

R.H.S.

OF

S.D.

NEWSLETTER • No 5

MAY • 1961

SUNDAY, APRIL 23rd---ABOARD OUR OWN SPECIAL SANTA FE TRAIN, "The San Bernardino Orange Show Special" 8:00 A.M.

Yes- the Orange Show Special did run as planned, things looked a little poorly on Wednesday but by Sunday A.M., the train was standing in the San Diego depot ready to depart. Locomotive 340 one of the three unit A-B-B passenger jobs on the head end, followed by one of the big heavy weight lounge cars, a streamlined light weight baggage car with open doors, (fenced) three heavy weight coaches with modern seats and air conditioning, the big lunch counter "Del Mar Snack Car", three more of the big coaches and bringing up the rear of our train....the popular open end, old faithful OBSERVATION CAR.

We rolled north from San Diego and made our first stop for additional passengers at Del Mar, then a wild fast run through Encinitas, Leucadia and on through Carlsbad. At Oceanside we took the secondary main and made a meet with southbound San Diegan #72, and as #72 departed we took on more passengers.

A fast ride from Oceanside to San Onofre, then a slow ride along the San Clements beach area, this allowed every one a pleasant view of the very blue ocean and allowed northbound San Diegan #73 to overtake and pass us at Capistrano Beach. After the pass, we had a slow running photo stop at San Juan Capistrano. Then more fast running to our next passenger stop at Santa Ana.

From Santa Ana we rolled on toward Los Angeles for what will be a 1st in rail trips, through the great city of Los Angeles with no stop at famous Union Terminal. (continued on page 2)

MEETING NOTICE-----

THE NEXT REGULAR MEETING OF THE RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, Inc. WILL BE HELD ON THE FIRST MONDAY OF MAY, 7:30 PM.

MONDAY EVENING, MAY 1st, 1961

Upstairs in the Safety Room of the Santa Fe Railway Station, Kettner and Broadway, San Diego, Calif.

MEETING WILL START PROMPTLY AT 7:30 P.M. - PROGRAM WILL START AT 8:15 P.M. - Refreshments will be served, some nice prize for the lucky ticket holder.....PLUS--- a door prize for some lucky member or guest.....be there, if you want a chance at the prizes!!

P R O G R A M This is 3rd V.P. Earle Swaine's first official program....all we can say is be there- it will be a very entertaining evening, local in every way, with film and guest speaker. YOU DON'T WANT TO MISS THIS MEETING, BE THERE, BRING YOUR FRIENDS, we promise an entertaining evening, good refreshments, prizes, plenty of neighborly visiting time, and not to late in the evening departure time for home.

REMEMBER the meetings now start at 7:30 P.M. and business is to be completed by 8:15 P.M., this should insure closing our monthly meetings at a reasonable time..... so be there for this meeting, on MONDAY, MAY 1st, 1961 - 7:30 P.M.

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RAILWAY HISTORICAL SOCIETY
OF SAN DIEGO, Inc.

Post Office Box 9351, San Diego 9,
California

NEWS LETTER

Official Publication of the RNSofSD
(Views expressed in the Newsletter
are not necessarily those of the
Society.)

Send news items to the society address
or to the home of the editor,
3204 McGraw St., San Diego 17, Cal.

Corky and Barbara Thomson-Editors.

Orange Show- continued from page 1-

After passing Hobart Yard and crossing the L.A. River, we made a stop near the coach yards to change crews. This was a novel stop as it doesn't happen often on fan trips, not when you are only a few hours out. In this case it was necessary in order to keep the 16 hour crew law from halting our train later in the day as the crew had come on duty early in the A.M. and would never make it back in time.

Having changed crews, we eased up to Mission Tower for clearance up the river and onto the Pasadena line to San Bernardino. We clanked across the terminal lines of U.P. and S.P., once again crossed the big wide L.A. River bed and proceeded up the line for a photo stop in the Arroyo Seco. Our train stopped and then backed across the high steel bridge, then came across for the camera fans, a grand sight even with a diesel!!!

