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OFFICIAL NEWSLETTER - RAILWAY HISTORICAL SOCIETY of SAN DIEGO, INCORPORATED
San Diego, California - NEWSLETTER No. Seven - July, 1961 - Page 1

SOUTHERN CALIFORNIA EXPOSITION and SAN DIEGO COUNTY FAIR

YOU- YOU- and YOU- You are all needed to help staff our exhibits at the fair, starting on Friday, June 30th through Sunday, July 9th, 1961.

The streetcar #528, engine #104 and open end observation car #C50 all need crews during the fair. Sign up for a few hours to help with the fun of exhibiting our fine railway equipment to the thousands of visitors due to see our wonderful fair.

Our second V.P., Wendal Byers, is the man in charge of this job, if you can put in some time at Del Mar, please give Wendal a call at Atwater 4-5030 and let him place your name on the list. PASSES to the fair will be available to members wishing to help out. So don't delay, call Wendal NOW, let him get you on the list and the more we have to help, the less work it is for all.

If you have never helped out during the fair, don't feel backward about it, there isn't much to it, just the need for members to stand guard over the equipment, answer questions and act as public relations for the RHS of SD during our big yearly open house. You will find it a lot of fun and it only requires a few hours of your time. The exhibits are open for the public from about noon until 10:00pm. The more members available, the less time per person on duty....so give a call and get your passes, take your choice of equipment to work on.

SEE YOU AT THE FAIR !! BE THERE!!!
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JULY MEETING NOTICE

THERE WILL NOT BE A REGULAR MEETING AT THE SANTA FE DEPOT IN JULY.

The Southern California Exposition and San Diego County Fair will be in progress on the first Monday of July. (Fair dates: Friday, June 30- to Sunday, July 9, 1961)

Members are requested to sign up for duty on the streetcar, engine or in the observation car. The more help there is, the less work and shorter hours staffing the exhibits.....call lat V.P. WENDAL BYERS if you want to donate some time during the fair: AT-4-5030.

REMEMBER- THERE WILL BE NO JULY MEETING, NEXT REGULAR MEETING OF THE SOCIETY WILL BE AUGUST 7, 1961.

THANKS TO THE WORK CREWS

Just a word of sincere thanks to the members that have turned out to help clean and paint the equipment at the fairgrounds. It is difficult to get all the names but there have been several regulars for the past months, thanks go to Rex Cutteli and Earle Swaine in particular, also many thanks to Ed Junghans, Dick Pennick, Fred Finke, Alan Ricca, plus others that have helped us. The 104 has been all painted up this year and is looking very good, the streetcar has been all washed down, and the coach cleaned up. Once again, thanks fellows from your 2nd V.P. in charge of equipment, Tommy Mann and from Corky Thomson, chairman of the 104 committee.

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Railway Historical Society of S.D., Inc.
P.O. Box 9351, San Diego 9, Calif.

NEWSLETTER Official publication of the R.H.S. of S.D., Inc. (Opinions expressed in the Newsletter are not necessarily those of the society.) Send news items to Margaret & Corky Thomson, 3204 McGraw Street, San Diego 17, Calif. (Broadway 3-5081)
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LITTLE GREEN MAN FROM MARS????
OR- CORKY THE RED?????

You had to be there to appreciate it, Fred Finkle painting the inside of the cab on engine #104. To paint around, over, under all the fittings in the cab is quite a trick, a wet messy one. The inside of the cab is being done in a light green, that is the paint that is getting on the metal. Fred did a good job on himself too, just try it and see how well you can do. The cab is looking bright and new, Fred looks a little green!!! -----For contrast you should have seen Corky, this all took place during one of the work days at Del Mar, Saturday, June 10th..... Corky on the ground painting around the drivers and rods, Earle Swaine on the running board to paint one of the injectors **RED**, a slight kick of the paint can.....Corky as a red head!! Just like the old time comedies, Earle coated Corky with a nice fresh can of **VERMILION**....the dictionary says it this way: "A brilliant red pigment of its color". Poor Earle, red paint was dribbling down over the air lines and air tank....and down on the ground was "Old Red" Corky, alias **REDSKIN CORKY**. All in a days work on good old #104, just look what you are missing if you don't get up to Del Mar to help work on the equipment????? Rex Cuttall was back working on the tender, with the rust preventative and black paint, he missed all the fun.

