

JULY
1965NEWSLETTER
R. H. S. of S.D.
NUMBER 7 & 8 - 1965AUGUST
1965OVER FOR ANOTHER YEAR

Monday evening, July 5th brought to the San Diego County Fair the end of an eleven day run for 1965. Many thanks to the members who made it possible to have the society exhibit open each day. We were somewhat short handed this year and this placed an additional burden on those members good enough to volunteer their time at the fair.

Fred Finke our society treasurer happily announced over \$200 in donations to the "kitty" in the observation car. This form of donation is very helpful in the costs of maintenance on the equipment.

Corky Thomson also was happy over the new and up to date names and addresses placed in the excursion box during the fair. There have been a steady supply of interested persons who are mailing in their excursion list requests.

We haven't talked with our president since just before the end of the fair but I am sure he is pleased with the results of the fair. It is always a hard job getting ready and a long pull through the fair but when all the work is done we all feel it was well worth it. There is probably much to be said at the next meeting and some interesting tales by various members regarding the interest and remarks made by the thousands of visitors.

Orange Empire Trolley Museum operated the second rail excursion to the fair and once more had difficulty filling the train to a profit making point. This is indeed unfortunate. We hope the loss wasn't too great this year. On the brighter side of the O.E.T. excursion was the operation of their big new Canadian "Mountain Observation Car" which is a California style coach with open end sections and enclosed in the center portion. It is a very unusual car and the railfans loved it.

We have had many requests regarding membership and to date we are now caught up with our after-fair correspondence. Several new members have sent in their dues already.....WELCOME to our new members and we hope to see them soon at one of our meetings.

Over across the fairgrounds the Pacific Beach Model Railroaders Club placed an electronic counter in the block system and counted mainline trains on their "HO" layout. They were amazed to discover a total of 5,200 trains made the rounds during the 11 days of the fair.

JULY-AUGUST MEETING DATE 8/2/65

The next regular monthly meeting of the society will be held on MONDAY NIGHT, AUGUST 2nd, 1965 - 7:30 P.M. in the Safety Room of the Santa Fe Railway Station, San Diego, California.

All members are welcome to attend, bring a guest, bring a friend, bring a prospective member.

PROGRAM - REFRESHMENTS - PRIZES

MONDAY, AUGUST 2nd, 1965 - 7:30 PM/10:30 PM
Santa Fe Station, Kettner & Broadway.

LOOKING BACK

The report wasn't in for the June issue so we saved it for this newsletter.

Member Tom Matson (now in the navy) was home on leave in May and made a trip up to the museum at Perris. On May 8, a Saturday, Tom Matson, Everett Murdock, Joel Chambers and Stuart MacDonald did some maintenance repairs on streetcar 171 at O.E.T. During the day they also enjoyed riding on Pacific Electric streetcar and one of the narrow gauge LA cars.

Work accomplished was linseed oiling all exposed wood parts on the exterior and lower window seals on the inside. Exposed metal parts were rust proofed on the exterior. The car is essentially ready for painting and the paint has been purchased. The O.E.T. boys were most helpful in providing any equipment needed and helpful instructions.

Tom stated in his letter how much he enjoyed having a chance to work on the 171 and taking a break and riding operating streetcars. (171 is our only operating equipment presently)

Tom Matson will be stationed in Europe in June, for about 5 months. Mail will always be delivered to his navy address:

PATROL SQUADRON, VP 24, F.P.O. NY, NY 09501.

LOOKING FORWARD

Charter bus trip to Catalina and ride on the big white steamer, Sunday, Sept. 19, 1965.

Charter train trip to Perris, California via Santa Fe to visit the trolley museum, keep Sunday, October 24th open for this big one!

R.H.S. of S.D. NEWSLETTER Official monthly publication, sent to all members and exchanged with other rail interest groups.

S.L. "Corky" Thomson, Editor.

R.H.S. of S.D. DISPATCHER Official publication published periodically, sent to all members, subscribers and exchange rail groups.

Eric Sanders, Editor.

1965 RHSofSD officers:

Dwight E. Couch, Jr. - President.

John B. Stodellie - 1st Vice-President.

Walter H. Silberhorn - 2nd Vice-President.

Cladys L. Skeen - 3rd Vice-President.

