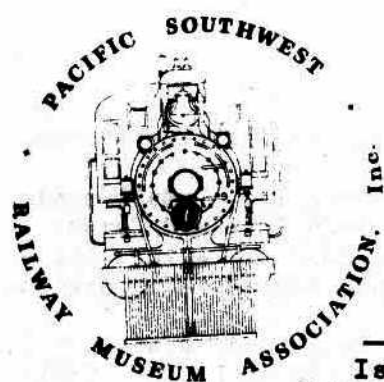




Report

Issue 34

Lemon Grove, California

January, 1967

TO ESCONDIDO BY PRIVATE CAR

by Richard Pennick

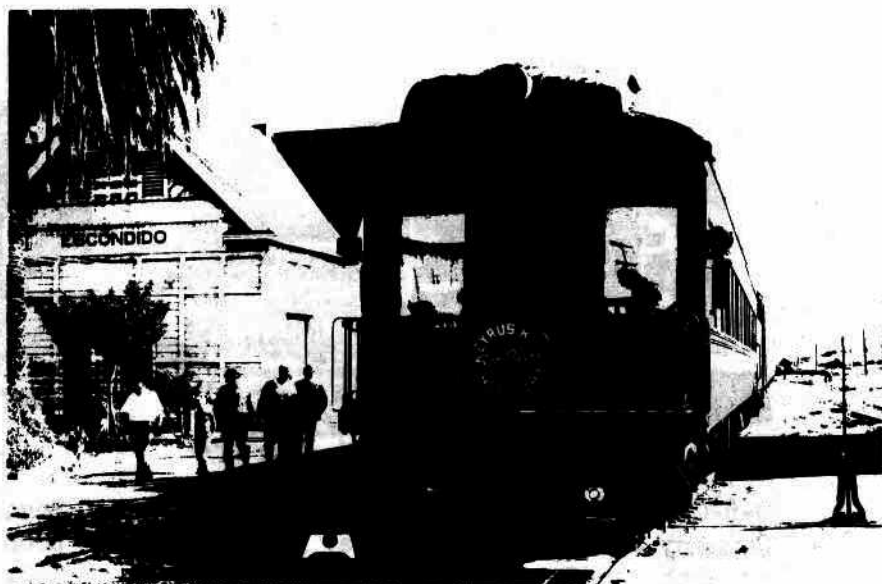
The Conductor on Santa Fe's train No. 73 poked his head, conspicuously bare, into the lounge section of the private car "Cyrus K. Holliday" and remarked: "I lost my cap last night near Capistrano and I sure feel funny without it!"

The plush maroon car was chartered by the Museum for an unique tour of the Santa Fe branch line to Escondido. It was a little after 7am when the train began its gradual departure from San Diego's station yards, and the guests on board began settling down amid the warm comfort of the lounge. There were a few hardy souls, however, who preferred the biting chill of the rear platform. To each his own. Enjoying the hot coffee and cordiality within were Mrs. Mildred Woody, Messrs. Robert Coye, John Andert, Dwight Couch, Terry Durkin, R. Dennis White, Kent Anderson, Jack Stodelle and son Steve, and Yours Truly.

At 8:05, we eased to a stop at Ocean-side, where the "Cyrus K." was cut off, turned on the wye, and shunted to a side track to await the arrival of the branch line crew. The running water system had not worked since we left San Diego, where the tanks had supposedly been filled. Inspection revealed the latter to be bone dry, and since the depot hose was too short to reach the car, we prepared for a "dry run" to Escondido.

During our two-hour layover at Ocean-side, several more excursionists boarded the car. They were Mrs. A. E. L. Cook, Messrs. John Bundy, Mel Goldberg and son Bret, and Art Salzer. Some of the guests had interesting backgrounds. Mrs. Woody's father was Superintendent of the Poland Mining Company, Poland, Arizona, in 1908. The town, served at that time by an 1895 Brookes 4-6-0 on a branch of the Santa Fe, Prescott & Phoenix, is today non-existent. Mrs. Woody had old photos to prove that

(Continued on Page 3)



Private car "Cyrus K. Holliday" at Escondido station on PSRMA sponsored trip, December 10, 1966.

Richard Pennick photo.

DURKIN ELECTED PRESIDENT

In a close race for the presidency of PSRMA, Terry Durkin edged out the incumbent, Stanton Kerr. The race was won by only two votes.

