

RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, INC.

P. O. Box 9351, San Diego, California 92109

MEMBER: Orange Empire Trolley Museum.

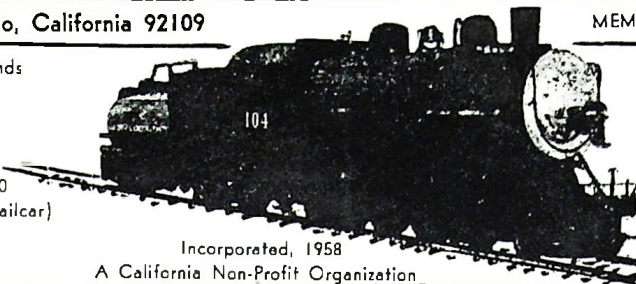
San Diego County Fair Grounds
Del Mar, California

SD&AE Loco No. 104
(Built 1904)

SD&AE Business Car No. 050
(Formerly John Sprackels private railcar)

San Diego Electric Railway
Trolley No. 528

Incorporated, 1958
A California Non-Profit Organization



San Francisco Municipal Railway
Street Car No. 171
(Located at O.E.T., Perris, California)

San Diego Electric Railway
Trolley No. 54

Meets First Monday each month
Santa Fe R.R. Depot, San Diego

5-1967

NEWSLETTER

6-1967

MAY

The R.H.S. of S.D. will meet in the Santa Fe Railway Depot on the first Monday of MAY.....May 1st, 1967. The meeting will start at 8:00 P.M., program and refreshments. (Upstairs in meeting room.)

REMINDER ANNUAL BOY SCOUT FAIR

Saturday, May 13th, 1967 the society will have the locomotive and observation car open for this special boy scout affair. Volunteers are welcome to help out during the day, contact Cliff or Gladys Skeen: 284-3449.

SECOND REMINDER SAN DIEGO COUNTY FAIR

Opens on Friday, June 24, 1967 for a long 11 day run ending on Tuesday, July 4, 1967. There will be a demand for members to help staff our exhibit during these 11 days of fair. If you can help, make arrangements as soon as possible to make out the pass list. Contact Cliff or Gladys Skeen: 284-3449 or drop a card to them at 4275 University Ave., San Diego, 92105.

DISNEYLAND

Lots of fun on the special evening at Disneyland on Saturday the 8th of April. The train ride is all the better with the addition of a new diorama showing the days of the dinosaur. This new scene was taken from the New York Worlds Fair and added as a follow up after you pass through the Grand Canyon diorama. One of the best of the new attractions is the New Orleans Square area and with it is the newest of ride sensations through the days of pirates, a very well done and very worthwhile ride. It is good enough to go through twice or more to see it all and enjoy it thoroughly. Tomorrowland is being completely rebuilt, including a new train ride, similar to the monorail but having two rails. We enjoyed our night at Disneyland very much as did about 10,000 others.

CAR 54 & 171

We contacted the local painters local with the hope of getting some professional help in the final painting of old car 54 at Old Town. We have heard nothing favorable as yet. We have a letter from O.E.T. regarding a permanent loan deal of car 171 to the museum so they can use it under their insurance policy.

The June meeting will also be on **JUNE** the regular first Monday of the month. Meeting date is JUNE 5th, 1967 - 8:00 P.M. Upstairs in meeting room of the depot..... Program and refreshments.

SPECIAL NOTICE: Due to county fair dates and July 4th holiday.....as usual, we will not hold a meeting in July. NO JULY MEETING.

Next regular meeting after May & June will be Monday, AUGUST 7th, 1967.

NEWSLETTER: Double issue MAY/JUNE followed by another for JULY/AUGUST prior to August meeting.

