

R.H.S. of S.D. NEWSLETTER No 7-1963.

RAILWAY HISTORICAL SOCIETY of SAN DIEGO, Inc. - P.O. BOX 9351, SAN DIEGO 9, CALIFORNIA, U.S.A.

FAIR TIME 1963 Have you signed up for your share of running the society exhibits at the fair? If you haven't signed up but will have some time available, contact TOM MATSON and get on the roster, if you can't get a hold of him try TOMMY MANN. Matson can be reached at 295-1219 and Mann is at 233-8824.

Help is always well needed no matter how many are signed up, it lightens the load for everyone if there are plenty to spare.

The fair starts on Friday, June 28th and runs until Sunday, July 7th. Your help will be greatly appreciated on any dates during the tens days of the fair.

WORK PARTIES Thanks to all members that saw the need and turned out for working on the Del Mar exhibits. It is a tough thing every year to try to drag out the help and get the annual job done. Thanks to all the workers for a job well done, now lets put on a good show during the county fair.

Car 54 in Old Town will be the point of interest AFTER the fair, we will resume work on the old streetcar later in July.

Car 171 at Ferris will be getting a good share of attention also, after the fair.

NEWS NOTES Member Jon Seap will be leaving us soon for a new home in the Hawaiian Isles... Good program coming up at the August meeting, watch for August Newsletter with details..... Santa Fe running a rebuilt Budd Coach on the San Diegan, car #3071, formerly streamlined with typical Budd stainless trim, now painted gray with smooth sides, car is apparently one damaged in a wreck and stripped of fancy trim and fluted sides.....New private observation car and a Pullman due soon, purchased by local group that will be chartered out on trips. The open platform observation will be from the Missouri Pacific, white and blue colors, car will be equipped with roller bearing trucks... San Diegan trains have been long since school vacation started, morning train to San Diego and late afternoon train to L.A. have been 15 cars quite often.....Morning train went out with two unit freight diesel recently, looked novel with blue & yellow power ahead of the stainless steel cars.....Santa Fe put a train of 172 cars over Cajon Pass recently, broke the record next day with 173 cars.....The Cyrus K. Holliday has been ailing slightly with a loose bolster, rides a bit rough over 75 MPH, may have been repaired by now.

NEXT MEETING DATE...MONDAY, AUGUST 5th

NO REGULAR MEETING NIGHT IN JULY!

NOTICE.....NOTICE.....NOTICE.....

There will not be a regular first Monday of the month meeting in July. Due to the San Diego County Fair we will skip the July 1st meeting date, members are needed at the exhibit and participation in the fair is most important.

NO JULY MEETING.....But we will be back at the old grind in AUGUST. The August meeting will be on MONDAY, AUGUST 5th, regular place in the Santa Fe depot.

NEXT REGULAR MEETING, AUGUST 5, 1963.

GET WELL EARLE Just a word to our 1963 president, Earle Swaine, GET WELL AND UP AND AROUND AGAIN EARLE. Mr. Swaine put off his operation until the society finished a few spring projects such as the Escondido Excursion, streetcar 54 and 171 work and getting the Del Mar equipment ready.

SHORT ON SPACE & TIME This is usually our shortest issue due to county fair activities and no July meeting. REMINDER.....don't you forget that big special Santa Fe train to the Del Mar Fair Grounds on July 4th, the excursion is being sponsored by Orange Empire Trolley Museum. Any of you L.A. readers, come on down, BY TRAIN. Contact O.E.T. for tickets, P.O. Box 501, Ferris, California.

TEENAGERS, TRACKS & TRAIN To drive across railroad tracks where there is no crossing can be a problem. Several youths recently did this in Rose Canyon and got stuck on the Santa Fe tracks. The southbound train was flagged to a stop in time to save the car..... but it was on the secondary main....the car on the main. YOU GUESSED IT, the northbound San Diegan did a nice job of auto wrecking? No one hurt, the teenagers learned a lesson the hard way.

GONE TO REST

MAY, 1963

EDWARD SHEDAKER

(One of the original RHSoSDF founders)

EXCURSIONS & JUNE OBSERVATIONS The Pacific Railroad Society recently operated an excursion train via Southern Pacific from Los Angeles to Mojave, Santa Fe took over at that point and took the excursionists to Edwards Air Force Base. The return trip was via Santa Fe to Barstow and over Cajon Pass, novelty with S.P. "Daylight" chair cars and Santa Fe power.