Durkin is a long time PSRMA member and has been very instrumental in the drive to obtain locomotives for the museum. Terry is employed by the Santa Fe as a hostler at Barstow.

The incumbent vice president, Lee Adams, was voted in for another term.

Eric Sanders, Report editor emeritus, was made secretary for '67. Eric is one of the original members of PSRMA and has long been an active railfan.

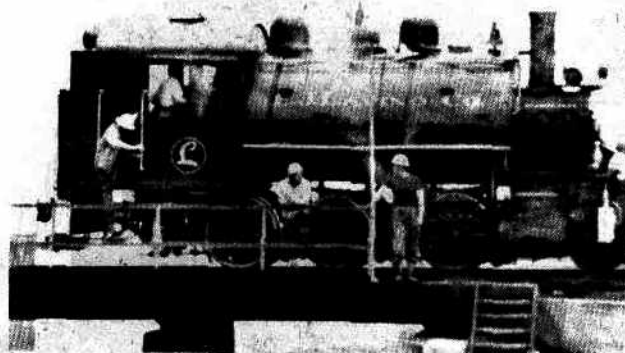
Another long time member, Charles Gerdes, has been selected to serve as treasurer for the year 1967.

Many thanks to the outgoing officers who have served so well in the past year. The year 1966 was a big one for the museum and its members. Thank You, gentlemen.

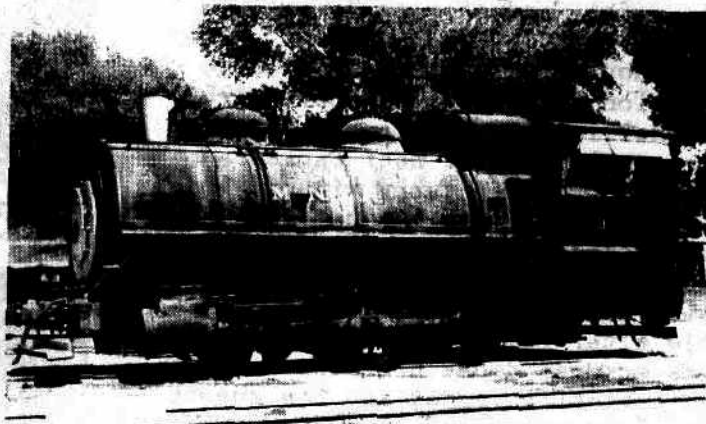
During the year 1966, the museum has made a great leap forward. In that year three steam locomotives have been donated to PSRMA.

On May 11, 1966, the E. J. Lavino and Company donated their Number 10, a small coal burning 0-6-0 saddle tank to PSRMA. Later the same month Southwestern Portland Cement donated a small 0-6-0 saddletank, Mojave Northern Number 3, to the museum. A rare locomotive of the heistler type was donated to us by Connell Motor Truck Company of Stockton. It is the former Pickering Lumber's No. 10.

The two 0-6-0's are in operating order and the logging engine is in poor shape but is excellent for static display. At present the Mojave Northern engine is at Perris, California, our temporary operating site. The Lavino locomotive is in transit at this writing and expected to arrive soon. For the present the Pickering locomotive will be stored in Stockton.



O-6-OT engine #10 of the E.J. Lavino and Company at the Sheridan, Pa. plant. Built by Alco, 1923. Photo from Reading RR.



Southwestern Portland Cement engine #3 at Leon (Victorville) Calif., 4-14-1940. R.P. Middlebrook photo.

During the past couple of years the Santa Maria No. 9, a 12-passenger Fairmont railbus, has been nearly renovated. It was donated by Sam Berkowitz of Santa Maria, California. It will become an operating exhibit in 1967.

While great progress has been made, we must look forward. By forward we mean land for an operating museum near San Diego. Let's make that our remaining goal for the "Fabulous Sixties."