Fred R. Finko - Treasurer.

Robert H. Coys - Recording Secretary.

Barbara J. Thomson - Corresponding Secy.

Seath L. Thomson - Excursion Director.

Clifford G. Skeen - Society Historian.

Earle A. Swaine - Past President, member of the Board of Directors. Other directors are:

Donald Decker, Charles Rezek.

NEW MEMBERS AND MORE RENEWALS (June/July, 1965)

Welcome to ANDRE ANTINORI, FRANK W. HAMM, ED PALMER, MARY B. McCONNELL, GEORGE E. KOTTKE and EDGAR POLLOCK and family. This brings our 1965 membership to 127 with more coming in.

Change of address: GEORGE GUTH, P.O. Box 1247, Escondido, California, 92026.

Members: those of you who move about regularly are urged to keep us posted of changes, the return postage costs us 8¢ and the remail costs another 4 or 5¢ each time we don't get a change of address from you.

IN THE MAKING? a new membership roster.

LOCAL NEWS ON THE SANTA FE

July will go down as a "BIG" month for potash shipments to the port bulk loader. The yards have really been stacked with all sizes of covered hopper cars lately. 80 car solid strings of potash have again been seen on the line during daylight hours. At night we have seen 88 cars going north empty, 101 cars and the largest 117 cars. Motive power has been an assortment of the older GP-9's, F-7's (even a stock 4 unit A-B-B-A set on several trips) and newer power in the form of 800's, 900's, 1200's and 1300's in all combinations! The 88 car string of empties was pulled by an unusual A-B-B freight F-7 set up, those old jobs were really working, not cinders out the stacks, diesel engines roaring full throttle, not much speed! There were 4 newer units on the 117 car train, but they too were working hard up grade. One trip we had a wild assortment of 800, 900, 1200 & 1300 power, once the big Alco 613, 202 and GM 1316, 1215 were all together. Passenger Alco #51 is back in service too.

GEORGE KOTTKE WRITES Had a terrific trip to Mexico on the P&O "Armadia", left L.A. harbor at midnight on June 26th to Acapulco and we arrived there Wed., June 30th, 8:00 A.M. The ship stopped in San Diego for six hours. Due to my hearing loss and not being able to hear the announcements, I missed when visitors were to be allowed onboard. It was too late when I found out, I had hoped to call Jack Stodellie and see him before we sailed.

The voyage was "rough" to put it mildly, from midway down the peninsula of Baja California for 36 hours - very stormy and pitching and rolling of 30 to 40 degrees. Very hot and humid in Acapulco, so flew immediately to Mexico City - where the women were wearing fur coats and the men in topcoats! Cool, but rainy. Left that night for Guadalajara on the second section of "El Tapatio" with nine Pullmans plus diner and club lounge. The first section had eight Pullmans plus diner and observation lounge.

Guadalajara - Ah! What a beautiful city!!! Climate wonderful! Then Lake Chapala. No wonder hundreds of Americans and British have settled there. Simply Beautiful!

Back to Mexico City on the 1st section of "El Tapatio". Train loaded "top & bottom" and dining car service now under National de Mexico supervision, very good. My steak was very good and trimmings very good. Lounge car service is wonderful.

Next was a trip to Oaximba, high in the mountains southeast of Mexico City via Augusta (narrow gauge) and the entire trip only cost 64¢ first class for the 70 kilometers.

On Sunday, went to Puebla and return on the Fiat motor train. Very good, but they have a bit of transmission trouble getting started from station stops with a heavy load. They are fine at speed and seats are very comfortable.

On Monday, July 5th I flew home and am waiting to go again.

SIERRA RR - WHITE MOUNTAIN SCENIC RR

The 2-8-2 types destined for use at McNary, Arizona, several years ago, may finally reach that location. Steamer #36 was recently back in steam for tests at Jamestown on the Sierra. #34 is also owned by the White Mountain line but there is no definite date on her departure to Arizona. The #36 was checked out and readied for her trip and should now be in Arizona.

The locomotive is to be used for a tourist operation and as we understand it is now in service. According to the California Southern Express, the operation was to start June 27th. Santa Maria Valley #160 is also there.

