

RHS of SD NEWSLETTER No 10

RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, INC. - POST OFFICE BOX 9351, SAN DIEGO 9, CALIFORNIA.
***** NEWSLETTER NUMBER TEN ***** 10 ***** OCTOBER - 1962 *****

CAR 54 RESTORATION

This is the hottest thing on the schedule of fall events....restoration of old car 54. This project has gotten off to a good start in Old Town alongside the famous Whaley House. Have a hand in the work, it is easy to reach and there is plenty to do when you get there.

Regular work days are each and every Saturday and Sunday. We have a skilled carpenter working on the project. He will help you with finding a task that you are capable of doing and give you pointers on the proper way of doing it if you are in doubt.

Drop by any Saturday or Sunday, we need all of the help we can get. There are some weekends when work schedules may be varied, for best of up to date progress and information contact our second V.P. C.T. "Tommy" Mann: BR-3-8824.

The carpenter on the job is available if you wish to contact him about work days or any part of the restoration work, get to know him at the car 54 job or by phone, Walter Silberhorn is his name, and his home phone is: BR-3-7698.

We don't want the telephone to be a problem to Tommy or Wally so don't call unless it is a worthwhile call, for additional information we will try to keep posted on work days and the progress being made, work to be done, vital jobs of high priority, etc., call the Newsletter for such information, Corky or Barbara Thomson at: 276-3266. (That's a new number, old BR-3-5081)

REMEMBER, CAR 54 MUST BE COMPLETED. PLAN TO DO YOUR SHARE THIS FALL. If you know anyone in the position to help out with labor or material, get them into the act. The more donations of labor or materials at cost or free will help us complete this important restoration program.

We plan to print a list soon of members and friends working on the car and various firms in San Diego helping in the restoration of car 54.

DEL MAR WORK PARTIES

Coming up soon, we will do some work on the exhibit equipment at the S.D. County Fair, we will have to work these dates in and try not to slow the progress on car 54. All of our train and traction equipment needs work so all of you able bodied members start planning to try to do a share of the fall maintenance.

We will also be doing some work on our car at Parris on the Orange Empire Trolley Museum track. We can't forget car 171.

OCTOBER MEETING DATE.....MONDAY, OCT. 1st.

Regular first Monday meeting, 8:00 P.M. in the Santa Fe Railway Station, upstairs in the Safety Room.

BUSINESS.....PROGRAM.....REFRESHMENTS.....

(Nominating committee for 1963 officers.)

PROGRAM Our good friend and member R. V. LODGE, better known as Dick Lodge, will present a slide show with commentary. Dick states he will have slides of steam and electric interest from here there and everywhere. Dick travels a lot so we should get quite a good coverage in these slides.

BE THERE....MONDAY, OCTOBER 1st...8:00 P.M.

Summer is over, this is our first fall meet, how about a nice turnout? Attendance has held up quite well all summer, shall we set some new records this fall? Good time to start is NOW, with the the October 1st meeting and a good show and commentary by Dick Lodge!!

POMONA LIMITED

The excursion to the big Los Angeles County fair on Sunday, September 23rd turned out to be a successful trip and held true to R.H.S. of S.D. tradition....good hot weather or cold.... in this case, a good warm day at Pomona.

The weather was quite warm but not so bad as to make the day a poor one. The fair was good and there was enough breeze blowing and shaded areas to help beat the heat.

The new mono-rail is quite an interesting ride and a very good addition to the fair. For persons not familiar with the grounds it is a fine way to look the fair over and check the map for various buildings and locations. This mono-rail is not designed as a futuristic ride, it is strictly a sight-seeing type ride, and it serves as such in an excellent manner.

The R.&L.H.S. exhibit of locomotives is as always a great gathering place for railfans. The U.P. "Big Boy" 4-8-8-4 is a beauty, those were BIG locomotives. The entire line of steam locomotives were as always well worth seeing. The R&LHS has an excellent new folder with all the engines pictured and a short text on each. (More on mono-rail and R&LHS picture folder)

Railway Historical Society of San Diego, Inc.
P.O. Box 9351, San Diego 9, California, U.S.A.
NEWSLETTER Monthly publication to all members.
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the 20th of each month. Corky & Barbara Thomson,
editors: 3204 McGraw St., San Diego 17, Calif.
(phone: 276-3266 after 4:00 P.M.)