CYRUS K. HOLLIDAY

Local trips

The car was off to L.A. on Saturday, 4/22 on the rear of #75 for a baseball game in L.A., a trip the following day was called off, plans were set for the 4/23 trip to go on #73 but the fear of bad weather earlier in the week caused to many to cancel. This trip will be rescheduled for 6/18/67. There is still plans for May 14th Chicago Cubs came and June 4th and the Pittsburgh game. If you are interested in a ride to L.A. on the private car be sure to contact Jack Stodelle in advance: 297-3355 days or at his home: 582-4636 evenings. All Dodger games trips are \$20.00 and include rail fare, admission to game and meal aboard the car on the return trip. Railfan fare is \$17.00 and no ball game.

We hope to ride the car sometime in July, after the county fair. Possibly Sunday, July 16, 23 or 30 depending on availability of car and the preference of our members. Trip would leave San Diego on #75 at 11:30 A.M. returning on the evening train #78 at 10:40 P.M. (If time does not change with Daylight Time.)

O.E.T. CANADIAN MOUNTAIN CAR 599

Two trips on the S.P. San Joaquin Daylight on the weekend of May 13/14, 1967. One trip to Bakersfield and return on each day, fare is \$10.50 (kids \$8) and capacity is limited. The Saturday trip about sold out but room still available for the Sunday run. L.A./Bakersfield via famous Tehachapi Loop! (write O.F.T.)

R.H.S. of S.D. NEWSLETTER, published 6 to 12 times each year as a news supplement to the R.H.S./SD DISPATCHER. (Note: The Dispatcher is many issues behind in schedule but Eric Sanders hopes to have things reasonably back to normal this year. Construction of good usable space in the basement of his home has taken much time but will make for good future issues of the DISPATCHER.)

CORRECTION We missed on two names last month. Don Decker is NOT 2nd VP for 1967, Don didn't feel he could devote proper time to this job and the position went to 1966 president....our always ready and able REX CUTTELL. We showed Rex as a board member. (automatic for past pres.) And we failed to show the name of CHARLES REZEK as one of the board members. (sorry about that Chuck!)



The private car HENRY HUNTINGTON was in town on March 27th and was observed on the rear of train #77 with Alco's #68 & #78 ("A" units). On 3/30 we noted Alco's #51 & #67 heading north on train #73 and on the following day #73 had Alco #78 & 57 on the point.....Getting back to the 30th of March, a train failure on the hill between Sorrento and Miramar caused some delay to train #78. A five unit freight had to double the hill due to some sort of diesel power failure and to much train. #78 had the new VICTORIA on the rear. (formerly the Blackhawk) Some of the new owners were out for a pleasure trip and dinner aboard the plush blue and gold car.....On 4/4 train 73 had a #57-68 combination of Alco power.....oh yes, on the third of April the Victoria was on train 75 for a day in L.A. and on the fourth the short Santa Fe observation business car #406 was seen parked in San Diego and rolling north the next morning on #73.....Potash shipments recently included 11,000 tons loaded onto the British freighter Thames Breeze in less than 12 hours. On April 7 the Hiye Maru loaded 955 tons and 3,000 hides, also 1,080 tons of pellets..... April 9 saw the Korean freighter Dong Hae take on 9,000 tons of potash.....On 4/10 new track work was under way for additional piggy-back loading and unloading space in San Diego. A new spur is being laid alongside the turntable and will double the size of the local facilities.... Freight motive power observed on the 4th were units 1341, 951, 901 & 946.....low center flat car #90015 a double truck flat was in the yard it is equipped with two sets of four wheel trucks at each end. It was later seen at the Marine Base siding loading what appeared to be a large boiler.....On 4/13 freight units 1398, 1352, 1425 were observed, potash cars were beginning to stock pile in the yard. (CONTINUED ON PAGE FOUR-)



The new Palmdale-Colton Cutoff work is progressing rapidly on the S.P.'s 78-mile stretch of "new" railroad. All of the latest types of machines are being used to build the line, plus some new equipment designed by S.P. engineers and built in the shop at West Oakland.

S.P. has hopes of trains running on the new line by July, 1967.....after a first hand look at the line on Sunday, April 23rd we will have to look at a more distant date later this year.