(Anyone want to buy a pair of shoes?
ONE BRIGHT RED and one brown???)
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NO JULY R.H.S. of S.D. MEETING
(Next meeting, Mon., Aug. 7th)

COMMITTEE REPORTS

WORK PARTY - DEL MAR: We will have work to do on the coach, engine and streetcar every weekend until the fair opens. There is some painting to be completed, window washing, sweeping, dusting, etc. Work parties are being held each Saturday, from about 9:30 in the morning until mid afternoon. (Bring your lunch along)

MUSEUM GROUP - The museum committee has been reorganized with the recent resigning from that group by Allen Diamond. Gladys Umbarger heads a new committee and there will be notices of future meetings and results of the museum committee findings.

EXCURSIONS - Nothing new from Hally Duthie at this time, the only trip considered this fall is by charter bus to the Sierra RR on Sept. 30, Oct 1. More information later.

CAMERA GROUP - There is another meet planned shortly after the county fair, this will be a Saturday evening show, program or members home has not been picked as yet.

CONSTITUTION & BY LAWS - There will be some changes shortly for membership vote of approval. The society by laws are not too clear on some items and will be changed to clarify such items.

BOARD OF DIRECTORS - Results of any board action will be in the August issue, along with minutes of the last general meeting. (NEXT REGULAR MEET OF THE SOCIETY IS AUGUST 7, 1961.)
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REMEMBER THE FAIR DATES: Opening day is Friday, June 30th, the fair runs until Sunday, July 9th, 1961. The society has the railway exhibits to show the thousands of fair visitors--- sign up for a little fun and a very interesting duty aboard the 528, 104 or the 050, you will enjoy it. Call Wendal Byers: AT-4-5030, if you wish to help out.
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NEWS IN BRIEF

UNDER CONSTRUCTION at Tucson, the S.P. is building a special new diesel engine repair shop, it will have space for 11 engines, 4 inside and 7 outside. There will be inspection pits and one drop pit for changing wheels or traction motors-----**AUTO PACK** unloading machines have been delivered to the S.P. at Phoenix and Tucson. They are electrically operated and especially built for unloading bi- and tri-level auto carriers. The S.P. has other unloaders in service at Portland, Ore., San Francisco, Oakland & Los Angeles. -----**LARGEST LUMBER LOAD** ever handled on the Northwestern Pacific was 67,448 board feet of dried surfaced lumber. Shipment was received from the Arcata & Mad River Railroad from the Arkley Lumber Co., shipped via N.W.P., S.P. and Pacific Electric to the Pacific Fir Sales in Culver City, Calif. (The load was shipped on a flat car from the Pittsburgh & Lake Erie RR.) -----**CITY OF LAS VEGAS** will resume daily operation from June 16 to Sept. 29, after that it will run eastward from Los Angeles on Friday & Saturday, and westward on Friday and Sunday from Las Vegas during the winter months. No free food anymore, there will be a snack car and lounge car-----**WEST PALM SPRINGS** is still a passenger depot on the S.P., the P.U.C. wouldn't allow them to close it-----**STEAM IS GONE** at the Dallas Union Terminal. The neat little 0-6-0 steam switcher has been retired after 37 years of service. The little beauty of the terminal was numbered #7, the diesel that will replace her will be #8. The #7 was the last active common carrier steam engine in the area, she retired forever on May 17, 1961. Travelers always looked forward to a view of the neat 0-6-0 working the passenger terminal, now another "diseased" has put her out to pasture.-----**SOUTHERN PACIFIC** is planning to abandon final seven and a half miles of the Christmas Branch line in Arizona.

