



Sept. '79

REPORT

No. 160

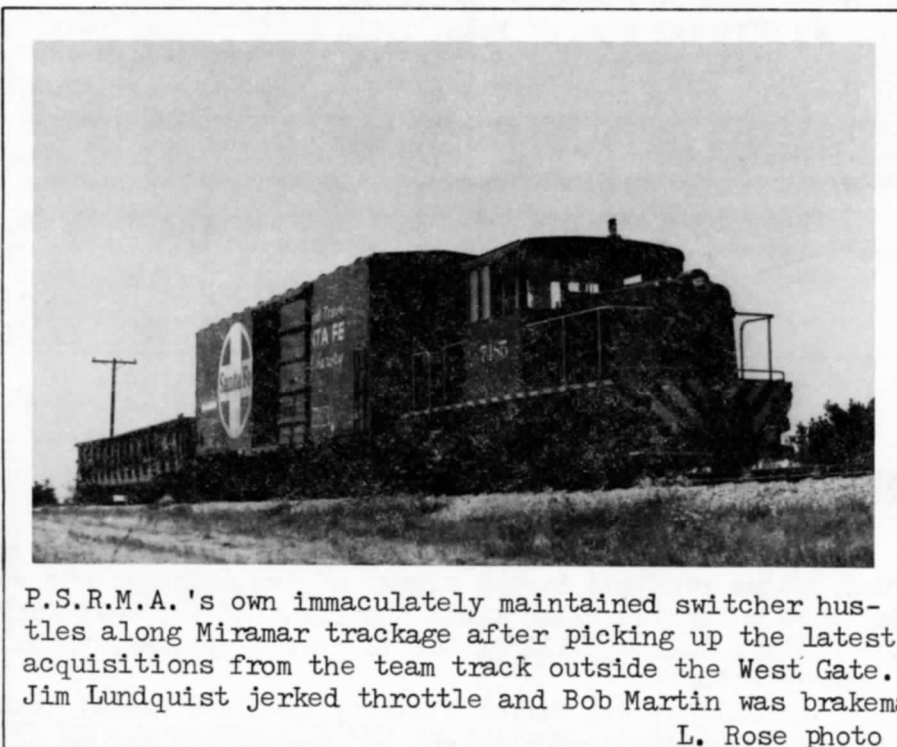
OFFICIAL PUBLICATION of the PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, Inc.



SANTA FE DONATES TWO CARS !!

Just when the need is most pressing, P.S.R.M.A.'s storage problems are solved by the arrival of a boxcar and gondola donated by the Santa Fe. The fifty-two foot long gondola has already been filled with eighteen tons of steam locomotive driving tires, air compressors, and other heavy parts from our storage site in Wildcat Canyon near Lakeside. Details of the move are elsewhere in this issue of REPORT.

The boxcar is a modernized steel car built in 1947 with a "SHIP AND TRAVEL SANTA FE ALL THE WAY" paint scheme. The doors and interior wood paneling need some work and the museum foot troops expect to complete repairs in a few weeks. The car will be used for tools, parts and paint storage with one end reserved for Superintendent John Ashman's machine shop. This is only fitting, because John wrote the letters and made the contacts resulting in this timely donation.



P.S.R.M.A.'s own immaculately maintained switcher hustles along Miramar trackage after picking up the latest acquisitions from the team track outside the West Gate. Jim Lundquist jerked throttle and Bob Martin was brakeman.

L. Rose photo

This donation is the museum's first from a Class One railroad; all of our other equipment having been purchased outright or donated by industrial short line outfits. The two cars solved several urgent problems at Miramar and the association is overjoyed to have them. Thank you, Santa Fe!!

SAN DIEGO LOSES RAIL LEGEND

The best known and most prolific photographer of early southwestern area steam locomotives, R. P. (Phil) Middlebrook, passed away in San Diego, August 7th, at the age of 84. His photos have graced the pages of REPORT many times and he was guest of honor at the association's annual banquet in January, 1977. Dick Pennick has put together a fitting tribute to R. P. Middlebrook, the locomotive engineer, photographer and railfan in this issue of REPORT.

R.P.O.

P.S.R.M.A. must be doing something right these days as fan mail from the members is beginning to trickle in more often. Letters like the ones below are soul food for the volunteer staff and the weekend warriors on the restoration crew. And let no one forget that it is the dues and contributions of our rank and file members, many from out of town, out of state and around the world that make P.S.R.M.A. what it is today and what it will be tomorrow.

