

NEWSLETTER ^{No. 9} 1960

NEWSLETTER NUMBER NINE - 1960

SEPTEMBER 1960

TWO TRIPS IN OCTOBER.....

The RHSofSD will operate TWO trips in October, one for members only and the second and larger for the members and general public.

Excursion Director Wally Duthie has announced the date for the private trip for members only to visit the PIONEER MILL RAILROAD, owned and operated by Robert Day of Brentwood Hills. This is a quaint 2½ foot gauge steam railroad on a hillside setting. It is fully equipped with engine house, depot, water tank and loop, point to point operation. This is a must for those that have never been there before and for the members that made the trip a couple of years ago, I am sure they are all ready to return for more of that live steam action of the little saddle tanker as it rambles around the hills. As if it isn't enough to go ride steam on a 2½ foot gauge sugar cane railroad..... we depart the wonderful hospitality of Mr. Day shortly after lunch time and head over to San Gabriel to a slightly larger gauge, 3 foot to be exact. Yes - none other than the famous GRIZZLY FLATS RAILROAD of owner Ward Kimball. We will spend the remainder of the day riding behind his little 3 foot gauge saddle tank engine, on hand for picture taking will be the larger engine, a 2-6-0 the Emma Nevada, a caboose, coach, old time depot with many fine bits of history inside, water tank, old fashioned windmill, etc.

These two steam railroads are worth seeing, so plan now to attend..... MEMBERS OF R.H.S.ofS.D. ONLY, we go by charter bus from San Diego with a stop at Oceanside or any other points to pick up additional members. The fare is \$4.50 per person, no half fares allowed, SUNDAY, OCTOBER 16, 1960.

Turn the page for news of the big Calico trip, via UNION PACIFIC TRAIN and charter busses.

R.H.S.ofS.D. MEETING DATE.....

NOTICE...NOTICE....NOTICE.....

NOT THE FIRST MONDAY OF SEPTEMBER-

The regular meeting of RHSofSD will be held on the SECOND Monday of the month due to the Labor Day weekend.

MEETING NIGHT- MONDAY, SEPT. 12th,
8:00 PM in the Safety Room of the Santa Fe depot, San Diego, California.

PROGRAM After a short business meeting, 3rd VP Eric Sanders will present another interesting program.....

"RAILROADING DOWN MEXICO WAY" in words and film, presented by our own good members, ROY & DAISY MILLER. This is a program made up of films and the many things the Miller's discovered on their recent wanderings through the steam haunts of Mexico. This should be 100% steam, of all sizes and types.

Our usual raffle, refreshments and a chance to meet old friends....members are urged to bring guests.

Remember the date: MONDAY, SEPT. 12th.

AUGUST MEETING A WINNER.....

For those of you that were not able to attend the August meeting, we can only say we are sorry.

The program was one of the best ever presented to the RHSofSD. Many thanks to member Jerry MacMullen for a very warm and entertaining evening and very educational too. "Inland Steamers of California" proved to be an outstanding program, about boats!!!

Steam engines will make their way back in September on tracks rather than water.....Monday, Sept. 12th, 1960.

TWO TRIPS IN OCTOBER.....CONTINUED

THE BIG "CALICO GHOST TOWN SPECIAL" ON SUNDAY, OCTOBER 30th, 1960 WILL BE OPERATED FROM SAN DIEGO VIA CHARTER BUSES TO RIVERSIDE WHERE WE WILL BOARD OUR OWN "SPECIAL" UNION PACIFIC STREAMLINER FOR THE RUN TO SAN BERNARDINO, CAJON PASS, VICTORVILLE, BARSTOW, AND OUR DESTINATION YERMO. FROM YERMO WE TAKE A SHORT SHUTTLE BUS RUN DIRECT TO THE ORIGINAL SITE OF CALICO FOR SEVERAL HOURS TO VISIT THIS OLD MINING TOWN.

