

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 a-part, 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.

N E W S O F T H E P A C I F I C S O U T H W E S T C O R N E R

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 ate to follow. The total cost of the four ships is \$22.3 million. (S. D. Union) More News next page.....