

Report

of the Pacific Southwest Railway Museum Assn. Inc.

Issue 56

Lemon Grove, California

April-May, 1969

MEETING NOTICE

The regular business meeting of the museum will be held in the safety room, upstairs, in the Santa Fe Station, Kettner and Broadway, at 7:30 p.m., Sunday, April 20.

After the business a program of slides is promised by Dick Pennick and Tom Matson. Come down and enjoy the program which will feature steam in the '60's and traction, too!

TRACTION COMMITTEE FORMED

A traction committee was formed by the museum's board of directors at its April meeting. Chairman of the committee is Tom Matson.

The committee has been set up to study traction potential and to obtain some operating street cars if possible. The committee expects to lend some support to OET until a local car can be obtained. Naturally most of the support at OET will involve San Diego Electric Railway PCC 508.

All who are interested are urged to contact Tom Matson. Tom's address will be 4282 Taos Drive, San Diego, California 92117, phone 273-8951, beginning on April 18.

WORK PARTY SET

Superintendent Robert DiGiorgio has announced that a work session will be held on Saturday, May 3, 1969. The work will begin at 10:00 a.m., and will consist of work on the boilers of the locomotives. Come on down to the locomotives at Crosby and Harbor Drive, your efforts will be appreciated.

MUSEUM PUBLICITY

PSRMA received some much needed publicity on March 8, when the picture page of the Evening-Tribune featured equipment of the museum.

MUSEUM PRESENTS PROSPECTUS

The Pacific Southwest Railway Museum still has the age old problem of "no land." Recently in an effort to remedy this situation, the museum presented its prospectus to San Diego Assistant City Manager Ray Blair and also to the members of the Southern California Exposition at Del Mar.

The prospectus, by the way, is the presentation of what the museum is, what it has, what it does, and mainly what it needs in land.

Much of the effort in the making up of the prospectus has been expended by our president, Dick Pennick. The material was presented by Pennick and Eric Sanders.

LOCOMOTIVES TO BE OPEN

Both the 2-8-2T and the Shay are to be open to the public on Sundays from 1 to 4 p.m.

To do this, the museum needs help. How about it members? After all this job is easy and only will involve about three hours of your time. Our superintendent Robert DiGiorgio is in charge of this project. If you can help, please call Bob at 448-6161. Bob promises not to call on you more than once every other month.

WAYS AND MEANS COMMITTEE FORMED

The museum recently formed a badly needed Ways and Means Committee. The Chairman of the committee is Jerry Windle, with members Kent Anderson, David Hobson and Chop Kerr.

This committee has the chore of coming up with methods of raising the necessary monies to operate the museum.

Theirs is a hard job. Let's give them all the support we can.

SUPPORT YOUR RAILWAY MUSEUM.....

Although work has been started on the firebox of Number 11, other things have been found after a through examination of the engine.

Thin spots have been found in the flue back sheet along with some welding on tubes and in the fire box. Some possible bad tubes have also been found in the smoke box.

Even at that the boiler inspector has said that these problems will not be hazardous if the locomotive can pass its hydrostatic test upon completion of the present riveting project now in progress.

The shay, number 3, is presently out of service due to a number of leaking stay bolts. These leaking stay bolts are causing some damage to the boiler sheets, but should be alright once the staybolts have been replaced.

The throttle valve of the E. J. Lavino, number 10, at Perris has been repaired and installed. Many thanks to our friend Charlie Holcomb for his efforts on the 10 spot. The 10 spot currently has a permit issued by the insurance company which allows the locomotive to be operated with a maximum pressure of 150 lbs.

Charlie has asked us for a fire up on the 10 spot. This is to see if the valve work performed on the engine is satisfactory.

SANTA FE YARD OFFICE

The Santa Fe's yard office at Ash Street was recently acquired by the museum. A mover has been contacted who will move the building for us. Our contract with the Santa Fe calls for the building to be removed by May 1.

The 15 x 18 building probably won't be moved until later, however. It seems that the mover is two months behind with his work because of the rains in January and February.

EXCURSIONS

The museum had been working on a rail trip on the Sonora-Baja California Railway for May, 1969, and another possible trip to Calico later in the spring.

But due to problems of negotiations with the railroads involved, all plans for these trips have been dropped.

Don't be discouraged, though. We are still working on a Mexican trip for some time in the fall of '69.

"Public transportation in San Diego took a gigantic step forward on April 24, 1949. The date marks the end of nearly 63 years of street car transportation in San Diego."

Those are the words of the TRANSIT TOPICS for April-May, 1949. Most of us rail and traction fans don't agree with these words, and still miss the rattle and clang of the smogless commuter haulers—street cars.

Ever wonder about the highlights of the history of public transportation in San Diego? Well here goes—a brief run-down of the system.

Horsecars of the San Diego Street Car Company started operating on Fifth Avenue in San Diego in July, 1886. The hayburning conveyances started at Fifth and "L" Streets and went up to as far as Fir Street. Horse car lines eventually operated on "D" (now Broadway) Street and on "F" and First Streets as well.

The first electric cars on the Pacific Coast began operation in San Diego in 1887. They at first ran on Kettner Blvd. out to Old Town, but by December they began operating out Fourth Avenue and to the Normal School at Park Blvd. and El Cajon.

Cable cars played their part too. Cable cars were operated over a route similar to the electric cars in 1891-92. They only ran for 13 months before they ran out of money as had the electrics in 1889.

Two of the old cable cars still survive today. They are incorporated in the body of San Diego Electric Railway car 54, now on display at the Whaley House in Old Town.