(Continued on page four)

RUSSIAN LOCOMOTIVES

A recent movie at the Kon Theatre on Adams Avenue turned up with some very rare and excellent views of Russian trains and motive power. The film is one of the exchange movies between our nation and that of the Soviet Union in order to better acquaint the people of each nation with methods and ways of life. The film, "BALLAD OF A SOLDIER" tells the story of a 19 year old telegrapher in the army, after becoming a hero on the battle front he is given some leave to go home and help patch the roof on his mother's farm house. The biggest part of the movie is taken as he travels by rail and gets involved in several time consuming delays, this gives the film many action shots of Russian steam power and is very interesting. Most of the motive power is of the 2-10-0 wheel arrangement but in one scene a high driven Pacific (4-6-2) is seen. The passenger equipment is not too well shown but there are numerous views of freight cars and some very good shots of freight yards. Steam engines can be seen and heard in the background in the yard shots. On his trip, the exhaust and whistles are great, with some nice close-up shots of the 2-10-0 starting and running. A nice wheel clip can be heard also. Most of the freight cars were of the simple four wheel type but a few with our style eight wheel freight cars were shown. It is a rather good film in story as well as railfan appeal so if you get the chance, watch for it at some of the foreign film theatres.

There are quite a few good railroad scenes in films from abroad, we have noted this especially in many of the Ingmar Bergman films, both steam and electric are quite frequently featured.

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DISNEYLAND MONORAIL The new addition from the Disneyland Hotel to the big Disneyland Park has been completed. Don't fail to see and ride it next trip up that way to Anaheim.

(continued from page three---
NEWS IS BRIEF

SAVING STEAM POWER for future railfans is Union Pacific and the C. & O. The U.P. is going to place one of the big 4-8-8-4 "Big Boy" articulateds in the Museum of Transport in St. Louis, they will also donate one to the museum in Green Bay, Wis. The Chesapeake and Ohio is saving several engines, there is no word as to where they will be put but they have a 4-6-0, streamlined Hudson 4-6-4, 4-8-4, one of their famous 2-6-6-6's and a 2-6-6-2 mallet-----
SAN DIEGO & ARIZONA EASTERN recently hauled an experimental load of cotton by flat car rather than the usual box car method. The load of 272 high density bales weighed 136,000 pounds and was shipped on a 50 foot flat car, the box car method only hold about 100 cotton bales.-----
SANTA FE RY. is out for some of the produce business now being hauled on the highways, they are purchasing 150 refrigerated trailers and 100 of the big 85 foot flat cars to piggy-back the refrigerated trucks with fresh fruits and vegetables out of the California and Arizona agricultural areas.-----
STUDEBAKER-PACKARD CORP. made a test run recently with four big loads of new cars via the railroad. 4 carloads of new autos were shipped to the west coast from their South Bend, Indiana plant. They arrived at Milpitas California via Southern Pacific on four of their big two- and three-level auto pack cars, 48 cars and trucks were in the shipment, 30 cars in the two tri-level flats, 18 on two bi-level cars.-----
SOUTHERN PACIFIC STOCKHOLDERS approved a merger of three wholly-owned subsidiary lines into the parent road. The proposal which must be approved by the I.C.C. calls for merging the Texas & New Orleans, the El Paso & Southwestern of Texas and the El Paso Southern.-----
SANTA FE RY. is planning on having G.M.-E.M.D. upgrade more of the old FT diesel units into the new GP-20 hoods, that means more of the bright blue and yellow critters will be seen in the future.-----

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RETIREMENT

A friend of RHO of SD for many years and a man that has spent a good part of his life with the San Diego & Arizona Eastern railroad, CARL EICHENLAUB recently retired from the S.D.&A.E. Carl is active in boating and will spend a good deal of time around the water in his retirement from railroad business.-----
Another of the retiring (lucky ones) is member JAMES READING, he is stepping out of his job as traffic safety coordinator at civic center.-----and our Corresponding Secretary, L.W. "Mac" McCLEARY is leaving the Division of Highways for future days of relaxation and pleasure, Mac and Ruby have a new car and house trailer to go wandering in.---
Another already retired but just getting away on his first BIG vacation is 2nd V.P. CHARLES "Tommy" MANN, he has a new trailer for seeing the U.S.A. The Mann family departs for some 2½ to 3 months of roaming, covering much of the U.S. in a leisurely manner, Tommy hopes to locate and ride as much small steam railroads as possible.
ANYONE ELSE????YOU LUCKY ONES.