EDITOR:

On behalf of the membership of P.S.R.M.A. this letter is intended to extend our heartiest appreciation for all the hard work and devotion by the officers and members who so unselfishly helped achieve our present goals. May our united efforts expedite and consummate all further attainments.

Ray Siegel
San Diego

EDITOR:

I photoed Santa Fe CF-7 2546 with your beautifully refurbished Santa Fe Cafe-Observation car 1509 at the Santa Fe (Amtrak) depot on April 27th, last. I was starting a journey to an NRHS convention in Kansas.

I must say that your members certainly exercised their many talents in bringing this car back to operable condition.

My Official Reg. of Pass. Train Eqpt., Jan, 1955, shows 1509-12, 1513 and 1514 listed, still in service or laid aside. I have had the privilege of taking sustenance in most of these cars, while on railroad business and pleasure travels, over the past many years. On Nos. 49-50 between Kansas City and Tulsa, Nos. 47-42 between Ash Fork and Phoenix, No. 1-102 and 101-2 between La Junta and Denver and Nos. 9-22 between Barstow and Oakland and Ferry Point.

Thank you for exhibiting a bit of the past Santa Fe equipment; Amtrak can never equal it!

William O. Gibson
San Diego

RAILFAN PATROL NEWS

Good Ol' Jack Linn got credit for two "kills" last month when his tip to railroad police resulted in the arrest of two thieves who were filling their truck with Santa Fe's fencing poles along the right-of-way near Jack's house. This score pushes the Railfan Patrol "kill" total to over sixty rail vandals and thieves racked up due to their efforts.

Not all Railfan Patrol activity involves vandal thwarting. Ed Smith saved the life of a motorist recently who had parked her car on a grade crossing in North County after being involved in a minor fender bender. Ed's first warning that the train was only a minute away was ignored, so Ed said "Lady, you're going to be hamburger in about 30 seconds if you don't move your car now!" She moved just as Amtrak rounded the bend and blew by at 70 m.p.h. Grade crossing accidents are common on the San Diego-L.A. run but thanks to Ed and his patrollers at least some potential crashes have not made the statistics list.

You, too, can become a part of this important museum activity. Your eyes and ears are sorely needed to assist the badly outnumbered railroad police. Call Ed at 449-0968 or write him at P.O. Box 2141, El Cajon, CA 92021 if you want information on how to deal by remote control with those troublemakers who endanger trainmen and passengers alike. Donations for gas money for the patrol would also be cheerfully and gratefully received, if you are so inclined.

INDUSTRIAL ARCHEOLOGY

(Restoration News)

by Ken Helm

Despite hot weather and summer vacations, work continues non-stop on our equipment at Miramar. Work on the Shay locomotive was interrupted briefly by the arrival of the boxcar and gondola donated by the Santa Fe. The two freight cars were cleaned of dirt and debris and hosed down as soon as they rolled in the gate.

The gondola arrived at a most opportune time, providing an ideal place to store eighteen tons of steam locomotive parts that had to be moved somewhere by September 30th. The sticky problem of how to move this heavy stuff from Lakeside to Miramar was solved when long-time member Wally Barber, Jr. volunteered a skip loader, trucks and drivers from his La Mesa based construction company.

Wally has saved our bacon several times in the past when heavy moving became an urgent affair and this move was no exception. Three truck loads were necessary to move the many heavy spare parts that were acquired along with our ex-Coos Bay Lumber 2-8-2T steamer ten years ago.

At Miramar, the loco hardware was lifted from Wally's trucks to the gon with a crane borrowed from the Navy. The crane was also used to move a pair of railroad crossing wig-wags and related hardware from our reefer to the gon.

The boxcar arrived with damaged interior floor boards and wall sheathing as well as sticking doors. The crew jumped on this problem and should have everything cleaned up in a few weeks. Helping out in the clean-up and parts move were Randy Gibson, H. A. Hurry, Bill Barbour, Paul Horky, David Black, Ken Helm, Jim Lundquist, Larry Rose, Norm Hill, John Ashman and Bob Martin.

