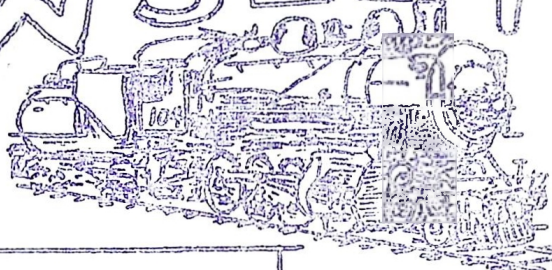


RAILWAY HISTORICAL SOCIETY
OF SAN DIEGO, INC.

NEWSLETTER

NO ELEVEN

NOV. 1963



POTASH = TONNAGE

San Diego, 1963



HAVE YOU SEEN THEM? Long strings of modern covered hopper cars, bringing many added tons to the San Diego water front via the steel flanged wheel on Santa Fe & S.D.&A.E.

In July and August the railroads moved approximately 4,500 tons of alfalfa pellets to the port terminal and about 37,500 tons of potash from New Mexico mines to the waiting ships. The Alfalfa pellets travel west from the Imperial Valley via San Diego and Arizona Eastern (S.P.), and the bulk of the potash is hauled in by Santa Fe. Some potash from the mines at Trona, California has come in via the S.D.&A.E. as well as Santa Fe.

All tonnage to the port facilities is not for export as there are many carloadings of lumber and plywood coming into the port and leaving via the two local railroads.

Currently some 11,800 tons of potash is being loaded for export by ship to Japan. A good amount of cotton is also finding the way to foreign ports via S.D.&A.E. rail service from the Imperial Valley to our harbor.

Potash is used for agriculture as fertilizer. Currently the potash loading at the port is one of the largest exports for the Tenth Avenue Terminal. The new bulk loader is responsible for this. Cotton was once the big item across the docks but potash and pellets are taking over.

The bulk loading facilities at the port are designed to handle 2,000 tons per hour. Prior to the installation of the \$2.8 million dollar bulk loader, the capacity was a mere 150 tons per hour. Much of the potash that formerly was ship loaded at Los Angeles is now finding its way to San Diego.

(CONTINUED ON PAGE TWO.....)

NOVEMBER MEETING =

MONDAY, NOVEMBER 4, 1963 - 7:30 P.M.

Regular meeting place: Upstairs in the Santa Fe Railway Station, 1050 Kettner Boulevard at Broadway, San Diego.

Nominations committee will present names 1964 officers election. If you wish to nominate a candidate from the floor be sure to have his or her approval before you submit the name.

Discussion: Should we buy some land???

Program: Charles "Tommy" Mann will present car 54 story. When we first obtained the car and progress since that time. Color movies of the various moves of car 54, our wonderful old trolley car.

Bring a friend??? SURE!! Open to the public, ALWAYS.

Refreshments... SURE, the usual extra good kind like we always have, thanks to Gladys Skeen and her helpers.

WHEN?? This all takes place on MONDAY, NOVEMBER 4th, 1963 - 7:30 to 10:30 P.M. R.H.S.of S.D. meeting place and time..... First Monday of the month, Santa Fe Ry. station, up in ye olde Safety Room.

NO SAVING THAT WOODEN OBSERVATION CAR, SORRY, BUT IT WAS TOO LATE. THE INTERIOR OF THE CAR HAD BEEN TORN OUT. (See page Three)

"NEWSLETTER"

Published monthly by the Railway Historical Society of San Diego, Inc. (A non-profit organization) P.O. Box 9351, San Diego, California Zip Code-----92109.

Send news items to the editor, Corky Thomson, not later than the 20th of month.

PERILS OF CARRISO

Flash floods, torrents of rain and the clash of lightning over the Laguna Mountains recently raised the very devil with the highways through our east county area. But not all was highway damage, these thunder showers and typical desert flash floods hit railroads too.

On Saturday, October 19th the westbound San Diego and Arizona Eastern freight trains was dragging up into Carriso Gorge from the low desert country, the Carriso Wash had seen a goodly share of moisture, rains had fallen all through the eastern portion of the county and flash floods had made a mess of roads. As the S.D.&A.E. train labored up the grade with full tonnage behind the diesel locomotives, it lost speed. The engineer had her wide open but his locomotive failed to respond and slowed to a halt. Fifteen cars were dragging along on cross ties rather than steel rails.

Fortunately the derailment pulled in on a curve against the hill rather than pull off on the gorge side. The derailment happened near tunnel number twenty.

Cause of the accident may have been a car of alfalfa pellets improperly loaded, with the bulk of the load to one side of the car. This car is believed to have just laid over on the curve and started the chain reaction of more cars following. We have been told a good portion of the derailed cars were "heavies" with pellets or potash.

