

NOVEMBER
1965
ISSUE No 11

RHS of SD NEWSLETTER

DECEMBER
1965
ISSUE No 12

O.E.T. TRIP — Sunday, Oct. 24, 1965

Perris, Calif. 325 persons visited the famous Orange Empire Trolley Museum via a special train from San Diego. The RHS of SD excursion turned out a success after some worry of not reaching the high cost of the trip. Final Sunday depot sales were the deciding factor of operating in the red or in the black, after all costs were accounted for the society came out approximately \$200 to the good on the excursion.

Our excursion train was powered by a three unit A-B-B diesel locomotive #21 with open door baggage car directly behind the diesel followed by three lightweight coaches, the Del Mar Snack Car, four more coaches and as rear car another open door baggage car. The well liked open platform observation car #1509 was not available for the trip. At Santa Ana we were treated to music by a five man pep band. The musicians played in the rear baggage car and also gave each coach a special concert. They also played at the depot in Perris prior to departure time. Our thanks to "Razz" Reynolds and his band members for a little extra entertainment during the day.

At the museum the excursionists were free to wander about and inspect the various trolley cars and take rides on a pair of P.E. cars and the RHS of SD #171, our car from San Francisco.

The San Diego Electric Ry. car #508 was in service for photo runs, the seats have all been removed for reupholstering.

The excursion got a slightly late start but made up time and in spite of a delay waiting for the Grand Canyon we still made our arrival near our proposed time at Perris. An added bit of a non-regular operation was the backward operation for a little over seven miles on the main line. The train was turned prior to reaching the line to Perris, which required the back up operation to the junction; this placed the train in a forward direction into Perris. The same backwards run was made when we came back out the Perris line to the main line. At Perris the entire train was turned on the wye.

The weather was slightly warmer than we had wanted but there was a nice breeze blowing and in the shade it was very pleasant. One thing in operating excursions....you can't very well do much about unusual hot spells or cold, or rain!

Thanks to all the members for their help and to everyone involved in the excursion.

DECEMBER MEETING

MONDAY, DEC. 6, 1965.

7:30 P.M. - SANTA FE RAILWAY DEPOT.....
upstairs in the Safety Meeting Room.

RESULTS OF 1966 OFFICERS ELECTION.

PROGRAM....To be presented by Roy and Daisy Miller.....and judging from their travels and past viewing of travels and their narration, it should be a good show and you won't want to miss it.

DECEMBER MEETING, MONDAY, DEC. 6, 1965.
7:30 P.M. SANTA FE DEPOT, SAN DIEGO.

LATE.....ELECTION BALLOTS

The 1966 Nominating Committee turned in their report at the November meeting, there were NO nominations from the floor. Enclosed with this issue of the Newsletter you will find a cut-out ballot. Fill out your ballot and mail with out delay. Ballots must be in by noon on Monday, Dec. 6, 1965.(by mail) If you can't mail it by Saturday Dec. 4th you can turn it in at the meeting in person. As usual in this yearly nomination for officers we come up with a shortage of available and willing persons to run for office. You will see some familiar names again, if no one is interested in running for office, we ask your support of those that are willing. It is a sometimes thankless task and some of the members get stuck year in and year out doing the same old job. In the case of the treasurer it is almost a life time job with Fred Finke. Freddy does a good job and we appreciate it, but I am quite sure there are times when he gets a little tired of this job, remember it is a sometimes thankless job, Fred carries on year in and year out and does his job well, thanks for a job well done Fred Finke.

Anyway, if any of you aren't happy about the election, speak up and throw your hat in ring and take over one of these positions! 1965 president, Dwight Couch will continue as a member of the board as past president.

BALLOT ON REAR PAGE — MAIL IT RIGHT AWAY, DON'T DELAY.

NEWSLETTER, normally published every month by the Railway Historical Society of San Diego, Inc. P.O. Box 9351, San Diego, California, 92109.

