

TIMEPOINTS

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EXTRA

Probably the surest way to turn up new information on a subject is to go ahead and publish what you've got... Although Volume 89 No 4/5/6 was the largest ever issue of TIMEPOINTS, even exceeding our 25th Anniversary issue, some more detail on the Glendale & Montrose has come to light since we went to press.

Long time ERHA member Bill Everett writes:

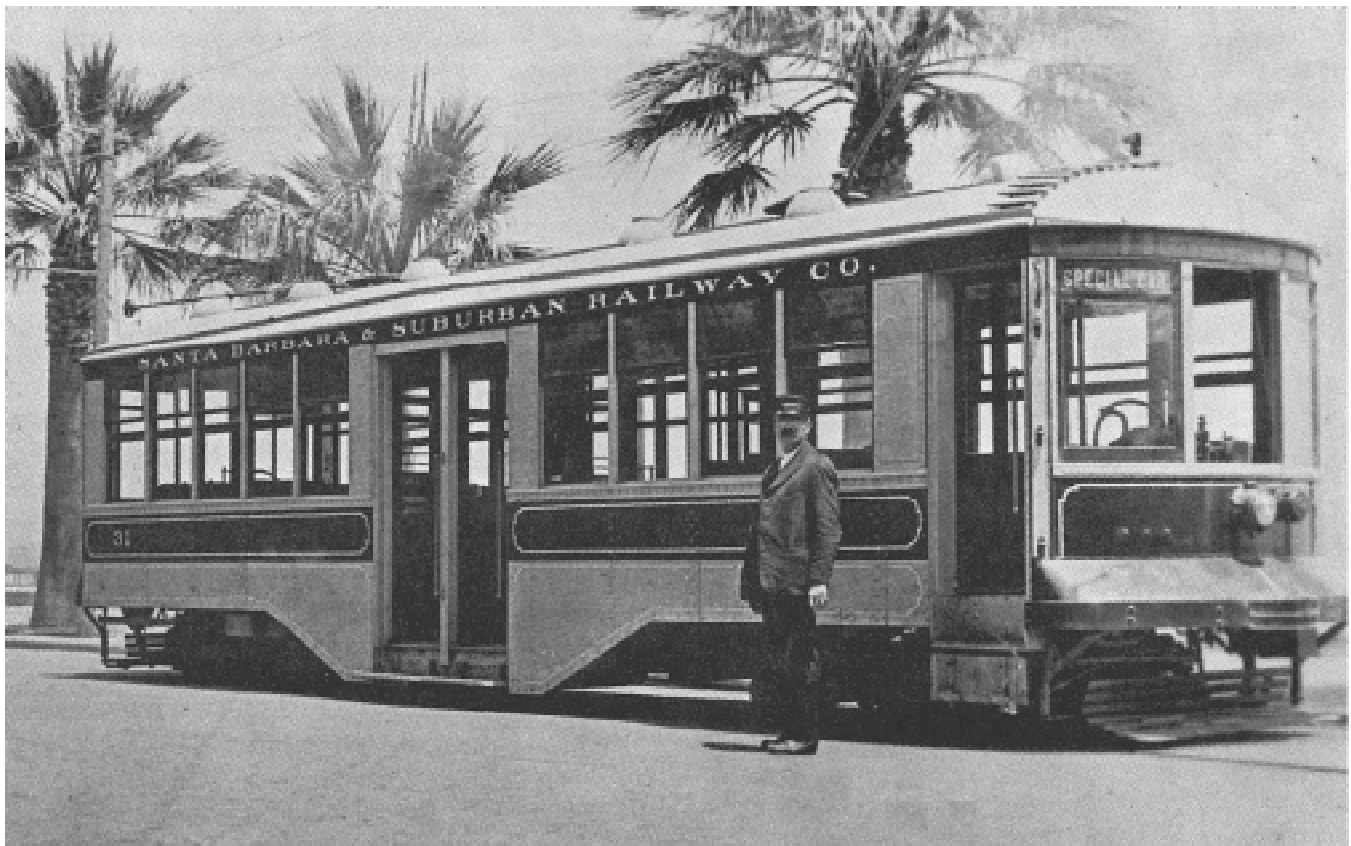
To clarify the last item in the article (*G&M #30*). The Santa Barbara & Suburban Railway ordered five Brill center entrance cars from the Brill Company in 1913; they were Nos. 20-24. The cars were constructed with wooden sides with steel sheeting over.