One car required 26 hours to get it back on the tracks. No through trains were run on the S.D.&A.E. from Saturday until Wednesday. The service was strictly, "Local Service" to El Cajon, La Mesa and local areas.

When service was resumed the railroad did quite a job in bringing in the late freight. We were told that three trains made the trip on the first day of resumed service. A big display of S.P. power could be seen on Thursday, October 24th. It looked like a main line locomotive service point, big S.P. diesels all over the place. The Thursday eastbound freight had 3 units on the point!

POTASH (continued from page one.)

The potash is mined by several large companies in New Mexico. Potash also comes from Trona, California, but presently the rates make it more desirable to ship it to the Los Angeles port although some hoppers do come to San Diego from Trona. The new mine at Moab, Utah will also ship to San Diego when it is fully in operation.

Rates govern the Trona shipments. The mining area is near Death Valley, less than 150 miles from Los Angeles, yet it costs 8 cents per hundred pounds more to ship it to San Diego. Steps are being taken to make it more equal for the San Diego port. The rate from New Mexico is the same for the two ports.

Potash alone has made the new bulk loading system worth the initial cost of building. Potash alone will not be the only item to keep the bulk loader in action as it has been designed to handle alfalfa pellets (which are being shipped regularly) and such items as flaxseed and iron ore. The port estimates a \$250,000 per year from potash operations. It expects to handle 30,000 to 40,000 tons per month.

The potash is carried in covered hopper cars and is unloaded through the bottom of the cars into the big funnels which feed the conveyor belts. From the pits it is carried up to overhead belts and out to the dock. A large mechanical monster known as a trimmer, dumps the potash into the hold of the ship and shoots the material evenly into all corners of the ship for balanced loading.

Potash is mined similarly to coal and is found at about the 1,000 foot level. The New Mexico mines dig it in rock-like layers and mining is quite clean due to the lack of dust in the mining operation.

Here in California the Trona potash is found in the brine deposits.

The potash is run through certain graders to clean it of impurities and ready it for actual commercial use.

New Mexico mines produce nearly 90 percent of all potash mined in the United States. The bulk of the shipments from San Diego are sent to Japan for agricultural use.

Potash means a lot to the economy of the port here in San Diego. Alfalfa pellets and cotton are big too. Soon we may see iron ore shipped from San Diego if a market for such is found. The barrel roll device for unloading upon top hoppers or gondola car may be used regularly if this comes about.

S.P. OBSERVATION CAR



The old wooden car is not worth buying we are told. After a sudden crash program to try and save this fine old truss rod, open end car, we find the beautiful interior has been torn out. It is nothing but a shell, not the fine old car we had hoped to save.

Wally Duthie went to inspect the car and was greatly disappointed to find it nothing like it had been. All of the fine inlay and mahogany were gone, partitions torn out, etc.

Any money collected thus far to save the car will be returned to the donor if requested and if no one speaks up, the small amount we had raised will be placed in the Equipment Fund which we have for this type of thing. If no one wishes their donation back, they can be sure it will still be used for a good cause.

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LAND....LAND....LAND???????



Should the society buy some museum land? Its getting late, land is getting harder to find all the time. Consider: a few acres of land on the Santa Fe right of way up around Vista, San Marcos or Escondido.

Our member in Vista, Mr. Pollard, has a dandy little steam locomotive and is building passenger cars. Where can this be set up and put to a good use? This equipment is ready, it needs a home, it should be run and enjoyed.

Anyone with any good ideas let us know.

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PRIVATE CARS



The big maroon "Cyrus K. Holliday" was in service to Los Angeles for a group going to the baseball game last month. This car is always an impressive sight on the rear of the Santa Fe "San Diegan" streamliners.

The big blue and white M.P. private car is in the Santa Fe shops for painting. It will be a solid blue when repainted and carry the same number, less the M.P. name.....NUMBER 11.

The old Harriman coach which was sold to young member Jonathon Saap was put to the scrap dealers torch some time back. Jon moved from San Diego to Hawaii and sold the car to a local scrap company. It was cut up on the spot, right on the spur track by the old Cudahy plant.

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1964 RAILROAD CALENDARS READY Get yours now:

Send \$1.25 to Mt. Rubidoux Chapter, P.R.S..

180 "J" St., San Bernardino, Calif. 92410.

(Calif. residents, add 4% tax= 5¢ extra)

WHATS HAPPENING LATELY???

The derailment on the S.D.&A.E. made for some changes in local motive power with two lone and forlorn GP-9's standing around for several days with no where to go. These two units stood idle for several days and when the line was again open there was more diesel power to be seen on the S.D.&A.E. RR. than probably at any time in the history of the line. There were S.P. 'geeps', cabs, "B" units all over the place.

