

COMING SOON The DISPATCHER

Eric Sanders wishes us to announce that he will have the Dispatcher out shortly. There is a lot of work involved in putting out an issue of the Dispatcher, it takes time and a lot of planning....so be patient and your issues of the DISPATCHER will be along from time to time.

Eric has some dandy material coming in some of the future issues, we are sure the delay is more than worth it when you see the issues.

WORK PARTIES (CAR 54) - (ENG 104) - (CAR 050)

There is no stopping now, there is work to be done on our equipment, it cannot wait!!!

Old streetcar number 54 has been given the green light for completion. The car must be moved from the present storage and work area down on tenth street. We have been given space behind the Whaley House in Old Town....BUT.... THE CAR MUST BE RESTORED...WITHOUT DELAY!!!!

There will be a professional carpenter on the job, with his know how and our help, the car can be completed properly. YOUR HELP WILL BE NEEDED ON THIS PROJECT. There is no playing around anymore, the car MUST be completed.

As soon as the car is moved to the new location in Old Town, work parties will be held EVERY weekend until the car is back in shape. C.T. "Tommy" Mann will be in charge of this work and will have a general knowledge of what is being done and what will have to be done. Check your membership roster for his phone and volunteer your help.....this is important, we must complete the restoration on car 54.

COUNTY FAIR restoration work on car 050 is now in progress, contact Tommy Mann for dates and time. The small work crew has been working on Saturday mornings so far. The ceiling is being repaired in the observation car. This work must be done by fair time, June 29th, 1962.

Engine 104 and streetcar 528 will need a general clean up prior to fair date.

After the fair: regular work parties on old 54 in Old Town....one or two weekend trips to Perris to give our big streetcar 171 a good cleaning and painting....this is a must!!!

STEAM ENGINE FROM THE SOC

Our offer to buy a small switching steam locomotive from the Soc Line has failed. The we wasn't right!! We will continue to keep an open eye for a light steamer for future museum use.

JUNE MEETING DATE.....Monday the 4th of June.
Santa Fe Depot, San Diego....7:30 P.M.

JUNE MEETING DATE: MONDAY, JUNE 4, 1962

PLACE: SANTA FE STATION, SAN DIEGO.

TIME: 7:30 P.M. until 10:30 P.M.

SHORT BUSINESS MEETING, sign up for duty at the 1962 San Diego County Fair on locomotive #104, Car 050 and streetcar 528. See 1st V.P. Earle Swaine about helping.

PROGRAM: Railroad films (color)

Refreshments, prize raffle, bull sessions!!!

(We hope the electrical system is corrected this month for our movies and coffee.)

SEE YOU AT THE JUNE MEETING.....BRING A FRIEND.....Monday, June 4th, 1962....7:30 PM

LAST MONTH

We were forced to pick up and move our meeting from our regular room over to the Santa Fe freight house offices for our coffee and the movies because of a power failure in the outlets in the Safety Room.....Interesting bit of rail action from 8mm films shown by Wally Duthie and Corky Thomson, followed by some very good 16mm films of Colorado narrow gage steam in action by Frank Ropinske.

RHS of SD EXCURSIONS

Moonlight Harbor Tour on San Diego Bay is being planned by Corky Thomson. First dates had been set for Saturday, July 14 or 21 but due to the work of staffing our exhibits at the county fair the boat trip may be changed to Saturday evening, August 18th. (There is a full moon on Aug. 15th) The trip will be on board the "Glorietta" which has a capacity of about 300 people. More information will be available by meeting night and trip brochures will be mailed out as soon as definite dates and fares are set.....Another journey to Calico Ghost Town near Barstow, California. Plans for a Santa Fe train direct from San Diego are in the works. Date of the trip is set for Sunday, October 28, 1962. More news when plans are completed for this trip..... The Escondido trip failed for lack of train equipment from Santa Fe, maybe at a later date we will be able to run the branch line, it had been scheduled for July 15, 1962.....Anyone with any good trip ideas, let us know.

R.H.S. of S.D. "NEWSLETTER"

Published monthly, news deadline is 20th of each month. Barbara & Corky Thompson, Editors.

MEMBERSHIP ROSTER - 1962 Included in this newsletter is the current membership roster, if any address changes are required, please mail them to Recording Secretary.

EASTER VACATION 1962 The Santa Fe Ry. had the usual big string of passenger specials during the Easter school vacation. The Los Angeles Park & Recreation Dept. each year sponsors a special trip to the San Diego Zoo for L.A. school kids.

