

Report

of the Pacific Southwest Railway Museum Association, Inc.
Lemon Grove, California

Issue 49

June, 1968

AIR BRAKE INSTRUCTION SET FOR JUNE 16

The Pacific Southwest Railway Museum will meet on June 16, 1968, upstairs in the Santa Fe Station safety room, at 7:30 p.m. That is the third Sunday in June.

The main topic will be instruction for members in air brake operation. The man in charge of instruction will be our General Superintendent, Robert DiGorgio.

YES, ITS BEEN MOVED!

Just in case you haven't noticed, PSPMA's shay No. 3 was recently moved from the spur behind Standard Iron Works. It is presently stored on a Santa Fe yard track near the yard office.

It will most likely remain there until it is used to help celebrate National City's 100th anniversary on June 7. After its journey to National City the shay is expected to be stored on a spur just south of Harbor Drive on Crosby Street.

2-8-2T EXPECTED SOON

The Georgia Pacific Corporation will soon ship its 2-8-2T, Number 11, out of Powers, Oregon. It may even be on its way by the time you read this article.

It, too, will be stored on the same spur with the shay when it arrives. Plans are being made to fire up the 2-8-2T and the shay soon after the engine arrives in San Diego.

NOMINATION OF OFFICERS IN JULY

Just a reminder, don't forget that our regular business meeting in July is the time for nominating our officers for 1969. Its time to think about who you would like to have for next years slate.

They will be elected at our last quarterly business meeting in October.

THE CUYAMACA LINE-

-ITS A ROLLER COASTER

The Southern California land boom of the 1880's brought about the building of several local railroads in the San Diego area. One, the San Diego, Cuyamaca & Eastern, was formed with the idea of building a railroad from San Diego and over Warner's pass to a connection with other roads from the east.

Started in 1886, the line was built to Lakeside by March 30, 1889. 3.3 miles more were built in 1889, extending the line to Foster, which became the permanent terminal.

The Cuyamaca line with its sharp curves and steep grades began at 9th and "N" (now Commercial) streets and ran out "N" Street, through Mount Hope Cemetery, Encanto, Lemon Grove, La Mesa, El Cajon, Santee, and Lakeside to Foster. The line's steepest gradient is on Commercial Street, where it gets up to 3.5% between 16th and 17th streets.

Not quite as steep, but more taxing on motive power, is the 2.88% grade westward between El Cajon and Grossmont. This grade is longer and has several curves which make train friction quite a problem.

The Line was merged with the San Diego Southern in March, 1912, to form the San Diego and Southeastern Railway. A few years later in 1917, the SD&SE became a part of the San Diego and Arizona Railway.

Like other lines in the county the Cuyamaca was hard hit by the 1916 floods. Portions of the line between Santee and Foster were demolished. That part of the line between Lakeside and Foster was abandoned at that time.

During the 1920's the line ran eight passenger carrying trains. Some ran to Lakeside, while others were turned at La Mesa. Most schedules were operated with General Electric gas-electric cars with at least one mixed steam train besides.

R-49-2 ROLLER COASTER LINE

The gas-electric car service began in 1916 by the San Diego and Southeastern, running nine roundtrips daily. The cars were operated from First and Broadway to Lakeside. The cars were numbered 41, 42, and 43. Numbers 41 and 42 were purchased from the Minneapolis, Northfield and Southern, with Number 43 coming from the Buffalo, Rochester and Pacific Railway.

Gas-electric's... lasted up into the 1930's on the Cuyamaca and were often used in race train service on the SD&AE operating to Agua Caliente.

To provide better service in the San Diego area the route up First Avenue was soon extended to B Street and then to the Santa Fe station at Kettner and B. The gas-electric service on First Street lasted until 1930, when the cars were rerouted onto S. D. & A. E. trackage to the Santa Fe station.