The Shay project is moving ahead with the lubrication system completely refurbished and re-installed last month. The next phase is a boiler hydro test, certification and insurance for same, then the lighting of the sacred flame! The pushers of this project have been Ken Helm, John Ashman and Russ Sargeant.

Our Army Kitchen Car is shaping up nicely. Good Ol' Jack Linn, Norm Hill, Bill Barbour, David Black and H. A. Hurry have just about erased the last of the hobo fire damage in the kitchen end of the car. All of the peeling ceiling paint has been stripped off and H. A. Hurry is nearly finished with the electrical repairs.

U. P. Coach #576 has had repair work on some rusted end panels by ace welder Dick McIntyre. This car will be painted soon, as only minor body work remains to be done.

#1509 had its center plates inspected by Amtrak before the September 1st excursion. The car had to be jacked up fifteen inches off its trucks after the center pins had been pulled by Larry Rose and Ken Helm.

Victoria is still undergoing surface preparation and repairs to mechanical systems. A Pullman green paint job is not far off, as the tacky silver tape has been removed from one side and wet sanding has commenced.

The restoration crew is not a closed shop. All members are encouraged to get involved in the nitty-gritty of restoration and maintenance. Come on out any Saturday and inspect the work of your museum foot troops.



A pair of locomotive driving tires are placed in our newly arrived gondola. Wally Barber's flat bed truck hauled thirty such tires from Lakeside to Miramar September 8th.
L. Rose photo