On Wednesday of the vacation week, a series of big Santa Fe special trains rolled south from Los Angeles to San Diego. The return trip was well handled through expert passenger loading at the San Diego depot. The long trains came out one right behind the other with but a few short minutes clearance. Over 1,800 school children were handled that day. Trains ranged in length from 14 to 18 cars. The specials were all heavy weight cars, power ranged from two unit Alco "A" combinations to 3 unit EMD's. How they managed to roll that fleet of trains out so close must have been quite a sight at the depot. We were unable to be downtown to see the show but were able to see the first specials come by out at Morena and Pacific Beach, followed by the regular San Diegoan and then more specials....then the climax, a six unit freight diesel with a lone passenger!! The C.T.C. board at San Bernardino must have lit up like a Christmas tree with all these northbound trains plus the southbound San Diegoan meeting and passing them all within a few miles of each other.

It kind of brought back memories of steam power days, when the big 3751, 3757, 3758, 3759, 3760 and good old 2929 used to be in service on the San Diego line. All were 4-8-4 types, the 2929 being the largest and newest, completely roller bearing equipped. Those engines were a common sight ten years ago when the last of the big steam power was making many runs into our city. There were many others of the big 3700's and many other 2900 series, but the above list were the regulars.

During the bus strike we had the 3757 on a string of "Chief" cars, running back and forth between Los Angeles and San Diego as an extra passenger, one trip right after another, plus the regular "San Diegoan" schedules, all with trains of 12 to 15 cars. The R.D.C. railcars were in service back in those days too, and if trouble took them out of service, a four car streamliner replaced them, with a single diesel unit or if lucky, with STEAM!!

Those were wonderful days along the line.

YOU ARE NEEDED

READ THIS!!!

1st Vice-President, Earle Swaine, is the gentleman with a very tough and difficult job this year. He is in charge of staffing the society owned equipment at Del Mar. The San Diego County Fair opens on Friday, June 29th, closes on Sunday, July 8th. During the run of the fair it is our duty to open our railroad exhibits for the thousands of fair visitors.

YOU MEMBERS are needed for this task, Earle Swaine is just the middle man to see to it that we have enough people to handle the job. You will find however that Earle ends up doing a big part of the job himself. He has spent many hours in clean up work prior to the fair and turns out day after day to help staff the exhibits during the fair.

PLEASE sign up for YOUR share of the duty time at Del Mar. Earle has a big chart, have you had him add YOUR name to it as yet????? Write or phone Earle and let him fill in one more blank space on that chart. As names are placed on the schedule, it shows up the weak spots where we will need help, check with our hard working V.P. and help him get the staff of workers in order for the fair.

YOU can do it, there isn't really much to do other than being there. We need at least one person at the locomotive cab at all times. The observation car should have two members caring for Dispatcher calls, answering questions and keeping a constant check on conditions. The streetcar can be handled by one person but it should never be left open without a member on duty.

The proper information will be available to you for answering questions, it is just a simple task of signing up for a given number of hours on a certain day or evening....and being there. Gate admission passes will be issued so there is no cost involved to get into the fair. You will have time to visit the fair too, but the big job is having a full crew for all days and evenings of the fair. **PLEASE VOLUNTEER YOUR SHARE OF TIME.....NOW!!!**

Contact Earle Swaine at Cypress 5-4889..... If unable to reach Earle, give Tommy Mann a call at BR-3-8824, or contact any of the society officers, the message will be relayed to Earle one way or the other. **JUST REMEMBER.....** the railway equipment at the fairgrounds is ours to show the public, that is one of the reasons we have the society, so help do your share this year, put in some time at Del Mar and help make the exhibits a bigger and better show for the thousands of fair visitors.

Thank You.

CHIHUAHUA al PACIFICO

That new link of railway which completes the old Kansas, Orient & Pacific which was once planned but never completed is now a reality south of the border in Mexico. The new line is the Chihuahua al Pacifico and completes that once dreamed off rail link from the United States to the west coast of Mexico.

The new 365 mile line passes through some of the most beautiful country to be found. The line runs from Chihuahua to the coast through the rugged Sierra Madre Occidental and the Alta Sierra Tarahumara. One of the most spectacular sights is the huge Grand Canyon of Mexico. It is the Barrancas, a series of six canyons, more than a mile in depth. The train makes a ten minute stop to view this wonderland.