WELCOME TO NEW MEMBERS.....Additional to the membership list published in the October issue we have the following:

G.K. Edwards, 768 Monserate Ave., Chula Vista, 92010-----North County Model Engineering Society, P.O. Box 1151, Vista, 92083-----Royal A. Wolverton, 3651 Leland St., San Diego, 92106---Ray W. Archer, 911 Candlelight Place, La Jolla 92037-----Mrs. B. W. Johnston, 4984 Narragansett St., San Diego, 92107-----George Eoyd, 10453 Hawley Road, El Cajon, 92021-----Mrs. E. M. Stevens, 809 No. Pacific, Oceanside, 92054.

Welcome to the RHSofSD, hope you can all attend the December meeting and get acquainted.

EXCURSION NEWS.....Pacific Railroad Society, Box 5279, Metro. Sta., Los Angeles, 90055 will operate another Southern Pacific special from Los Angeles to the Palm Springs Aerial Tramway on Sunday, November 28, 1965. The special will leave Los Angeles Union Station at 8:00 A.M., Alhambra at 8:20 A.M., Pomona at 8:55 A.M. and Colton at 9:30 A.M. Arrival at West Palm Springs is scheduled for 11:10 A.M. Fares are \$12.95 each for adults, \$8.95 for children. Fare includes train, charter bus and trip up the mountain on the Aerial Tramway. Return is scheduled for 6:00 P.M. with arrival back in Los Angeles at 9:20 P.M. SPACE IS LIMITED - RESERVE NOW. Write to PRS for information.

x x x x

RHSofSD.....another bus trip from San Diego will be set up during the winter or spring, it is hoped to catch the mountain with snow but try for reasonable weather. More information will be coming in January issue.

RHSofSD.....another train trip from San Diego will be in the spring, early in May. Presently we are considering another picnic special to Escondido but there is a possibility we will pick a new destination with even more to offer. Plans are presently being worked out, fares to be as low as possible.

RHSofSD....another private car trip to L.A. aboard the "Cyrus K. Holliday" on the regular San Diegan run is also in planning, also there may be a special run with the "Holliday", yet to be announced. L.A. trip will be a Sunday, special trip will be a Saturday.

CAR 54 HAS TRUCKS NOW

The hard working but rather small group involved with the restoration of the fine old streetcar by the Whaley House in Old Town now be even a little broader, the scratch built trucks are now under the car. Final details and some changes in the bolster will place the former cable car in readiness for such finer detailing as painting and lettering.

NEWS NOTES November-December

It is rumored the California Western is interested in another steam locomotive for the "Super" Slunk run between Fort Bragg and Willits, Calif. The motor Slunks continue plus the steam train.....Another steam line is planned near Santa Cruz, California. This will also be a narrow gauge operation as is the Hearing Camp and Big Trees at Polton. The new line will use a Shay if a suitable one can be located, the new line would be about five miles long when built.....The S.P. is still running freight only on the Northwestern Pacific, they still refuse to operate the RDC car, residents are getting ready for a fight again to restore passenger service. S.P. says freights run at night and to run a passenger train during the day would require much of the work equipment to be moved. The line is still being restored from the floods earlier in '65. S.P. also tried to drop the famous "Del Monte" but the ICC says "run it".....Recently a very bad accident took place on the Oro Dan project. Two of the special work trains had a head-on collision, one train was loaded on the run up to the dam, the empty was returning for another load. Severe damage was done to four diesel units, three may be due for the scrap heap, all are reasonably new units.....One of the San Diego U.S. Navy switchers is now working at San Pedro as newly acquired Port of Los Angeles #1.....Typical of the S.P. is the report in the latest Western Railroader regarding the donation of a "Harriman" coach to the Railway & Locomotive Historical Society, Pacific Coast Chapter, S.P. "conditions" include a stipulation that the car NOT be used or operated on S.P. trackage.....Recently member Marion Charles traveled to Earstow to observe train operations, he reports seeing only hood unit is in freight service, none of the wagon tops (A-E-B-A and such) were seen at all, on the S.P. at Indio the same report, all hoods. The Kaiser ore train was observed with ten units in all making the climb from Indio up the hill.....more on page three-----