Fares are as follows:

From San Diego, via charter bus- Union Pacific train- Bus to Calico from Yermo-
Complete roundtrip: Adults \$15.75 Children \$8.00
From Riverside-San Bernardino, via Union Pacific train & bus to Calico-
Roundtrip: Adults \$11.25 Children \$6.00
From East Los Angeles, via Union Pacific train- bus to Calico from Yermo-
Roundtrip: Adults \$12.75 Children \$6.50

As the plans stand at present, busses will leave San Diego at 7:00 A.M. connections at Escondido at 7:40 A.M. (busses will travel via highway 395)

The train will originate at the UNION PACIFIC EAST LOS ANGELES DEPOT, departure time is set for 8:55 A.M., bus train connection at Riverside will be at 10:00 A.M., San Bernardino at 10:25 A.M., arrive Yermo at 1:15 P.M.

From the Yermo U.P. depot, busses will take the group directly to Calico for at least 3 hours visit of this wonderful old mining town. Ride the old mining train, tour a real mine, see the many sights of Calico. There are good eats available too, just as at the famous Knott's Berry Farm.

Departure time is scheduled for 5:00 P.M. from Yermo, arriving Riverside at 8:20 P.M., East Los Angeles at 9:15 P.M. (busses returning to San Diego will arrive back in San Diego at various times, allow about 2½ to 3 hours for the bus trip home.

There is at present a photo stop planned in Cajon Pass, more information will be available on the brochure.

For those wishing to do so, drive to East Los Angeles or Riverside in your own auto, or plan for several to "pool" the ride to meet the train, this can result in a cash savings and we hope will encourage more people to make the trip. This is a rather expensive excursion but the distance involved and the problems involved cause it to be costly.....start saving now, or better yet, order your tickets now, this will be a dan-dan dandy of a trip and we went to great lengths to go via UNION PACIFIC, for a change in color and a ride on a progressive passenger carrying railroad.....be aboard the "CALICO GHOST TOWN SPECIAL" on Sunday, October 30th, the day before Halloween, there could be no better date to visit a real ghost town!!!

If you can't go.....tell your friends about it, lets have a sell out!!!

BROCHURES WITH COMPLETE INFORMATION WILL BE MAILED SOON. WHAT ARE YOU WAITING FOR, ORDER YOUR TICKETS NOW AND BEAT THE RUSH. FOR TICKET INFORMATION OR RESERVATIONS: write- RHSofSD, P.O. Box 9351, San Diego 9, California.

NEXT SPRING: ANOTHER BIG SANTA FE TRIP, but go Union Pacific on 10/30/60 !!!

Work dates on streetcar # 54--- Saturday, Sept. 3rd and 17th afternoons.

Railway Historical Society of S.D., Inc.
P.O. Box 9351, San Diego 9, California

NEWSLETTER

Official monthly publication; meeting dates, society news items, excursion notices, items of general interest regarding railroading in the southwest United States.

Send news items to Corky Thomson, Ed.
3204 McGraw St., San Diego 17, Calif.

Items must reach the editor not later than the 20th of each month.

LIVE STEAMERS MEET.....

Members of RHSofSD recently drove north to Santa Barbara and visited the large $1\frac{1}{2}$ " scale ($7\frac{1}{2}$ " gauge) live steam railroad of Mr. Seymour Johnson. Those attending the live steam get together were- President Tommy Mann, Secretary Barbara Thomson, Corres. Sec. Corky Thomson, Historian Dick Pennick and member Charles Underhill.

Mr. Johnson operates the GOLETA VALLEY RAILROAD around his beautiful estate. Trackage wanders through a beautiful garden, through lemon groves and over several trestles, a man made stream with large irrigation pump to return the water running through the creek bed through the grounds, adds to the effect of this large rambling railroad.

The Goleta Valley RR was in the process of their annual open house to invited $1\frac{1}{2}$ " live steam enthusiasts. Many locomotives were in operation on a regular schedule. The system forms two large loops and a long stem to a dead end at what the railroad calls Goleta. At this point there is a turntable to change direction of the engines. You reach Goleta by one way, by rail through a long tunnel. All operations are controlled by walkie-talkie radio from the chief dispatcher to the various stations and switches.

continued in next column--

"OLD 54"..... Have you been down to see what you can do to help restore the old streetcar number 54?????

