

NEWSLETTER ^{NO} 5 MAY 1966

WE NEED YOU YES, WE NEED YOU!

The 1966 San Diego County Fair starts on Friday, June 24th and runs through Monday, the 4th of July. The steam locomotive, S.D.&A.E. #104 Baldwin 2-8-0 will be open for thousands of visitors each day. With the 104 is coupled car #050, the wooden, truss-rod, open platform observation car "Carriso Gorge" which also is to be open to the fair visitors.

YOU, YOU and YOU will be needed to staff the exhibits during the fair. The usual open hours of our R.H.S.of S.D. exhibit is 9:00 P.M. lock up. Most of the exhibit halls are open until 10:00 P.M. but we usually close a little early in order to clean up and ready the equipment for the next day. Exhibits open at 10:00 in the morning, ours can be opened any time from 10 to noon depending on the availability of membership help or outside help from other organizations.

We definitely want the exhibit open from noon to nine in the evening, 9 hours minimum time. If and when there are plenty of helpers we will also open the streamlined FCC streetcar #528.

IF YOU CAN HELP LET US KNOW AS SOON AS YOU CAN. WE MUST APPLY FOR PASSES AND HAVE THE NAMES & ADDRESSES OF OUR STAFF TO SUBMIT FOR THE PARKING LOT PASSES AND THE ADMISSION PASSES.

1. SEND YOUR NAME, ADDRESS AND PHONE NUMBER.
2. STATE WHICH DAYS OR EVENINGS YOU WILL BE AVAILABLE TO STAFF THE EQUIPMENT.
3. LET US KNOW IF YOU NEED A PARKING LOT PASS.

Send the above information as soon as possible on a postcard or drop us a short note in an envelope, please be sure to give us the above information complete, it is important to us in order to set up the list for the fair people and get the passes.

NO MEMBER PLANNING TO HELP WITH OUR EXHIBIT IS TO PAY ENTRANCE FEE. If you plan to help, get your name in and dates, we will see to it that you get your pass or passes for the proper days at the fair. SEND THE PROPER INFORMATION NOW, R.H.S.of S.D. "County Fair Plans" P.O. Box 9351, San Diego, California, 92109.

MAY MEETING OF R.H.S.of S.D.-----

MONDAY MAY 2nd 1966

The regular first Monday of the month----

7:30 P.M. in the Safety Room, upstairs in the Santa Fe Railway Station, San Diego.

PROGRAM A presentation by James and June Reading.....keepers of the Whaley House and watchers of our old car 54 resting in the yard.
Program? Movies or Slides???

BE THERE TO FIND OUT Monday the 2nd
BRING A FRIEND, RELATIVE, WIFE, HUSBAND, Etc.

If you missed the April meeting, you missed a good show by the sound & slide experts, Mac and Ruby McCleary....don't miss a thing, be at the R.H.S.of S.D. meetings every month, normally the first Monday of the month unless you are told a different date.....such as July, NO MEETING IN JULY.....June, the first Monday, June 6th.

POSTAL REGULATIONS REQUIRE ZIP CODES

If your Newsletter does not show a ZIP NUMBER after the state, we don't have the zip number in our files. If it is the wrong one, correct us, either way, let us know your ZIP number if we don't have it or have it wrong.

EASTER WEEK once again brought back larger trains on the local "San Diegan" runs with a few special moves. Up to 14 car trains were in service during the one week school vacation. Double "A" unit Alco power served well for the age of these old passenger engines. A few runs were made with 300 series A-B-B CH locomotives, these too, are starting to show their age.....
NEW CROSSING GATES on Broadway lead to a bit of confusion when switching is being done in that area. The new gates are double sets to properly block all east and west lanes..... Since Easter the weekend business has appeared good with 10, 12 and 14 cars trailing the Alco's, on a few occasions a lone old "A" unit has been seen with 9 cars. GOLDEN WEST, the big colorful private car was in town on 4/24/66.

PLAN YOUR 1966 FAIR DATES NOW - SEND INFORMATION FOR PASSES.

RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, INC.
P.O. BOX 9351, SAN DIEGO, CALIFORNIA, 92109.
(Member- Orange Empire Trolley Museum)
RHSoFSD membership rates: \$3.50 per year
(Junior fee, under 18 yrs. \$2.50, family \$4.50)

Coming up. DISPATCHER S.D.E.Ry. story II

REQUESTED, pictures of RHSoFSD equipment, some of our out of towners would like to see some pictures of our 104, 050, 528, 171, 54, etc. How do we stand on good shots of our railway equipment? Do you have any good pictures, we might convince Eric Sanders to do a new run of the RHSoFSD story from the beginning and show off the line up of equipment? We will work a bit on the request and see if we can't come up with a roster of equipment pictures.

SAN DIEGO RAPID TRANSIT....lots of talk at the moment, something is needed. Bus service is a rather sad subject at present, pressure is on to "sell" the system to the city, let the tax payers foot the bill for service. Time will tell....to bad the trolley lines are gone, they cost more to operate but sure give the service.

WOULDN'T LIGHT WEIGHT RAPID SELF PROPELLED PASSENGER UNITS BETWEEN SAN DIEGO AND SANTA BARBARA AND OTHER SOUTHERN CALIFORNIA TOWNS BE THE ANSWER TO THE GENERAL TRAVEL PROBLEM IN THE AREA? Units similar to those in Europe, two or three car train sets. High speed track, no surface crossings. Japan sure did it with the new high speed electric service, why not here?

EXCURSIONS.....On again, off again, the trip to Fallbrook via Santa Fe is scheduled to run from National City, stopping at San Diego. It is set for Saturday, May 14, 1966. No fares announced as yet, or running times. Train will visit the Avacado Festival at Fallbrook. Get information from Pacific Southwest Railway Museum Association, P.O. Box 4081, San Diego.

SUNDAY, MAY 1st, 1966 - Golden West Rail Tours "Springtime Excursion Train" Los Angeles to Bakersfield via Southern Pacific and the famed Tehachapi Loop. Adults \$9.75 Children \$4.95 Lv. L.A. 8:00 AM, return L.A. 8:30 P.M. 5/1/66 Golden West Rail Tours, 2210 So. Sepulveda Rly Los Angeles, California, 90064.

SATURDAY & SUNDAY, MAY 21 & 22, 1966 ORANGE EMPIRE TROLLEY MUSEUM excursion via the Santa Fe, Lv. Pasadena for San Bernardino, Cajon Pass, Barstow, Mojave, Tehachapi Loop, Bakersfield and Fresno, main & branch lines.

NEWS NOTES.....

Put the important part of Roy & Daisy Miller trip to Mexico away for this issue, can't find it now! Will keep searching. Flew last month kind of upset things.....later word from Roy stated; we rode the oil-electric cars to Puebla, approx. 100 miles each way, fare 96¢, 3 hours each way. These cars were built in 1950 by Fiat in Milano, Italy and they ride like floating down and run like a scared rabbit! Saw a few standard and slim gauge engines working, not all gone yet, but going. Left for Vera Cruz by rail, then back to Mexico City. Working our way up the west coast in easy stages taking in Colima, San Pisco, Macatlan, all via rail.....then from Fallbrook a 4/11/66 note; Here we are again in the shade of the oak trees, if I remember right I last wrote from Vera Cruz, we spent a whole day on the trolley cars. The summer cars still running but will be gone in fall with arrival of the Canadian cars. The trip on the old Mexican RR back to Mexico City is a trip that cannot be equaled anywhere in the North American Continent. 8,100 foot climb in 125 miles, grades in some places 5% and that is some climb for a main line RR. From sea level through the tropics of banana, corn, orchids, etc., and up to the top at Espozanza. Then the dry high country for a hundred miles or so. A few miles west of Espozanza I spotted a boiler off one of the little English Fairlies, on one of the former narrow gauge lines. The Fairlies were the ones with two boilers and the firebox in the middle, oh boy how I wanted to look it over.....The electric is still in service between Orizaba and Espozanza but on a very limited scale. Night electric locomotives left, none on passenger, one pulled off on top of the hill pulling a freight train as we passed.....The train from Vera Cruz to Mexico City has always been late, the only one in the country that isn't on time. Don't ask me why, the most scenic line but the poorest cars, but what a trip! The train out of Mexico City to Guadalajara runs in two sections, the diners have lost some of the plush of a few years ago but the food is good and the service is tops.....From Guadalajara down to Manzanillo on the coast is an 8 hour trip, it costs \$2.50, this is a beautiful trip, farm lands, a deep canyon, coconut and banana plantations, sleepy lagoons plus the Olina volcano smoking in the early morning....On the homeward run from Guadalajara, Pullmans 100% sold out, all 1st and 2nd class coaches full, we passed a 15 car passenger headed south, lots of freight.

