

NOV. #11 NEWSLETTER #12 DEC. 1966 1966

RHS-of-SD NEWSLETTER #11 & 12

San Diego, California

NOVEMBER & DECEMBER, 1966.

SORRY ABOUT THAT.....NO TRIPS

We are sorry, all kidding aside, we just didn't do anything with excursions this year. However, there were lots of trips available if you really like going on rail trips and we did our best to keep you informed.

What few plans we had this year were all shot down due to unusual conditions on the railroad this year. The bus strike placed an unusual pressure on the railroads and the big airline strike did so too. Between those two situations, normal summer demands for railway equipment and other trips out of the L.A. area it made it quite difficult and downright impossible to do what we had planned to do.

The railroad has been gradually raising the minimum adult guarantee on trips and with the "deadhead" fee in bringing equipment to S.D. and returning it to L.A. it is going to make rail excursions almost impossible from here.

We are going to experiment with a trip in March of 1967, this will be an excursion 100% by rail but we will use normal Santa Fe train service on a portion of the trip. We will have an ORANGE SHOW SPECIAL using Santa Fe train 73 in the morning and 76 coming home. We will de-train at Pico-Rivera and meet the excursion special to San Bernardino, the return trip is the same set up. There will be a choice of the Orange Show or a continuation from San Bernardino via train to Redlands and out the now remaining portion of the old Redlands Loop. Keep MARCH 11th, 1967 open for this trip from San Diego via Santa Fe....all the way.

A private car, observation car style was planned for November but a fund raising trip of the same nature came up and is a bit on the different side. (see brochure attached) We will operate the Cyrus K. Holliday on a 1 day (Sunday) trip to L.A. and back in the not to distant future. (after the holiday season)

O.E.T. FALLBROOK TRIP

Orange Empire Trolley Museum ran a special from L.A. on Sat. Nov. 5th, included was the operation of special on spur at Irvine and up the Fallbrook line. Train was a sell out and raised needed capital for O.E.T. projects.

ANOTHER PRIVATE CAR FOR SAN

A former Pullman, later CR&O, private car is now in San Diego. The "Blackhawk" features high speed roller bearing trucks, many added modern features for one of the older heavy-weight cars. It parks by the C.K. Holliday.

MEETING DATE MONDAY, DECEMBER 5, 1966

The first Monday of December, 8:00 P.M. Santa Fe Railway Station, San Diego, Calif. Upstairs in the Safety Room.....

PROGRAM--- Roy and Daisy Miller have more pictures to present.....be there.....these offerings from the Miller trips are always good and lots of extra bits of information is always available from Roy and Daisy.

MONDAY, DECEMBER 5, 1966.....all members are invited to attend and friends and visitors are always welcome.....come on down and see all the gang and here is a chance to wish everyone a MERRY CHRISTMAS and a HAPPY NEW YEAR face to face.....renew old friendships, gossip, show the fat about trains.....

PLUS.....REPRESENTENTS The December meeting always has extra good goodie! AND....there will be some good prizes available when the chances are offered.....plus a FREE door prize to some member or guest.

REORGANIZATION? It has been a rather slow year for RHSofSD. No big excursions, no little excursions, not much progress on some of our pet projects but we did make headway.

Car # by the Whaley House is basically on the verge of completion, final paint work is the biggest need for the coming year. The car has been in the news due to some political problems regarding the Whaley House property, it will be moved soon, a new location has been made available, covered and with room to work on the car and finish the painting.

The fairgrounds equipment is looking good, there is always work to be done but the car and locomotive are doing OK, streetcar 528 is in need of some work but nothing serious.

Our car 171 at Parris needs work and maybe during the cooler months we will get some of our workers up to the trolley museum.

YES, the RHS of SD does need some form of reorganization to get things rolling again but with a new year we will be able to make a new start at certain problems and projects. Here is the chance...YOU are needed in 1967 to help keep things rolling....will YOU help in '67???