MORE ON THE L.A. COUNTY FAIR (from page one)

***The new mono-rail system at Pomona is a local success, built by a company in Downey, Calif. It is a true mono-rail, hanging from an overhead track. Constructed of large inverted "L" shaped towers and using a large running beam as its track the numerous little streetcar like coaches ride along on hard rubber covered wheels, both on a running surface and on the side of the beam.

Large picture windows and a large windshield make it an excellent sight-seeing ride. Cars are unloaded just west of the grandstand along the main thoroughfare, after unloading they make a left turn and load at a double car capacity platform, the operator of the system is located at this point and controls all the cars from a big control panel.

Operation is smooth and almost silent, the electric drive motors pick up current from the trolley wires strung along the running beam. On each car there are two amber flashing lights to the front and two red at the rear. Seats run in each direction from the center door, with all passengers sitting in the center looking out the side windows.

The system is expected to be fully paid for after three fairs. (three years) That is doing it quite rapidly considering the fair runs for two weeks each year.

**The SOUTHERN CALIFORNIA CHAPTER of the RAILWAY AND LOCOMOTIVE HISTORICAL SOCIETY, keepers of the fine group of steam locomotives at the fair offer an excellent new version of their old folder showing pictures of their locomotives. The new folder is a full 11x8 1/2 inch size, with good pictures and text. Send a donation of 25¢ or more for your copy, better yet, send for more than one, give one to a friend. Write to them at P.O. Box 4068, Pasadena, California.

The big S.P. 5021 4-10-2 type, missing from the fair exhibit is in San Bernardino. The members of the R.H.L.S. hope very much to have the 5021 in service this fall on a main line "under her own steam" exhibition run.

"PROJECT 5021" getting the engine in perfect operating shape is nearing completion thanks to over 2,000 man-hours of donated time by members, friends and railroad craftsmen.

Sunday, October 1st., R.H.S. meeting night.

ANNUAL MEETING ORANGE EMPIRE TROLLEY MUSEUM

Saturday, October 6, 1962 is the date of the seventh annual meeting of the O.E.T.

COME ONE, COME ALL --- members, associates, friends! O.E.T.'s big event of the year!!

Dinner and meeting will be held in the cafeteria and auditorium of Ferris' new civic center located on the northeast corner of "D" street and San Jacinto Street.

The barbeque beef dinner is being served by the same caterer who did such a wonderful job at Hemet during the "Ramona by Rail" excursions. Price for the dinner is \$2.00 (\$1 for kids under 12 years) Deadline for reservations is September 29th.

1:00 P.M. to 4:00 P.M. - - Inspection of streetcars and operation at museum.

4:45 P.M. Delicious Barbeque Beef Dinner at Ferris Civic Center.

6:00 P.M. ANNUAL MEETING
SATURDAY, OCTOBER 6th, 1962 at FERRIS, CALIF.

SONOMA EXPRESS The Pacific Coast Chapter of the Railway & Locomotive Historical Society is operating a gala vintage festival rail venture from San Francisco to Sonoma on Sunday, Sept. 30th, 1962. Using the Southern Pacific and the Northwestern Pacific, skirting along the bay, Carquinez Straits and the marsh lands to Suisun, from there over a branch line, Cordelia grade, Lower Napa Valley, the picturesque "Valley of the Moon" and arrival at Sonoma at 12:30 P.M. to take part in the annual "Wine Vintage Festival" which will be in full swing.

Our own Freddy Finke, treasurer, will be on hand to sample the free wines from the Sebastiani Winery!! We will be expecting a first hand commentary on this fascinating excursion when Fred returns to San Diego.

EXCURSION OVER CAJON PASS??? We don't have all the details but we understand there is a trip coming up on Sunday, November 11th, 1962 from Los Angeles to Hesperia and possibly out the Cushmanberry Spur. This covers both sides of the Cajon Pass, with picture stop at "Sullivan's Curve". It would make a nice excursion to all go to L.A. and join in with P.R.S. or to take charter buses to San Bernardino and connect with this trip. There will be more information on this proposed P.R.S. trip. We will keep our members posted on fares, etc. This would be a small trip and cover a lot of interesting Santa Fe trackage.