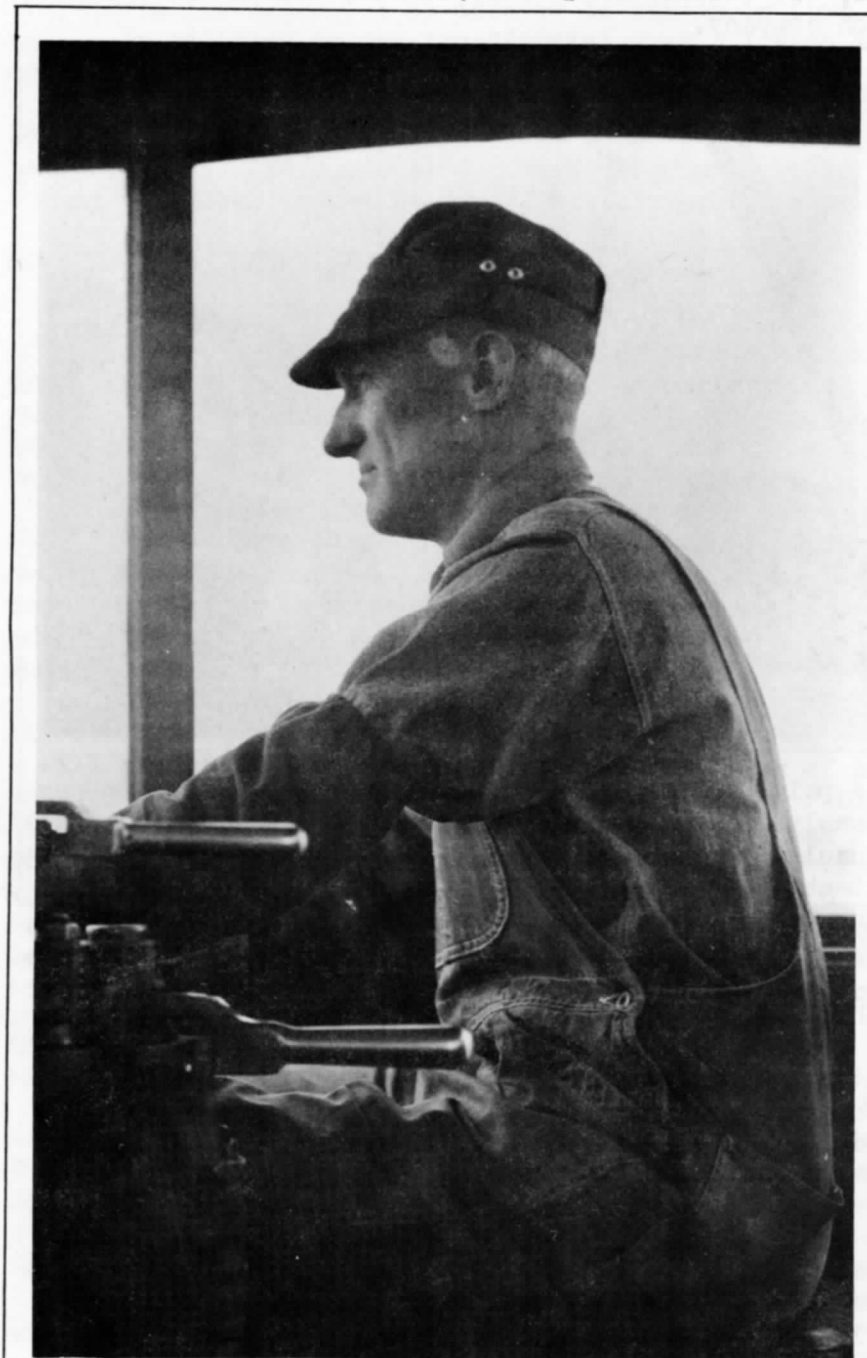
RUSSELL PHILIP MIDDLEBROOK

Sept. 21, 1894 – Aug. 7, 1979

The huge oil-burning locomotive, one of Santa Fe's short-lived experiments with articulated steam power, had just crested the summit somewhere in California. Fireman R. P. Middlebrook glanced at the water glass and adjusted the firing valve as his hog-head closed the throttle and fine-tuned the Johnson Bar. Both men settled back for the long descent, and Phil (as he preferred to be called; he loathed the name "Russell")

leaned back against the cab window sill to watch the sinuous line of freight cars trailing along beneath a faint haze of smoke.

It was a beautiful day, but the long, slow, uphill pull had heated up the cab to the point where Phil welcomed the chance to stick his head out into the cooling breeze. He loved his railroad job, and his mind probably wandered back to that memorable day in 1898 when his father had taken him to see a wreck at the foot of Chula Vista Hill on the old National City & Otay Ry. Infamous Porter saddletanker No. 7 had lost its air and wandered off the rails, coming to rest on its side. Young Middlebrook was fascinated by the sight and sound of those little teakettles working back and forth across the valley near his family's Bonita ranch. When he was older, he would take off on a dead run at the first sound of their tiny whistles in order to catch a glimpse of the train as it passed. Later, the family was to move to San Diego where he met another young railroad buff, Bob Neill, who shared Phil's passion for the Iron Horse. The two spent weekends and summers riding their bicycles down to the old Santa Fe engine house at National City, or the big redwood Cuyamaca roundhouse at the foot of Tenth Street. Occasionally, the youths would be invited to ride the cab of a steamer around the wye, an invitation quickly accepted. Other bicycle forays took the intrepid railbuffs to San Bernardino and other train-watching areas. A two-dollar



R. P. Middlebrook in the position he liked best: hand on the throttle and eyes on the rail.

Brownie box camera was used on those early jaunts., later to be replaced by a larger and better postcard-size camera. Book publisher Donald Duke remarked many years later that

Phil Middlebrook was one of the first locomotive photographers in Southern California. It is said that Herman Gergen, an old engineer and train photographer working out of San Berdoo in those long-ago days, had a great influence on the youthful Middlebrook and his interest in picture taking.

When World War I began, Phil enlisted in the Navy but was assigned to a commercial oil tanker as a radio operator, working between Mexico and Nova Scotia. After the war, he refused many offers for a radio operator job and instead dropped in on his boyhood friend, the Santa Fe Roundhouse Foreman at National City. One of the regular firebuilders was on temporary honeymoon leave, and Phil was offered a "temporary" job as a firebuilder and hostler helper until the regular man's return. Six weeks later, he was firing on the road, and Phil Middlebrook's 40-year career as a Santa Fe engineman was off and running.

At the end of his first full day as a fireman--New Year's Day, 1920, Middlebrook proudly listed in his new Time Book the engines whose seatboxes he had warmed that day: #2158, a rickety 31-year old ex-Atlantic & Pacific 0-6-0 built by New York Locomotive Works, destined to be the last surviving ex-A&P switcher on the Santa Fe; #1273, a neat Baldwin Pacific; #1368, another Baldwin 4-6-2 that lasted until 1950; #2257, a 33-year old Hinkley 0-6-0 ex-California Southern; #2290, a Taunton old-timer from 1887 and the last of its class when cut up in 1934; #2289, another old Taunton wood-cabbed 0-6-0; the long and graceful No. 15, an 1887 Manchester 4-4-0 with 63" drivers; #1991, a Baldwin Consolidation noted for its hard-riding qualities, scrapped in 1952; and last but not least, Baldwin 2-8-0 No. 798, an ex-Vauclain Compound that had been simpled ten years before.