ROY & DAISY MILLER WRITE 6/16/65, merrily on our way and have enjoyed some great railroading. First, the line at Felton, that narrow gauge is going great, they are working on the last two miles to the top of Bear Mtn. The Shay is being overhauled, using the Heisler for service.

In San Francisco the streetcar system has still got the 50¢ Sunday passes.

Rode the Skunk, they are running 3 round-trips daily, sold out each trip. They are working the steam locomotive over for passenger runs.

6/19 The first train over the rebuilt Northwest-ern Pacific covered the run of 100 miles washed out in the December floods on 6/16, watched the freight go by, didn't see how many units but a long train of about 150 cars, all lumber products, some cars a little moth eaten after being stored 6 months, one flat car had been repacked in San Diego 5/16/65.

Ran down another ghost road, Buckport and Elk River RR, found a spike! In Redwood Park, Durha, Georgia Pacific Corp. has placed 1 1/2 on display. At Scotia, Pacific Lumber has 3 locomotives, rusty and dull, but still there.

Daisy and I feel a little lost, missed the county fair, first time in ten years.

SAN DIEGO & ARIZONA EASTERN That wreck in the Carriage Gorge, reported in the last Newsletter is still news. It seems the 70,000 cans of beer or more, that were in the trailers on flats and pushed over the canyon wall have been picked up one by one by teenagers and young adults. They have cleaned up the beer! Seems some went in to take the tires off the trailers, hauled them out and up the canyon only to be greeted by the long arm of the law. Train crews report motorcycles, Jeeps, pedestrians, etc. in the gorge, trains are running vehicles out of tunnels, etc.!! By now the beer is gone and rail traffic probably back to normal. Locally the motive power on the SD&AE hasn't been anything fancy for quite a time, old GP-9's and F-7's. Lately the picture has a different look, GP-30's are back along with newer GP-35's and one day a four unit set of G.E. U-25-B's, plenty of motive power for that road! One day it was a U25B, GP-30 and GP-20. Switcher #4605 came to town in June. Once, and very rare, a standard 4 unit A-B-B-A of F-7 wagon tops. The pallet business has been good and the La Mesa & El Cajon trains are running regularly.

GOOD READING The Western Railroader, P.O. Box 668, San Mateo, Calif. 94401----Pacific News, 458 Chatham Road, Burlingame, Calif. 94010----CALIFORNIA SOUTHERN EXPRESS, 180 "J" St., San Bernardino, Calif. 92410.

RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, INC.
MEETING DATE: MONDAY, AUGUST 2nd, 1965- 7:30 PM.

EXCURSION NEWS

O.E.T. "Tan Your Hide in Oceanside" trip for Sunday, July 25th was called off, lack of ticket sales. Our connection via San Diegoan was also called off.

The big trips for the summer: PACIFIC RAILROAD SOCIETY, Box 5279, Metro. Sta., Los Angeles, Calif. 90055 offers a trip including steam action on the Magma Arizona, Santa Fe Indian Festival in New Mexico and visit to Grand Canyon. All is available via special train leaving Los Angeles on Friday, Sept. 3rd thru Monday, Sept. 6th-- A real Labor Day weekend treat, write P.R.S.

ORANGE EMPIRE TROLLEY MUSEUM and Central Coast Railway Club, P.O. Box 548, Perris, Calif., offers COLORADO Narrow Gauge Bonanza, leaves San Francisco Sat. Sept. 18, Leaves Los Angeles via #24 2:45PM 9/18/65- includes Grand Canyon, Raton Pass, Durango, Rio Grande narrow gauge run on the Silverton, Royal Gorge and the big famous Hanging Bridge, Tennessee Pass, and many other famous places enroute. Special returns to L.A. on Sunday, Sept. 26th. NINE DAYS!!

→ **CALIFORNIA WESTERN** "Super Skunk" steam!! Leaves Fort Bragg daily (July 10 to Sept. 6) at 10:00AM, arrives Willits 12:30PM, Leave Willits at 2:25PM, arrive Fort Bragg 4:55PM. The little yellow railbus "Skunks" are running daily too. The steam train will operate Sat. & Sun. only from Sept. 7 to Oct. 31, 1965.

→ **ROARING CAMP & BIG TREES**, steam trains, Felton, Calif. every hour on the hour all thru the summer, weekends in the fall.