In one stretch of about 150 miles of line there are over 70 tunnels and one 6,072 foot bore, another is 3,102 feet in length, curved. There are 39 bridges and 9 viaducts in the line. The bridge called "Chinipas" over the Chinipas River is 7,722 feet in length and 3,366 feet in height. Another is 1,650 feet long.

I RODE THE CHIHUAHUA al PACIFICO

R.H.S.ofS.D. member, John P. Straw sends us a nice first hand account of this new rail link to the west coast of Mexico: Gentlemen: I haven't seen anything in the Newsletter on the Chihuahua al Pacifico and since I was on this line recently thought that I could pass on some information to you since I'm sure some of the members and friends would enjoy riding this line.

The train leaves Los Mochis, Sinaloa on Monday and Friday at 5:30 A.M. with arrival at Chihuahua at 11:30 P.M. and Ojinaga (across the border from Presidio, Texas) at 6:00 A.M. on the following day. The train departs from the eastern end of the line at Ojinaga at 6:00 A.M. on Tuesday and Saturday with arrival at Los Mochis at 3:30 P.M. the following day.

It is best to go from Los Mochis to Chihuahua as you see the mountains during daylight hours. The train goes through 72 tunnels and 25 bridges on the new 212 mile stretch between Escamero and Creel with a ten minute stop to view the canyon which surpasses our Grand Canyon in depth.

The train consists of 3 non-airconditioned 1st class coaches, 1 airconditioned 1st class reserved seat coach and 1 or 3 pre-war heavy weight Pullmans. The cars are very clean and the service is very good. The train seems to keep on time also.

(continued in next column.....)

MEXICO SCOUT Wally Duthie is on a two or three week journey in Mexico...by train.

While traveling he will look for steam engines still in regular service and will also check on possible routes for a trip for our members and friends.

Wally was notified at the last minute about the Chihuahua al Pacifico being in service now and he hoped to make that trip too, as it is described on this page by Mr. Straw.

STEAM TRAIN to CHEYENNE Plan now to be aboard when Pacific Railroad Society sponsors its big Labor Day Excursion featuring 500 miles of main line operation behind Union Pacific steam locomotive # 844. The run from Ogden, Utah to Cheyenne, Wyo. will be handled by the sole remaining 4-8-4 on the U.P. roster. Current certification on this engine will expire in December, 1962. This will may be the last opportunity for a trip behind big time U.P. steam power! If you wish to be notified of this trip, write your request to: PACIFIC RAILROAD SOCIETY, Inc. P.O. Box 5279, Metro.Stn., Los Angeles 55.

RAIL EXCURSION TO WORLD FAIR AT SEATTLE

There are many....if interested, write to the Newsletter for information or contact the Santa Fe Ry. for information. Most travel agents can also help you.

DICK DODGE THE RAMBLER...just back from trip to Alaska and the Seattle Fair, will miss the June meeting, gone again!! On his way to Troy, N.Y. for 50th Reunion of the Class of 1912, Rensselaer Polytechnic Institute.

ORANGE EMPIRE TROLLEY MUSEUM

As usual the call is for volunteers to come to Perris and help....have you??? DO IT!!

I RODE THE CHIHUAHUA al PACIFICO...continued

The round trip coach fare is \$19.00 and I feel this trip is a must for all Forrequinologists.

I departed from Mexicali on the Sonora-Baja California with connections at Benjamin Hill on the Pacifico to San Blas. It is about a 24 hour journey from Mexicali by train. Los Mochis is about 25 miles from San Blas but you can get a taxi for about \$2.50. There is an excellent hotel in Los Mochis called the Santa Anita. They serve excellent sea food caught at nearby Topolobampo. (Santa Anita Hotel, 80 rooms, 80 baths)

Very Truly Yours,

John P. Straw

(THANKS FOR THAT WONDERFUL EYE WITNESS REPORT ON THAT LINE, JOHN.)

RAIL CARS WITHOUT WHEELS NEXT???

Among the displays in the Railroad Transportation space at the Century 21 World's Fair in Seattle, Washington, is a model of a "Levatrain" car, bearing the Ford label. This represents a two-level passenger coach of a future age, seating 200 persons. Instead of riding on wheels, it is supported on special rails by "pads" or heavy plates. The latter contain orifices which are connected to a supply of compressed air. The air pressure tends to lift the pads, thereby reducing the resistance to movements. A small pad on a round table is provided to satisfy your curiosity. Without air pressure it is very difficult to push the pad around but when air is turned on you can move it easily with one finger. This principle is called "levitation". The car will be propelled by two turbo-prop engines, each developing, it was stated, 650 horse power which will produce speeds from 200 to 500 miles per hour.