To keep things rolling it takes many active members, many things have stood in the way of many members during 1966.....make 1967 a real move ahead year for RHS of SD....YOU CAN DO IT

1966 ROLLS TO AND END, new year coming up, new officers, some new, some old, 1967 officers to be elected...same old problem, everyone wants things done their way but they don't want to be stuck with the work....so, many of the same old crowd must carry on for another year, a few are changing position but its pretty much the same faces that carry on. The nominating committee presented one person for each position, it was up to the membership to add the competition if they felt it was needed....There is one person nominated for each position, no opposition: For President- Clifford Skoen, for first vice-president-(publicity, etc.) Gladys Skoen, for the office of second vice-president-(in charge of equipment, maintenance, restoration, etc.) is the incumbent, Donald Decker, running for the third vice-president position-(program chairman and refreshments) is Alden Morse, coming back for another year of book keeping we proudly are able to present our REGULAR for the office of treasurer, Mr. Fred R. Finko. To round out the 1967 staff we have for recording secretary- Mr. Hamilton Wright, for corresponding secretary- Barbara Thomson, hoping for a better year of society travel, excursion director- Seth L. Thomson. Our present 1966 president, Rex Guttall becomes a 1967 board of directors member, to fill out the board we have Harry Standefer and in the historians position, George Guth.

The election will be held at the December 5th meeting, no ballots were mailed due to the fact that there is only one person running for each office and those were nominated by the membership at the November meeting. If there are any objections, please contact James Reading, chairman of the nominating committee: CY-6-2516 or 1447 Kite Street, San Diego, Calif. 92102.

1967 DUES SOON \$3.50 adult (regular member) \$4.50 adult (family plan membership) \$2.50 for junior (under 18 yrs.) and \$3.50 or more for a sustaining membership (for persons wishing to help the society financially but not become involved in operation of the society or holding office.

WHERE DO YOUR DUES GO? Without YOU, there would be no Railway Historical Society of San Diego, there would be no steam locomotive 104 on display at the fairgrounds, no observation car coupled to it, no FCC streetcar saved, the years of work on restoration of car 54 would be lost, streetcar 171 at Ferris would have been saved for nothing. YOUR DUES DOLLARS maintain and make possible the continued display of what we feel are very vital railway items of the days of steam and traction....Your 1967 dues will be another year of insurance on these railway items.

RAIL RAMBLINGS, NEW AND OLD Newest of the new Santa Fe motive power, G.E. U-28-C roadswitcher in passenger colors, equipped with steam generators for passenger service, these brutes are now in service and three such units have been seen at Barstow, west on 23, east on 20..... As reported in last issue, the two steamers are at Perris, Mojave Northern 0-6-OT #2 & #3, the Levine engine is enroute from Pennsylvania.... Here potash for shipment from San Diego, there are several ships lined up for December so a good supply of the big covered hoppers should be due and plenty of modern diesel power on the point. Current diesel types on Santa Fe seem to cover most types on the San Diego line, the trusty old PA Alco "A" units continue to build up mileage on San Diego runs, including the original, #51. a few GM F-7's catch a run now and again. The freight operations are everything from GP-9, 30, 35, 700's, 1200's, 1300's, 1400's, 1700's and the big 800 and 900 series, anything from two units to six or seven units. Oceanside freights use 700's. Recent look at SD&AE showed a lot of old GP-9 power on the 451-452 valley run. The little 5100's still do the El Cajon run, quite often triple heading these days with much tonnage going out east to Lemon Grove, La Mesa and El Cajon, trains seem to be running daily except Sunday..... Watched 452 thread through the great Carriso Gorge recently from twin engined, turbo charged 6 place plane, got some impressive views as we watched from above, through the tunnels, over the huge wooden trestle...which is quite something when viewed from up and outward, not from hiking in and standing on a hillside, that is a really wild hunk of standard gauge railroad when viewed from the air. (MORE NEXT PAGE #4)

1967 DUES... continued from column one..... It may not sound like much but your \$3.50 per year does more historically for the city and county each year. Our locomotive, S.D.&A.E. #104, a handsome Baldwin 2-8-0 is something worth saving and keeping presentable for the thousands of fair visitors each year. The old wooden open platform observation coupled to our engine is even more valuable, "Carriso Gorge" #050 is well worth your \$3.50 each year..... Traction? San Diego purchased the FCC #528 as the last of a fleet of modern streetcars, we have her in trust, keep her from rusting away, your dues do that each year. Eight years of toil and your dues dollars have brought car 54 from the grave, restored her, once a San Diego cable car, later one of the first electric, and at Perris, big operational streetcar 171. these are the reasons you should renew in '67.