The El Cajon-La Mesa freight used a big road switcher on Thursday, Oct. 24th with a little G.E. diesel in tow. The 5883 was on the point, low hood to the rear, the 5119 was in tow but not running? Safety first? We figured the little diesel was there as a spare in case the big 5883 went on the ground somewhere. The little diesel could then pull the big one back on the track. This may not be the reason for taking the 5119 along but it is known that the GP-7 and GP-9 power is a little heavy for the El Cajon line, there is still some very light rail out by Grossmont. The train was ten cars in length, the problems getting started were normal. Going up the Commercial Street grade from 16th Street a large semi-truck and trailer were parked on the tracks. A stop was made to locate the driver and move the rig. The trailer hung up on the door of the warehouse and that caused more delay. East of 30th Street the city had a water pipe crew digging in the street, all of the equipment was on the tracks, trucks, compressor, hoses, etc. After moving, the train continued on its way.

A mass move of diesel power headed east on Thursday. Our count may have been off but it was 9 or 10 units, geeps, cabs, "B" units and more geeps. Train was approximately 45 cars. This was to return the added power required to bring extra trains west after opening the line.

We heard of a recent westbound train on the desert side of the hill requiring some extra power for the hill so they promptly saw to borrowing one unit from the down hill eastbound train. Nothing wrong with that, the dispatcher and everyone agreed it was the thing to do. Later....the locomotive foreman in L.A. was quite at a loss, one of his diesel locomotives was missing!! He apparently raised quite a fuss over the disappearing locomotive.

The swell of westbound freight after the derailment on Saturday caused a shortage of yard tracks in San Diego. The port had a call from the S.D.&A.E. to PLEASE TAKE SOME CARS!!! One N.Y.C. box car got accidentally pushed to far on one spur.....right over the dirt bumper.....through the car & electric company fence!!

STEAM LOCOMOTIVE # 5021



Last word from the Railway & Locomotive Historical Society: No dates set for the very much hoped for trips on S.P., U.P. & Santa Fe.

We repeat, there is no definite dates or actual agreement by any of the three major rail companies to operate the big 4-10-2 type. All we can do is hope for an okay from the railroads to allow the 5021 to operate.

The request is in the hands of all three rail lines, it is up to the top brass to give the green light to the steam excursions.

SAN JACINTO AERIAL TRAMWAY



The Pacific Railroad Society will operate a special Southern Pacific excursion train to Palm Springs for a ride on the new aerial tramway up the side of Mt. San Jacinto.

The excursion will leave Los Angeles at 8:30 A.M., return at 10:45 P.M., SUNDAY, NOV. 10th, 1963. S.P. "Daylight" streamlined cars, including the 3-unit diner-kitchen-lounge car.

Fare includes train, charter bus and the ride on the 13,200 foot aerial tramway up the slope of Mt. San Jacinto to the 8,516 foot level. Adult fare is \$18.00, children \$13.00.

Write: PACIFIC RAILROAD SOCIETY, Inc., P.O. Box 5279, Metropolitan Station, Los Angeles, California, 90055.

STREETCAR #4



Painting and windows are the items which are currently making our old car #4 come to life. (Next door to the Whaley House.)

ORANGE EMPIRE TROLLEY MUSEUM



Tourist operations on Sunday afternoons, where else can you ride streetcars these days in this part of the country?

Workers, visitors and donations are as usual needed at Perris. Cash donations for the trucks from Toronto, feeder wire and the RR station moving project are needed. There is also need for donations to the water fund and the new septic tank. Send a few \$\$\$\$\$\$ to ORANGE EMPIRE TROLLEY MUSEUM, P.O. Box 501, PERRIS, CALIFORNIA, 92370.

EXCURSIONS: Your excursion director has not made any definite plans this fall due to the serious illness of his father since July. On October 1st Mr. Thomson passed away.

Corky and Barbara Thomson wish to thank everyone for their kindness and the many nice cards. Thanks to Earle Swaine for the moment of prayer at the last meeting. It is difficult to see a loved one ill and at times rally and appear to be on the road to recovery, only to finally slip away forever.

Mr. Thomson was in his seventies and had a full and healthy life, one of his last big outings was on our May 5th Escondido excursion. Once again, for Barbara and myself, thanks to all of you for your thoughtfulness.

Seeth L. Thomson

NOVEMBER MEETING DATE: Don't forget it..... Monday, November 4, 1963 - 7:30 P.M. at our usual meeting place, upstairs in the Santa Fe Railway station in downtown San Diego. Why not bring a friend along to the meeting???

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P.O. Box 9351, San Diego,
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TIME VALUE PUBLICATION

RHS of SD meets: Monday, November 4, 1963
7:30 P.M. Santa Fe Railway Depot.



Puget Sound Railroader
P.O. Box 1362
Broadway Station
Seattle, Washington