MILWAUKEE ROAD

A note from member Dick Dodge states that I.C.C. has ordered the Milwaukee to continue the operations of trains #15 & #16, the Olympian Hiawatha, between Minneapolis, Minn. and Butte, Montana for at least one year from May 17th. The Milwaukee petitioned for permission to terminate at Deer Lodge, 18 miles west of Butte, this was granted. This eliminates two passenger divisions on the Milwaukee Road.-----
from the Puget Sound Ry. Historical Assoc. "SOUNDER" we have the final picture; On a dreary May 19, the Olympian Hiawatha left the Union Station, and, as the oscillating light on the rear of her Sky-Top lounge car passed from view around the first curve, so the train faded into oblivion.-----
This ends 50 years of service from Seattle to Chicago. (Continued on page FIVE)

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NEWS IN BRIEF.

SOUTHERN PACIFIC is reported to have purchased 8 coaches from the C&NW. Five are leg rest seat cars to be used on the City of San Francisco, three are non-leg rest cars, they will be used as far as Ogden, Utah during peak summer business. The cars are to remain painted in C&NW colors until they require shop work.-----SANTA FE has completed some 529 miles of microwave with another 969 miles under construction, the microwave system will reach 2,600 miles when completed.-----PULLMAN will soon build 53 rapid transit cars for the State of New York, cars will be placed on lease to New York Central, cost of cars is approximately \$8 million.-----PHILADELPHIA is also in the market for 26 air-conditioned, 125 passenger (seat) all steel cars.-----BOSTON is looking for improvements also, bids are out to buy 92 new subway cars, they would be replacements for 135 old cars.-----NEW YORK CENTRAL is ordering 30 2000HP hood units, E.M.D. and Alco will get a split on the order.-----UNION PACIFIC now has 563 miles of microwave radio in service, will add another 647 miles, eventually they will have this communication system on the entire system of the Union Pacific RR.-----U.P. Challenger is once again running as second section of the City of L.A. for the summer months.-----LEXINGTON VALLEY was featured in Look recently, story of the end of passenger business. The actual last run on February 8 ran 8 hours late due to snow storms, a cold and gloomy finish for the "Hayle Leaf".-----MILWAUKEE ROAD donated one of the big E-2 bi-polar electric engines to the Museum of Transport in St. Louis.-----MILWAUKEE full length dome has been on the U.P. Challenger recently.-----S.P. experimenting with radio control of helper engines on the Tehachapi hill. Power is normally 20-90%, 5 on the head end, 4 pushing, the engineer in the lead units has complete control of the helpers, via radio!!! He can also control the dynamic brakes. WHAT NEXT??

NO JULY MEETING-

August 7th, next meeting date.

DID YOU KNOW?????that a brake shoe for a railway car costs \$1.60, one 39 foot length of 132-pound rail costs \$107.25, track bolts are 45¢ each, a crescented tie is \$4.42 while spikes are about 10¢ each (and there are many used per mile) and one car, the coupler knuckle costs \$17.70 each while air hoses are \$2.50 each.....do a little adding up and you will find that the cost of 39 feet of finished railroad track gets rather expensive, add the cost of labor and it goes higher..... what it all boils down to is the fact that our railroads spend 1½ million dollars a year for fuel, materials and supplies, that is the figure for our class 1 railroads as reported by the N.&W. recently to Trains Magazine.

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MILWAUKEE ROAD (Continued from page 4)

The Milwaukee was the first road to operate from Seattle to Chicago on its own rails, they were the first with all steel equipment, first with electric lights, and the only one with its trains being pulled by electric power for 660 miles of its route. How soon will the North Coast Limited, Empire Builder, Western Star and the Main-Streeter also become memories?

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F.R.S.-Mt. Rubidoux Chapter reports an old fashioned picnic at the beach will be held on Sunday, August 13th, a few fare excursion train is planned...more information in the next issue. The picnic will be held at San Clemente. (Maybe some of the RNS of SD - FRS members might take a San Diegan to San Clemente and participate in the fun???)