In January, 1892, John D. Spreckels purchased the San Diego Street Car Company. This became the beginning of the San Diego Electric Railway. By December, 1896 the whole system was electrified.

In 1898, the San Diego Electric purchased the Citizens Traction Company, the successor to the cable car line.

From 1903 to 1912 the San Diego Electric built all of its own cars. Many of them were the lovable California Typa cars.

In time the San Diego Electric Railway operated cars to Chula Vista over the former National City and Otay and to Ocean Beach over the former Point Loma Railroad.

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R-56-3 TWENTY YEARS AGO- APRIL, 1949

In 1924, a new high speed interurban line was opened to La Jolla, complete with freight service. New cars were bought to service this line. They consisted of the fifty 400's which ran until all street car service ended in 1949.

Although busses had displaced the street cars on First Avenue in 1922, the peak route mileage was in 1925. Busses replaced street car service to Chula Vista in 1925, and the street cars held their own for nearly a decade. With the depression the lines were gradually bussed until only the lines to La Jolla and routes 1, 2, 3, 4, 7, 9 and 11 were left in the city.

High speed interurban service to La Jolla ended in 1940.

With the coming of World War II, San Diego was hard pressed for transportation. The bus lines and the remaining street car routes were overtaxed. The country was scoured for street cars. The cars came from Salt Lake, Scranton, and in the end some old relics that had been built in 1905 for the Third Avenue Railway in New York City.

Some trackage was added during the war, but with the end of the war the bus once more began to bump off the trolley.

In 1948, only three routes, 2, 7, and 11, remained. That year the San Diego Electric Railway was sold to the National City Lines and became the San Diego Transit System.

On April 24, 1949, the remaining 78 green and cream street cars were removed from service and replaced with busses.

At the end of the street car era the company had the fifty 400's and 28 PCC cars. Seventeen of the PCC's now are in operation at El Paso, Texas, and two PCC cars were saved. One, the 508, is now at the Orange Empire Trolley Museum at Perris, California. The other, the 528, is at the Southern California Exposition at Del Mar. One of the old Third Avenue cars is at the California Railway Museum at Rio Vista Junction, California.

In July of this year, another of the last runs will take place when the San Diego-Coronado Ferry will be displaced by a bridge. Some of the ferries have already been sold to the State of Washington for use on the Puget Sound.

By the end of April all of the spans will be in place on the new Coronado Bridge. Better hurry and take that last ferry ride. They'll be gone before you know it.

R E P O R T

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

Report is distributed free to members and other interested persons and published six to twelve times yearly.

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SP APPLIES FOR TRAIN OFF

In the past the Southern Pacific has made application to the PUC for discontinuance of the San Joaquin Daylight and the connecting Sacramento Daylight. In the past the carriers request has been denied.

Within the past month the SP has again applied for discontinuance of service. This time the carrier has asked only to drop the Sacramento Daylight, trains 53 and 54.

Recent timetable changes on the SP has made all trains make connections between New Orleans and Portland with the exception of the San Joaquin Daylights.

We wonder if this could be a move to kill patronage on the San Joaquin trains. Another possibility would be to operate the same equipment ~~along through~~ from Portland to New Orleans via the Coast Line.

The SP also wants to form a holding company, called SP Inc. which would allow it to deversify. The present Southern Pacific Company would be included in SP Inc. But, believe it or not, the resulting corporation would still be known as the Southern Pacific Company. Can you beat that.

R-56-4 NEWS OF THE PACIFIC SOUTHWEST CORNER

SAN DIEGO AND ARIZONA EASTERN: Diesel unit 1175 has been returned to the SP in exchange for unit 1126. The 1126 originally bore the number 4621, and is similar to the other 1100 series units already on the SD&AE, being equipped with dynamic brakes. Roustabouts to the border and the southbay in general have been averaging about 18 cars per day during the past month. One change in the extra jobs which usually serve the southbay is that they have been operating beyond Agua Caliente during the past month. They have been going 4 kilometers further into Mexico to service Gaso-Butano. These trains usually will have 4 or 5 large tank cars of liquified petroleum gas in their consist.....Business on the El Cajon line also seems to have picked up some. Some days three units are required to handle up to 22 cars. Most days the trains run at about 12 cars.

SANTA FE: April fools day saw an oddity in San Diego. An "E" unit was in town on a special train. What kind of passenger special we don't know.....Yard units currently in use in San Diego are 2335, 2372 and 2394.....Have you noticed the color advertisements on TV lately. The Santa Fe is showing many of its types of freight cars with a pretty gal to explain what the cars are made to transport.....

UNION PACIFIC: The UP has a special centennial train on the road. It has on flat cars two ex-V&T locomotives which have been thoroughly reconditioned to represent the CP's Jupiter and the UP's 119. They are said to be the same locomotives used in Cecil deMille's 1939 production UNION PACIFIC. The train also has a museum car which has photos and models of locomotives and other equipment in use from construction days up to the present time. Other cars exhibit old tools and other artifacts of the 1860 era. The train was at San Bernardino March 24 to 26. Sorry we didn't know in time to publicize the event.

SAN DIEGO ELECTRIC RAILWAY: Pacific Traction has just put a model of San Diego's Class 5 cars on the market. Made of brass to HO scale, the cars retail at about \$35.50. This is a model of the famous 400's, the cars used on the La Jolla Line and on other city lines until all street car service ended. The model is equipped with 2 trolley poles and drawbars for MU operation. The cars when new had pantographs which were removed during the first couple of years operation.