The engineer's yell slammed across the smokey cab, startling Phil out of his private reverie and back into the reality of the present. "We've lost our goddam air!" the hogger shouted. Suddenly, visions of a runaway train hurtling down the mountainside at ever increasing speed, pushed by a thousand ton battering ram on wheels, flashed through the young fireman's mind. But on this day, such thrilling drama was not to be. Evidently, the big engine had been built for power instead of speed and had so much interconnected machinery that the "runaway" never got up to much more than 30 or 35 miles an hour! Once on the flat, they coasted smoothly to a stop without incident.

In 1929, Phil was promoted to the coveted right-hand side of the cab, but due to the Depression, he did not begin continuous work as an engineer until 1937. When his father passed away in 1938, Phil stayed close to home to care for his mother and was thus unable to acquire sufficient miles as an engineer to qualify for a passenger run.

About this time, Dave Joslyn, a fellow railroad man, gave Phil's name and address to rail historian G. M. Best with the suggestion that Phil might be interested in joining the new Pacific Coast Chapter of the Boston-based Railway & Locomotive Historical Society. Phil accepted the invitation and remained a member for many years, serving as its Western Resident Director.

Phil's first fireman was a green 20-year old kid named George Oliver, who apparently weathered successfully Phil's lack of appreciation of his firing efforts, as Oliver too was eventually promoted to engineer and today pulls the varnish between Los Angeles and San Diego. George and Phil later became good friends. Phil's boyhood companion, Bob Neill, had gone firing for the old San Diego & Arizona, then just recently completed between the Port City and El Centro. Neill passed on seven or eight years ago.

For many years, Phil was the regular engineer on the Fallbrook and Escondido locals, and his love for railroads and railroading, even after the advent of the diesel age, never diminished. He was a friend to all legitimate rail historians and never refused a request for a photo or a bit of historical data from his personal recollection or his extensive reference library.

Phil Middlebrook has made his final run and has banked his fire for the last time. He passed away on August 7, 1979, forty-five days before his 85th birthday. The Museum joins countless railroad historians as well as his many friends and acquaintances throughout the world in extending its heartfelt sympathy to his loving wife, Grace, who has felt much more than anyone else the loss of not only an historical legend but of a great and good man. May the lights be white.

Dick Pennick

HATS IN THE RING ! CAMPAIGN '79

CANDIDATE FOR PRESIDENT James J. Lundquist

For the past three years, I have had the pleasure of being involved in the fastest growing museum in San Diego. We have grown from 200 members to 600. We have restored our equipment and put one piece into revenue service, with more to follow. We have run excursions, using both our own equipment and regular and special trains in two nations. We do our own switching of our own equipment, interchanging with the Santa Fe.

I'm proud to have been nominated to serve as your president for the next year. Having graduated from San Diego State University and secured employment with a local transportation agency, I am assured to remain in town to continue work for the museum. In addition to the presidential work, I wish to stay involved in restoration and excursion activities.

Even with all that we have accomplished in the past few years, we have only just begun. The work remaining to build a museum at Campo, and rebuild a depot in La Mesa is monumental. It's exciting. With everyone's help, we will establish the best all-volunteer museum in San Diego. I would appreciate your vote.

CANDIDATE FOR DIRECTOR Richard E. "Dick" Pennick

At the quarterly meeting in October, P.S.R.M.A. will conduct its annual election of officers and directors for the coming year. Although not the equal of a national presidential extravaganza, P.S.R.M.A.'s yearly ritual is nevertheless an important part of the museum's functioning and continued good health. The choices you make will set the course for the good ship "P.S.R.M.A." for the next twelve months. It is not only important that you vote, it is important that you vote wisely.

With your museum about to occupy its first permanent home since its inception in 1963, and an historic county railway depot on the verge of restoration as a local museum and landmark, the path is going to be exciting, challenging, and full of hidden reefs. The crew you select must be able to meet this challenge and carry P.S.R.M.A. onward and upward. Its going to require maturity, experience, co-operation, tenacity, and a firm resolve to make P.S.R.M.A. the finest railway museum in the country.