ORANGE EMPIRE TROLLEY MUSEUM

We don't like to try to jam O.E.T. down your throat every issue but there is an important message to be delivered.....The museum project at Ferris is the one and only OPERATING museum within many, many miles. The next such operation is just getting going, and quite nicely, up in northern California at Rio Vista, this too, is a traction type operating museum. It is easier to get electric equipment and keep it running, easier? yes, you can probably say it is easier but it still requires one big batch of workers and lots of dollars and donations.

O.E.T. at Ferris, less mileage for some of us in San Diego in comparison to members living in the L.A. area, is an hour and a half drive. It is very definitely a trolley museum, there is a large number of such equipment there, but, O.E.T. is not closing the gate on steam or any equipment pertaining to the steam era, this was also a part of traction days. The 0-6-0 tank type standard gauge switchers are at Ferris on O.E.T. track, another is due from the east. If you want to see steam fired up by any form of historical group, FERRIS and the O.E.T. will be the place in future years.

Orange Empire Trolley Museum (RHSofSD is a group member, holding one actual membership) is going places, it has been years of hard work and there are years of work ahead, but the one thing to remember is the fact that O.E.T. had guts enough many years back to BUY some land. They need more now and are attempting to make a purchase while the land is still available. We and many other historical groups should have done the same thing about 8 or 10 years ago. We didn't, they did, they now have the makings of an operating museum. YOU can help, donations are needed to complete the purchase of this now available and much needed land: SEND DONATIONS TO: O.E.T., P.O. Box 548, Ferris, Calif. 92370. Mention land purchase with your donations.

Now then, where do we and the rest of the historical groups stand? It has been suggested by several people that some of us band together and purchase additional land along the right-of-way at Ferris to help build this operating museum and support it, each and every organization and each and every individual.

The CALIFORNIA SOUTHERN RAILROAD MUSEUM is a group in and around San Bernardino, they are owners of Mojave Northern #2 recently delivered to Ferris and O.E.T. trackage. PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION is a group here in the San Diego area. Originally formed by a dozen or so RHSofSD members to find and purchase land for an operating museum, PSRMA has moved ahead with great strides....but no land!

NEWSLETTER??? REPORT?? JOURNAL??

There are currently three very similar type publications being put together in the area, our own NEWSLETTER, PSRMA's REPORT and the Southwest Railway Library JOURNAL. Each of these publications carries a similar story, local rail news, some national, and the items expressly for the members of each group, such as meeting dates, work parties, etc.

Each serves an important purpose to a few, none reaches all. Frequently news in one is of a general interest to all, but it only goes to the members of one group.

Some time back RHSofSD Newsletter editor, Corly Thomson, suggested the three papers do a merger and put out one good money paper to all three memberships each month, there could be closer harmony by all members, more knowledge of what is going on and a saving of the most important item, TIME. There would also be a saving of money in paper and postage, but I am sure everyone will agree, TIME is the one thing we all need more of and wasted time is of no value to anyone.

A single monthly news bulletin would serve all three San Diego memberships with meeting dates, work parties, trips, etc. It could be run off on a mimeograph, rather than the less practical spirit machine, non-profit groups get a special postal rate for 200 or more in a single mailing. This way with all three in one bulletin the monthly mailing would total 200 or more. One mailing, less postage cost, cut work and paper consumption by 2/3rds. It is up to the officers of the three organizations to make the decision and work out the best system of operation.