Onward, through Pasadena and to our special stop at Glendora to pick up the Orange Show Queen...but- at Glendora, no queen, no nobody at all, just a closed station, someone must have goofed.

The rail "freeway" from there to San Bernardino, through Fontana and Rialto like the west wind.

(continued on page 3)

WESTERN PACIFIC SOUTHERN PACIFIC
SANTA FE GREAT NORTHERN
RIO GRANDE UNION PACIFIC
BURLINGTON ? ? ? ? ?

In the March issue of the Newsletter we ran a little story about the proposed merger of Western Pacific and S.P. or AT&SF.....several members had been needing us about not having ever mentioned anything about the big merger battle. And so it came about, several rather informative ideas were thrown our way in regards to what is to happen to G.M., Rio Grand, Burlington, U.P., if S.P. or Santa Fe wins control. We stuck our necks out and mentioned that it appeared that Santa Fe control, or Great Northern, or Rio Grande-Burlington might be a better solution than that of S.P.

Here then is the other side of the story as presented by S.P.

SOUTHERN PACIFIC control of the Western Pacific would offer many ways to cut costs, improve service through co-ordination of the two roads. S.P. states that their control of W.P. will guarantee competitive rail service to the area served. They offer Santa Fe full trackage rights over the Western Pacific between Stockton and Bieber. (Bieber is the present W.P. connection with the Great Northern) S.P. would be offered the right to serve industries now or hereafter located in this area, and to interchange cars directly with G.M. at Bieber and so continue its California-Pacific Northwest business in competition with the Southern Pacific.

S.P. has proposed an interchange at Yuba City between S.P. and Sacramento Northern which would speed up service in and out of Yuba City.

S.P. would guarantee for this area, maintenance of all W.P. routes, gateways, interchange points and traffic arrangements, including the Bieber route and the Overland route.

S.P. doesn't feel that Santa Fe control would allow freedom of traffic to Salt Lake City and the U.P., Rio Grande, (also Rock Island & Burlington)

(continued on page 3)

Orange Show- continued from 2-

ORANGE EMPIRE TROLLEY MUSEUM

Arriving at San Bernardino depot we were greeted by Hilo Hatty and some of her sweethearts of the islands!!! After signing autographs and picture taking, the girls did a hula dance on the station platform for us!!!

ON TO THE ORANGE SHOW....for an afternoon of viewing the sights and the Hilo Hatty show....for the railfan members of the society, a special group limited to 50 persons were in for a tour of the C.T.C. and train order room upstairs in the depot. The C.T.C. proved to be very interesting, and after getting all the facts on a big railroad running many trains, we headed for the tunnel under the yards for a tour of the shops. While walking to the tunnel a long freight was easing into the yard with a string of big long auto flat cars with loads of new Rambler cars.

We toured the huge general shops and watched the outdoor miniature railroad in operation, saw LITTLE BUTTERCUP, an old Santa Fe C-4-O all fancy in shiny paint, gold leaf, diamond stack, wooden pilot in the big San Bernardino roundhouse, plus a bunch of GP-7, GP-9 and big 2400 hp hood units. In the shops many diesel locomotives were being overhauled, including the big low nose 800 and 900 series.

After our shop tour, our special bus took us to the Orange Show for the remainder of the afternoon.

6:00 P.M. departure time saw us in a bind, the Santa Fe fast mail # 7 arrived and was so long it blocked our departure. We waited until #7 was unloaded and a mail car was cut out.

OUR SPECIAL ROLLS FOR HOME- behind the fast mail, but the mail lives up to its name and we get clear boards all the way....stops at Santa Ana and Oceanside, Del Mar and a poor meet at Elvira with #81, in spite of the lost time at San Bernardino, the meet in Rose Canyon....our hotshot special is back in San Diego shortly after 9:30 P.M., quite a ride!!!! The end of a day of excitement and fun, BY TRAIN!!!
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With the Long Beach line of the P.E. (MTA) a thing of the past, there is much material to be gathered, while it is available! This will take money, all donations, large or small will be greatly appreciated by the O.E.T.

