

R.H.S. NEWSLETTER

of S.D., Inc. N^o 5-1960
MAY

RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, Inc. - NEWSLETTER # 5-1960.

FATE OF THE S.P. 1765 ?????

The Mount Rubidoux Chapter of the Pacific Railroad Society has been on a fund raising project to purchase the Southern Pacific 2-6-0 # 1765. According to the chapter, funds have been a little slow coming in but the project is still on.

In the meanwhile, it is reported the S.P. sold the 1765 to National Metals for scrap without saying a word to the Mt. Rubidoux group.

At last report the 1765 had not been cut up and the locomotive could still be purchased, from National Metals instead of former owner, S.P. Co.

It is possible the Chapter will be able to purchase the locomotive for a lower price than originally quoted by the Southern Pacific, if this happens, the 1765 is just that much closer to the day it again may see operation.

The Chapter hopes to save the 2-6-0 steamer for use at Perris. It will take many more ten dollar donations to see the project completed. If you wish to help, send a dollar, a five or a ten to the Chapter. A ten dollar donation will bring you a nice Lifetime pass, a one dollar or more donation will bring you a Trip pass. Write to Mt. Rubidoux Chapter, P.R.S., 180 'J' Street, San Bernardino, California for more information on the 1765 project, send your donations to the same address.

SANTA FE SPECIALS were on the roll on Thursday, April 14th when two extra sections of the regular "San Diegan" brought 1,000 school kids from Los Angeles to visit the famous San Diego zoo.

The trains returned to L.A. as sections of #77 leaving at 4:00PM, second #77 departed at 4:15 and third #77 at 4:25. All three sections made meets with southbound #74 arriving at 5:15pm. Five trains over the Sorrento hill in less than an hour!!

RHS of SD MEETING-----

MAY MEETING: MONDAY, MAY 2, 1960

8:00 P.M. IN THE SANTA FE STATION,
DOWNTOWN SAN DIEGO. (Safety Room)

PROGRAM Our new 3rd V.P., Eric Sanders announces the first of a series of special programs for our monthly meetings:

RICHARD V. DODGE

WILL PRESENT.

"The Best of Dodge"

A talk on steamers & locomotives with color slides.

Refreshments will be served.

REMEMBER: MONDAY, MAY 2nd, 8:00 P.M.
Upstairs in the Safety Room
of the Santa Fe depot.
MEMBERS ARE URGED TO BRING GUESTS TOO.

Coming at future meetings:

June meeting will feature a talk by Union Pacific District Agent. August will have member Jerry MacMullen and a talk and slide show on "Inland Steamers".

SANTA FE TRAIN SCHEDULES Changes take effect on Sunday, April 24th for Daylight Saving Time, the following are given in Daylight Saving time, not Pacific Standard Time: TRAIN #70-7:45am, #72-10:30, #74-2:30pm, #76-5:45pm, #78-12:45am. (all above are arrivals at San Diego) TRAIN #71-6:15am, #73-8:30am, #75-12:59pm, #77-4:30pm, #79-7:00pm. (all above are departures from S.D.)

DEL MAR WORK DATE: Sunday, May 8th
9:00AM to 4:00PM

Railway Historical Society
of San Diego, Incorporated.
Post Office Box 9351, San Diego, 9,
California.

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

Barbara & Corky Thomson.....Editors

Send news items to 3204 McGraw Street,
San Diego 17, California (BR-3-5081)
on or before the 20th of each month.

R.H.S. of S.D., Inc. OFFICERS for 1960

Charles "Tommy" Mann	PRESIDENT
John B. Stodelle	1st-Vice President
Rex Cuttall	2nd-Vice President
Eric Sanders	3rd-Vice President
Fred R. Finke	TREASURER
Mrs. Barbara J. Thomson	SECRETARY
Seeth "Corky" Thomson	Cor. Secretary
Wally Duthie	Excursion Director
Richard E. Pennick	Historian
Vernon O. Williams	Librarian
L.W. "Mac" McCleary	BOARD
Jerry Lee Pecht	OF
Harold Dowell	DIRECTORS

R.H.S. of S.D., Inc. Membership Dues are
\$2.50 per year. (Family membership is
\$3.50 per year, one member with voting
privileges, publications, etc.)
Junior members under 18 yrs., \$1.50

Membership in the R.H.S. of S.D. runs
from March 1st to March 1st, dues are
payable from Dec. 31st to March 1st.
Members joining after Oct. 31st will
be carried for the full following year.