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RAIL MUSEUM IN NEW HAMPSHIRE

A proposed museum to be named "Steam-Town" at North Walpole has lost out to a new highway. Mr. Blount, the gentleman planning the steam museum still has the engine house, turntable, coal and sand towers, etc., and has a small crew cleaning up and painting. Quite a few B&N engines are to be placed on display, plans call for operating between Keene and N. Walpole with C.W. 4-4-4, museum may be placed at Keene. N.H.

TRAIN TROUBLES

Several problems in the news recently, S.P. had a run away flat car in the Taylor Yards of Los Angeles, P.E. had a freight derailment in the middle of the San Bernado Freeway, causing much excitement and traffic jam. Reports say that 13 cars derailed on a 38 car train with 6 cars of gravel getting on portion of freeway. The accident happened near the Rossmore crossing of the two freeways, P.E. tracks run down the middle of the divided lanes. Down closer to home, the Santa Fe dropped a couple gondola loads of scrap metal on the ground near the depot, adjoining tracks were still open and passenger service was not interrupted, the freight train continued without the derailed cars.

WEST SIDE LUMBER CO.

It was bound to happen, for every year it has been rumored that the little 3 foot log hauler would be closed down, the West Side Lumber line will not be used this season. - - - The lumber company, a division of the Pickering Lumber Co., has announced it will not operate the 56-mile railroad, trucks will haul the logs instead. - - - The Westside runs from the mill at the western end of operations in Tuolumne up into the Sierra Nevada range logging operations. Motive power consists of 3 foot gauge Shay locomotives, of which they presently own seven, there is also a converted narrow gauge Heislner, it switches the standard gauge tracks at the Mill. There is also a little geared Heislner on display in the park at Tuolumne. There are some rare looking cabcooses and cdds and ends of rolling stock on the West Side, plus 170 log cars. Vacationing railfans will find much of the equipment in the open for taking pictures if they happen to get up in the area. Tuolumne is in very pretty country and near Sequoia, there is much historic interest in that part of the country and maps should be very carefully studied in order not to miss places of interest.

R.&L.H.S. - SIERRA TRIP

The R.&L.H.S. will operate two trips on the steam powered Sierra RR. on Sat., Sept. 30 and Sunday, Oct. 1st. WOULD YOU LIKE TO PARTICIPATE????? Contact our excursion director, Wally Duthie; at home- CY-5-3403 or at his place of business- CY-5-6309, or drop him a card.

The R.H.S. of S.D. would charter a bus and leave on Friday evening, ride the 1st excursion train on Saturday, Sept. 30- stay over at Oakdale and return to San Diego on Sunday. Wally figures that charter bus fare and train fare would not be over \$30, add a couple meals and a low overnight hotel rate and that is it. (No train schedules fit for connections so our own special air-conditioned bus is the only way.)

This is a rather difficult trip to make, no matter how you do it, so you must figure on it not being all plush and easy, not that it will be so bad, but it does require the first night on a bus....the reward is a wonderful ride on the Sierra Railroad, behind a steam locomotive, all day Saturday. A good nights rest on Sat. night, see the Sunday steam train leave Oakdale, and then head for home via our big bus. MORE---- follow the S.P. San Joaquin line for many miles.....follow the S.P. & A.T.&S.F. over the famous mountain grade....through the Tehachapi Pass, see the "Loop" by daylight, always a plentiful supply of trains working the hill, both S.P. & Santa Fe. Possibly a short side trip from Mojave to Boron, where there will be a special railroad display on that weekend. From Mojave, on to L.A. and San Diego.

IF YOU ARE INTERESTED.....let your excursion director know it. Plans must be made now and we must know how many wish to go, not later than the end of August. It will require 36 people to charter the bus, or a few less at a higher rate. MORE INFORMATION WILL BE AVAILABLE AT THE AUGUST MEETING AND IN THE AUGUST ISSUE OF THE NEWSLETTER.

