

ESCONDIDO PICNIC SPECIAL

Have you purchased your ticket on our big Santa Fe special excursion train to Escondido? If not, time is short, remember- members have a slight discount on the fare. YOU pay \$6.00 rather than \$6.45 per ticket.

Plans have shaped up for the trip and the Santa Fe Railway has confirmed the use of 1509 the big steel observation car. Our train will consist of 11 light-weight coaches with a baggage car in the center and the 1509 on the back end of the train.

After leaving San Diego at 9:00 A.M. we will stop at Del Mar and Encinitas for passengers to board. The Santa Fe will arrange for our train to meet and pass #72 at Sorrento. This will allow passengers from points to the north to make it to Del Mar ahead of our train.

At Oceanside Junction we will leave the main line for the picturesque Escondido line. Our first stop will be at Vista for a visit to an honest to goodness full scale STEAM ENGINE. Society members, Mr. & Mrs. C. B. Pollard of the Pollard Machine Shop in Vista will have a head of steam up in their quaint little 42inch gage steam locomotive. She is a dandy little 0-4-0, formerly a saddle tanker and now with a new tender built, she is all painted up for the occasion. She will be alive, with a steam whistle to blow and the smell of hot oil for all of you steam enthusiasts.

We are planning to have Mayor Lew Tustin of Escondido greet us at the site of the locomotive and join us for the remainder of the trip to Escondido.

There will be a regular photo stop along the Escondido line at mile post 14. The train will back down and make a photo run.

At Escondido we have a few surprises too. At the station will be a band and a group of the local citizens to greet us.

Grape Day Park will be the site of the picnic. At the park there will be bicycle races by the Hidden Valley Bicycle Club, climaxed by a 50 mile Grand Prix. Adjoining the park at the Boys Club will be the final day of the Spring Festival of Arts, featuring paintings of Escondido 75 years ago as well as some of the original pioneers. This incidently is the 75th year for Escondido and our trip is sort of getting their celebration off to a flying start. There will be sightseeing tours available also.

At 4:00 P.M. our big special will wind its way home to a 6:20 P.M. arrival in S.D.

MAY MEETING MONDAY, MAY 6th, 1963.

7:30 P.M. Safety Room, Santa Fe Depot.

BUSINESS, PLEASURE, ENTERTAINMENT.

Refreshments will be served as usual.

MAY MEETING MONDAY, MAY 6th, 1963.

BULK LOADER IN ACTION

Big news in railroading and port doings here in San Diego is the actual use of the new bulk loading facilities for rail to sea commodities.

The first large shipment from a string of 147 covered hopper cars off the Santa Fe Railroad was Potash being loaded for Japan.

Following the potash run was 27 carloads of Alfalfa Pellets from the San Diego & Arizona Eastern Railroad. This shipment came from the Imperial Valley.

There have been some problems but the new facility works. Certain adjustments have been made and when things are running smoothly the rate of 6 to 7 cars an hour can be attained.

Longshore workers were not completely releasing the brakes on the empty cars and the kick back track was not functioning as designed. With the brakes properly released the cars roll out properly and cause no congestion. The port called the Santa Fe to come help with a switch engine on several occasions but once they got things working right there was no trouble.

These shipments were dumped into the pits and the material transported via the overhead belt system to the waiting ship.

EL CAJON - LA MESA LINE

Trains on the San Diego & Arizona Eastern El Cajon Branch have been noted recently on an almost daily basis. The line is usually used on Tuesday, Thursday and Saturday. Heavy shipment of merchandise to the big Montgomery Ward warehouse in El Cajon accounted for some of the additional runs to the valley of El Cajon.

Three of the little diesels are used on the heavy trains and it was reported recently the S.D.&A.E. has five of these engines now.

THE NEWSLETTER Monthly bulletin for the members of the Railway Historical Society of San Diego, Inc. Send news items to the editor on or before the 20th of each month: 3204 McGraw Street, San Diego 17, California. (276-3266)

CAR #4 WHERE ARE YOU?

Seems as that is the question these days. By the count of workers on any Saturday, you members don't know where car #4 is.