Recent rains have done much damage to the cuts and fills in the upper Cajon Pass area. In the area around Summit there has been much rain damage and several miles are currently being re-worked, new grade stakes, changes in the cuts, repairs to fills, etc. The deepest of cuts were not done in the step method (terrace style) and are requiring a tremendous amount of rework and earth moving, almost as much as the original cut work in some cases. The right-of-way is in bad shape from a point east of the Barstow Freeway clear down to Alray, lots of rain damage just east and west of Summit.

On the brighter side is the fact that there is about 40 miles of track down now. Rail is laid almost to the Barstow/Las Vegas Freeway at a point near the 395 turn-off north. At this writing the rail laying should be pushing forward past the freeway overpass. It appears the track laying will be slowed down by regrading work in the Cajon Pass unless the big earth moving equipment can get the job done fast enough.

It requires 3,250 ties, 6,500 tie plates, 13,000 spikes and about 4,500 rail anchors to lay a mile of track. All of these materials are distributed in advance of the workers and there must be a steady flow of supplies to prevent any delays. Four Pacific Motor Trucking trucks do most of the delivery work to the construction site. Construction moves ahead at about one mile per day.

Hardwood ties, banded together in bundles of 30 are distributed along with sacks of spikes and rail anchors. The tie bundles are set out at 50 foot intervals plus six sacks of spikes and a steel bin of tie plates at every sixth bundle of ties, and four sacks of rail anchors at every fourth bundle of ties.

A new self-propelled machine handles the most time consuming job, placing ties in line, spaced with tie plate attached, it is called a "Tiematic" and is being tried on an experimental basis.

Another machine follows up with rollers for sliding the long lengths of welded ribbon rail onto the ready ties. Following this is the train of special flat cars with 40 quarter mile lengths of rail feeds them out through another special machine and $\frac{1}{4}$ mile of track goes down at a time.

CONTINUED ON PAGE THREE.....



(P.O. Box 548, Perris, Calif. 92370)
 WHATS NEW AT PERRIS? For the non-traction minded there is more steam power available. The Feather River Railway SHAY is now located at the depot in Perris awaiting moving to the museum trackage. On the line at

the museum are three tank engines. Recent tests on PSRMA's Mojave Northern #3 proved unsuccessful and the locomotive was condemned by the man from the state boiler inspection dept. It seems there is about \$3,000.00 plus worth of repairs needed before the 0-6-0T can be operated. There is a brighter side to the steam picture, 0-6-0T #10, the E.J. Lavino engine was OK'd and on the 30th of April was fired up on old cross ties for operation on museum tracks. Plans to again fire up #10 on May 20th if all goes well. The F.R.Ry. Shay when on museum trackage will be operated, it is an oil burner and is in operational shape. Anyone got a carload of good coal? The #10 will run on old ties but needs coal for proper fire.

An old horse car body was discovered in South Pasadena and saved by museum members. It will require a great amount of work and future plans are not yet finalized for the little car.

The museum was on TV's "Happy Wanderings" in April and visitor attendance was up the following Sunday. P.E.#717 and S.F. Muni #162 handled the crowds while LARY #525 ran in the yard area.

Ramona excursions to Perris for 1967 are a sell out, three trains, 1,500 passengers. The Bakersfield trip selling well for Sat. May 13, with room for more on Sunday the 14th.

About 30 vintage automobiles were at the museum on April 16th, members of the Classic Car Club of Sou. California, lots of old Packards and Cadillacs.

A single-truck double deck tram car is now available to the museum. It is unfortunately a few miles away, Sheffield, England. It is in an excellent condition at the British Museum of Transport. Estimated cost of moving and shipping is \$3,600 and money would have to be rushed to London to save the car.

Two new color postcards are now available showing LARY #525 and the #525 alongside P.E. 717. More cards will be made as cars are painted and restored.

Another 600 ft of 60 pound rail arrived and more ties in March, plus 3 90 pound frogs and parts for a 75 pound switch. Ballast is being placed on the new line south.