Membership includes all publications,
the monthly NEWSLETTER, and all issues
of the DISPATCHER. Meetings are held
on the 1st Monday of each month in the
Santa Fe depot in San Diego at 8:00PM.

R.H.S. of S.D. "DISPATCHER" available
to non-members at \$1.00 per year.
ERIC SANDERS, Editor
7861 Normal Ave., La Mesa, California.

NEXT MEETING DATE: Monday, May 2, 1960
"Bring a friend to the meeting"

ORANGE EMPIRE TROLLEY The rail being
removed from
the old siding at Imperial Beach has
all been delivered to the Perris site
of O.E.T. streetcar operations.

Final rail removal was completed on
April 2 & 3 by O.E.T. work crews. A
letter of thanks has been received from
the O.E.T. for our help in locating
the rail and our help in removing it.
Our help was small but every little bit
adds to the final completion of the job.
Many thanks to V.O. Williams and Lyle
Judd for their help on the final week-
end of rail removal.

We also have a nice letter from Jim
Walker, Secretary of O.E.T., thanking
the R.H.S. of S.D. for the donation to
O.E.T.

Railway Historical Society of San
Diego had originally intended to donate
the proceeds from the barbecue dinner
when we had our Santa Fe excursion to
Perris in November. The problems that
came up and caused our newspaper pub-
licity to go astray and the lack of
sufficient patronage on the trip to
make the trip a financial success, made
it necessary to use every dime of the
profit from the barbecue. Even with the
money intended for O.E.T., the RHSoSD
lost several hundred dollars.

With profits from the recent trip
on March 20th, we have made good our
donation to O.E.T. Treasurer Fred Finke
has made out a check and it has been
sent to O.E.T. for use on any project
they see fit to use it for. The RHSoSD
donation was for \$150.00, well needed
by O.E.T. at this time, with so many
worthy projects at present.

OPERATION EMERALD Tram #2 of the Hill
of Howth line near
Dublin, Ireland has been acquired for
preservation by the Orange Empire Trolley
Museum at Perris, Calif. This is an open
top double deck tramcar, it will be a
rare sight to see. SO- send a dollar
or two donation: Orange Empire Trolley
Museum, P.O. Box 501, Perris, Calif.

WORK PARTY, DEL MAR, SUN., MAY 8th.

SANTA FE The NEWSLETTER of the R.R. CLUB OF NEW MEXICO, March 1960 edition, reproduced the listing of the A.T.&S.F.Ry. Co's Gas-Electric Motor Cars, which appeared in the R.H.S. of S.D. Newsletter Number 3-1960. Due credit was given.

It contained an excellent article on the subject by John B. McCall. Details of construction, acquisition and operation of the "doodlebugs" or "depression buggies" are set forth. Quoting from page two; "Now the only cars left in service are M-126 powering the mixed train from Waynoka, Oklahoma, to Buffalo, Oklahoma, (M-115 and M-119 in reserve power); M-118 on the mixed from Harper, Kansas; M-190 and M-122 switching at Paris, Texas."

M-190 is an articulated job (three trucks - two bodies) and originally had four traction motors developing a tractive effort of 50,065 pounds. "...M-190 with two of her traction motors removed is still on the Clovis-Carlsbad, New Mexico, daily passenger-train when she runs. Her illnesses are becoming chronic; something that's caught up with all of them - old age."

R.V.Dodge 4/14/60

SANTA FE On March 1, 1960 near Bakersfield, Calif., a tank truck and trailer laden with 7,500 gallons of oil was driven in front of the Santa Fe's eastbound San Francisco Chief.

As a result, 14 lives were lost and many passengers and employees injured, and several millions of dollars in equipment and labor were involved.

In a pending suit for damages totaling \$2,000,000 against the trucking company involved, Santa Fe is alleging negligence in the operation of the truck which was driven in front of the train without stopping.

CONTINUES ON PAGE FOUR (4)

U.S. RAILROADS & THE MAIL

It's new official, the volume of mail handled for Christmas 1959 was a record breaker, up four percent over the year before. And according to the Association of American Railroads, the bulk of the more than six billion pieces of mail, the most ever to pass through the postal system during a holiday period, was carried without a hitch by the nation's railroads.