The SB&SR then placed a further order for two more identical cars... except that these cars had steel riveted sides and ends. These cars were to be numbered #25 and #26 but since they were heavier and better constructed they put them into a new series as #30 and #31.

All seven cars were taken out of service in 1924. I have no record of how the Glendale & Montrose secured #30, but it probably came to the G&M directly about 1924.

I have built 'O' gauge scale models of the #30 as a Glendale & Montrose car and the #31 in its Santa Barbara & Suburban colors. I also have two #20-24 models, a G&M single truck Birney and two of the double truck Birneys as San Diego Electrics!

From "Mule Car and Trolley, *The Story of the Santa Barbara Street Railway*" by William "Bill" Everett and Gary Coombs comes this photo of SB&SR #31, steel sister to G&M #30.



And from another "old time" ERHA member; P.A. Copeland:

"I can add a little bit to the roster information as given:

In 1917, the G&M placed two orders with the American Car Company for rolling stock. Order #1097 was for a single truck Birney, while order #1125 was for a double truck closed car. Both orders were cancelled, although it is possible that the double truck car was actually built and resold to some other property not known by me.

In 1919, the G&M placed another order with American on #1160, which was for three single truck cars, Nos. 3-5 and completed March 10, 1919. In 1921, another Birney was ordered from American on #1292 as #4, and completed on June, 16, 1921. The three double truck cars were ordered from American on #1366 as #10-12, and were completed on December 14, 1923.

Car #30, the former Santa Barbara car, was built on Brill order #19408 of 1915.

The Baldwin-Westinghouse locomotive #22 was built by Baldwin on Westinghouse Order LS-11, as Baldwin construction #56937. Normally, BLW built the frame, trucks and carbody and shipped them off to Westinghouse at East Pittsburgh for the installation of electrical and other components. However this locomotive was built completely at Baldwin at their Eddystone works (south of Philadelphia) on General Order A-59438 and shipped August 21, 1923 to the G&M. There must have been a rush order for this locomotive for it to be completed at Baldwin which did not have a test track equipped with electricity. Because the locomotive had some features which weren't really needed (such as the MU controls), I suspect that the G&M took whatever was available for early delivery.

Union Pacific records show that #22 became Union Pacific (Los Angeles & Salt Lake) #E-100 in May, 1931, and was sold in March, 1942 to the Yakima Valley Transportation Company as their #297. The UP shut down the YVT on November 18, 1985 and donated the #297 to Orange Empire at that time. I believe that late that year was when the locomotive was delivered to Perris, not in 1970.

This beautiful shot of Car #103 clearly illustrates the conversion from former Riverside & Arlington/Pacific Electric passenger car into into a valuable piece of work equipment. This view also firmly establishes that this was NOT the car pictured attending the wreck scene pictured (and mis-identified) on page 20.

-Vernon Sappers photo/Mark Effle collection





I believe that the UP did not replace electric unit E-100 until a suitable diesel-electric unit was available. The UP's first diesel-electric switcher was not purchased until December 1, 1939 and the first order for switchers was not delivered until the following year; all EMC and EMD Model NW2's. I would think the 1942 date is probably when electric service over the former G&M was abandoned."

And regarding the silent movie clips:

"Note that in photo three, the men are jumping onto UP (LA&SL) #6007, a 2-8-0 built by Baldwin in 1904. This particular locomotive was not retired until June, 1955! Photos 8 and 10 also appear to be of locomotive #6007. Frames 16, 21-23 appear to be of an entirely different locomotive, a 4-6-0. I can't quite read the train indicator, but it appears to carry a number in the 3200's (it is #3200 ed.) which were assigned to a group of six 4-6-0's built by Brooks and Schenectady in 1901. All were retired in 1925, with #3205 being the last to be scrapped in October. It is likely that the movie was filmed in 1925. With the locomotive going to be scrapped anyway, why not use it for a wreck scene? Note that in frames 20-24 G&M #1 has been modified from its appearance as shown on page 16. The car body has been shortened prior to its demolition scene in the film.