Think this over, if you are in favor, a card or a call would help make the decision. PSRMA has stated they would be in favor of a joint publication, how about RHSofSD or SRL?

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

The PSRMA has Mojave Northern #3, operational 0-6-0 tank switcher, they have the landing engine on the way from back east and have lined up several other locomotives, which will as things stand, go to Ferris. RAILWAY HISTORICAL SOCIETY OF SAN DIEGO is not looking to strongly for an operational museum, we have our hands full with some very fine equipment now, not operational but worthy of yearly care and historic in value. We do have #528 and #171, both streetcars, both operational. Ferris is naturally the place to run streetcars....enough said.

It is your time to speak up, doesn't it seem natural for everyone to swing toward a bigger and better museum at Ferris, California?

RAILRAMBLINGS Continued from page 2

Seeing the Carriso Gorge from above gives it a completely different appearance, it winds and curves about in direction, far different than the line appears when riding the train, the SD&AE is without a doubt a railroad as spectacular as anything in the world. The Carriso Gorge is different, not sheer rock cliffs but miles of rugged mountains of rock and stone, steep and twisted.....Up in the former logging railroad country of the Pickering there is a new plan to save approximately 3 miles of trackage for the railfans and tourists. Pickering Shay #33 has been renamed SUGAR PINE RR. and may serve many more years up in the woods as a tourist line. The Fibreboard Corp. owns the line and land, if they decide favorably, there will be steam running for the tourists as soon as next summer.... Speaking of logging railroads, the ROARING CAMP & BIG TREES at Felton, California is completed to the top of the mountain and offers a very fine ride now behind Shay or Heisler steam locomotives. The Shay is currently handling winter weekend business. The Heisler is being completely overhauled for next summer. It is possible to ride this narrow gauge line any weekend, leaving San Diego on Friday evening and stopping enroute for sleep can put you up to Santa Cruz by noon on Saturday and plenty of time to ride the steam train, browse through the Roaring Camp general store which features an excellent selection of railroad books. There is also a new snack bar built into a caboose body. You can get off the train at the top of Bear Mountain and stay until the next train, we advise you to wear your walking shoes, take along a light picnic lunch and eat up top between trains.....Where else but here in southern California would you find some new 3 foot narrow gauge locomotive under construction? Harpur Locomotive works in Wilmington is building full size old time 4-4-0 steamers. Bob Harpur first went into the 1 1/2" scale live steam building, has branched out to 3" scale and rebuilding larger engines, now its new 3 footers for several tourists operations, one being the new Astro Park in Houston, Texas.....Westorn Pacific is trying to quit operation of the long famed California Zephyr, train will run until January 14, 1967 when a decision will be made. The ICC is reviewing the situation.....Recent train watching on the S.P. disclosed a short and sad looking LARK at Santa Barbara, a two unit F-7 (A & B) two head end cars, two coaches, meal car and lounge and two Pullmans, a far cry from the great days of the all Pullman Lark. In the same train watching the southbound DAYLIGHT was observed at Salinas, it looked like a weak-day Santa Fe San Diegoan, short and simple.

ANNUAL CAJON INSPECTION TRIP Via Santa Fe on an O.E.T. five car special, Saturday, January 28, 1967, \$11.00 fare, Pasadena to Barstow and return, see new S.P. line in Cajon Pass, photo stops in pass, Also motive power. Trip limited due to size of train.

COOL WINTER WEATHER makes it pleasant to work at Ferris, visit the trolley museum any weekend, plenty of work for all, everything from gardening to track work- YOU CAN HELP.