Car #1 will be parked every Saturday & Sunday.

RAIL CROPPING While traveling from Los Angeles to Ogden, Utah, on the Union Pacific train # 5, it was observed that speed was reduced for a considerable time south of Lund. In looking out the rear door of the Pullman, it was found that the track was being worked but not the usual type. At intervals, there would be two rails laying on blocks alongside the track.

On inquiring of Jack Pfeifer, Claim Agent of the Union Pacific and subscriber to our Dispatcher, it was learned that they were "cropping" the old rails. The passing of the locomotive & car wheels batter the ends of the rails in the joints. Instead of changing out all the bad rails the practice which has been adopted is to remove the bolts and angle bars, cut off the ends of the rails beyond the bolt holes, drill new holes and slide the rails along to butt the adjoining rails, replace angle bars and re-bolt. When about thirteen rails are cropped in this manner, then one of the rails standing on the blocks alongside is put into the track to fill the gap.

CROSSING THE GREAT SALT LAKE An earthquake in August shook Utah and near-by states. The next morning after the August 30th ground rumble Southern Pacific's "mail" train # 21 was boarded at Ogden. A stop was made west of Saline, on the Promontory Peninsula, and there was a wait for the eastbound Overland Limited, train # 23. After the wait, we proceeded west but instead of traveling over the new fill, we were on the old trestle and were running at reduced speed. Upon inquiring, it was learned that the earthquake had caused some settlements in the new roadbed, disturbing the line and surface of the track. A mile or so from the junction with the old Rembec Fill, before reaching lakeside on the westerly shore, a work train was seen on the new fill. Some trains were still being detoured as of the second of September.

FAREWELL TO THE OVERLAND LIMITED Since July of 1962, Southern Pacific's San Francisco Overland, trains 27 & 28, have been on the same schedule as its City of San Francisco, trains 101 & 102. On Sept. 4, 1962, about 3:36 A.M. (1 hour late) number 27 left Reno, Nevada, and I had the distinction (?) of riding on the last Southern Pacific train bearing the name "Overland". But it was not the celebrated "Overland Limited" of the days of yore. It was just a coach section, consolidating the chair cars from the U.P. City of San Francisco and City of St. Louis and the S.P. cars out of Ogden. In the future, if a second train be needed it will run as a second # 101 or second # 102.

Richard V. Dodge 9/15/62

Thanks Dick for the three articles, we ought to call this the DICK DODGE COLUMN.

REBUSED EXCURSION REPORT Confusion and date changes on some proposed trips this year have been a problem but couldn't be helped. The consideration over L.A.M.T.A. streetcar lines is a good example....with the wrong information in attempting to set up this trip, valuable time was lost. At the date of this writing, there is nothing positive on this trip and it will probably be dropped to some later date in 1963.

Another problem regarding the streetcar excursion: HOW MANY MEMBERS WOULD BACK IT????? The trip to Sonoma and the recent harbor trip prove just how many members will participate in society sponsored trips, the same little group also were aboard the Orange Show trip. These members no doubt enjoy taking trips and sharing the pleasure and social enjoyment with their fellow members. To these members, we say a hearty thanks. But, we can't operate large expensive trips for this little band of die-hard enthusiasts. A single car on the Santa Fe, a chartered bus or boat.....and a little pressing for a profit making "break point" and we have nice little excursions for our own group of members. Large trips naturally rely strictly on the general public and a lot of hard work by a group of our members setting up such a trip. It has been quite apparent that the public in San Diego has been watching their money this year. With the general economy down locally and those that have good jobs a bit nervous as to how long they will be working, no one was ready and able to pop up with ten to fifteen dollars per person on any big trips.

Things seem to be slowly swinging back to normal around San Diego and it is hoped we will be able to operate a Calico trip, Mexicali trip, or a local Escondido trip in 1963.