First and Third Saturday afternoons have been set up as an experiment to see if definite work dates will help bring the workers out. This does not stop you from going down to the car on any Saturday or Sunday, it is just a set work date for the majority to go all at once. If you can make it on other dates, please do so. If you want any information, you can usually find Bill Morrison at the car on Saturday afternoons, or in the Star Machine Works at 418 Tenth Ave.

Regular Saturday afternoon working dates for September are the 3rd & 17th.

LIVE STEAMERS-continued.....

When there are ten to twelve short trains running, they run in sections in order to make meets. On hand for the activities were Mr. Johnson's big 4-8-4, a beautiful "Daylight" 4-8-4 from L.A., a 4-6-2, 4-4-2 S.P. Atlantic, a 4-6-2 from the S.F. bay area, many very fine little old timers of the 4-4-0 wheel arrangement and a very neat Rio Grande 4-6-0 Ten Wheeler, a very fine running Heiseler and a live steam model of the DeWitt Clinton.

While in Santa Barbara overnight, our President, Tommy Mann and Dick Pennick and Charles Underhill went foraging on S.P. property. They discovered a used hand car in a scrap pile and inquired as to the possibility of the RHSofSD becoming the owner. The section foreman did some phoning but being on the weekend could not locate anyone with higher authority to give it away. So Tommy told him to quit phoning and he asked if it would be missed if it were to disappear. The track foreman said he guessed no one would miss it as it had no longer been needed.....SO-- Tommy being up there in his little red Corvair.....continued on page TWO-B

(OVER)

LIVE STEAMERS.....Continued from 2-A.

with a car load of riders, no place to put a big bulky three wheeler hand operated standard gauge railroad car. On top of the hand car, we were offered many lengths of rail, if we had some way to transport it. We don't no if it is still there, but there were some 10 lengths of good rail....you ORANGE EMPIRE TROLLEY members might look into it and go haul it to Perris. The rail was south of the Santa Barbara depot and near some section houses.

On Sunday, at the Seymour Johnson-Golota Valley RR steam activities, our boy Tommy singled Corky and Barbara out for a small hauling job to San Diego-YEP, the Mercury station wagon, with only two people was just ideal for a trucking job of one full sized railway hand car. It made a rare looking load, a sleek black '60 Mercury Colony Park station wagon.....with a big dirty old hand car in the back!!!! By folding the rear seat down and making a work bed of all space behind the drivers seat, everything fit in real nice. The out-rigger, third wheel assembly was taken off in order to fit it in. The hand car needs a little repair on some of the wood parts but is in operating shape.

Mrs. Mann was quite pleased to have some more railroad "JUNK" dropped in her rose garden. She just recently was able to dispose of the four wheels and axles that rested in the roses for so many months awaiting construction of trucks for old 54.....now it is a neat old ORANGE hand car, the first actual rolling stock of the RHSofSD!!!

ORANGE EMPIRE TROLLEY MUSEUM.....

With cooler weather coming, there is much work to be done at Perris, our own 171 can stand some work and there is plenty to do for the O.E.T. effort. Go to Perris and put in a day on the 171 or helping OET construction crews. More and more streetcar operations as track is laid and wire strung. O.E.T. is building switches for the yards!!! Plenty of things to do at O.E.T.

TRAILER ROUNDUP AT DEL MAR.....

There will be a convention of trailers at the fairgrounds on the weekend of OCTOBER 1st & 2nd. The RHSofSD and the P.B. Model RR Club will hold an open house for some 600 visitors. If you can help prepare the equipment or help run the exhibits for the afternoon of Saturday, October 1st, please contact Tommy Mann or "Mac" McCleary and let them know that you can help.

The trailer group will have free time from 1:00 P.M. to 4:30 P.M., we wish to open PCC 528, engine 104 and car 050 at least from 1 to 4 pm. The P.B. HO layout will be in operation also during those hours so the crowd will have ample time without rushing, to see everything.