In October, one of the two at-large seats on the museum's eight member Board of Directors is to be filled. I respectfully ask that you allow me to fill that seat. I will be bringing to the job over fourteen years of service to the museum, including Superintendent of the Operating Dept., Director of Publications, newsletter editor, Land Committee Chairman, Secretary, Chairman-Del Mar Fair Committee, Director, President and currently, Chairman of the Board of Directors. Many of those years were spent as well in maintenance, restoration, and operation of the museum's fine collection of rolling stock. Although family and Scouting obligations no longer permit my active involvement in the "nuts and bolts" activities, I look forward to continuing my service to the museum in an administrative capacity. May I count on your vote in October?

CANDIDATE FOR DIRECTOR Norman R. Hill (Incumbent)

I have been an active weekly participant in all P.S.R.M.A. activities since joining the museum in January, 1976. In that time, the growth of P.S.R.M.A. has been phenomenal with many major projects completed, many new ones started and the membership has more than doubled. I am proud of having been involved during this major growth period both as a regular restoration worker for three years and as a board member for the last two years. My current project, securing a caboose for P.S.R.M.A. and organizing the fund raising, is now nearing successful completion. I have also served as Superintendent of the museum Operating Department.

I would very much like to continue as your Director for another two years, as P.S.R.M.A. enters its most exciting times. I feel my qualifications are ideal to handle the many important decisions to be made in the coming years. I have a B. A. degree in Business Administration and am now a construction superintendent in Orange County, useful skills for the La Mesa Depot and Campo Museum Projects. I have been a railfan since my first Lionel circled the Christmas tree. Kindly consider me when you mark your ballot. I would appreciate your vote and continued support as a director of a great railroad museum.

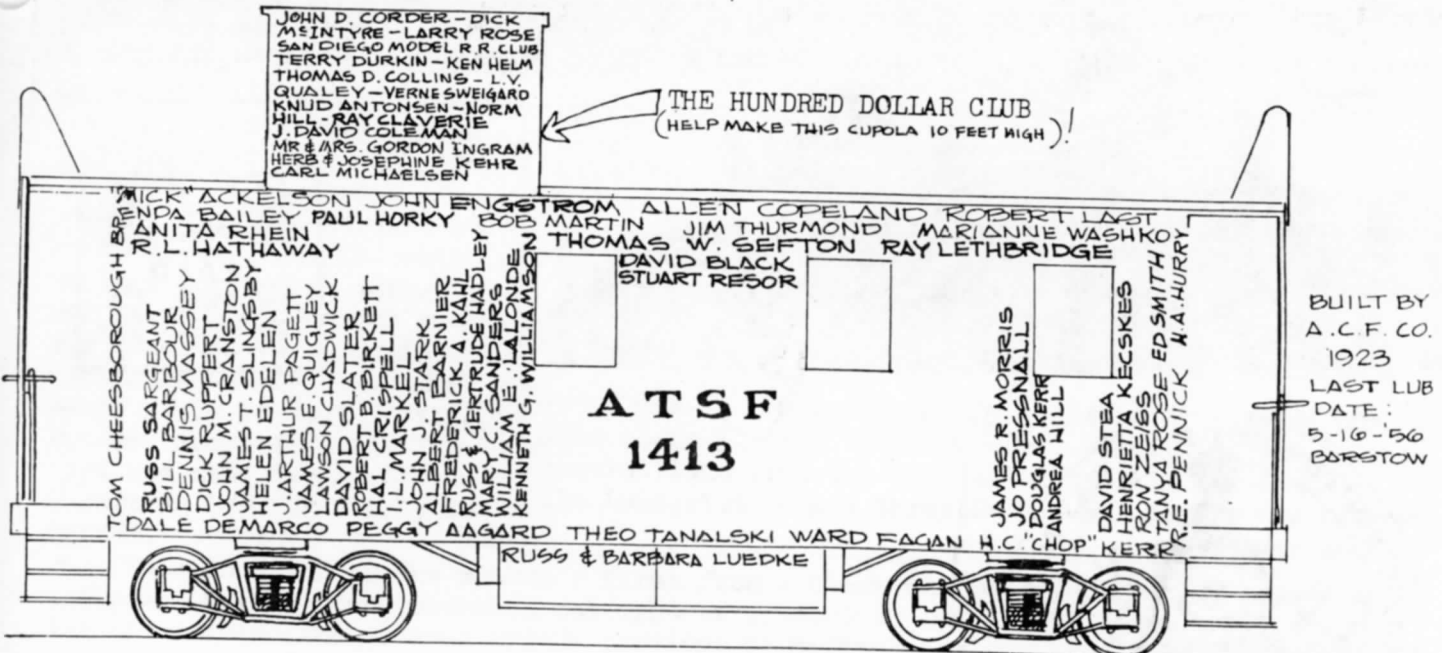
I would like to take this opportunity to thank you for electing me as Treasurer last year. Although I am running unopposed this year, I would appreciate your vote of confidence. I have enjoyed working with the museum and the Board of Directors. This past year, I have helped with the planning of our Campo home, and as time permitted, I have put in a few hours assisting in the Caboose Project fundraiser. I would like to continue as Treasurer and a board member to share in the planning of future museum projects.

