

R.H.S. of S.D. NEWSLETTER No SIX

RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, INC. - NEWSLETTER NUMBER SIX (6) - JUNE, 1964 - PAGE 1

JUNE IS COUNTY FAIR TIME

The 1964 Southern California Exposition & San Diego County Fair starts on the last Friday of June, FRIDAY, JUNE 26th and runs for a full ten days until Sunday, July 5th.

You will be needed to help staff our fine steam locomotive, observation car and streetcar for as many hours as possible during the fair.

If everyone helps a little, the job will be easy for everyone. Don't leave the exhibit to a few and make it a hard job. It can be a great deal of fun and very enjoyable if the job is done properly and the work is shared by all.

Contact 1st V.P. Gladys Skeen (284-3449) if you can help. Other society officers will be willing to take your message, Earle Swaine at 295-4889, Tommy Mann at 273-8824, Barbara or Corky Thomson at 276-3266.

All members participating in staffing the fair exhibits will get gate passes for the day or days they will be on duty. It is important we know when the members will be able to help in order to properly set up a schedule. Don't wait until the last minute, volunteer now.

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WORK DATES!!!! There have been some paint up days on the streetcar and the rest of the clean up work will be done on the weekends between now and fair time. If you are free to help on a Saturday or Sunday, it is a good idea to contact Tommy Mann or Earle Swaine first to see what the plans are.

Streetcar 528 looks pretty good in shiny new paint, the color came out a little off the genuine SD&RY colors but it looks good.

Locomotive 104 will probably get nothing more than a good wash down this year. It can get by without repainting, the observation car just needs a good sweeping and general cleaning to make it presentable.

We could still use some good carpets for car 050, anyone know of a generous carpet outfit wishing to make the old car look better?

GOLDEN WEST RAILTOURS

Sunday, June 7th, 1964 is the date for a wonderful rail excursion covering many miles of S.P. right-of-way. Los Angeles to Santa Barbara via the valley line thru San Fernando Valley, Saugus and the old line down through Fillmore and Santa Paula. Return via coast line.

*** See page two for fares, time, etc. ***

IMPORTANT MEETING NOTICE.....

DATE CHANGE FOR JUNE MEETING.....

SECOND MONDAY OF JUNE MONDAY, JUNE 8th

MEETING DATE FOR JUNE CHANGED DUE TO THE MEMORIAL DAY HOLIDAY AND MANY MEMBERS TO BE GONE FOR WEEKEND.....MONDAY, JUNE 1st TO CLOSE AFTER THREE DAY WEEKEND FOR MANY.

REMEMBER JUNE MEETING DATE IS THE SECOND MONDAY EVENING IN JUNE.....

MONDAY, JUNE 8th, 1964 - 7:30 P.M.

SANTA FE RAILWAY STATION, SAN DIEGO, CALIF.

FILMS - REFRESHMENTS - PRIZES -

FINAL PLANS FOR PREPARING EQUIPMENT AT DEL MAR FOR THE FAIR. SIGN UP TO HELP STAFF THE EXHIBITS DURING THE FAIR.

ADDITIONAL MEETING INFORMATION

Due to our participation in the county fair, the July meeting is usually dropped. Everyone is usually all filled up with the ten days activities at the fair.

NO JULY MEETING Have a nice time at the fair, sit back and relax on Monday, July 6th. Next meeting after the June meet will be on Monday, August 3rd.

SOUTHERN PACIFIC DIESELS

The rest of the Carsen diesel/hydraulic locomotives came through Los Angeles during the month of May. Your editor has pictures of four units heading north out of L.A. to Bakersfield and northern points.

One of the Rio Grande units comes into L.A. every other night, it has been coupled to the original S.P. unit #9000. The Rio Grande unit is #9021 and still remains in home road colors but has a big S.P. name on it now. The unit that caught fire in the Sierra Nevada was caused by an explosion in one of the drive units, the oil then caught fire causing extensive damage to the 9021.

These new units are big brutes and are rated at 4,000 HP each, they resemble our hood units but have slanted cab windows.

The R.H.S.of S.D. "NEWSLETTER" Monthly publication of the Railway Historical Society of San Diego, Inc. (A California Non-profit Corp.) Post Office Box 9351, San Diego, Calif. 92109. (Member: Orange Empire Trolley Museum, Perris.) Send all news items to the editor not later than the 20th of each month.