WORK PARTY CALENDER FOR 1967

Date	Location
Sat, January 21	Hayward's
Sun, February 12	Hayward's
Sat, March 11	Perris
Sun, March 12	Perris
Sat, April 15	Hayward's
Sun, May 14	Hayward's
Weekend June 10 & 11	Perris
Sat, July 15	Hayward's
Sun, August 13	Hayward's
Weekend Sept. 23 & 24	Perris
Sat, October 14	Hayward's
Sun, November 12	Hayward's
Weekend Dec 9 & 10	Perris

Report

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

Officers Are:

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Lee B. Adams, vice president
Eric Sanders, secretary
Charles Gerdes, treasurer

Report Staff:

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ATTEND WORK PROJECTS

R-34-3 TO ESCONDIDO BY PRIVATE CAR

the town existed, showing among other things her childhood home. The 4-6-0 was scrapped at San Bernardino in 1922. Mr. Salzer's father-in-law once worked as a mining engineer for the Guggenheim Foundation. His job took him to Tonopah, Nevada camps and various Arizona mining districts. An oldtime cattle rustler became a part of Mr. Bundy's life story when he was called on to handle his notorious client's estate not too long ago.

At 10:00am GP-9's 705 and 721 coupled their eight loaded cars and caboose onto our plush conveyance and we were soon taking the switch at Escondido Jct., bound for the back country. Conductor Bill Hines sat at his desk in the crummy and read over the train order:
"DK SAN BENO DEC 8 1966 1027AM

C AND E ESCONDIDO LOCAL DEC 10TH OCEANSIDE

TAS-572 PRIVATE CAR CYRUS K HOLIDAY PACIFIC SOUTHWEST RAILWAY MUSEUM ASSN. 12 PSGRS IN CHARGE MR JACK STODELLE. SAN DIEGO FORWARD CAR TO OCEANSIDE ON MO 73-J WHERE CUT AND FORWARD ON ESCONDIDO LOCAL TO ESCONDIDO AND RETURN TO OCEANSIDE FOR FURTHER MOVEMENT TO SAN DIEGO TRAIN-78-J MINIMUM GUARANTEE OF 57.75 IN EACH DIRECTION TOTAL 115.50 TO BE PROTECTED PER TARIFF 28-17 IT IS UNDERSTOOD THAT PASSENGERS WILL MAKE THEIR OWN ARRANGEMENTS FROM OCEANSIDE TO SAN DIEGO SHOULD LOCAL FROM ESCONDIDO MISS CONNECTION WITH 78-J AND THAT CAR WILL BE MOVED FROM OCEANSIDE TO SAN DIEGO ON A LATER TRAIN. ALL CONCERNED RENDER EVERY COURTESY AND ATTENTION. JT H-285

JOHNSON

Many surprised faces followed the progress of our car a cross Oceanside's main avenue, as we headed around the curve toward the Interstate 5 undercrossing. The reballasting earlier in the year made the branch almost indistinguishable from the main line. The recent rains had brought green to the hills and soft spots and mud holes to the track. However, no derailments occurred and our mixed train made it to Vista a little before eleven.

The attractive depot at Vista looked much as it did when it was built more than fifty years ago. Mrs. Cook poked her head inside to say "Hello" to her friend, Agent Bobbett, only to find him gone. Later, between San Marcos and Escondido, Bobbett and his wife caught up with the train. "Tell Mrs. Cook 'hello' for me," he yelled from the highway. Mrs.
(Continued on Pg 4)

POTLUCK AT MEETING

PSRMA's regular meeting for January will be held at Nebo Hall, 4726 Nebo Dr., in La Mesa. The date is January 15, a Sunday, at 7:00 p.m.

This meeting will be something new for the museum. It will be a potluck dinner type get together. Be sure to bring your family along too! Other activities will include installation of officers, and entertainment in the form of movies on our favorite subject—railroads.

We know that this will be quite a meeting. More information will follow. According to Kent Anderson, our PR man, cards will be out soon giving complete information about our coming meeting.

The map below shows the way to Nebo Hall, so let's all be sure to come. The hall is located directly below the La Mesa Model Railroad Club.



COMING IN THE NEXT ISSUE

Educational series page for February will feature the railroad morse code and abbreviations, the Whyte system of steam locomotive wheel arrangements, locomotive whistle signals and communicating whistle signals. We hope that you find our series of educational pages informative and interesting.

THIS ISSUE

The first page of this issue is an experiment. If successful more will come.

Cook rose from her seat on the rear platform and yelled back: "I'll say 'hello' for myself!" This charming lady, who brought the surrounding country to life with her running narrative of local history and landmarks, came to Vista in 1932 by way of Cardiff. She was very proud of the fact that on March 16th she had purchased a ticket and rode in the caboose of the Escondido local freight. However the railroad discourages such trips by the general public.