The Caboose Is Getting Crowded !

Three private railroad car owners have contributed to P.S.R.M.A.'s caboose fundraiser this month. Carl Michaelsen, owner of the SUSAN MARIE out of Chicago has joined the Hundred Dollar Club as have Mr. & Mrs. Gordon G. Ingram, Jr., owners of the LOS ANGELES CLUB now operating out of Mexicali.

Thomas Sefton, owner of the CYRUS K. HOLLIDAY here in San Diego has also put his name of the shack this month with a generous contribution, as have Stuart Resor, Andrea Hill, David Stea, Jo Pressnall, Douglas Kerr, Paul Horky, Ray Lethtridge, James R. Morris, David Black, and Henrietta Kecskes. James T. Slingsby sent in his second donation with the suggestion that everyone kick in a few bucks each month till this project is over the top. Several people have done just that with Norm Hill and Knud Antonsen making it into the hundred dollar donor group with this method.

Life member #1 Herb. Kehr and his wife Josephine became the sixteenth hundred dollar donors this month as the Caboose Drive pushes the \$3,000.00 mark. The way things are going, the caboose silhouette will be full of names about the time the remaining \$2,000.00 of our goal is raised. Get your name permanently in our old Santa Fe hack and put your name on the shack while there's still room!



YES! I WANT TO HELP SAVE CABOOSE #1413! PUT MY NAME ON THE "SHACK"!!
My gift of \$ _____ is enclosed Charge to VISA or MASTER CHARGE

MASTER CHARGE/VISA NUMBER

MASTER CHARGE BANK NUMBER Exp. date _____ SIGNATURE: _____

Name: _____ Address _____ Zip _____

NEXT MEETING OCTOBER 19th

The election of museum officers for 1980 will be the highlight of the October business meeting. Ballots will be available for regular members and family members who are head of the household who would prefer to vote at the meeting and save a fifteen cent stamp. All mailed ballots must be received by October 19, to be counted at the meeting by the Election Committee.

Our entertainment for the evening will be presented by Eric Sanders, who will talk about the past and what is happening now with the San Diego and Arizona Eastern. He will show slides of the S.D. & A.E. which will enrich our knowledge of this most important railroad. The meeting will be held in the La Sala Room, House of Hospitality in Balboa Park at 7:30 pm, Friday, October 19th. See you there!

MTDB — LA MESA DEPOT

The Interstate Commerce Commission has approved the sale of the S.D. & A.E. Railway. Southern Pacific will sell the railway to the Metropolitan Transit Development Board officially sometime in late October. Kyle Railways will assume operations of the shortline (El Cajon and South Bay branches) at that time, while the high desert line storm damage is repaired.

Meanwhile, plans for San Diego's light rail transit system progress on schedule, including some long range planning for the El Cajon branch with P.S.R.M.A.'s La Mesa Depot as a scheduled stop on the line.

The City of La Mesa has approved P.S.R.M.A.'s recommended location for the La Mesa Depot including a storage siding for a few of our excursion cars adjacent to the station. Eric Sanders and Larry Rose have been the pushers of this project which is now in the working drawing phase. The site work, plumbing, move-on and restoration of the building will be put out to bid by the city as part of their railroad strip park and landscape project. Funds for the project have already been approved by the City Council.

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PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION INC.

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