→ **CAMINO, CARLE & NORTHERN RR** steam trains, leave Camino, Calif. every forty minutes from depot, Sat. & Sun. thru summer.

→ **SHASTA WONDERLAND EXCURSION**, Aug. 14 & 15, special cars on Shasta Daylight to Dunsmuir, Yreka Western 2-8-2 steam to Yreka and the "Paul Bunyan Jubilee". Write Eldon Lucy, 6421 Benvenue Ave., Oakland, Calif. 94618.

RHSofSD to CATALINA aboard the Big White Steamer, Sunday, Sept. 19th (tentative date) Fare approximately \$9.50 adults, full news and information in next Newsletter.

RHSofSD TROLLEY TOWN U.S.A. trip to Perris, Sunday, October 24th via special Santa Fe train direct from San Diego to Perris by rail.

RHSofSD "Cyrus K. Holliday" private car trip to Los Angeles, a repeat for those that missed the last one and for those wishing to go again....In November, date to be announced.

RHSofSD Palm Springs Aerial Tramway, this will be via bus to Palm Springs, a repeat of the very successful spring trip this year. It will be this fall or winter, to be announced.

ORANGE EMPIRE TROLLEY MUSEUM, SPECIAL TRIP SET FOR NOV. 6 or thereabouts, small train trip.

ORANGE EMPIRE TROLLEY MUSEUM Many truckloads of rails, ties and fittings arrived at the museum during June from March Air Force Base. The rail consists of 90lb and 75lb, some turnouts and switch ties. Total cost of materials and hauling cost close to \$1,900.00 and a big part of this must be paid right away, from the right-of-way loan. The fund raising campaign is set up for donors to send in their height in \$\$\$\$.

Construction along the right-of-way will continue at a fast pace while material are on hand, two additional yard tracks will be added to alleviate congestion in the storage area.

Track is extended far enough north now to operate the wig-wag in both directions.

The big Sacramento Northern/Pacific Electric freight locomotive operation with caboose for passengers turned out to be a big success and a full day of \$653 and \$624 was enjoyed. About \$65 was taken in which will be applied to the Sac Nor fund for the locomotive.

Through the hot season of July, August & September, streetcar operations for tourists will be during evening hours, 6 to 10 PM. This will be on Saturday nights.

The New Orleans car has proved there is need for some regauging of track, seems this car picks out the bad spots, the Hollywood cars have spoiled everyone as they seem to run on any rail, anywhere. San Francisco cars 162 & 171 have been run recently, our car, the 171, is in need of some work. (get busy RHSofSD) The big articulated Key car was also run during the July 4th weekend.

Still needed, items for the rummage sale, bring anything worthwhile to O.E.T.

CHICAGO and NORTHWESTERN RAILWAY A pictorial history of the C&NW steam power is now out by Charles T. Knudsen. This big 208 page 8 1/2 x 11" book sells for \$10.00 postpaid, also included is a large 11x48" photo of C&NW class "H" steam locomotive.....**KNUDSEN PUBLICATIONS, 3539 No. Lincoln Ave., Chicago, Illinois, 60613.**
(Available separate, 11x48 picture, \$2.00)

FINALLY The big book on Santa Fe has finally rolled off the presses, you Santa Fe fans will love this one not only for the full coverage of steam power but for the excellent diesel roster and pictures, rebuilds, numbers, etc. We saw our copy at the Whistle Stop.

Delta Air Line going in there once U.P. was doing business at the Grant Hotel....the U.P. office is now in Suite 1105 of the Home Tower, 707 Broadway, San Diego.

NORTHWESTERN PACIFIC Opened and again operating after practically rebuilding the entire line. The GOLD SPIKE was re-driven on June 16, 1965. In 177 days, Dec. 21 to June 16, reconstruction crews worked day and night to repair the line.

Santa Fe dumped 36 cars near Picken in the middle of the desert, east of Barstow, one car broke an axle causing the pile up. Many cars were reported to be rotash for San Diego.

Del Mar Race Track Specials resume operation on Tuesday, July 27th from Los Angeles to the horse races, daily except Sunday.

A Santa Fe special from San Diego to Del Mar was run in July to a big dinner at the Turf Club. #339 and 14 cars, including observation 1509, coaches were heavyweights, in very good shape, train included three lounge cars (lightweights).

RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, Inc.
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