RAILWAY EXPRESS AGENCY With the approval of the Public Utilities Commission, 13 branch offices of R.E.A. in Alameda and Contra Costa Counties will be discontinued. All the services will be handled through the Oakland office. The consolidation is expected to reduce the operating expenses by \$32,000 a year. The agency is reported to have suffered a loss of 40 million in 1958.

R.V.Dodge 4/14/60

NICKEL PLATE There is another possible merger of eastern coal haulers in the making. It is seriously considering a marriage with Norfolk & Western.

GAINESVILLE MIDLAND will preserve six of its seven steam locomotives as follows: 2-10-0 # 209 at Gainesville, 2-10-0 # 203 at Athens, 2-8-0 # 116 at Jefferson, 2-10-0 # 208 at Winder, 206 at Stone Mountain, 2-8-0 # 301 at Charlotte and the 2-10-0 #207 going for scrap.

Rail Photo News

RUMOR??? There is talk of Los Angeles dropping all narrow gauge streetcar lines and trackless trolley buses by 1970. Will standard gauge rapid transit be put in our no rail service at all?

SANTA FE Continued from column one,
page three.....

Investigation of the collision and tank truck explosion disclosed that the truck without stopping was driven onto the track in front of the approaching train. This is a violation of the California Motor Vehicle Code which requires oil tank trucks to stop not less than 10 feet from railroad tracks and further requires that the oil truck must remain standing while any train is moving toward the crossing.

It was further pointed out that the train approached the crossing in broad daylight with whistle blowing and bell ringing, and that the crossing is protected in accordance with prescribed standards. The train was running on schedule, the weather was clear, and visibility unobstructed.

The amount asked in the suit is estimated to cover loss or damage to the locomotive and train, trackage and signal and communication facilities.

Santa Fe Magazine 3/60

SOUTHERN PACIFIC The California Public Utilities Commission has granted permission to discontinue the Oakland segments of the Coast Daylight and the Lark starting May 2, 1960.

East Bay passengers will be carried to Third and Townsend station in San Francisco, thence by bus to Oakland. This will add 20 to 35 minutes to the journey.

R.V.Dodge 4/14/60

SOUTHERN PACIFIC COMPANY'S Annual Report for 1959 lists motive power owned: 2,091 Diesel locomotive units and two steam locomotives.

The 13-mile fill across the Great Salt Lake was completed nearly a year ahead of schedule. It was opened to traffic the latter part of July 1959.

R.V.Dodge 4/14/60

BURLINGTON The famous Pioneer Zephyr made its final run on the 20th of March. It is to be placed in the Museum of Science in Chicago.

SOUTHERN PACIFIC The Sunset Limited will again require seat reservations effective June 1st. No seat reservation plan failed after leaving passengers standing on station platforms.

SANTA FE The Santa Fe plans a special train from Los Angeles to Chicago for newsmen exhausted from the Democratic convention in L.A. and on their way to the G.O.P. convention in Chicago. The special will be billed as the "Decompression Special" and will feature the serving of meals at all hours, "escape from telephones and deadlines" and will make the run in 39½ hours.

UNION PACIFIC There is still money to be made in the passenger business: U.P. has ordered 20 leg rest coaches from Budd Co. and 25 baggage cars from American Car & Foundry.

MILWAUKEE ROAD features free coffee each afternoon on the Olympian Hiawatha.

SOUTHERN PACIFIC is working on a 3.16 mile line change at Crest on the Modoc line to reduce grade from 1.65% to 1% and 6 degree curves to 3 degree curves. Allowable speed will be increased from 20 MPH to 45 MPH.

Calif. Sou. Express.

READING The Reading is really having a full year of steam trips, 4-8-4 # 2124 is really making the fans happy on her many weekend trips.

DULUTH, MISSABE & IRON RANGE is making repairs on the 2-8-8-4 articulated steam power. The road may use steam out of Proctor this year, they anticipate operating at full capacity.

SOUTHERN PACIFIC Number 2836 was given an "annual" in December and sent to National Container Corp. for stationary boiler service.

REMEMBER: MONDAY, MAY 2nd MEETING NIGHT.

RHS of SD F.S.B.C. TRIP The recent rail trip south of the border on the Ferrocarril Sonora-Baja California was somewhat historic in date as was the Perris trip in November of 1959.