DAISY & ROY MILLER

RHSoFSD MAY MEETING

MONDAY, MAY 2nd 1966

ORANGE EMPIRE TROLLEY NEWS

Perris, Calif.

Recently questionnaires were sent out regarding the museum. Leading items coming in are as follows (1) Clean up the public area where the tourists and visitors frequent the most. (2) A working line into Perris in order to give longer rides and bring in more funds.....1966 president Ed Von Nordeck states this wouldn't be hard to do with help and backing. The clean up work could be done in a day with 10% of the membership pitching in. The track to Perris is the goal but it takes time. More help with the tourist operations will speed it up. People, greeters, crews, Gift Shop personnel are needed to help push the O.E.T. along. More track will mean the need for more help, more financial aid is still needed, new members, more help from the present membership.

The recent story in the L.A. TIMES caused a large number of visitors to show up. Will they return if they do, will there be streetcars in Vista? NOT IF YOU DON'T HELP.

Day by day the fact that the O.E.T. is the operating museum in Southern California and all other efforts fail, only points out more and more that we all should pitch in and back O.E.T. We and others have tried to establish an operating museum with no luck. A group of RNSoFSD members pulled out and formed a new museum group, the Pacific Southwest Railway Museum Association, their goal, an operating museum. They too, have found many things blocking the way and they are trying hard. Presently they are considering the possibility of acquiring a steam locomotive. If they are successful they plan to make arrangements to place it at Perris. With a mile or more of track along the old California Southern right-of-way it will be an ideal spot for the operation of a steamer. It won't tie up the 3 acres of O.E.T. yards but will definitely be another reason for the public to visit the museum. We hope they are successful in their hunt and get their locomotive soon.

We stated long ago and on numerous writings of the newsletter for everyone to support the O.E.T. even if they weren't strictly trolley fans. After all, a steel rail and a steel wheel all run on the same basic lift² that we are all familiar with and a few run on narrow gauge of several sizes. We are basically all railfans of one sort or another, steam, diesel, traction and such. To band together and help at Perris seems the best bet for all of us, individually or as groups. The RNSoFSD has been a member of O.E.T. for several years and has helped with financial aid as much as possible. Locally the Pacific Beach Model RR Club also belongs.....

MORE NEWS NOTES.....

BIG NEWS! S.P. finally announced the return of passenger service on the Northwestern Pacific starting on Friday, April 22nd. The RDC car has not operated since the Christmas Week storms in 1964 and the S.P. has fought like mad to keep from operating the passenger service even though freight service was resumed long ago. They put the blame on day time reconstruction and refused to resume the service. There has been much said about the lack of passenger service and pressure on S.P. from many sources.

The NWP passenger run will be as follows: Train #3, southbound, lv Eureka 10:05 AM DST, arrive Willits 3:37 PM DST. Train #4, northbound, lv Willits 1:45 PM DST, arrive Eureka at 7:20 PM DST. The one car RDC unit runs from Eureka on Sunday, Wednesday and Friday, and from Willits on Monday, Thursday and Saturday..... The L.C.C. finally approved the New York Central and Pennsylvania merger but they turned down the N.P./C.N./C.B.&Q. deal.....Work has started on the new S.P. line from Palmdale to Colton..... Lots being said regarding S.P. dropping the fan-our "Lark" between L.A. and S.F. They are also trying to cut the San Joaquin Daylight to bus service from L.A. to Eakersfield, train north to Oakland. When they should get out and bring the passengers back they do all they can to fold up the service which will be much needed, highways and airlines won't always be able to handle it all, in time rail service will be again needed. The public just doesn't realize it presently..... Rearing Camp & Big Trees has a new engine, the #3, an o-4-2 tank engine, it is used as a shuttle run from Felton depot.....California Western "Super Skunk" weekends until May 28, daily thru summer season, steam powered, plus the quaint little "Skunk" railcars, between Willits and the coast at Fort Bragg.....Our own Mrs. Cook up in Vista got her "ride" on the Escondido freight, congratulations to Mrs. Cook and the Santa Fe!