There has been a need for simple work to be done, scraping old paint, etc. This work is not real hard but no one seems interested in doing it. The gallant few however are still at it with the restoration of streetcar #4 showing the old trolley to be a pretty handsome these days. Those of you that have not been down to work or lend moral support should take time to see what has been done, what still is to be done and give the workers a word of well needed praise for what has been done.

Streetcar #4 is located next to the old Whaley House on San Diego Avenue in Old Town. Take time to see the Whaley House too, it is well worth a visit.

Saturday is still the regular work day on car #4 but work can be done on other days if you make sure what is to be done. Contact our 2nd VP Tommy Mann: BR-3-8824.

CYRUS K. HOLLIDAY

On Saturday, March 30, 1963 the big red private observation car was placed on the rear of regular Santa Fe train # 73 for a special excursion to Los Angeles.

Host-owner, Jack Stodelle and a group of fans of the steel rails were aboard by invitation of Terry Durkin, trip planner. A group of 22 made the trip to L.A., with 21 returning. Member Tom Matson stayed in L.A. to take part in final night runs of streetcars.

Among the RRSofSD members aboard were: Jack Stodelle, Terry Durkin, Bill Kingston, Walt Sundstrom, Barbara & Corky Thomas, Gene Lindsay and Thomas Matson, Charles Seitz.

In Los Angeles everyone stayed on the car until it was parked on the private car spur. From that point they spread out for a day of streetcar and railroad activities.

The return to San Diego was on the rear of Santa Fe train # 78. A delicious chicken dinner was served aboard the car also. The rear platform was well used on both trips.

SAN DIEGO COUNTY FAIR 104-050-528 EXHIBIT

Starting on Friday, June 28 and running until Sunday, July 7 is the annual Southern California Exposition and San Diego County Fair.

We again solicit your help in staffing the exhibits at the fair grounds so the public may see one of the few steam locomotives and old wooden business cars in this part of the nation. Also of interest is our streamlined PCC streetcar.

Unless otherwise notified by the people in charge of the fair, we may issue exhibitors passes to those who will volunteer for five or more hours at our exhibits. The jobs are really not hard and can be most enjoyable as you take part in displaying our equipment.

The exhibit hours are 10 am to 10 pm each day. As in the past we close the exhibit early if there is a definite lack of visitors toward 9 pm or thereabouts, when the public is coming through steadily we stay open until 10 pm.

To properly staff the equipment, it takes at least one person in the locomotive cab at all times, one to supervise the flow of people from the engine to the coach, primarily through the narrow portion of the car lanes. Next job is someone to take care of the display case and Dispatcher sales and to keep an eye on the donation box at the end of the car. An additional job when help is available is a rear platform member to bid the visitors farewell as they get off the back platform and give aid to any persons as they get off. Over at the streetcar it takes one or two person at all times when the car is open. Additional help can always be used at the exhibit to take over for rest periods and when the public is pouring through at a heavy pace, such as on weekends when the crowds are large.

You do not have to be an expert on the history of the equipment nor do you need to be a steam engineer to talk about the locomotive. A simple information sheet will answer all the average questions on all of the equipment.

You will find staffing the exhibits can be quite interesting work and you meet many very nice people coming through our exhibits.

The load of staffing the fair exhibits is on Thomas Matson this year, you can help ease the load by writing or calling Tom and giving him some dates when YOU will help during the 1963 fair. Tom can be reached by phone after 7 pm at CY-5-1219 or if you live out of town, drop him a card to: 2718 Upas St., S.D. 4.