It was noted in the Newsletter after the Perris trip that the first passenger train arrived in Perris on Nov. 15 way back in the 1880's, and our train also operated on that basis, ours was the first passenger train to Perris in many years, also on Nov. 15th.

The March 20th trip on the F.S.B.C. out of Mexicali was of the same nature. In an old 1950 Inter-California train schedule, they show a map of the line and the F.S.B.C. That map, old, shows the S.B.C. end of track just south of Rito at the wye. It is dated "end of track, March 20, 1930". Our passenger special covered the trackage that was at that date completed from Pascualitos south to Rito.

The 1950 Inter-California schedule has two second class mixed trains listed on the F.S.B.C., number 2 and 12, they show the same two trains in the other direction as trains 1 and 13---BUT, as third class trains, also mixed. It was okay going but a little rougher coming back according to that schedule.

MARCH F.S.B.C. TRIP Since the last trip down south on the F.S.B.C., we have received some very strong criticism about the trip. The lack of operating air-conditioning in the modern cars, the dirty condition of the old cars added to the train, etc.

These are conditions beyond our control but it is unfortunate that the society takes it on the chin when the weather and the Mexican railway equipment doesn't work out as well as planned. We sponsored the trip so anyone that wasn't happy about the heat in the unairconditioned cars blames us. For the hard core railfan these things are not such a problem but to the average person, they expect near perfect conditions.

DEL MAR WORK DAYS Work on our equipment at the fairgrounds is under way. 2nd VP Rex Cuttelli is in charge of work on the 104, 050 and 528. Pres. Tommy Mann says there is paint available for all three exhibits. A work party on the second Sunday of April painted stairs and the railings at the front and cab area of 104. Some painting was done on the 050. Members Rex Cuttelli, Dick Pennick, Fred Finke and Frank Carlin did the work on April 10th.

THE NEXT REGULAR SUNDAY WORK PARTY WILL BE ON MAY 8th....there will be some additional work dates in May and June, other than the second Sunday.

PERRIS AND THE 171 Our San Francisco streetcar on the O.E.T. trackage at Perris is in need of some cleaning and painting. The change of climate has blistered some of the paint and it should be taken care of as soon as possible. If none of our members in the San Diego area are free to get up that way, maybe we can call on some of our members in the San Bernardino area. Anyone up that way with a little free time is welcome to make what ever paint repairs are needed. If paint is purchased for the job, send the bill in and we will reimburse the purchaser of such supplies.

PACIFIC ELECTRIC In 1958, the P.E.Ry. donated their last electric locomotive, #1624, to the Los Angeles Chapter, National Railway Historical Society. On March 31st, 1960, the NRHS donated the locomotive to the Orange Empire Trolley Museum and the next day the juice-jack left its storage track at the L.A. County Fairgrounds in Pomona for Perris. 1624 arrived at Perris depot on April 2, 1960.

The P.E. straight electric locomotives last saw service in December of 1957. The 1624 is a home-made copy of a standard Baldwin-Westinghouse steeples cab unit.

O.E.T. Traction Gazette

DIESEL DEMONSTRATORS Three big 2400HP Road Switchers from the American Locomotive Co. are out doing their stuff for various roads here in the west. The new diesel is the ALCO DL-640, it is a low profile hood unit. The units have been seen recently on the S.P. and the Santa Fe.

CIRCUS TRAIN TO ROLL AGAIN After three years of breakdowns, trouble and confusion, the Ringling Bros. and Barnum & Bailey is going back to the good old circus train in place of highway travel by bus and truck. The big top has been traveling by road since they quit the big top in 1957 for the indoor type shows. This method of travel has not proved to be successful so the "Greatest Show on Earth" has returned to the colorful big circus train.

The circus is making a 24,000 mile tour covering 75 cities. The equipment has been painted and is all bright in silver and scarlet. Prior to 1957 the circus traveled on three big trains, with less equipment and fewer employees they will roll on just one train now.

GREAT WESTERN STEAM There are reports that the steamers number 90, 71 and 75 have been in use this year back in Colorado on the Great Western. There were also some reports that it was possible that the U.P. had used some steam power to fight snow. This may be 1960 but the faithful old steamer still may be found in service.