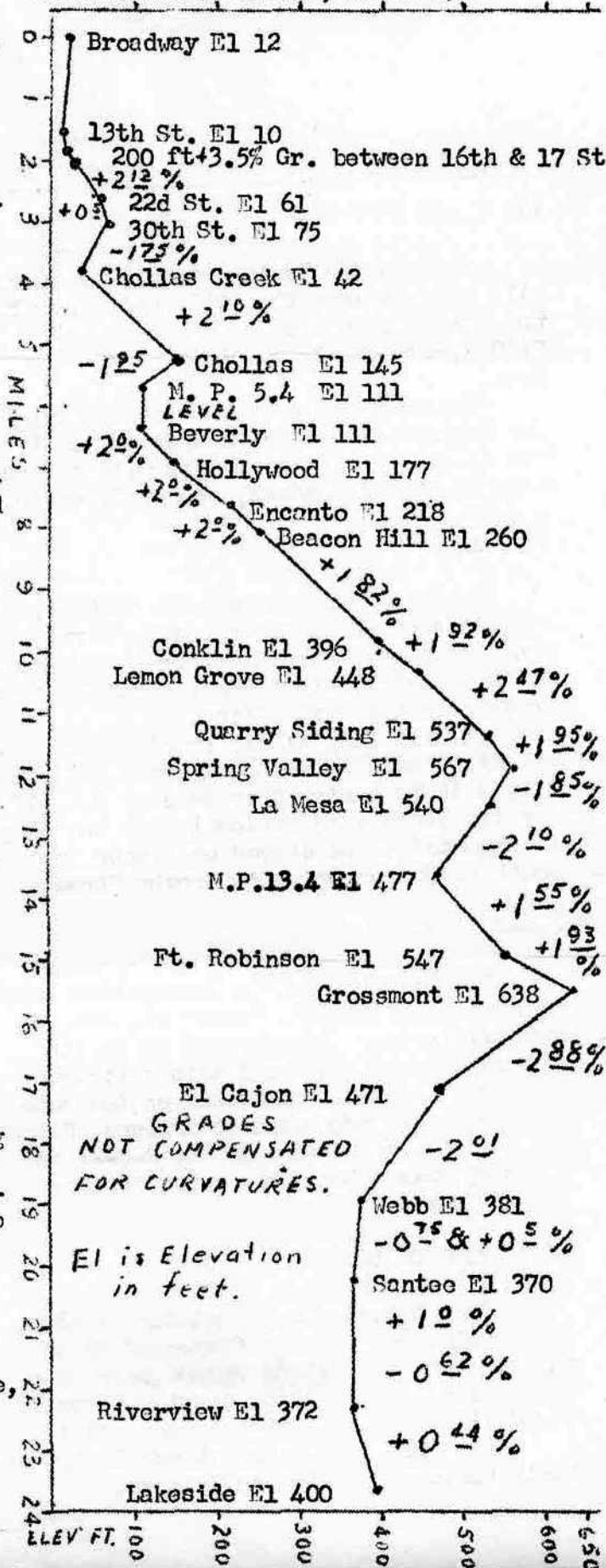
Motive power used on the line for freight service varied over the years using ten wheelers, eight wheelers and finally ending up with a leased Southern Pacific mogul, number 1629, in February, 1951.

Freight service ^{after} World War II was reduced to a tri-weekly basis, with service on Tuesday, Thursdays, and Saturdays. Leased SP 70-tonners carried on after the end of steam. The small General Electric diesels turned in many miles of hard service on the Cuyamaca's steep grades. By 1960, the traffic had again become too heavy to handle on a tri-weekly basis. With many new industries on the line and a mile extension to the Montgomery Ward warehouse in 1961, service became more frequent, usually averaging 5 days per week.

Today the 70-tonners are gone, having been replaced with EMD SW-8's. These 800 h.p. units are equipped with dynamic braking which is a blessing on the line's steep grades.

Service to Lakeside was cut back to Santee in 1939, and cutback further to Main Street in El Cajon early in World War II. With the recent extensions serving Montgomery Ward and the Overmyer Warehouse, the line now reaches the southern limits of Gillespie Field. We wonder if someday trains might not once more whistle into Santee and Lakeside.

SD&AE Lakeside Branch, Circa 1926



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

Officers are:

Eric Sanders, president
 Stanton Kerr, vice president
 Richard Pennick, secretary
 David Willoughby, treasurer

Report editor is Charles Kent.

Museum Address is:

P. O. Box 12096
 San Diego, California 92101

Report Address is:

2418 Edding Drive
 Lemon Grove, California 92045
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SANTA FE PA'S AT BARSTOW

PSDMA member Dennis Robinson reports that several of the Santa Fe's glamor girls, the Alco PA's are still stored at Barstow, or at least they were there on May 1. The following "A" units were on hand: 55, 57, 58, 64, 67, 68, 69, 70, 74, 75, 76, 73, and 78.

Keeping them company were "B" units 73A, 72A, and 70A. The big PA's of which the famous 51 was the first have been pushed aside by new high horsepower units from EMD and General Electric.