If you happen to have any railroadiana to display in the showcase in car 050, let him know about that too....VOLUNTEER TODAY. FOR DOING YOUR PART DURING THE 1963 COUNTY FAIR,

NEWS NOTES

Where have all the members gone? Are you going on the big Escondido excursion? The Board of Directors kind of thought this local trip out of San Diego would draw a large crowd of our members. Quite a few have bought tickets but it is a very small percentage of our local membership. If you plan to go, please let us know before to late in the week....or there may be no excursion train. Thanks to those of you that have bought your tickets early. We also request the help of some of our members on the train. There will be questions to answer and it is our own members that will be needed to answer the questions and help the general public on the trip. An informative sheet will be available to our members wishing to help on the train. Thanking you in advance for your help and thanking the members who offered their help in advance.....Contact Corky Thomson at 276-3266 if you wish to assist in any way on the trip. There is coffee and soda pop to sell, we will need one to two members in each car and someone to watch over the observation platform and the baggage car doors. Those of you holding tickets at present will be requested to help out and any of you still planning to go will be asked to help out. It will not be a big job and will not take a great deal of time from enjoying the trip. The two big jobs will be seeing that everyone gets off and on properly at the two stops on the branch line. ----- Live steam at the fair grounds has finally been given the go ahead. The Pacific Beach Model Railroaders Club has a lease at last. Track work will probably not begin until after the fair this year. The 7 1/2 inch gauge track will be placed around the west end of the dike parking lot. A large loop will be built as a starter. Several live steam 1 1/2" scale locomotives are under construction or nearing completion. Operations will be held on Sunday afternoons after trackage is in. The trains are large enough for adults as well as youngsters to ride. It has been a long wait for the fellows in the P.B. Model RR Club but at last they will have a track at Del Mar.----- Have you noticed the later style passenger cars little by little filtering into San Diegoan train service? Two styles of the later model light-weight streamliners have been used quite often in San Diego service lately.----- That big odd Southern Pacific flat car used for hauling Convair built tail sections for Lockheed down in Georgia has made the trip successfully. It is reported they plan to build about 5 more of the special cars for this service.----- On top of a group of local railfans considering the purchase of another private car for the San Diego area, one of the present owners of the Cyrus K. Holliday is considering buying a private car of his own....San Diego may become the nations largest owner of private railway cars if plans all jell for car purchases.-----NEEDED for the Serra Museum, models of streetcars. The Pacific Beach Model Railroaders Club will hold their annual show of railroad cars and locomotives on the weekend of May 18th and 19th at the Serra Museum. If you happen to have any HO or O gauge streetcars or interurbans and you would not mind them being placed on display, please contact Corky Thomson: 276-3266 or drop him a card: 3204 McGraw, S.D. 17. All models will be inside glass show cases and protected. The exhibit will feature some very fine "O" gauge models of famous American steam locomotives owned by Henry Eugenhagen. Don't forget the date, Saturday and Sunday, May 18th and 19th, 10am to 5pm, at the Serra Museum up on the hill in Presidio Park.-----The San Diego 171 repair group made a trip to Orange Empire Trolley Museum in Perris on Saturday and Sunday, April 20th and 21st. Tommy Mann and his wife took their house trailer as well as the McCleery home-away from home trailer, the new Swaine highway villa, the Roy and Daisy Miller house on wheels and other members of RHS of SD that went up and stayed at the OET room and board service. More work was done on the streetcar 171 in spite of a bit of rain. The San Diego group has gone up twice now and on both occasions it has rained, they must be a bunch of rain makers! Recently a group of the fellows went up and did some track work for O.E.T. The next safari to Perris for work on the 171 has not been announced. There will have to be some work parties very shortly at Del Mar to get our equipment in shape for the fair. Plan now to lend a hand when called on.-----MANY, MANY THANKS to Barney Root of San Bernardino for sending the films down to our April meeting. Jack Stodelle was the host for the program and narrated the films which gave a wide coverage of S.P. steam power of not so many years ago, everything from Moguls to big cab-forward power and a bit of Santa Fe 1010 in Cajon Pass making the Death Valley Scotty TV film. MAY MEETING will feature some of Wendal Myers 16mm movies of various rail interest. See you all on the May 5th Escondido Excursion and the following night at the May meeting, May 6th. DON'T FORGET, THE POLLARD STEAM LOCOMOTIVE WILL BE STEAMED UP ON SUNDAY, MAY 5th FOR US!!!