GOLDEN WEST RAILTOURS Continued from page 1.

Special S.P. train leaves Los Angeles at 8:30am Pacific Daylight Time, Glendale at 8:50. Fares are \$10.75 for adults, \$5.95 for children under 12. Final deadline for tickets is Wednesday, June 3rd. GOLDEN WEST RAILTOURS, 2216 So. Sepulveda Blvd., Los Angeles, Calif. 90064.

THOMAS MATSON U.S.N.

Tom Matson is making his way in the Navy, he has graduated from Pre-Flight School and is now Ensign Matson! Tom is now located at the U.S. Naval Air Station, Corpus Christi, Texas, after graduation from Basic Naval Aviation Observers School at Pensacola, Florida.

Tom is now training as a navigator and is to be involved for a 10 week course. His address is: Ensign Matson, T.W., Box 153, Room 234, USNAS, Corpus Christi, Texas, 78419.

Tom writes us that he did some streetcar riding in New Orleans where they are going to abandon streetcar service. He rode the Canal Street line many times and the St. Charles line several times. He also states he rode the L&N between Pensacola and Mobile, New Orleans. He felt our San Diegoan service is better and sure hates the thought of cutting San Diego-L.A. train service. He also hopes enough members will turn out for the county fair to keep his pride and joy, streetcar 528 well staffed for fair visitors this year.

ORANGE EMPIRE TROLLEY MUSEUM

We all need money, we have asked many of you many times for donations both to our own needs and that of O.E.T. Several crash program cash raising projects are presently on at the trolley museum. One big item is to save a car from the New Orleans line. IF YOU CAN SEND A DOLLAR....or more, it is needed desperately by O.E.T. Send a donation, if you can..... P.O. Box 501, Perris, California, 92370.

O.E.T. TRIP IN FALL ???

No definite fares, plans, etc., at this writing, all letters and plans in the works. Probable date still remains Sunday, Oct. 18th. Santa Fe all the way, streetcar rides!!!

SOUTHERN PACIFIC TRAIN???

Quietly, the S.P. has placed a NEW train in service between Los Angeles and Miland. It runs to fill in service since the railroad consolidated the Sunset Limited and the Golden State between L.A. and El Paso.

The board at L.A. lists the train as the No. 4 Indio, Miland. The train actually is scheduled for stops at Alhambra, Pomona, Colton and West Palm Springs, Indio and Miland.

Eastbound #4 leaves L.A. at 1:00 PM and is scheduled to arrive in Miland at 5:10 P.M. The train ties up for the night at Miland, as do the crew members. On the following day the westbound train departs Miland at 12:35 P.M., running as #4 with L.A. arrival slated for 5:15 P.M. The two trains, one east and one west, usually pass between Colton and Beaumont but are frequently delayed by freight trains.

The Public Utilities Commission ordered the S.P. to maintain service and the railroad placed the trains using an E-9 passenger unit and two cars, a snack car and a coach. (We hear the train is larger at times) The small streamliner is manned by (1) an engineer, (2) fireman, (3) conductor, (4) brakeman, (5) two food service attendants. S.P. doesn't make the train to walk known and is keeping track of revenue passengers, the few being mostly railfans. We hear they have already made a request to abandon the service at this writing.

Our member, Richard Smith, of San Gabriel, rode the train and gave us the above news, he states that any of you wishing to ride this train had better do it soon. Roundtrip fares from L.A. are: Colton \$3.45, Indio \$8.80 and Miland \$12.45. Sounds like a fun trip for us railfans, but better do it soon!!

McCLEARY'S RAIL CLIPPING SERVICE

Our trailer living friends, Mac and Ruby McCleary reported in from Cathedral Gorge Nevada State Park on May 8th with some rail items in the Desert News and Telegram.

One article was about the re-creation of the Golden Spike Ceremony at Promontory Point, another was about a U.P. wreck where 20 cars of an 98 car freight hit the dirt requiring a wrecker from Salt Lake City. Another cute one was from the files, 35 years ago, regarding a shipment of monkeys on the S.P. One got loose and had the train crew chasing it have way across Nevada, at Carlin it ran through the main street and the entire population took a hand at catching the little rascal.