PICTURES OF S.D.&A.E. Last month there was a request for pictures of the SD&AE during the 1920's, did anyone write to MR. W. C. AITKEN of ROUTE L., PALOS PARK, ILL. ?? Also looking for pictures of SD&AE engines #24, 25, 26 & 27, all 4-6-0's was MR. EARL W. BARLOW of 3421 WEST 4th ST., VANCOUVER, B.C., CANADA.

Can anyone help those gentlemen?

GO P.E. ON MAY 15th.....

MEMBERSHIP ROSTER Last month we said we would have a new membership list out with this issue. Our old members are still renewing and we have had more new members so we will hold off printing until the end of the month in order to get everyone on.

Welcome to more new members:

Mr. & Mrs. Joe Hawlik of 4366 Summit Dr., La Mesa, and Mr. & Mrs. Darwyn Goss of 2316 Roark Dr., Alhambra, Calif.

"THE BEST OF DODGE" Don't forget the meeting night of MONDAY, MAY 2nd, 1960 - 8:00 P.M. in the Santa Fe depot, San Diego.

Little or no business to be taken care of, President Tommy Mann will be back with us and 3rd V.P. Eric Sanders is making this meeting the kick off for a series of improved programs. So come on down to the MAY 2nd meeting of the R.H.S. of S.D. Through the generosity of Bill Kingston owner of the Whistle Stop, we have a very nice railroad book for the prize drawing.

The program will be a talk with color slides by our own Dick Dodge. Eric Sanders says they are slides that few of us have ever seen, they deal with streetcars and locomotives. Dick Dodge will no doubt have a very good commentary to go with them.....so don't forget the MAY MEETING, and we will have refreshments too.

RIDE THE BIG RED CARS Sunday, May 15, 1960 will be the day for a special run down the old Pacific Electric line to Long Beach. Excursion Director Wally Duthie has it all set up for another ride on the big red cars. We go to Los Angeles in our own special reserved car on the Santa Fe San Diegan, leaving at 8:30AM and returning at 8:30PM. A full day of rail-roading behind electric power. Thrill to the swift ride behind some of the Santa Fe's big powerful "self contained electric locomotives" and have a ride on P.E. electric power. SEE THE BROCHURE ATTACHED, ORDER YOUR TICKETS. TODAY, NOW, SOON.

RHS
OF
SD

SUNDAY
MAY 15, 1960

RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, INC. ANNOUNCES A DAY OF RAILROADING
ON SANTA FE AND METROPOLITAN TRANSIT AUTHORITY ELECTRIC TRAINS--

SUNDAY, MAY 15th, 1960 - 8:30 A.M. to 8:30 P.M.

LEAVE SAN DIEGO- SANTA FE TRAIN #73	8:30 A.M. (Daylight Saving Time)
Arrive Los Angeles Union Depot	11:35 A.M. (Take special bus)
LEAVE 6th & MAIN, LOS ANGELES	12:05 P.M. SPECIAL P.E. TRAIN
Arrive Long Beach (Approximate)	2:00 P.M.
LEAVE LONG BEACH for return trip	3:20 P.M. NON-STOP RUN TO L.A.
Arrive L.A., Sixth & Main Terminal	4:00 P.M. (take special bus)
(Dinner at Harvey House, L.A.U.P.T.)	
LEAVE LOS ANGELES via SANTA FE	5:45 P.M. Train # 76
Arrive San Diego via Santa Fe	8:30 P.M.

Travel on the former PACIFIC ELECTRIC (now operated by Metropolitan Transit Authority) from Los Angeles to Long Beach and return. This electric line may soon be abandoned, don't miss having a ride on the system that at one time was the worlds largest interurban railway.

We reach Los Angeles from San Diego via the smooth modern electric locomotives of the Santa Fe. Self powered electric streamliners on the head end of our Budd light-weight train, OUR OWN PRIVATE CAR TOO. Santa Fe has converted entirely from steam power to this new form of electric drive, the power is supplied from an self contained diesel-generator, located in each unit, supplying the electrical energy for the traction motors.

TICKETS FROM: RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, INC.
P.O. BOX 9351, SAN DIEGO 9, CALIFORNIA

ROUNDTrip FROM SAN DIEGO: \$ 10.50 (includes Santa Fe and P.E.)
Roundtrip from L.A.: \$ 3.50 (P.E. portion only)
(trip limited, first come- first served, order your tickets NOW.)

For further information: Contact Wally Duthie at CY-5-6369
(Order tickets from Society mailing address to receive efficient handling)