PROJECT 707

There is a local project being conducted by the Orange Empire Trolley Museum to raise money for road building and moving costs to move a former San Diego Electric Railway car body to Perris. This is former SDEy # 1001 and when finally located at Perris it will be eventually restored to original operating condition. This was one of 15 cars secured during World War II from the Utah Light & Traction Co. in Salt Lake City. The cars had four motors, (#WH-93A) had K-34 controllers and in 1947 they were scrapped with the bodies being sold. They were built originally in 1927 by the American Car Company with trucks from older Salt Lake cars, (#2B-39) could seat 56 persons and weighed 23 tons.

Due to the awkward location of the car body on the side of a hill, a road will have to be built to the car in order to move it. This will cost approximately \$50, moving it is another fee, about \$150. The car is presently located at the Garden Heights Golf course in La Mesa and will be moved to O.E.T. museum in Perris, Calif. Tom Matson is leading the project here and he says if everyone reading the Newsletter would send in a dollar the job of moving the car would be well under way.

If you are interested in donating to this trolley project please do so....and as Tom mentioned to us, an additional \$2 to O.E.T. will pay for an Associate Membership and you would be on the mailing list for the monthly TRACTION GAZETTE with loads of information on activities at Perris each month.

If you wish to help on this project you can go out and play a game of miniature golf. One half of the proceeds from the golf game will go toward the project.....how about it? Due to the graciousness of the owners, John & Jim Hewish, there will be a fund raising day at their miniature golf game, the GARDEN HEIGHTS GOLF COURSE, 8900 Fletcher Parkway out in La Mesa, Calif. WHEN??? SATURDAY, MAY 11th. From about 2:30 PM until 6:00 PM, let them know you are a member of RHSofSD or OET and half of the fee goes to the project. There is a great deal of fun playing miniature golf if you have never tried it, anyone can play and have a lot of fun. SO...Remember, Saturday, May 11th from about 2:30 to 6:00 PM will be reserved for Project 707 at the miniature golf greens, 8900 Fletcher Parkway, La Mesa.

Contact Tom Matson regarding this project 707 and golf game, CY-5-1219 or write to him at 2718 Upas St., San Diego 4, Calif.

EASTER VACATION SPECIALS

The Santa Fe Railway operated the usual trains during Easter Week, with additional cars for the added holiday business. Biggest boom in local railroad transportation during the week was the annual outing by Los Angeles Park and Recreation Dept. for L.A. school children to come down and visit the San Diego Zoo.

Two specials, one of 22 cars and one of 19 cars rolled in with an additional crowd on regular train #72 and #74 bringing 3,000 kids to San Diego for the afternoon at the zoo. The Santa Fe pressed for space placed two of the hi-level cars in regular trains #74 and 77.

Five units were the power plant for these big trains and they really filled the yards here in San Diego, there was really a crowd of passenger cars for several hours.

There was also a large special train from Los Angeles on Saturday, April 20th with the famous observation car # 1509 on the rear, it returned to L.A. at 8:30 P.M. being towed in reverse, with the observation car behind the diesel.

Observation car # 1509 again returned to San Diego on a regular passenger train on the following day and went back to L.A. on # 77. This was a special charter of the car by a group of L.A. railfans and we understand our own members Mr. & Mrs. Calkins had something to with it.

ANOTHER PRIVATE CAR FOR S.D.?

It is quite possible that there will be another private observation car in San Diego in the future. Pennsylvania Railroad has some cars for sale at a very reasonable figure and some more of the local railfans are becoming interested in purchasing a car.

Presently we have the former SCO LINE car # 52, now numberless and named the CYRUS K. HOLIDAY, owned by several local businessmen and members of RHSofSD.

Member Jon Saap has his old S.D.&A.E. car on a Santa Fe siding, not in operating shape for trips, but still it is a private car!

LIVE STEAM TO FLOW FOR TRIP

Just another word to mention the firing up of the old saddle tanker at Vista, the old steamer will be hot with a head of steam and a talkative whistle on Sunday, May 5th when the RHSofSD excursion train arrives in Vista. Thanks to members Mr. & Mrs. Pollard for getting the 0-4-0 steamed up for us.

WELCOME ABOARD THE "SPRING PICNIC SPECIAL" TO ESCONDIDO.....SUNDAY, MAY 5, 1963.

