

Summit Time Line & Misc. Notes

- 1937 Depot may be diner
- 1940 Buildings painted yellow with green trim.
- 1946 George M. Pullman operated on the #20.
- 1947 UP had Summit Mail Contract
- 1947 Standing brake test required at Summit, even for Diesels: Special rule 24. Passenger trains made running brake test.
- 1947 UP ran CA-3 and CA-4 Steel cabosses.
West car body not occupied after 1947.
- 1948 Summit powered by Edison.
- Spud season starts about Aug on the San Jack.
- 1952 Big snow broke communications pole that crashed into prefab.
- 1952 Between Jan 1952 and Feb 1953 the bay window roof was modified due to leaking roof.
- 1953 Apr. Train order signal changed from upper quadrant to lower quadrant.
- 1953 May Newberry house arrived on three flat cars in three pieces.
- 1953 Buildings repainted without green trim.
- 1953 G plate added to signals on up grade.
- 1953 Depot privy moved up hill.
- 1954 White extra flags replaced by illuminated lights day and night.
- 1955 May Danby house arrives on two flat cars in three pieces.
- 1956 Welded rail installed.
- Late 50's Indoor plumbing for the Depot.
- 1960 Water spot moved from Stock track, just West of the East leg of the "Y", to West end of Engine track. Water cars moved to Victorville for filling.
- 1962 Three unit Turbines tested in the pass.
- 1963 Markers were all electric. UP changed first then the ATSF followed suit. Some cars did not have wiring for electric markers and used the old kerosene ones.
- 8/13/63 Summit got dial phone.
- 12/63 Water tanks west of San Bernardino roundhouse removed.
- 12/7/63 Demo GP-35 & DD-35 over Cajon.
- 12/12/63 Water unloading pipes moved 200 feet west.
- 4/64 Fullerton strawberry rush. strawberries moved in REA refers. Run as second 24 or 124.
- 4/64 Switchers still in Zebra 2324, 2387, 2370.
- 8/9/65 Telegraph instruments removed from Summit.
- 3/5/66 Stock pens removed from summit.
- 5/10/66 Summit depot painted green. Last painted 13 years ago. Sewer system improved.
- 1/27/67 Last mail train, UP, through summit. no more rail mail to summit.
- 2/13/67 All operator jobs at summit eliminated.
- 5/1/67 Descanso moved from summit to Perris.
Smaller water tank replaced on tower after 1967

9/28/73 Summit post office closed

9/29/82 Summit post office burned in training exercise.

1982 All three cement plants (Victorville, Oro Grande, Cushenberry) burn coal. Victorville gets 84 car trains of coal every 9 days. Oro Grande gets coal in 29 car blocks. Most of the cement goes out by truck.

9/28/93 Victorville Depot burned.

When the depot heater was changed from oil to propane the oil tank was removed and a propane tank was placed in the old oil tank location.

The first agent at Summit was H. B. Davis. He was agent from 1897 until 1906 when he became the agent at Devore. He remained as the Devore agent until his retirement in 1935.

The agent lived in the depot until 1937 when the depot burned. After 1940 the agent lived in the company house separate from the depot.

Fred Zickler was the agent from 1955 to 1967 when the agency was closed.

Sue Warren was an operator at summit from before 1946 until 1966. She was the daughter of the postmistress Lena Elloit. Lena Elloit was postmistress from May 1929 until April 1954. Sue Warren became Postmistress from April 1954 till 1957. Alma Rue was then Postmistress from 1957 until the Post office closed in 1973.

The pump house housed the pump and the sump, used to pump water from the tank cars up into the tank mounted on the tower behind the depot. It originally had a gasoline powered pump that was changed to an electric pump.

The large box behind the depot was used to store the lanterns and kerosene.

The front porch of Chard's house was closed in to enlarge the living room in 1963 when the metal garage was built.

Up hill line Ballest was gray from sanding. Down hill line Ballest was red (dark) from rusty brake shoe and wheel particles.

1&2 Scout steam powered in 1947

3&4 Calif. Ltd Pullman section, Tourist section, one section steam

7&8 Fast Mail got diesels early

19&20 all Pullman

10 minute stop down hill @ Cajon and Devore, see special rule 26.

S-40-10 UP Stock Car used in 1947

1953 rule book. Early G grade signal instituted. Used from SB to Summit old signal system 2, rest of first district used old signal system 1.