Don't feel bad if you can only send one or two dollars, EVERY DOLLAR sent, adds up to MORE equipment, track and future streetcar pleasure for ALL.

REMEMBER....the members of RHO of SD hold a stake in the Perris streetcar museum, the RHO of SD is a member of the Orange Empire Trolley Museum, we have our streetcar #171 on the O.E.T. property, we ran an excursion train to the O.E.T., had a barbecue and the society has worked with O.E.T. in every way possible to save streetcars, rail, & whatever else we can do to help. SO-- if you have a dollar or two spare, it could do a lot for the future of streetcar operations in southern California.

The museum is always open to visitors, so jump in the family car some weekend and go up to Perris and see the progress being made by O.E.T.

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S.P. - W.P. merger, continued--

It is feared that Santa Fe would dry up W.P. traffic through Salt Lake in favor of their own through route to Chicago. Only S.P.'s proposal can eliminate waste of duplicate facilities so as to maintain reasonable rates. S.P.-W.P. joint usage of paralleling routes offer the most efficient operation and benefit of the shipper and public.

S.P. will maintain W.P. as a separate independent railroad, performing all its present functions. The two roads would be used to their best advantage regarding traffic, utilizing the tracks of both to their best use.

Other forms of transportation have taken a big cut of rail traffic, this is all the more reason for practical use of W.P.-S.P. trackage at reduced expenditures and taking full advantage of technological advances.

The I.C.C. hearings will tell the final story...TIME WILL TELL.

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Minutes of recent Board of Directors and general meeting not available to the Newsletter due to a death in the Umbarger family. Our sympathy to our Society Secretary, Gladys Umbarger at the loss of her mother in law.

Gladys was unable to make the trip to the Orange Show due to this, but she did manage to get the trimmings to the open end observation car on Saturday....Thanks Gladys, and thanks too for the work performed by the car trimmers, Anida & Earle Swaine.

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DIESELS.....Did many of you get to see the freight train leave San Bernardino Sunday?? (while awaiting our train departure) A Santa Fe freight headed up the hill with 17 Diesels on the head end, and all kinds too. There were 5 of the big low nose 2400 HP, and an assortment of geeps and cabs, "B" units and what have you...anyway, seventeen units in all.

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GOLDEN WEST RAILFANS....ran a special from L.A. to the mission at San Juan Capistrano, thence to San Diego for Harbor and Zoo tours. Nice big train of Chicago type chair cars (streamlined light weight) open door baggage cars and the open end observation.

The train returned to L.A. without the observation car!! RRSofSD took possession of the car, it was turned on the turntable down at 22nd Street yard opposite the S.D.&A.E. yards.

Members Earle & Anida Swaine had just completed decorations and Corky and Barbara Thomson and little David joined them for a turn on the table. The car was held in S.D. all night and coupled to the special when it arrived early Sunday morning.

RRSofSD finally got the open endor platform observation for a trip out of San Diego!!

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ORANGE EMPIRE TROLLEY MUSEUM, Box 501 Perris, California....send all your donations to this address for the aid of the new purchases being made by the O.E.T. from P.E. \$ \$ \$ \$ \$ \$ \$ \$ \$ \$

SAN DIEGO COUNTY RAILWAY MUSEUM

As reported in the latest issue of the Dispatcher....we now have another group in San Diego, The San Diego County Railway Museum.

The new group was formed recently with Lyle Judd as President, Eric Sanders as Secretary and Charles Gordes as Treasurer.

Purpose of the new group....ONE THING, an operating type museum, in the San Diego area. This is a proposed museum at the moment, until suitable land is located. This has been a problem faced by the society for several years, the new group hopes to solve it soon with a museum open to all for the preservation of railway equipment.

Plans are for some operating track, streetcar, steam or gasoline power, whatever is available. The museum will welcome equipment privately owned, thus offering the individual a place to park his operating or non-operating railway car or equipment. This offer good to the RRSofSD also, for any new items the society may buy or acquire and has no where to place them.