MAR EXHIBITS

Recent correspondence between Jack Stodell and the Southern Pacific regarding ballast and ties under car 050 at Del Mar ended up with an offer of additional ties and moral support from S.P., we and the fair people will have to do the actual work, S.P.'s San Diego & Arizona Eastern will loan us tools. S.P. stated they have no obligation in the up keep of the locomotive and coach but they would offer ties and tools. Several years back the locomotive (#104) was pulled forward on temporary track and cement poured under the ties, the tender and observation car did not get the additional support at that time and track is now in bad shape. This job will be taken care of before the 1966 fair.

STEAM LOCOMOTIVE???

P.S.R.M.A. Report

The Pacific Southwest Railway Museum Assoc. has bid on an American built 4-4-0 steam engine in operating condition. The locomotive is now located in Mexico, they bid \$2,400 and have a very good chance of getting the engine. They also have a pretty solid thing now in some land in the southeast part of the county. If the plan works out they will have at least a two mile right-of-way and a long term lease.

STEAM LOCOMOTIVE???

Excursion PSRMA

Wally Duthie had hoped to offer all local and distant railfans a ride behind steam power on the Sonora Baja California from Mexicali!! Only one hitch, it now turns out that the steam locomotives on the SBC are not in working order and cannot be used. Wouldn't that been a trip?

FOR SALE Anyone interested in a good automatic movie camera? Corky Thomson will sell his Bell & Howell "Directors Series" Zoomatic 8mm with or without deluxe carrying case. The movie camera has electric eye or manual exposure, slow motion, built in filter and many other fine features. Camera sold now for about \$200 plus almost \$30 for the case. If you are interested in a bargain deal on a very good movie camera, contact Corky by mail or phone, S.L. Thomson, 3204 McGraw St., S.D. 92117, phone 276-3266 evenings.

PACIFIC BEACH & WESTERN The P.B. Model RR Club is trying to raise funds to build a new control panel.(on the north side where the public can see the panel in operation) They are selling chances on two very fine HO steam type locomotives at \$1.00 each, drawing 12/22.

NEWS NOTES November-December (continued)

The auction of former Missouri Pacific business car # 11, later owned and lettered "Car Eleven" by a group of San Diego businessmen was held recently and the car went for the sum of \$34,000 to Hastings Harcourt of Santa Barbara, California.....This leaves the only locally owned car, the Cyrus K. Holliday, but keeps the count up for such cars in California. There are approximately seven or more now in the Southern California area.....The former Santa Fe RDC units are now in service on trains #13 and #14 out of El Paso, they had been in service between Newton and Dodge City. Our two roving train watchers, Dwight Couch and Donald Decker are planning on riding them during the month of November, plus an assortment of other Santa Fe passenger trains.....Up in Northern California two of the former Key System units were recently used for a railfan excursion, pulled by Sacramento Northern diesel #202. The Key cars were the 182 and the 186, trip was by the Bay Area Electric Railroad Assn. They are presently building a museum at Rio Vista.....Southern Pacific is reworking some Daylight streamlined cars for commute service out of San Francisco, seating has been changed to the three-two arrangement, double seating on one side, triple on the other, if the initial tests work out more cars will be converted.....One of those dreadful train-gasoline truck crossing accidents has again taken the lives of two Union Pacific engineers when a U.P. streamliner hit a truck and was showered with fuel and caught on fire.....Santa Fe displayed some of their high-level and plush streamlined equipment last week at the Santa Fe depot, San Diego.