Saturday, Oct. 1st - 1:00pm to 4:30pm

WELCOME TO THE FOLLOWING NEW MEMBERS-
 (add to your membership roster)

Joseph Zera, 1134 Pacific Beach Dr., S.D. 9 (a renewal)- William H. Owens, 10707 Jamaica Blvd., SP 10, Spring Valley, Calif. - Doris M. Bright, 2222 Upas St., S.D. 4 - James R. Gilhula, 3655 Jewell St., S.D. 9 - Paul Whitehead, 1245 27th St., S.D. 2 - Elard G. Mock, 418 10th Ave., S.D. 1 - Emma B. Welker, 1131 Marline Ave., El Cajon, Calif. - Robert B. Hayes, 2775 Luna Ave., S.D. 17 - Jeffis K. Cowin, 1232 Hygeia Ave., Encinitas, Calif. - Alfonso Haro, 2546 San couver St., S.D. 4.

Welcome to the RHSofSD, we hope all the new members will be able to take part in our activities and maybe we have some new officer material in some of the new members????

STEAM RETURNS TO THE STREETS OF S.D. -

A little standard gauge saddle tank locomotive, long a land mark in L.A. at a junk yard on Alameda St., has now been moved to National City.

The steamer was quite a sight as it was trucked through San Diego on a flat bed truck, local TV gave it plenty of coverage and now we have a steamer to look at in N.C. It is close to the fence for pictures.

THE CARLSBAD DEPOT.....

There is a plan under way to save the Carlsbad depot, the Carlsbad Chamber of Commerce has organized the "SAVE THE STATION" plan.

Our own Dick Dodge recently went to Carlsbad to give a talk to the Rotary Club, here from the Rotary Rumbles is a report on his talk:

The introduction of Dick Dodge III by Buzz, was a fine example of good reporting. With only a brief time to visit with the speaker before presenting him, he was able to whet our interest for the program. The history of the 3 continental railroads; the bitter struggle between the Big Four and small companies; the dramatic loss of San Diego as a terminal for transcontinental service when the roundhouse and other equipment were moved to San Bernardino, all took on new interest as Mr. Dodge spoke. We never knew that National City had once been a terminal for a transcontinental railroad... The inclusion of our legacy in those early days of excursions to the new resort and watering place, Carlsbad, the rise and fall of our two hotels and the progress from Frazier's Station to Carlsbad, California, was evidence of the research and preparation this modest and kindly man gave in bringing this evening of rich entertainment to us. If Carlsbad's future is in doubt, we may still live the robust reward of her past.

Dick Dodge deserves a round of thanks from the RMS of SD, it is people like Mr. Dodge that are the real backbone of our organization.

Getting out and giving talks, showing slides and movies of our activities, searching into the past history of the great southwest for the truth and how it all began..... Dick Dodge, Eric Sanders, Doug Duncan and several others in our group are to be highly praised for their individual efforts toward this goal.

Some of us may not know all there is of the past history of San Diego and the surrounding area, but we can do our

NEWS ITEMS.....

Well, Eric Sanders just about did us in for taking the glory of all the latest news items in the back portion of the latest DISPATCHER.

The SOUTHWEST NEWS ROUNDUP just about covered all the news items so carefully saved for this issue of the Newsletter..... so read your latest issue of the Dispatcher, and a dandy issue it is. Locomotives and Cars of the SD&AE, issue #32 was a little late getting out but it is very well done and covers a long awaited subject, the locomotives of the SD&AE.

The news items are worth reading too, since we don't have to print them in the Newsletter this month!!!

"INTERURBANS TO THE SEA"

A Labor Day Picnic Excursion.....

MONDAY, SEPTEMBER 5th, 1960

Ride the big red cars from Los Angeles to Long Beach, enjoy a sightseeing boat ride around the harbor, and a PICNIC IN THE PARK.

Golden West Railfans offers this wonderful day of electric railway train riding, boat trip and a picnic in the park, LEAVE L.A. 9:00 A.M. RETURN L.A. 4:30 P.M. Mon., Sept. 5th Golden West Railfans, 215 W. Fifth, Room 323, Los Angeles 13, California. FARES: \$5.00 per person, everything.

CONTINUED FROM COLUMN ONE.....

best to keep some record of recent history in and around San Diego. Do you realize how rapidly things are changing? Just since the days of our fine streetcar service, the loss of passenger trains on the S.D.&A.E., the change over to diesels on both of the rail lines into San Diego. Lets keep taking pictures and making notes, in just a few years these items will be of great value to the future generations of San Diego.