The first choice is a big hang up job on a SANTA FE ALL THE WAY PICNIC SPECIAL in the grand tradition of days gone by. Proposed for a sunny spring day in May of 1963, leave San Diego via heavyweight cars, up the coast to Carmichael, then inland on the branch to Escondido. A big picnic in the park and back to San Diego via our own special picnic excursion train. (MAY, 1963)

Cajon Pass by bus may be passed up for our participation in the coming trip over the pass in November. We will get all the information and see if we can work our group into this trip.

We have new and better plans for 1963, we thank those members who have done so much to carry the past trips to fun and success, who ever takes over the excursion job will have a devoted group of followers to help support and help on the trips. Several problems of '62 are pretty well ironed out and the job should run smooth for the 1963 excursion committee.

NEWS NOTES

NEWS NOTES Up in San Francisco the Municipal Railway is restoring car # 1 at Eltken Shops. On October 14th they begin Golden Week, the Muni's 50th year of operation. Car # 1 was tested out on Sept. 6th after much work being done on her according to Bay Area Electric RR Review.....

SEATTLE MONORAIL seems to have paid off during the fair, these cars are different from those here in southern California at Disneyland, built by the same outfit but capable of handling larger pay loads. Trains seat 124 persons, can handle an additional 300 persons standing. In use on the 1.3 miles of "rail" they can do about 70 MPH, ride is good and acceleration and brake action good.....

FORT WORTH, TEXAS is building a new subway from a huge 5000 car parking lot to the new shopping center in downtown Fort Worth. Streetcars will be used!! Former FCC cars from the now disabled Washington D.C. Transit will be used on a double track line. The former D.C. cars will have a few changes, high platform loading and pantograph current pickups.....

ALCO PRODUCTS, formerly American Locomotive Co. has offered to help in any way possible with the restoration to full and perfect operating condition of S.P. 5021, the big three cylindered 4-10-2 now stored at Santa Fe facilities in San Bernardino. So. Cal. Chapter of R.&L.E.S. hope to operate her on a main line western all steam excursion/ or excursions in near future.....

CARIBOU MEET (not meat) From Dick Dodge comes a bit of Feather River news. Returning from Susanville on the Travel Club of Southern California's Mount Lassen Holiday, in John Ferris' steam car (a rented Oldsmobile sedan which really boiled over) we stopped at Keddle, California. Someone suggested that we go across the canyon to the Western Pacific station. We got there just in time to see the "Caribou Special" pull in from Bieber (the Inside Gateway) through the tunnel. What a heterogeneous conglomeration made up the train consist! The cars represented many railroads, types of service and colors. On the rear was Santa Fe's open end observation car. Since the famous eye is out of commission, the diesel locomotive had to run around the train at Keddle, back up and couple on to the observation. The nose of the cab unit was then poked at the open platform for the ride to Oakland.....

FITCHBURGH & LAKE ERIE will hold its annual luncheon for John W. Barriger at the El Cortez Hotel on Friday, September 28th. Member of RRSofSD, Mr. Barriger also holds the position of president on the P.&L.E. Mr. Barriger will attend several west coast P.&L.E. luncheons including the San Diego affair, others will be in Los Angeles, San Francisco, Portland, Oregon, Spokane, Wash., Tacoma and Seattle, Washington. Several members of RRSofSD and local friends of Mr. Barriger will attend the San Diego luncheon.....

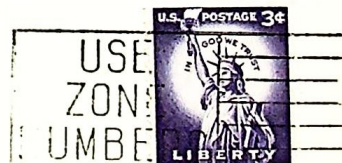
SANTA FE has recently completed another season of race trains to Del Mar, daily except Sunday. Some exceptionally long trains were witnessed this year. As usual, a good deal of the specials were pulled by # 51, the Ace with the G.M. motors.....

UNION PACIFIC ran the 844 on the P.R.S. trip, lots of smoke and motion between Ogden, Utah and Cheyenne, Wyoming. RRSofSD members, Wandal and Ann Evers were aboard, also Dwight Couch. From the eye witness account given at the September meeting, it sounded like a real good trip. The big 4-8-4 type has been renumbered 8444 and will probably be repaired for future trips!!

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