MORE RAILRAMBLINGS (continued from column 1)

In the San Joaquin Valley, S.P. was on the move as always, K-M diesel-hydraulics handle long freights with single unit, many two unit A-B "P" units seen. The San Joaquin Daylight was observed northbound with the round and observation car facing the wrong way behind the head end cars, this is quite common, how come! Plenty of freight on the move over the great Tehachapi grades, both Santa Fe and S.P. We had a good look at new S.P. line from Palmdale to present site of construction, the overpass at freeway in Cajon Pass. Most of the right-of-way from the highway at Airy on up the hill and over Summit appeared ready for ties and track, grading appeared to be completed..... S.P. 4-10-2 #3021 sits sadly in San Berdoe, ready to steam but not allowed to do so..... A friendly note to San Bernardino: GET THOSE TWO PALM TREES OUT BEFORE IT IS TOO LATE!!! The beauty of 4-8-4 #3751 will soon be lost by the rapid growth of the palm trees practically on the pilot of the mighty engine. The trees are pretty but would be much more effective if removed from the ties and ballast, maybe over in the corner of the exhibit. The trees spoil all efforts to get a picture of the 4-8-4, night lighting of the big steeper is pleasant!..... Watched as S.P. did a very neat and business-like switching move at Colton. A westbound freight came in, road engines were cut off, a rumbling old Baldwin cut the cars out and the road power moved back in and in minutes was on its way west again, very smooth and efficient, not like some of the bumbling switch moves we have observed at same location..... Saw #7 in two sections, lead section with 5 Alco "A"s, all clean and sparkling, second section with 5 unit CH F-7's. As usual we noted the eastbound Grand Canyon mostly modern equipment, seems there is always one old heavyweight car, anyone know where it goes, is it cut out some where along the line or go clear through?

FOR SALE 1966 Ford Mustang GT, 15,000 miles. Fully equipped (disc brakes) hard top style body. Contact Corky or Barbara Hanson. 276-3266 or 3204 McGraw Street, San Diego, Calif. 92112.

SEASONS GREETINGS TO ALL

SPECIAL NOTICE TO ALL LOCAL MEMBERS

TUESDAY, DECEMBER 6, 1966 11:00 A.M.

ANY MEMBERS ABLE TO ATTEND THE BOARD OF SUPERVISORS MEETING ON TUESDAY, DECEMBER 6, 1966 ARE REQUESTED TO DO SO. THE SAN DIEGO COUNTY BOARD OF SUPERVISORS WILL MAKE THE FINAL DISPOSITION REGARDING THE HISTORIC BUILDINGS ON WHALEY HOUSE PROPERTY AND THE RAILWAY HISTORICAL SOCIETY OF SAN DIEGO STREETCAR # 54. THIS IS YOUR CITY AND COUNTY. IF YOU WISH TO BE HEARD OR HAVE ANYTHING TO SAY REGARDING THE MOVING SITUATION.....BE THERE AT THE MEETING.... 11:00 A.M.

Presently one member of the Board of Supervisors is putting up the loudest argument as to the placement of historic buildings on the Whaley House property, we don't own or have anything to do with the buildings in question but they are just as important to be saved and restored as our streetcar #54. Others have gone to great lengths to save these buildings, we have worked for many years on the car #54 project.....we all should realize the importance of the situation.

If car #54 must be moved, we hope to have a favorable new location. It should be handy for work on the car and available to the public to see the historic old trolley car. Actually it looks great as it is, it seems very fitting by the Whaley House and surrounded by the other old historic buildings being restored nearby.

THE COUNTY BOARD OF SUPERVISORS MEETING AT 11:00 A.M. TUESDAY, DECEMBER 6, 1966 ? ? ? ? ?

MONDAY, JANUARY 9, 1967

1967 INSTALLATION OF OFFICERS AND ANNUAL DINNER MEETING.

NO MEETING ON THE FIRST MONDAY OF JANUARY (customary procedure) BUT THERE WILL BE PLENTY HAPPENING ON THE SECOND MONDAY.....8:00 P.M. DINNER, DOOR PRIZES, MOVIES. Set the 9th of January aside for this special dinner meeting, once a year we have this get together, a leisurely evening of good food, good friends, good conversation and good fun. Local and distant railfans all together talking and enjoying a mutual interest.....TRAINS.