O.E.T. Continued from column one.....

Recently a large number of old ties were located in Pasadena, they have been under ground for years but are in good shape====help push the main line with a cash donation! We recently saw an article about O.E.T. in a newspaper from Minnesota, news gets around.====The new shop building project is moving ahead beyond all our expectations.====8x10 glossy composite prints of car 599 on the San Joaquin Daylight trip are available at \$1.00, proceeds go to the 599 fund. Get a set of pictures of the car and make plans to ride it on some future trip, its great.====Car 121 doing tourist duty on weekends.

DON'T FORGET THE 1966 SAN DIEGO COUNTY FAIR....
Plan when you can attend and help with the exhibits, send the information to the society and help us prepare for the big show, JUNE 24th thru JULY 4th. YOU are needed, don't let us down-days, hours, etc. that you will be available.

VISTA 0-4-0 STEAMER.....Since the death of our friend Charles Follard many have inquired what the fate of the little steam engine? Mrs. Follard would like to sell the locomotive if possible and there have been quite a few interested but to our knowledge no sale as yet. If the little 0-4-0 isn't purchased it is our desire to see it placed at Perris where it fits the narrow gauge L.A. trolley trackage, 42" gauge. If the locomotive should ever find an operating home at Perris, we propose the name CHARLES FOLLARD be displayed on the cab in a prominent bronze casting as a memory to Mr. Follard. He loved that little engine and it was a pleasure seeing him operate the locomotive, he really enjoyed running it on the several happy occasions when we were up to see it operate.

If the RHSoFSD can help in any way with the location of a home for this quaint little steam locomotive, that is our desire. If any member is interested in such a locomotive or knows of anyone wishing to purchase such a locomotive, contact Mrs. Follard at Box 818, Vista, Calif.

WEST COAST MODEL RAILS TO CONVENT May 13-15

Pacific Coast Region of the National Model Railroad Association will hold their annual convention May 13, 14, 15 at Riverside, Mission Inn.

MEXICO TRIP....."One Day In Mexico" will be a special day long excursion from Mexicali to Puerto Penasco via the Sonora-Baja California RR with train stop in the dunes area of the Desert of Altar. No fares or time quoted, contact Pacific Southwest Railway Museum Assoc., P.O. Box 4081, San Diego, Calif. 92104.

WHAT DO YOU WANT IN THE NEWSLETTER?? There are a number of publications each month, how many do you get? If you rely on our newsletter we will do our best to give you a condensed account of as much news as we can. I know that many of us take the various publications and much of the news is duplicated. There are many very good monthly publications, Traction Gazette, Pacific News, Western Railroader, California Southern Express, Report and others.

Let us know what you like, send us news if something seems worthy of passing along, some of you railfans out there see and hear lots of good things regarding railroading, send us an occasional bit of it so we can all share it.

We regret to announce the passing of any of our members, we lost Mrs. Isabel Davenport in February. She was one of our out of town members living in Los Angeles, thus we never had the pleasure of getting acquainted....we have however replaced Mrs. Davenport with the transfer of her membership to her daughter....we wish to give Grace Davenport a hearty welcome to the society. Our sincere sympathy goes to her with the loss of her mother. We hope she will gain some moments of pleasure through our monthly efforts and future issues of Dispatcher.

RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, INC.
P.O. BOX 9351, SAN DIEGO, CALIFORNIA, 92109.
(A non-profit California Corporation)

Member: ORANGE EMPIRE TROLLEY MUSEUM
PERRIS - CALIFORNIA

POSTMASTER: RETURN REQUESTED

PRINTED MATTER

THIS IS A TIME VALUE
PUBLICATION.

O.E.T.'s BIG ONE, MAY 21-22
via SANTA FE RAILWAY.

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