Mac said he missed the Promontory Point celebration, but it was too cold anyway, he had ice in the bucket that morning. (May 8th)

FALLBROOK CHIEF

On Saturday, May 16th the first passenger train from National City in a good many years was a part of the Pacific Southwest Railway Museum Association excursion to Fallbrook. The special train started at National City at 8:15 A.M. and reduced San Diego to a flag stop.

Many of us were unable to make the trip to Oceanside and up the branch line to Fallbrook due to Saturday being a work day for many, but on board were over 400 and from all reports it was a good trip and everyone enjoyed themselves on board and visiting the Marine demonstrations for Armed Forces Day.

We were able to get down to the depot at San Diego and see the very rare sight of a big Santa Fe streamliner arriving from the south. Many an S.D.&A.E. passenger came around the curve from the south but in this day and age a Santa Fe train was quite unusual. After a little delay at the depot, the excursion was on its way north. The train crew also caught the train at San Diego! This was a novelty to see the conductor, brakeman, engineer and fireman all standing at the platform waiting for their own train to arrive! The yard crew brought the train from National City and also returned it from S.D. to Natl. City in the evening.

We caught a movie of the southbound train as it came out of Rose Canyon at about 6:00 PM running a few minutes late but with a very loud and happy group on the rear observation car.

EMD BIG DIESEL ON S.P.

We have a report of the new DD-35 diesel arriving in L.A. in May, unit #8400. These are the big 5,000 HP, 87"11" jobs, weight, 488,000 pounds, eight wheel power trucks. These new units are actually boosters and are cabless, a GP-35 at each end gives it a 10,000 HP rating or one GP-35 and two DD-35's rate 15,000 HP!!

In contrast, here in San Diego, our neat little 70 ton G.E. 5100 class diesels are a powerful sight when triple heading up the grade on Commercial Street dragging 15 to 18 cars. The S.D.&A.E. actually can be termed with the units as double headers or triple headers as these units are normally used as a single unit for switching. The La Mesa-El Cajon train is normally powered by two of them MU'ed together and when the train is heavy a trio makes the run. Road power from the valley is normally four units off the S.P., ranging from F-7's, GP-9's, GP-18's, GP-20's and on occasions the new GP-30's or G.E. U25B's.

REMEMBER June meeting is the second Monday, not the regular first Monday. JUNE 8th, 1964. See you all at the Santa Fe depot, 7:30 P.M.

NEWS OF THIS AND THAT

More potash and alfalfa pellets were in town filling up the yards and ships were in and loading over the weekend of May 23rd, 24th. We made an inspection of the loading operation and found it to be quite interesting. Four cars are unloaded at a time and fresh loads are pulled in as the empty cars are shoved out, a very fast moving and efficient operation.

The Santa Fe has had some of the new EMD power in on San Diego freight trains, two of the powerful 1300 series GP-35's were in and observed highballing the evening northbound freight out of town at a tremendous speed and with 52 cars. These units are 2,500 HP each. The following day two GP-30 units were in, they are the 1200 series and are a little more impressive to look at, they have kind of a big massive look from the front.

The Fallbrook special had a 300 series passenger F-7 running as a four unit. The San Diegans still running behind double "A" unit Alco power and some 300 3 unit power.

Observations along the Escondido branch show much improvement from Oceanside through the low mud flats, track has been raised and ballasted. This track improvement runs up into dryer territory and the line looks much more like a railroad now.

For the steam fans, a good article on the famous Roanoke power of the Norfolk & Western in the current RAILROAD MAGAZINE.

CHANGE OF ADDRESS.....

Efrain Calvez, 2712 Broadway, San Diego, 92102.

NEW MEMBERS & RENEWALS, add to your membership list:

- #123. E.J. Von Nordeck, P.O. Box 146, Perris, California, 92370.
- #124. Henry F. Egenhagen, 5632 La Jolla Blvd., La Jolla, California, 92037.
- #125. Roger P. Shappee, Route 3, Box 545, Escondido, California, 92025.
- #126. Adele R. Williams, 2875 Barnard Street, San Diego, California, 92110.

DISPATCHER, Eric Sanders has another issue in the works and will be mailing soon, reissue of the Fallbrook Line was distributed on the PSRMA excursion.

SAN DIEGO SERVICE TO BE CUT....the mail will go by truck starting July 1st, 1964. The Santa Fe has asked to cut passenger service, more news on that next issue.

A FRIEND PASSED AWAY IN MAY --
CARROLL R. SCHNADER