All present members of the S.D.C.R.M. are members of RRSofSD, as will many more probably be. It is hoped that the two organizations will be able to work together and through joint efforts, finally realize a long awaited goal, a museum site, with operation.

Other than the streetcar # 171 at Perris, RRSofSD has all stationary exhibits, three being at the fair grounds, others at present homeless.

More news of the new group will be coming in each issue of the Newsletter.

The S.D.C.Ry.M. has been formed for one thing only- MUSEUM LAND AND THE OPERATION OF RAILWAY EQUIPMENT..... No fancy meetings, trips, etc., just a working museum for all persons that are interested. This is not a group formed to compete with RRSofSD or the O.E.T. at Perris, but to work together in order to save everything worth the effort....support the new group!!!

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Next S.D.C.Ry.M. meeting: May 21st
7:30PM Balboa Park Organ Pavilion.

SHADES OF THE HARVEY HOUSE

The Santa Fe is experimenting with a meal stop in the Grand Canyon train schedules. The diner of #123, westward from Chicago, is cut out at Winslow. A longer stop is made at Barstow, passengers get breakfast in the cafeteria, Casa del Desierto. This is not operated by Fred Harvey but is reminiscent of the "good old days" when most trains stopped 25 min. at Harvey Houses along the Santa Fe.

The sleeper and the chair car from Dallas, Tex. to Los Angeles, which is moved on the S.F. Chief, #1 from Clovis, N.M., are now being carried thru to Barstow, instead of being switched to the Grand Canyon Ltd. at Winslow. This gives the passengers time for breakfast before the Grand Canyon arrives, reducing the rush in limited facilities.

Eastbound #124 stops at Barstow for supper, these arrangements are planned only for the season of low travel density. (R.V. Dodge)

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SOUND FOR SIGHT??? Member Fred Ticknor has one of the Mobile Fidelity railroad sound records, in Stereo..... no phonograph to play it on, SO- who is interested in a trade? The stereo RR recording for a roll of 8mm movie film. FRED TICKNOR, 6922 Adams, La Mesa, mail address: Box 397. (HO-6-0406)

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Editors note: Fred- if you get no offers I will swap with you. Corky

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MILWAUKEE ROAD Notices posted in the cars of the Olympian Hiawatha that the service will be discontinued four mths. after Jan. 8, 1961, or May 8, unless an additional ruling of I.C.C. prevents.

Berths in the Touralux Sleeper can be obtained on coach tickets. The travel out of Seattle was light but the sleeper was well filled the second night. Meal coupons can be purchased in advance, \$13.00 worth for \$8.70.

(R.V. Dodge)

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NEXT S.D. COUNTY RY. MUSEUM MEETING.....Sunday, May 21st, Balboa Park Organ.
RAILWAY MOVIES.....COMING SOON at the ADAMS THEATRE....watch for announcement.

MEETING NOTICE

Just a reminder- next RHOsdSD get together is on Monday, May 1 - 7:30pm in the Santa Fe depot, San Diego. Good entertainment- BE THERE.

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WORK PARTY There will be more painters needed at the fairgrounds on old 104. Members Tommy Mann, Earle Swaine, Rex Cuttall and Bob Weaver got the job off to a good start on Sat. April 15th but there is still several days work to get the engine looking like new again.

Future painting will be done on Saturday- May 6, 13 & 20. Check with Tommy Mann- BEFORE GOING OUT TO WORK. BR-3-8624 (there may be date changes)

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RESTORATION OF STREETCAR 54

Saturday afternoons at the parking lot next to Star Machine Works, 416 Tenth Ave., San Diego- member Bill Morrison is in charge of restoration.

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FAIRGROUNDS It will not be long now- another county fair is due to start on June 30th....plan now to help in staffing the coach, engine and streetcar. Passes will be issued to all members that help out. We hope to have the exhibits open every day, this requires many members sharing the work.

