

Issue 23

San Diego, California

February 11, 1966

MUSEUM TO DISPLAY GOLDEN SPIKE

At last the gold spike, driven by John D. Spreckels, has come to light. Marking the completion of the San Diego and Arizona Railway, the spike was driven at Carriso Gorge station on November 15, 1919.

After the ceremonies in 1919, Spreckels presented the spike to Cecil A. Vincent, roadmaster. Mr. Vincent remained roadmaster until his retirement in 1951. Since the passing of Mr. Vincent, the spike has remained in the family.

Through the efforts of Perry Durkin, the spike has been obtained by PSRMA for display purposes. The spike will be displayed at various branches of the San Diego Trust and Savings Bank.

Mrs. Vincent will present the spike to the museum at a ceremony on March 1, at 9:30am. The ceremony will be held at the Main Branch of the San Diego Trust and Savings Bank.

"THE RAINMAKERS"

Plans for movies to be shown by PSRMA at the North Park Theater in March will be finalized at the February meeting. If this project is to be successful it will be necessary that all members participate. This means we will need ticket sellers and that all of us must tell our friends so they can come.

The main feature will be "The Rainmakers," made in the famous Carriso Gorge. Be sure to reserve the date of March 16, 1966 and be at the North Park Theater at 29th and University at 7:30pm.

Attend the February meeting to help make this project a success. The meeting is Sunday, February 20 at 7:30pm. It will be held at the old library building in El Cajon.

MUSEUM ACTIVITIES

You are reminded that the PSRMA has an operating museum. The museum is open to the public and located at 4880 Beaumont Dr., La Mesa, California.

You are invited to come out and bring a friend with you. The museum is open from 1 to 5 each Sunday and from 7:30 to 10pm on Thursdays. The museum will also be open the entire day on Sunday, February 27, starting at 9:30am.

Clubs and other groups may arrange to open the museum on Saturdays by phoning 466-0681 for an appointment.

The work party of January 9, was a huge success according to Walt Hayward, general superintendent. Much was accomplished towards the restoration of the railbus.

Under the general supervision of Chuck Gerdes, the front windows of the bus were installed by Eric Sanders, Vic Koenigsberg and Bill McCray. New panels were put into place by Bill Wooten, and Ted Grove. Gary Johnson cleaned and primed the gas tank.

MARK YOUR CALENDER NOW

February 20.....Meeting
February 27.....Work Party
March 16.....Movies

SUPPORT PSRMA ACTIVITIES

MODEL RAILROAD WEEK
FEBRUARY 12 thru 20

Local clubs will observe National Model Railroad Week this month. They will be open to the public as follows:

SAN DIEGO MODEL RR CLUB
Balboa Park...
Friday, Feb. 11 and 18
7:30 to 9:30pm
Saturday, Feb. 12 and 19
and on all Sundays
1 to 4:30pm

PACIFIC BEACH MODEL RR.
Del Mar Fairgrounds
Tues. Feb. 17 and
Thursday, Feb. 19
7:30 to 10:30pm

LA MESA MODEL RR CLUB
Nebo Drive
Both Saturdays
Evenings
(Under construction)

R E P O R T

Report is the official publication of the Pacific Southwest Railway Museum Association, Incorporated, of San Diego County, California.

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55 YEARS AGO

Nearly 55 years ago, on June 22, 1911, a war ended in a railroad caboose. The Mexican Insurrection of 1911 came to a close when General Jack Mosby surrendered to Captain F. A. Wilcox, US Army.

The surrender took place in San Diego and Arizona caboose No. 400.

For the occasion the caboose was spotted halfway through the border gate at Tijuana. The caboose, earlier in the day, was part of the construction train which was taken over by Mosby's forces.

The battle took place at Frenchmen's Ranch, near the present station of Garcia. Even today several of the insurgents remain buried on the right of way at this point. Several days after the surrender, powder charges were located and removed from the bridge at Agua Caliente and from Tunnel No. 1.

On that eventful day in 1911 the train crew consisted of Conductor W. G. McCormick, Brakemen H. D. Adams and A. E. Carne. The engine crew members were Engineer J. B. Corbett and Fireman R. Schusaler. They all came through uninjured.

MUSEUM RECEIVES EQUIPMENT

PSRMA was happy to receive several pieces of office equipment recently. The equipment, which includes a typewriter, a typewriter table, filing cabinet and chairs, was donated by Thomas W. Sefton of the San Diego Trust and Savings Bank.