May and June are great months at Perris, a weekend visit to browse around or plan to help a little on the various projects can be a lot of fun and the museum is always glad to see an extra set of helping hands. Perris appears to be THE museum spot for Southern California.

SP

CONTINUED FROM COLUMN 2, page 2.....

During our "inspection" of the new line we were impressed by the all new railroad. Bulldozing the wild open country from raw to ready, laying all new ties, rail and fittings, fresh ballast....working it all into 78 miles of new main line railroad. Much of this is through rugged Cajon Pass (where the worst of the rain damage has been done) and when it is completed we will have a trio of railroads through the pass, a train watchers heaven!

Our inspection tour included every phase of construction and included seeing all of the new equipment being used. For the interested railfans, diesels 3501 and 3581 were being used on the rail train with caboose 1215..... On the other portions of S.P. observed recently were switchers 1207, 1231, 2273, 1229, 1213 and 1256 at El Centro on 4/23. There is an excellent Piggyback facility at El Centro with 3 long tracks and well paved trucking area. There is space to expand the service as needed. S.D.&A.E. power for the day was getting ready to go with units 3433, 3693, 940, 3618. The 940A is a Cotton Belt "B" unit F-7 still in the old numbering and it probably is soon to be turned in for newer power. Cotton Belt bay window caboose #49 was observed at Indio. Several freights were seen on the line between Indio and Niland. Running for the hill westbound were 4 units with 3 helpers at the rear. The eastbound empty ore cars for Eagle Mountain were downbound near West Palm Springs, also another freight of solid box cars, probably one of the fast freights to the east.

In San Timeteo Canyon we came across 4 big S.P. diesels fighting the grade with 120 cars and 3 helpers at the rear..... Here at home we understand the S.D.&A.E. turned a rail due to soft wet ground and old worn ties in the yard. This derailed a freight car. Shortly later the switcher dropped lead wheel of both trucks on the ground due to rail spread. The little 5100 series still do most of the work to El Cajon.

CAJON PASS (A Chard Walker type experience)

We read for years the wonders and happenings in SNORTS FROM SUMMIT by Chard Walker when all at once we see one live.... We came up behind the Grand Canyon Limited, stalled? No, stuck behind a freight. Units 1268, 977, 1437, 968, 913 with to much tonnage, after setting out a bunch of empty cars bound for Cushenburry, they continued up the pass with 116 cars, mostly empty coal cars from Fontana. Also observed was a U.P. drag with 4 units westbound and 103 cars, an interesting large Monsanto tank car with six wheel trucks was in the train. The Grand Canyon had 5 units with 17C, 39C up front. Also saw the westbound coal drag coming down the hill bound for Fontana.



