

Report

Issue 40

Lemon Grove, California

July, 1967

A SHAY COMES TO SAN DIEGO FOR MUSEUM



Shay Number 3 in service on the Feather River Railway. Engine is now in San Diego, stored in Santa Fe Yards. (D. S. Richter photo)

PSRMA's former Feather River Railway shay locomotive was shipped from Perris on Friday, June 9. The locomotive arrived in San Diego on Saturday, June 10 at about 10 p.m.

Upon arrival at Santa Fe's 22nd Street yard the locomotive was met by many museum members and other area railfans. The shay was immediately moved to a spur which was formerly used by the Standard Iron Works, where it will be stored. The spur is located directly east of the Santa Fe's yard office. Key to gate may be obtained from the yardmaster on duty in the yard office by members desiring to visit the shay.

Dennis White was the museum's official rider on the shay. He was accompanied for

part of the ride by another member, Kent Anderson, who is working for the Santa Fe at Barstow for the summer.

The cost of moving the shay from Perris came to \$422. As you might guess our treasury is once again quite low. Please don't forget, if you didn't donate toward the Lavino engine, that some help would especially be appreciated. And even if you did your aid would still be most welcome.

The first work party for cleaning up the shay will be on Saturday, July 15, beginning at 9:00 a.m. General Superintendent Walt Hayward stated that members should bring scrapers of some sort and that a putty knife would be the ideal tool. Come on down, see you there.

MEETING NOTICE

The July business meeting of the Pacific Southwest Railway Museum Association will be held on Sunday, July 16.

It will be in the Safety Room of the Santa Fe station at 7:30 p. m.

BY-LAWS REVISION IS PASSED

At PSRMA's June business meeting the remaining by-laws revisions as published in the June Report were accepted by the members present.

In effect with the new by-laws are quarterly business meetings to be held during the first month of each quarter. In other words the meetings will be in the months of January, April, July and October.

Meetings will still be held monthly in most instances. The other two meetings each quarter will be devoted to educational purposes. This will consist of classes on railroad subjects that will be of importance to museum operations. Don't let this scare you. Some interesting movies may come up too.

One of the most important upcoming topics will be on railroad safety rules.

Hope that you all like the new way.

R E P O R T

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

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WORK PARTY ON SHAY

A work party for cleaning up of the shay locomotive will be at 9:00 a. m. on Saturday, July 15. Please remember to bring a putty knife as your tool.

The location of this activity will be at the foot of Beardsley Street. That is one block south of Harbor Drive, near the Santa Fe yard office.

PROGRESS ON THE RAILBUS

Walter Hayward, General Superintendent, reports that the railbus now has three coats of primer on the body. Its looks are much improved, too. Hayward also expects the bus to be painted soon.

We also need someone who is experienced with fibre-glass to help out on the bus project. It has been found after many hours of search that a radiator shell for the bus is unavailable and that it will be necessary to fabricate one from glass. Anyone able to do this type of work please contact Walt Hayward by telephone at 448-2954.

GRIZZLY FLATS TRIP POSTPONED

PSRMA's July 16 trip to visit Ward Kimball's Grizzly Flats Railroad at San Gabriel has been postponed until sometime this fall.

The members only jaunt to Grizzly Flats was to be rescheduled to enable more of our members to attend. The July date conflicted with many of the members vacation times and also in some cases, conflicted with employment schedules.

THE DISPATCHER

Included with this issue of the Report is Issue 51 of the Dispatcher, San Diego Railfan Guide. It features a summary (illustrated) of the various railroad equipment owned by San Diego County organizations and individuals.

The Dispatcher is affiliated with PSRMA. Please take advantage of the opportunity to purchase back issues and help support this interesting publication.

HELP PSRMA DONATE NOW!

STEAM RECORDING PROJECT

From time to time the Report has carried news of this very interesting recording project by Ted Grove. It is to feature recordings of several steam operations which still operate in the U.S.

About \$600 is needed to continue with this project. About \$330 of the amount needed has been made available by Grove and a few other members. Now as this project will be a great fund raiser for the museum, we wish to call upon some more of you members to help out with some of that green stuff to get the ball rolling on this fascinating project.

If you have any ideas about how the necessary help can be obtained or are otherwise interested in this project, please contact Ted Grove whose address is 7635 Brookhaven Rd., San Diego, California 92114.

SD&AE DISCONTINUES USE OF TRAIN INDICATORS

Effective June 1, 1967, the SD&AE discontinued the long practice of displaying the train numbers on their locomotives. The engine number alone will be displayed in the future. Who can tell us if the same practice is system wide on the Southern Pacific, where the practice began about 1913.

FOUR UNITS RUN WILD ON SP

An engineer and fireman stopped for coffee recently at Cabazon California, leaving their engines on a siding there. When they returned the engines were gone. They had ran wild for 22 miles down the hill towards Indio, at speeds of up to 120 m.p.h. A dispatcher in Los Angeles noted the flashing lights on her control panel and turned the runaways into a sid-

ing where they proceeded to tear up track. One of the units overturned with damage estimated at \$55,000. Oh, yes. The crew recalled setting the brakes on the units.

SP CUT OFF OPENS JULY 11

The last rail was put into place on Friday, June 30, at 2:00 p.m. The 78 mile cut-off, which by-passes the congested Los Angeles area, was begun on April 1, 1966.

Service on the freight only line began on July 11. Top speed on the new line is 50 m.p.h., mainly because the trackage is not protected by automatic block signals. Built with easy curves, the line is helper territory with its 2.2 percent grades through the rugged Cajon Pass.

The Los Angeles-San Joaquin Division Timetable No. 1, effective June 4, 1967, shows three regular freights in each direction. The trains are Nos. 803, 806, 807, 810, 811 and 814. The schedules run through from Colton to Palmdale with about three hours being the average running time.

Stations and their milepost location are as follows:

Palmdale No. 1	413.8
Palmdale No. 2	417.3
Wash	435.1
Phelan	451.1
Hiland	463.0
Canyon	470.0
Dike	481.0
Slover	491.1
West Colton	492.7 and 538.3
Colton Tower	494.2 and 538.7
Colton	494.5 and 539.0

All trains are scheduled to meet at Slover, three miles out of Colton. The C.T.C. limits of Colton extend out to include the station of Slover.

As a matter of history, the first plans of building this cutoff were advanced in the late 1920's, but the depression of the 1930's ended the idea.

The plan was revitalized in the early 1960's as a way to cut one day from traffic to and from the Pacific Northwest.

Looks like the Southern California railfan will be able to see trains of all three major railroads serving the southwest at one time in the Cajon. Just think, the SP, UP, and Santa Fe all in one birds eye view. Things are looking up for us trainwatchers in the future.... don't believe it - try Cajon Pass.