MINNAY CHUCK WAGON RESTAURANT, 2855 Midway Drive (just off of Roscamans) "By the longest traffic signal in the world". The Chuck Wagon features the finest in PRIME RIB OF BEEF, plus others excellent offerings, golden brown fried chicken, all kinds of salad choices, creamy mashed potato with melted butter.....all of this on the good old "ALL YOU CAN EAT" system. You can have all you want, don't settle for one helping if you like something real well, go back for more! ALL THIS FOR THE LOW SUM OF \$3.50 per person. This includes Dinner, TAX, TIP, door prizes and movies. PLAN NOW FOR THE R.H.S. of S.D. annual DINNER MEETING, Jan. 9, 1966. MAKE YOUR RESERVATIONS NOW.....

Name: _____

PLEASE RESERVE _____ DINNER/S on 1/9/66

Address: _____

ENCLOSED IS \$ _____ for above dinner/s.

Phone _____

\$3.50 PER PERSON

Make checks to: RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, INC.

TAKE NOTE: WE NEED YOUR POSTAL ZIP NUMBER ON OR AFTER JANUARY 1, 1967 OR MAIL WILL NOT GO OUT.

MAKE YOUR 1967 RENEWALS..... Please do not mail in until after January 1, 1967 to avoid any confusion in holiday mails. MAIL AFTER JANUARY FIRST.

SUPPORT THE WORK OF R.H.S. of S.D. SAVE AND MAINTAIN FOR NOW AND THE FUTURE, THROUGH YOUR DUES DOLLARS, THE FOLLOWING:

S.D.&A.E. STEAM LOCOMOTIVE 104 (2-8-0) - S.D.&A. "CARRISO GORGE" PRIVATE WOODEN OBSERVATION - S.D.E.R.Y. STREAMLINED PCC STREETCAR 528 - S.F. MUNICIPAL RY. STREETCAR 171 - SAN DIEGO'S OLD STREETCAR #54, originally a cable car, converted to electric, now almost completely restored.

Name: _____

\$3.50 regular() \$3.50 sustaining()
\$2.50 junior () \$4.50 family()

Address: _____

ENCLOSED IS \$ _____ FOR ABOVE MEMBERSHIP.
(Please include new ZIP CODE number)

PACIFIC SOUTHWEST RAILWAY MUSEUM PRESENTS

AN EXCITING PRIVATE CAR TRIP ABOARD THE CYRUS K. HOLLIDAY

This is your chance to ride the fabulous private car "Cyrus K. Holliday" on a truly unique trip. See Santa Fe's Escondido branch while riding in the luxury of an open observation private car. By special arrangement with the Santa Fe the "Cyrus K. Holliday" will be coupled to the Escondido local freight for a round trip over the interesting branch line on December 10, 1966. There will be ample time en route for you to take pictures as the freight switches industries.

The car will leave Oceanside for Escondido at 10 a.m. and return to Oceanside about 4:30 p.m. The car is to be boarded at Oceanside. However, there is the possibility that the car will be shipped to Oceanside on the early morning freight or passenger train on this date. The hardy railfan is invited to brave the early morning hours and uncertain times to ride the car on its journey from San Diego to Oceanside. (Be warned that if you depart at San Diego it will be a long day: depart S.D. at 7 a.m. - four hour layover at Oceanside - the trip - five hours at Oceanside - arrive back at San Diego at 11 p.m.) Those who wish to do this must state their intentions so that we can keep you informed of departures and other details.

Space is limited to 25 persons. All ticket requests must be received by December 5. A box lunch will be provided. The fare is \$20 with all proceeds going to PSMMA's steam locomotive fund. Use the coupon below.

Send to Terry E. Durkin, 1521 West Hotel Circle, San Diego, Calif. 92110. Make cheques payable to Pacific Southwest Railway Museum Assn., Inc.

Enclosed please find my cheque for \$_____ for _____ fares on your private car tour of Santa Fe's Escondido branch. I will board the car at (check one) _____ San Diego _____ Oceanside.

Name _____
Address _____ City _____ State _____ Zip _____
Phone _____

I agree that this trip can be canceled with four days notice (signed)

Leave S.D. on train # 73 - 7:00 AM
Return " " " # 78