Continued from column 1, page 2.....
 On 4/15 there was an extra passenger run for kids apparently going to the zoo, second 74 had a 4 unit diesel and about 14 cars, all lightweights except one..... We recently were told that Alco switcher 2394 was gone from the local scene, if so, it is back, has been seen regularly since 4/13....Alco passenger power #67-51 "A" units in San Diegan service on #73 morning of 4/16.....ties laid for new piggyback spur on 4/17.....#73 had Alco 68 and 57 morning of 4/18 and dear old #51 hit another car in the L.A. area on this day. What is remaining of the original 3 unit Alco on the Santa Fe roster has had more grade crossing hits in San Diegan Service.....Seems it is always old #51 when something gets in the way of a train on this line....The Liberian steamer ONSHUN loaded potash and alfalfa pellets after some delay due to April rains....Units 1435, 1369, 1376 on lay over in the yards on 4/20, rail laid on new siding for piggy-back flats and a Wabash 40ft box car was finalized in yard, it has been slowly being scrapped in the yard.....Alco's 67 & 51 on #73 on the 21st of April as Shriner special arrived in early A.M. for trip to Las Vegas via Santa Fe & Union Pacific. The Shriner train arrived with 4 unit EMD "F" 40C "ABBA" 46C and a mixed consist of S.Fe./UP cars. Baggage cars had been brought in a day or so ahead of time and the train was made up at the passenger yard in San Diego. Final set up was as follows: 4 unit diesel, heavyweight SFe combine #1303, lightweight coaches 2843, 2882, 2815, SFe baggage cars 3926, 3905, coaches 2863, U.P. 5542, 5479 followed by SFe baggage cars 3931, 3922, U.P. coaches on rear, 5419, 5467, 5533 and 5404. Train departed a little late and was on the road to fun and Las Vegas. Motive power was changed at San Bernardino to U.P. "E9" units. The return trip was on Sunday the 23rd.....We here from the L.A. area about a drunk auto driver getting on the tracks and fortunately throwing the block red avoiding a collision with a train on 4/20, the drunk was polite enough to ask the crew for a push! (The situation happened on S.P.??? not Santa Fe).... On 4/22 train #74 had Alco 51-67 and observation car 1509 on the rear of San Diegan, train made its turn and went north with 67-51 Alco "A"s and the Cyrus K. Holliday on the rear of #75... private car returned on #78 that evening..... 4/24 saw freight units 1313, 1267, 1458, 1280 on lay over at the yard, we have seen some 1700's and 1800's at night but not on layover.....On 4/26 Alco 51 & 67 hit a car in Leucadia killing the driver, he was a local resident. He had been driving alongside the tracks on old 101, turned east onto the tracks and was hit dead center. The train was delayed about two hours.....
 MORE IN NEXT COLUMN

GENERAL NEWS OF RAILROADING.....

The proposed high speed rail service between Washington and New York is scheduled to start at the end of October using 40 new coaches. The equipment is capable of speeds up to 140/160mph but roadbed and trackage will restrict the trains to about 110 on straight track permitting three hour service. Test service between New York and Boston will start in July with two round trips daily.....a good place for such service would be the Los Angeles/San Diego line, with rapid, regular service it would probably draw plenty of passengers.....Up in the bay area the BART has decided on 1,000 volt DC current for the 3rd rail system to be used on the transit line. The new system is progressing and little by little the various problems are being overcome. Work on the trans-bay tube is moving along and work on the subway system in San Francisco is sure to start. Market Street streetcars will be scheduled all through the construction, there had been some thought of rerouting on other side streets, no service (use buses) and various ideas but it is currently planned to move the streetcars from the center of the street to the curb side and continue operation.....One of the former S.D.&A.E. locomotives (S.P.) #5108 was sold and is now on the Santa Maria Valley RR..... Who knows the past of heavyweight observation car #194450 which is freshly painted in work train service and now located in San Diego?? It appears to be one of the officials cars???..... Golden West Ralltours car "Golden West" was down on #74 and went north on #77 on April 29th..... Golden West has an excellent trip set up for the Memorial Day weekend, including a long run behind U.P. 4-8-4 steam power. Write to Golden West Ralltours for brochure with the whole story of this big Santa Fe/Union Pacific trip leaving Los Angeles on May 26, returning May 30, fare is \$289 including 9 meals....2210 S. Sepulveda Blvd., Los Angeles, Calif. 90064.....Locally there is a big picnic special (similar to ours of a few years ago) going from San Diego to Escondido on Sun, May 14, sponsored by Rotary Clubs.

SANTA FE continued from column 1..... The engineer estimated his speed at about 87 MPH when he hit the car and he and the fireman had seen the car and had hoped he was aware of the train. The crossing will be closed soon when a new overpass is completed.....The above accident was on train 75 northbound and chalks up another for famous old Alco #51.....On 4/27 Alco 55-74 were on #74/75, 55 is a smoker! After the 51-67 units hit the car, the 67 came down alone on #78 and went north the next morning on #73 as a single unit, it has now been teamed with 70 which is also a good heavy smoking Alco....On 4/28 the private car VICTORIA went out on #75 behind the 67-70 units, returned that night on #78.