Nearing Escondido, the train stopped to set out a couple of cars at the Bell Milling Company, and we arrived at our destination twelve minutes after noon. The depot here, though remodeled remodeled somewhat since it was built by the California Central in 1887, is kind of a museum of sorts. Scribbled on the walls of the freight house are the names and dates of former agents and other depot employees stretching back 75 years. Also, several of the ceiling boards show clear evidence that they were once the station sign on the Camp Kearney depot, which sat on the present site of Miramar NAS until dismantled in 1922.

As the freight crew switched cars in the Escondido yard, we on the "Cyrus K." dived into the ample buffet luncheon in the dining room. The car had been spotted at the very edge of the sidewalk in full view of passersby, so it was not surprising that several of them stopped in for a look-see. In fact, two young boys, thinking we were movie stars, gathered the courage to request a tour of the car. As they left, one of them remarked admiringly: "You sure got a wonderful set-up here!" We all quietly agreed with him.

At 2:15, we backed across the street and down to the wye. The car was spotted on the west leg while the crew, ably (?) assisted by members Terry Durkin and Kent Anderson, switched the Purina Company. When our locomotives returned, there was a slight disagreement between the couplers on the caboose and private car respectively. It seems the curve of the wye leg was a mite too sharp, and only after liberal amounts of armstrong and invective did they decide to resolve their differences.

An hour later, the "Escondido Mixed" pulled to a stop at the white stucco station in Oceanside, climaxing a really unforgettable day. Appreciation is extended to the crew: Engineer Jim Kerr, Conductor Hines, and Brakemen J. R. Jenkins and P. W. Hoffman. Each, to a man, rendered "every courtesy and attention."

Herb Kelsey, master mechanic, reports that work on the engine for the rail bus is nearly complete. About all that remains is to polish the valves and reassemble the engine. Many thanks to Doug Reynolds, who has spent many hours in overhauling the engine for the rail bus.

Our purchasing agent, Douglas Reynolds, has been busily writing letters to various supply houses. The purpose is to obtain catalogs for comparative prices on parts for future projects.

The work party calender on page 2 of this issue of the Report is for your convenience. Although it is subject to change, more members should be able to plan to show up at work parties. Changes will be published in the Report. Kelsey reports that nearly all the work is done by a few members. The seven most active members are: Stan Kerr, Dan McLean, Dave Willoughby, Everette Mardock, Doug Reynolds, and Walt Hayward. Why, we wonder should most of the work be done by so few? Come on members, Let's all get out and help out.

Speaking of helping out, our next work party is scheduled for Saturday, January 21. The place is 12067 Riverside Drive, Lakeside, California. Work starts at 8:00 am.

On January 1, the railbus was unloaded from the trailer which carried it to Lakeside. On hand to help unload were Stan Kerr, Walt Hayward and Charles Kent. Many thanks to Walter Barber and his cousin Frank, who were also on hand to help.

General Superintendent Hayward states that: "We are still in need of a Superintendent of Static Artifacts." Surely with our large membership someone with interest in the museum could fill this position. The work isn't that hard, we promise.

* * * * *

CALIFORNIA ZEPHER TO RUN UNTIL FEB. 14

According to a recent article in the TRAINMEN NEWS, the Western Pacific and Denver and Rio Grande Western will continue operation of the California Zepher for one month past the date set for discontinuance of the trains. This was done at the request of the Interstate Commerce Commission.

IS THE IMPERIAL NEXT?

The Rock Island recently applied for permission to discontinue trains 39 and 40 between Chicago and Tucumcari.

Edwin Pohle, long a familiar figure on the San Diego and Arizona Eastern's La Mesa branch, retired on December 31, after 50 years with the road. He began his career as a fireman on June 27, 1917, at the age of 15.

When Pohle began firing the railroad was still under construction. Some of his first assignments were as engine watchman at San Diego and some of the temporary terminals such as Campo and Coyote Wells. During his career he worked out of at least three different enginehouses in San Diego. At first he worked out of the old Cuyamaca shops at the foot of Tenth Street. In 1919 he moved along with the road to its new shops on Newton Avenue where it was to remain until 1962 when the present facilities were placed in service.