1966 RAILFAN HISTORICAL SOCIETY OF SAN DIEGO ELECTION OF OFFICERS....OFFICIAL BALLOT.

Vote for one in each office (space for write in)

PRESIDENT.....	Rex Cuttell ()	()
1st V.P.	Bob Farwell ()	()
2nd V.P.	Donald Decker ()	()
3rd V.P.	Gladys Skeen ()	()
Treasurer.....	Fred Finke ()	()
Recording Secty..	Calla Hatz ()	()
Correspdg. Secty...	B. Thomson ()	()
Excursion.....	Seeth Thomson ()	()
Historian.....	Clifford Skeen ()	()
Director.....	Gone Lindsay ()	()

(1965 president Dwight Couch automatically joins Board of Directors as past president, Mr. Charles Rezek remains for second year of two year term. VOTE, MARK YOUR BALLOT, MAIL IN BEFORE THE DEC. 6th MEETING, CUT OFF THIS PORTION AND MAIL.

MEMBERS....CUT OUT THE SMALL BOX AND MAIL YOUR BALLOT NOW....DON'T WAIT, MUST BE IN BY 12/6/65

SAN DIEGO SERVICE

SAN DIEGAN

The railroad won and dropped several of the trains between San Diego and Los Angeles. We now must get along with three trains a day in each direction. It is possible two more will be petitioned for abandonment after the holiday season, leaving four trains a day, two each way. Since daylight time is gone and the present new schedule has been in effect for awhile it seems the mid-day northbound departure does not get to much passenger business. On numerous trips during the week it is simply a three car train with two units of power. It is to bad the railroad doesn't speed up the local service and do a little pushing and regain some of the highway and airline traffic. There was a time when you had trouble finding a seat, and it wasn't so very many years back. Local agents of the Santa Fe have little they can do, schedules and plans come from higher up and far from San Diego. All the local passenger department can do is sit by and watch what is happening.

Scheduling an excursion is getting more of a problem too, our local agents do their best but they are tied to the decision of people in higher offices who don't seem to care or know just what they are doing. Example: The Perris trip was planned many months prior to the date we ran it. During that period of time the rate was changed from 275 adult fare minimum to the sum of 335 adult fares. The train consist was cut down in cars, the cost went up. The actual train as set up by the railroad would not even hold the called for minimum adult fares. The Perris trip was not selling and it appeared we would have to cancel but luck shined on us.

NEWS NOTES, LOCAL

Santa Fe had a good month during October with thousands of tons of potash being shipped from the bulk loader at Tenth Avenue Terminal. Shipments were coming so fast that there were several times that the Santa Fe had to store large cuts of covered hoppers on CTC passing tracks. One large cut of 81 cars was dropped off on the Morona Siding and stood there for several days awaiting space in the yards. There would be 80 or so empties heading out and in an hour or two another train of loads would be rolling into town.

An interesting observation of the 81 car train on Morona passing track was that they headed the six units in and we were counting cars as they passed the house, at the count of 81 cars there was no caboose, no flag, just a big covered hopper and nothing?? Several car lengths back came a slow rolling caboose, no one in sight on either end or in the cupola. The diesels took the train into the passing track and by radio-phone the CTC operator re-lined the turnout to the main and the caboose gently rolled on by the train. The road units cut off the train, pulled out on the main and backed up to the caboose and went on into town six units and a caboose. Several motorists on Morona Blvd. were shocked as the lone caboose ambled along the main line with no visual source of power, the train was down the line and out of sight.

Motive power continues to be the 1300 and now the 1400 series GP-35's, all are rebuilds from former GP-7 and FT and F3 units turned in to E.M.D. The big 800 and 900's also make the run, also good old GP-9's and some 1200 GP-30's.

RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, INC.
P.O. BOX 9351, SAN DIEGO, CALIF. Zip 92109.
(A California Non-Profit Corporation)

NOVEMBER - DECEMBER 1965 NEWSLETTER

ISSUE 11 ISSUE 12 COMBINED

Postmaster: RETURN REQUESTED

THIS IS A TIME VALUE PUBLICATION

HELP SUPPORT THE ORANGE EMPIRE
TROLLEY MUSEUM, PERRIS, CALIF.

NON-PROFIT ORG.
U.S. POSTAGE
PAID
San Diego, Calif.
PERMIT No. 177

Jerry E. Durkin
1521 West Camino Del Rio
San Diego, Calif 92110