We may be a little cramped for space! Persons with children under 5 years of age are requested to share their seat with the little ones or hold them on their lap. There is plenty of space for sightseeing from the two open door baggage cars. Persons using the open platform observation car are asked to be extremely careful and to rotate the space in order to give all those wishing to ride on the rear platform a fair chance to enjoy it. At the two stops, anyone wishing to remain aboard the train may stay in their seat, those wishing to get off to take pictures are cautioned to use care and exercise safety practices at all times.

IN THE SECOND BAGGAGE CAR: HOT COFFEE....DONUTS....SODA POP (on ice)....CANDY AND GUM.....
Also in the Observation Car, Coffee, Soda Pop, Donuts and Candy at the serving counter.

9:00 A.M. Departure from San Diego. Enjoy the scenery on our way to Del Mar for more passengers.

9:30 A.M. Pick up additional passengers at Del Mar and we are off for Encinitas and a few more.

9:40 A.M. Pick up passengers at Encinitas. After leaving Encinitas, watch to the right (EAST) for acres and acres of FLOWERS just north of Leucadia.....quite a sight!!

North of Carlsbad we stop to switch onto the Escondido Branch Line and we head for Vista.

10:30 A.M. (Approximate) We stop a little distance past the Vista Depot for a visit to see an honest to goodness little STEAM LOCOMOTIVE. Here those of you wishing to get off are asked to be careful at all times, the ground is a little rough in places, anyone wishing to stay on the train may do so. The Mayor of Escondido and several of the city fathers will be waiting to officially greet us by this quaint little 42" gauge steam locomotive. Here is where the little ones can get to see and hear a real steam engine, listen to the bell & whistle. This will be about a 30 minute stop....RETURN TO THE TRAIN WHEN YOU HEAR TWO LONG BLASTS ON THE DIESEL HORNS or the STEAM WHISTLE. Reboard the train, watch your step at all times.

11:30 A.M. (Approximate) PHOTO STOP...here those wishing to may get off the train, it will then back down the line a short distance and come forward past the photographers line. Get your pictures and reboard the train as soon as possible after the photo run. WATCH OUT FOR SNAKES IN THE TALL GRASS, you never know what might be lurking at this time of year.

After our photo stop we roll on through the country and the new City of San Marcos. As we near Escondido we will pass an area where Indians and Bandits once roamed. It is rumor that there was a gang of train robbers in this area some years back in the history of Escondido.

12:20 P.M. ARRIVAL AT ESCONDIDO....Here we will be greeted by a large crowd, they really have gone out of their way to welcome us to Escondido. After ceremonies at the depot we will go to Grape Day Park. TRANSPORTATION: There are 5 buses to take you to the park, they are to shuttle back and forth until everyone is at the park. If you miss the first trip, there is another in a few minutes. It is only eight tenths of a mile to the park. Local people will also help transport you in their own automobiles.

GRAPE DAY PARK Enjoy your picnic lunch, have fun, watch the bike races, model airplanes, the art show and what have you. PA set will announce the activities. Food and drinks available too.

3:00 - 3:30 P.M. Start back to train. 3:30 to 3:45 P.M. final trips to the train. Make sure you don't forget anything or anybody. Don't get left behind.

4:00 P.M. TRAIN DEPARTS ESCONDIDO....After we try to make sure everyone is on the train! Our train will operate in reverse from Escondido to Oceanside Junction. There is no room to turn it around at Escondido. We will operate in the normal way from Oceanside to home. Arrive Encinitas at 5:40pm, Del Mar at 5:50pm and back in San Diego at 6:20 P.M.

We sincerely hope you enjoyed the day and hope we weren't too crowded for you. We had to turn some away and found it hard to say NO to some of you that did get on the train today.

THANKS FOR JOINING US TODAY.

RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, INCORPORATED
1963 MEMBERSHIP ROSTER as of 4/20/63

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KERCHUM, Ralph
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Oakland 2, Calif.

KINGSTON, William A.
3819 Sixth Avenue
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KOGAN, Dennis J.
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