Can you imagine skidding from San Diego into Los Angeles in 30 minutes or less?

Dick Dodge, 5/25/62

NEWS NOTES FROM HERE AND THERE

Western Pacific has donated locomotive #165, a steam switcher of the 0-6-0 wheel arrangement to the City of San Leandro, it is on display at 1st & Clark Street.....Union Pacific has announced running the City of Las Vegas this summer on a daily schedule, \$16.00 fare from L.A. includes chuck wagon meal.....Portland Traction has been taken over jointly by Union Pacific and Southern Pacific, the line was formerly an interurban system and is now strictly a freight line.....S.P. will quit the passenger train "Senator" between Oakland and Sacramento on June 1st.....Santa Fe has pulled up the old Cudahy Packing Plant spur in San Diego, new industry going in that area may cause relaying spur for new use, ground being graded and leveled at present.....S.P. trains on the San Diego & Arizona Eastern have taken on the appearance of a first class main line railroad. Freight trains are arriving and departing daily with from three to five "big" units. Power being used includes GP-9, GP-20 and F-7 and F-9 units. Novel is the direct routing of power without change, large lettered COTTON BELT locomotives arrive in San Diego these days, low hood "Rudolph the Red Nose" road switchers, cab units, etc., the little switchers are still doing all the local work, in new paint jobs, grey with bright red nose.....Orange Empire Trooley has located another spur on Terminal Island which they are tearing up for use at Perris, these fellows manage to keep that museum forging ahead, with or without finances or sufficient help, if you are an O.E.T. member, get in and really be a member, help with the many projects at Perris.....If you are not a member, they are always glad to sign you up...or have you come out and volunteer a few hours help, it is greatly appreciated by any group involved in restoration and construction of a railway museum.....IF you are going east this year, Reading Steam Rambles are rolling behind the 2100 and the 2101 this year, contact Passenger Representative, Reading Terminal, Philadelphia 7, Pa., or District Passenger Agent, Reading, Pa.....New 85 foot tank cars will be showing up on railroads soon, twice as long as standard tank cars and more economical for big shipments than two cars, 30,000 gallons of liquified petroleum gas can be carried. 7th Annual Rail Tour to Mexico, Finlay Fun-Timo Tour, this fall, 11308 Burbank Blvd., North Hollywood, Calif. for information.....Brochures on many trips are available by writing to Travel Club of Southern California, 727 W. 7th St., Room 901, Los Angeles 17, California.....Latest issue of Railroad Magazine available at the Whistle Stop, 3819 Sixth Avenue.....Noted in a recent issue of California Southern Express: Commuters Committee is attempting to get local railroads to use their lines for commuter service into Los Angeles from the San Bernardino area. They wish a six month trial with existing equipment, if successful it would be expanded, also service from Orange County.....Southern Pacific has announced the expenditure of \$69 million in 1962 on new equipment. 3,000 new freight cars are included in this figure, 1,958 of them to be wide-door and double door box cars, many with hydra-cushion frames, 550 open hopper cars, 240 covered hoppers, 108 gondola cars, 77 piggyback flatcars, 40 hydra-cushion flat cars and 75 multi-level racks to adapt flat cars for stacked rows of automobiles. In addition to the freight cars they will buy 100 new mail and express cars, add 64 new locomotives to the fleet plus some new trucks and tractors for highway use.

ONE, TWO, THREE.....Help needed to ready equipment for the fair.....help needed to staff the equipment during the fair.....help needed to complete work on car 54 restoration project. VOLUNTEER NOW.....Get some use out of your membership, get in and help with these worthy society projects, it can be a lot of fun. We need members, not just to hold a card, but to join in at meetings, restoration work, maintenance, trips, exhibits.....COME ON AND JOIN THE ACTIVITIES.

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*****Society meets on the first Monday of each month in the Safety Room, upstairs in the Santa Fe Railway Station, 1050 Kettner Blvd., San Diego, California. 7:30 to 10:30 P.M. (There is no meeting in January due to dinner meeting, and in July due to county fair.) Notice of all trips, meetings or activities is sent out in the society newsletter, all news items for the newsletter should reach the editor not later than the 20th of the month.