Pohle was promoted to engineer on November 17, 1924. Although promoted, Ed spend most of his time firing until World War II came along. Over the years he worked on steam engines, diesels, and ran the old gas-electrics both to Lakeside and Tijuana.

In 1932, Pohle worked on the work train that hauled the materials for the large wooden trestle that replaced Tunnel 15, in Carriso Gorge. Firing for C. N. Brown on this job was a great thrill when they ran the first engine across the 186 foot structure. This was before the walkways were in place, and it looked a long way down.

After World War II, Ed held a regular job as engineer, usually on a switch engine. When the passenger trains were discontinued in 1951, Ed was "bumped" back to the engineer's extra board. Following a couple of retirements, and a stretch on the Plaster City switcher, he bid in the "Roustabout" in 1956.

During his half-century of service Ed became well known along the way for his friendly wave and smile. In the years since 1956, Ed became a familiar figure on the La Mesa branch. At the time of his retirement Ed Pohle was the SD&AE's senior employee in length of service. We will all miss you Ed, Happy retirement!

From Carson & Colorado R. R. timetable
No. 7, January 1, 1882:

"Engineers or firemen should look back frequently to see that all is right; and in case the Train has broken apart, GREAT CARE must be taken to keep the forward end out of the way of detached part; sounding whistle repeatedly to warn Trainmen, and if on a down grade, the forward part of the train will KEEP MOVING, EVEN TO THE NEXT STATION, IF NECESSARY. If detached portion of Train is out of sight, and it is necessary to back up, before doing so, if on a down grade, allow ample time to elapse before starting, and send a man back with flag at least fifteen (15) minutes before moving; and if there is no Brakeman on top of Train, after flag has been sent back, the Engineer will send his Fireman out on Train to keep watch and give necessary signals; then move with great care, stopping at all obscure places, unless it is certain that rear part of Train is at a stand and will not move until reached. Every precaution must be used to prevent accidents. TAKE NO CHANCES."

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COMING ACTIVITIES

Installation of Officers and....
Potluck..Meeting...movies....

Place: Nebo Hall
4726 Nebo Drive
La Mesa, California

Time: 7:00 p. m. January 15.

Work Party:

Place: Hayward's
12067 Riverside Drive
Lakeside, California

Time: 8 a.m. to 4:30 p.m.
January 21.

NEWS OF THE PACIFIC SOUTHWEST CORNER

NATIONAL STEEL AND SHIPBUILDING launched the first of four ferries it is constructing for the State of Washington on December 17. The ferry is called "Hyak," and is 382 feet in length. Three more ferries are to follow. The total cost of the four ships is \$22.3 million. (S. D. Union) More News next page.....

NEWS OF THE PACIFIC SOUTHWEST CORNER

SANTA FE is working on a huge project to divert Paradise creek in National City. The project is on Santa Fe property located between Interstate 5 and the SD&AE's Coronado line. This will all tie in with the 24th street marine terminal and flood control channel for Sweetwater river. The end was pulled out of a car of potash near Sorrento recently, closing the Surf Line for about 5 hours. Much potash is in evidence at the 22nd street yard, with one engine working continuously to keep the bulkloader supplied with cars.

SAN DIEGO & CORONADO FERRY COMPANY experienced a ten per cent increase in vehicle and passenger patrons in 1966. \$47.6 million in revenue bonds were sold by the Division of Bay Toll Crossings to finance the San Diego- Coronado bridge. This spells doom for the ferries in 1969. Better take a ride while they are still around. And don't forget, take those pictures now-1969 will be too late.

SAN DIEGO TRANSIT SYSTEM last year operated 260.6 miles of bus routes, a decrease of 15.5 from 1965. It also carried about a half million fewer passengers, but made more money. Take over by the SDTC may be a year or more away because of litigation over the public take over. The system now is operating 216 busses.

SAN DIEGO AND ARIZONA EASTERN has placed a second roustabout in service to serve the South Bay celery packing plants. On duty at 7 pm this job has been using Engine 1175, an EMD SW-7, equipped with multiple unit equipment and oscillating lights. Engine 5101 was temporarily sent to Bakersfield to switch mail cars there. Other engines in town include, 5106, 5114, 5119, 1010 and 1013. The 5106 was tied up for a few days recently after a traction motor fire. A replacement truck was sent From Los Angeles.