NEW REGULAR MEMBERS:

Robert S. Hastings
Herbert B. Kelsey

4147 Alpha Street, San Diego, Calif. 92113
762 Laguna Avenue, El Cajon, California

NEWS OF THE PACIFIC SOUTHWEST CORNER

SAN DIEGO & ARIZONA EASTERN

Revenues in 1965 increased to slightly over \$3 million from \$2,996,672 in 1964. A net income of \$740,857 was produced in 1964. The operating revenue in 1966 is at least expected to match that of 1965, a company spokesman said. At the start of 1965 assets of the Tijuana and Tecate totaled \$1,832,549. Assets of the SD&AE in the U.S. totaled \$9,189,959...(SD Union)

Paving of Commercial Street is now under way. This stretch is an obstacle course for trains at present. It seems that several stops must be made daily to remove barricades from rails and wait for machinery to be removed. The clay soil of the area is very slippery when wet and some days it was almost impossible to get started again. Just wait until the city decides to seal the blacktop on that 3 percent grade.

Train 451 of January 10, arrived with 43 cars, including 16 cars of alfalfa pellets, and 5 units.....

ATCHISON TOPEKA & SANTA FE

The station at San Diego is going to the dogs. At least it seemed that way on Saturday, January 22. On that date a stray dog gave birth to three pups on a bed in the crew-quarters upstairs. Since the dog was without license tags she was kept there until Monday and turned over to the pound along with offspring...(Wallie Duthie).

A San Bernardino bound freight with 51 cars was delayed 30 minutes a few days ago. It struck an auto at Laurel Street and had trouble releasing the brakes after the impact...(SD Union)..

The State Corporation Commission of New Mexico recently ordered the Santa Fe to continue operation of trains 25 and 26. The trains, which operate between Clovis and Carlsbad, will operate until at least July 1, 1967.....(RofRT Trainman News).

SOUTHERN PACIFIC COMPANY

The SP recently applied to the California Public Utilities Commission for permission to discontinue the Lark between San Francisco and Los Angeles. Permission was also requested to discontinue the San Joaquin Daylight between Los Angeles and Bakersfield...(SD Union)..

In January 1966 the dome lounge and through St. Louis Pullman were discontinued on the City of San Francisco. The general consist of the City of SF now includes several headend cars, three coaches, an automaton, and two Chicago Pullmans....The Seattle Pullman has been dropped from the consist of the Cascade...(Robert Gaddie)

Equipment ordered for 1966 includes 3952 new freight cars, 172 new diesel locomotives and 1617 units of highway equipment...(SP Bulletin).

SAN FRANCISCO MUNICIPAL RAILWAY

In a study of all bay area transit operations it was revealed that all routes lose money. The study was made by Simpson & Curtin for BARD.

The three routes which come close to being profitable are #38 Geary, #30 Stockton and #80 Leavenworth. The cable cars which enjoy the heaviest traffic load are also the biggest losers. The Powell Street Line loses \$2.0761 per vehicle mile while the California St. cars lose \$2.5580 per vehicle mile. A fare of 25¢ could eliminate these losses according to Mr. John Curtin of Simpson & Curtin.....
...(SF Chronicle, through Robert Gaddie)

SUPPORT PSRMA ACTIVITIES....ATTEND THE MEETING FEBRUARY 20, 1966..

WEATHER RIVER RAILWAY

The Weather River Project spells doom for this logging road. Its tracks will not be relocated and ultimately will be flooded for six miles. So far no report as to the future of its Shay Locomotives..(RHS Newsletter)....

PICKERING LUMBER COMPANY

The end of rail operations at Standard, California has come. The line will be dismantled and Locomotive No 8 may be sold for use elsewhere...(RHS Newsletter).....

SUPPORT PSRMA PROJECTS WORK PARTY .. FEBRUARY 27

that way on Monday, January 22. On that day a very hot day. To three pups on a bed in the new house. The pups were without license tags and were kept there until Monday and turned over to the pound along with others. (Wallis Bulletin). A San Bernardino bound freight with 21 cars was delayed 30 minutes a few days ago. It arrived at about 10:00 and was loaded in a few days after the impact. (SD Union). The State Corporation Commission of New Mexico recently ordered the Santa Fe to continue operation of trains 25 and 26. The train, which operates between Glendale and Gardnerville, will operate until at least July 1, 1967. (Robert Trainman News).

SOUTHERN PACIFIC COMPANY
The 22 recently applied to the California Public Utilities Commission for permission to discontinue the line between San Francisco and Los Angeles. Permission was also requested to discontinue the line between Los Angeles and Berkeley. (SD Union). In January 1966 the Santa Fe and through St. Louis. The general manager of the City of St. Louis advised several bonded cars, three engines, an engine and two Chicago locomotives. The Santa Fe Building has been damaged and the line is being closed. (Robert Trainman News).

PSRMA *Report*

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