CONTINENTAL RAILROAD CENTENNIAL
 STEAM EXCURSION

At this time plans are being made to have one grand celebration by several railroads. Union Pacific and Norfolk and Western plan to celebrate the 100th anniversary of the rail hook up at Promontory, Utah on May 10, 1869. N&W plans to run a train powered by a 4-8-4 #611 from Norfolk, Va. to Omaha, at which point a UP Challenger 4-6-6-4 will take the train to the west coast. This would probably be the last transcontinental steam trip. UP also plans to run a Big Boy 4-8-8-4 during the centennial celebration.

- - - from "EXTRA 2200 South," thru
 "The Moose Gooser"

BOARD BRIEFS * * * *

Santa Fe has offered to lease the museum Track 168, 2000 feet long known as "Entlow Spur." Operation would be allowed.

Treasurer Willoughby is to distribute membership cards.

Our recent donation campaign attracted 60 people, resulting in \$241.

Use of shay on June 7, by the Santa Fe in connection with National City's 100 anniversary. Engine will be used dead.

Administration positions of Storekeeper and comptroller remain without applicants.

A County school third grade class visited the shay on May 20.

The board discussed a committee to plan for museum participation in the San Diego 200th Anniversary.

Discussed museum acquisition of old SD&AE coach bodies near Jacumba.

Discussed possibility of operating a steam locomotive and a couple of cars on wye at Del Mar during county fair. Durkin was authorized to investigate the possibilities.

SANTA FE RDC'S INTO DENVER

The Santa Fe's two RDC cars, once a familiar sight in San Diego, are now being used between La Junta and Denver.

The RDC'S, M191 and M192 were in El Paso-Albuquerque service on trains 13-14, which came off April 9.

-The Clearance Card (SRHS)

STEAM EXCURSION LABOR DAY WEEK END

Operated by the Pacific Railway Society, Box 5279, Los Angeles, Calif 90055, the excursion leaves Los Angeles on August 30, at 6:00 p.m. via Union Pacific dome-liner. Returns to Los Angeles September 2, at 10:30 p.m. Fares run from \$160.00.

UP steamer number 8444 will pull the train between Green River and Cheyenne. The Colorado Railroad Museum, Pikes Peak, Denver, Georgetown Loop are included in the itinerary.

The train on the return leg of the trip will traverse Nevada and the Mojave Desert during daylight hours. Regular service is usually at night.

R-49-4 NEWS OF THE PACIFIC SOUTHWEST CORNER

SANTA FE: The home terminal of the 4th District Local has been changed from Ocean-side to San Diego. On duty at 5:00 p.m., the local operates to San Juan Capistrano and return with a side trip to Wallbrook.....A shipment of Sodaash was recently handled to the Tenth Avenue Terminal due to a strike at the Port of Long Beach.... Santa Fe Coast Lines recently signed an agreement with the Trainmen that most crews would remain to operate with one conductor and two brakemen.....The 63 year old depot at Arcadia, California, faces the wreckers ax to make way for a new freeway, moves are under way to move the structure to the Los Angeles State and County Arboretum.

SAN DIEGO & ARIZONA EASTERN: Two persons recently lost their lives in separate pedestrian-train accidents in Tijuana.....A new spur serving Gas-Butano has been placed in service at Kilometer 8 on the Tijuana and Tecate Railway.....

SAN DIEGO TRANSIT CORPORATION: Effective June 16, Route "K" serving Catalina Blvd., will be discontinued. Service will continue to be provided by a new route "A". The new route will serve the Lindbergh Air Terminal, Catalina Blvd, and provide new service to Shelter Island and the Old Spanish Light House on Point Loma.

SAN DIEGO-CORONADO BRIDGE: With completion only about a year away, the bridge is beginning to take shape very fast. Thus far, most piers have been constructed and many of the steel girders are in place. Contracts have been let for the construction of a 12 lane toll plaza on the Coronado side. Better hurry to take that last ferry ride! You'll even get the chance to check up on the progress of the structure that will force their demise.

SOUTHERN PACIFIC COMPANY: Application has been made to discontinue the Sunset Limited between Los Angeles and New Orleans. (Eric Sanders).....Passenger equipment arriving in Los Angeles on the Sunset continues on to San Francisco as the Coast Daylight.....Most Krauss-Maffi diesel-hydraulic units are at Sacramento awaiting the scrapper's torch.....