We may not like the diesel today, but it is fast becoming part of our San Diego history for tomorrow.

TRAIN TRAVEL THROUGH NEW MEXICO.....

Travelers are now able to identify some of the state's interesting landmarks from the train window by means of large signs which Santa Fe Ry. has erected along the right-of-way. Sign panels 12 feet high by 10 feet wide, set in a rustic log frame four feet above the ground bearing large, quickly readable letters, tell the traveler when he is passing the famed Wooten Ranch, when he is entering Raton Pass. Other points marked are the Starvation Peak, Pecos Ruins, Santo Domingo Pueblo, San Felipe Pueblo and Black Mesa, Sandia Pueblo, and the Continental Divide. The signs have been built in the Santa Fe's shops at Albuquerque and erected by the railroad's bridge gangs at the various locations.

SFe Mag.

THOSE DISMAL DISEASALS.....

Or are they?

We all loved the steam locomotive, there is no denying that, BUT.... the diesel is here and it looks like it will be around for a while. SO- look the monsters over, they are locomotives even though they are not steamers.

There is quite a difference in the various models and builders of the diesel engine of today, paint and the methods of stripping make quite a big change in the looks of two of the same breed. Ever listen to them real close, they all sound different, at night you can pick out the chant of an Alco or the hum of an E.M.D. for many miles. The big E.M.D. (G.M.) diesels even have a sound all their own, from F-7 to the GP-9, air horns vary too.

You can actually tell the difference at night when an incoming Santa Fe freight is coming, as to the power, a 4 or 5 unit cab unit sounds different than hood units, the new 2400 HP low hood units have their own roar too.

Next time you see a diesel, take a second look and listen, it might prove interesting to you.

SANTA FE WELDED RAIL.....

As mentioned in issue 32 of the Dispatcher, Santa Fe made rail history on July 6th with the laying of the first 1,440 foot "ribbon rail" pressure welded electrically by a Swiss process.

Here then is a little more of the story on this system of track laying.

Santa Fe's first 1,440-foot welded rail on transcontinental mainline road-way was laid near Williams, Arizona.

Composed of 37 conventional 39-foot lengths, pressure welded electrically by a Swiss process, was the first on Santa Fe's new 44 mile line now being constructed between Williams and Crookton, in northern Arizona.

Installation of the new steel is in charge of Roy A. Stane of Los Angeles, Santa Fe construction engineer who is supervising the line change. His forces have devised an ingenious contrivance making use of modern cranes and rollers to set the unwieldy, 32-ton quarter mile lengths in place. Modern machines and devices are being augmented by the skilled manual effort of Navajo Indian track workers.

Nearly 600 men and 150 machines are working to prepare a roadbed for the new line. They are cutting through tough rock fused by volcanic action of another age, Coconino sandstone that is tricky and shifty from the weight of an overburden of limestone, and various simpler alluvial formations.

When the job is done, sharp curves, steep grades and limited clearances will have been eliminated, transcontinental trains will have as much as one hour and thirty minutes shaved from running times, and efficiency of transcontinental operations will be improved in many other respects.

Total cost of the project has been estimated at \$20,000,000.

Engineers who laid out the present two tracks-- one in 1883, the other in 1911-- might have availed themselves of the new location except for three factors. (Continued on page five)

SANTA FE WELDED RAIL.....
Continued from page four

One was the fact that steam locomotives of the day needed lots of water; Santa Fe's modern diesels do not. Another was service to mines in northern Arizona which are no longer as productive as they were. And, finally, early construction engineers lacked the modern machinery and explosives needed to make the long deep cuts through the tough "malapala" encountered in the new area.

It is estimated that more than 9,000,000 cubic yards of earth and rock will be moved by one means or another before the new line is finished. But when it is finished, it will be posted for speeds of 90 miles an hour for passenger trains, 60 miles for freight.

A traffic control system will enable faster passenger trains to overtake the slower freights and by means of strategically situated crossover tracks, pass and return to their original track without losing speed.