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LIVE STEAMERS The Los Angeles Live Steamers, Inc. will hold their anniversary run on Saturday and Sunday MAY 6 & 7, 1961 at their tracks near Travel Town in Griffith Park. They operate on tracks for three different scales, steam engines pulling trains large enough for people to ride. These live steamer meets are quite interesting and much fun, there are usually many very fine steam locomotives running, from old timers to modern S.P. Daylight 4-8-4 types.

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STEAM ON THE SIERRA

Several trips are planned on popular all steam SIERRA- first is the big P.R.S. trip out of Los Angeles:

→ "Sierra Classic" leaves L.A. Friday evening, May 5th on special Santa Fe train for trip through the San Joaquin Valley to Oakdale, steam train on the Sierra RR all day Saturday, return to L.A. arriving Sunday afternoon after trip over Tehachapi Loop and Cajon Pass---tickets and information from PACIFIC RAILROAD SOCIETY, Inc., P.O. Box 5279, Metropolitan Station, Los Angeles 55, California.

→ "Sierra with Steam" leaves Oakdale on Sunday, May 14th behind # 28 the trim little 2-8-0 steamer, it is planned to double head from Coopers-town with ten wheeler # 3, then at Fassler, Pickering Lumber Corp. # 11 will be added in place of the two side rod engines, the # 11 is a very neat SHAY type logging engine, # 11 will be taken off at Ralph and the double header will continue to the Westside Lumber Co. where the little HEISLER type geared engine will complete the run into Tuolumne depot.

A big chicken dinner is planned at Tuolumne before the return steam trip to Oakdale.

Train consist for the May 14th run will be three coaches and the Central Coast Railway Club-open platform observation car, plus an assortment of steam power.

This trip is being sponsored by the CENTRAL COAST RAILWAY CLUB, Inc., P.O. Box 783, San Jose 6, California. Tickets are: \$13.00 each for train, \$2.00 for the chicken dinner and for those that wish to motorcade, \$2.00- write C.C.Ry.C. for tickets.

"SIERRA" for the southern California railfan....a special bus is being chartered on Saturday, May 13th with plans to stay over night in one of several Oakdale motels. Roundtrip from Los Angeles to Oakdale is \$10.50 the bus will make it possible for any one in the L.A. and S.D. area to make it to Oakdale for the Sierra May 14th trip....see next column-----→

CALIFORNIA SOUTHERN EXPRESS

Have you a spare dollar? If so, send it to the Mt. Rubidoux Chapter of the Pacific Railroad Society, 180 "J" St., San Bernardino, California. For your dollar you will get a one year subscription to enjoyable monthly reading. The Mt. Rubidoux Chapter puts out a very interesting and factual paper each and every month called the Southern Calif. Express. (reverse the first two words)

RHSofSD member Chard Walker of 2929 Railroad Ave., Summit, California is Chapter president and also contributes a very wonderful bit of actual railroad activities each month in his column, "Snorts from Summit". Chapter member Bill Garner keeps you well informed in his "Exhausts from San Berdo".

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PICNIC POLKA TRAIN TO REDLANDS

Horizon Travel presents another High Iron Excursion on Sunday, June 4, 1961. Special Santa Fe train from Pasadena to San Bernardino, lv. Pasadena at 10am arrive San Berdo at 11:05, then on to Redlands for a two hour stop, picnic at Pinetum Park. Polka Band in the baggage car enroute, band concert at park. Return to Pasadena, arriving at 5:00 P.M. Adults \$6.95, child \$3.95. Write HORIZON TRAVEL Inc., 9538 W. Pico, Los Angeles 35, California.

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More on Central Coast SIERRA TRIP: continued from column one-

special bus will leave L.A., time has not as yet been set. Motels in Oakdale are from \$4 to \$8 single and from \$5.50 to \$12 double....if interested, write Southern California Chapter, Railway & Locomotive Historical Society, Inc., c/o Robert A. Ramsey, 750 S. Golden West Ave., Apt. 10, Arcadia, Calif.

REMEMBER- this is for the Central Coast trip on SUNDAY, MAY 14th, using 4 steamers on the Sierra, write as soon as possible if you wish to go. ↗