The Sierra Mountain Railroad Club sponsored an excursion over the Feather River Railway on Saturday, June 1st using two Shay steam locomotives and a large string of flat cars. From San Diego Bob and Shirley Farwell and Corky and Barbara Thomson participated in the fun.

Leaving San Diego after work on Wednesday, May 29th and staying in Ventura for the night, the two couples enjoyed Memorial Day while driving north on US-101 and observing S.P. train activities. Friday, May 31st was spent in San Francisco watching Southern Pacific commute trains and the wonders of trolley car operations on the city streets. Cable cars and Fishermans Wharf, State Belt Railroad along the water front and over the bridge and east. At Sacramento the S.P. 4294 cab forward 4-8-8-2 and the little C. P. Huntington were photographed. At Oroville the Sperry Rail Detector Car was observed.

Saturday, June 1st was a bright and clear morning and after a good breakfast in Oroville the 22 mile journey to Feather Falls was well enjoyed for the beauty of the Sierra country. At Feather Falls the two standard gauge SHAY steam locomotives were patiently waiting with a huge long train of flat cars. Approximately 1,000 persons made the trip! After a little over one hour delay, the busses arrived from the bay area, nine of them, and the train was on its way down the mountain to Land, terminal with the Western Pacific.

DOWN is the proper word too, 5½ percent grades ARE STEEP. The two steam locomotives made pleasant sounds pumping air for the brakes, almost sounded like an S.P. cab forward. The trip was beautiful and there are lots of curves on the Feather River Railway, it seems like it is ALL curves and grades. You can rarely see ahead or behind more than two or three cars, sharp curves, mountains, canyons, the works.

At the Western Pacific connection a photo run was made on the main line crossing the large bridge over the South and Middle Fork of the Feather River. All is green and rivers are very pretty, after living in San Diego all these years, rivers with water are a sight to see.

Returning up the grade proved interesting, we never did count the actual number of cars but it was between 16 and 18 standard flat cars, a good sized train for 5½ percent grades and constant curves in one direction or the other. After turning the two locomotives we picked up our diesel helper up the canyon a few miles, it took all the two Shays had plus the power of the one and only diesel to get us back up the hill. The entire return trip was a battle against grade and curve, a slow wonderful battle with the stack talk of the two Shays completely doing away with any diesel sounds. The trip was well worth the long journey north and the movies all came out OK, there were some doubts at times. We will show them at some future meeting.

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of SAN DIEGO, Incorporated.
P.O. Box 9351, San Diego 9,
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(Non-Profit Organization)

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Printed Matter



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SPECIAL ANNOUNCEMENT

Due to the increase of mailing costs, we are revising our list for tour announcements. In order to avoid sending you brochures covering trips that you may not be interested in, please fill out the coupon and mail it to us at the address shown below.

In all our tours, we have endeavored to arrange itineraries that are different and more comprehensive than the usual trip that goes from here to there, without any regard for what lies in between. Our more extended trips are made by Pullman Sleeping Car because, in our opinion, it is the most comfortable form of land transport, and eliminates the bother of checking into a hotel every night while traveling. There is also the convenience of being able to have meals in the diner, always a pleasant experience, and get up to stretch the legs without having to wait for a stop. Not to mention all the other conveniences.

As an example of a long trip, we are planning another one, travelling to Mexico City by Pullman, and returning from Acapulco by steamer, with a lot of sightseeing along the way. This will take place during the Christmas Holidays, and New Year's Eve will be at sea on the return portion. Cost of the entire trip will be about \$400, including most meals, all transportation, hotels, and many extras.

In the works also is a special two or three week train trip through Mexico, featuring steam locomotives, which are due to be phased out on the Nacionales de Mexico Railroads (standard gauge) by the end of 1963. Departure is scheduled for October 5, 1963, from Mexicali, and steam locomotives will be used as much as possible. Visits will also be made to the Nacionales 3 foot gauge system, as well as the famous 3 foot Coahuila and Zacatecas Line at Saltillo. We are also planning a visit to a 2 foot gauge system in Vera Cruz State that is also operated by steam. This will be just about the last chance to take photographs and movies of the big steam locomotives in Mexico, or North America for that fact, with a guided tour. There may just possibly be a chance to ride one of the locomotives, but we are not promising it.

Presently, we are making arrangements for one day and weekend bus trips that will also be different. They will be on a club basis, requiring membership, but only of a nominal type and without the usual responsibilities that go along with such things. So, be sure to return the coupon if you would like to be on the inside track. We will also be able to make arrangements more tailored to your desires when we have the information.

Thanking you for your interest and looking forward to seeing you on a trip or two, we are

Most sincerely yours,
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