SFe Mag.

RHSofSD ACTIVITIES.....

On Sunday, July 31st the Golden West Railfans sponsored a Santa Fe trip from L.A. to San Diego to visit our famous zoo. As an added attraction, the special train made a stop on the way at Del Mar allowing the 300 excursionists a visit to the RHSofSD streetcar #528, engine 104 and observation car #050.

Also taking part in the special visit was the large HO train exhibit of the Pacific Beach Model RR Club, where the members had the trains in full operation for an hour for the visitors.

This turned out to be a very well run open house of the two organizations. Golden West Railfans officials were very pleased with the results of the visit and hope to repeat it on future trips to San Diego.

Thanks to the members that cleaned up the exhibits and manned them.

MORE RHSofSD DOINGS.....

On Monday evening, August 8th, the RHSofSD tried something a little different. The Adams Theatre was ours for the evening and a full screen showing of railroad films was shown.

This was an experiment brainstormed by VP Jack Stodelle, souvenir tickets were sold on a donation basis at \$1.00 for adults, 50¢ for kids. The theatre was filled to reasonable capacity, without making anyone sit too far down front.

Two full length movies with lots of railroading and several short subjects, including the RHSofSD film, "Carriso Gorge the Magnificent" were shown.

This proved to be such a success that there will be another evening of railroad movies sometime this fall or during the winter.

Full screen viewing of any railroad films is by far better than the small "home" type screen at meetings. Many commercial color films put out by the railroads have been suggested for full screen showing, we also have more old black and white movies for the future. Our first attempt was a good one so there will be more.

Thanks to Jack Stodelle for putting on this grand evening of railroading. Treasurer Fred Finke is pleased too, as the effort netted the RHSofSD a nice little donation to the Restoration Fund.

THOSE CRAZY SANTA FE DIESELS....

They finally did it on the AT&SF, mix the power up like crazy. Did you see the 5 "A" units the night of the last meeting, or many times since. The "A" unit F-7's quite often have a "Geop" sandwiched in too. Then the finally, the San Diegoan #76 arrived with an "A"- "B"- "A"- "B"- "A" freight unit one night. Number 71 departed the next morning with six cars and the freight A-B-A-B-A unit on the head end.

SANTA FE 2400 HP "Super Geeps" have been more and more frequently used on the San Diego Surf Line freight trains. Both the old black paint scheme and the new blue and yellow with the HUGE SANTA FE on the side of the hood.

It is interesting to note that with all the power these big massive hood units pack, the little old Sorrento-Miramar grade tells its tale when freight tonnage hits that few miles of steep twisting line. Recently a GP-9 was seen dashing out the line from San Diego light, not at the time of day one would normally expect a freight so it was assumed the San Diegan was probably coming down with a unit or two out of service requiring a helper at Sorrento. Not so, four of the big new low hood geeps were in need of an added boost up the nasty little Sorrento hill. At 2,400 horse-power each, 9,600 HP plus the GP-9 to add 1,750 HP or a total of 11,350 horse-power!!!! Incidentally, the new geeps were all in the new blue and yellow, also recently on this line, the geep #2671 in the new colors.

Santa Fe #51 the original big "Alco" of the fleet of 3 unit A-B-A 6,000 HP passenger units is again exclusively handling the Del Mar race trains, other than the second train on Saturday. #51 has been converted to G.M. diesels.

WORK PARTY DATES ON OUR RESTORATION JOB OF STREETCAR 54.....

The first and third SATURDAY of the month.....

Saturday, Sept. 3rd and 17th, afternoons.

PLACE: Next door to the Star Machine Works, 418 Tenth St.

RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, INCORPORATED

Next meeting date: MONDAY, SEPTEMBER 12th, 1960 - 8:00 P.M.
Safety Room, Santa Fe Depot, San Diego, Calif.

PROGRAM: "RAILROADING DOWN MEXICO WAY" by Roy & Daisy Miller.

The NEWSLETTER
RAILWAY HISTORICAL SOCIETY
OF SAN DIEGO, INC.
P.O. Box 9351
San Diego 9, California

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585 Otis St.
Chula Vista, Calif.