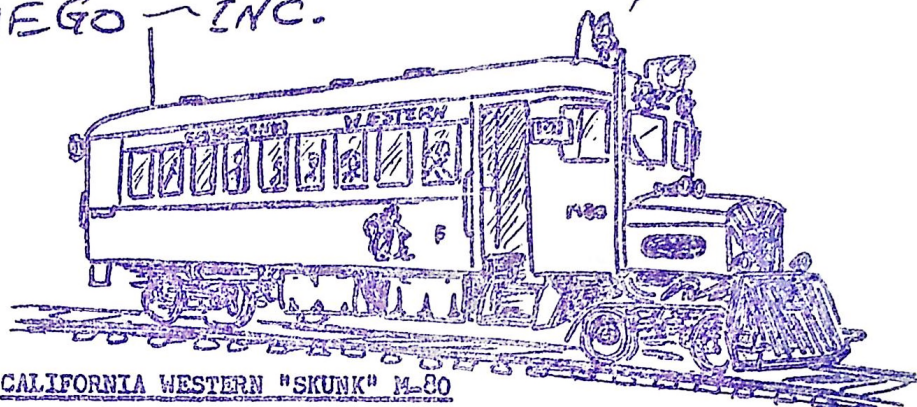


RAILWAY HISTORICAL SOCIETY OF SAN DIEGO - INC.

NEWSLETTER NO. NINE SEPT. 1964



CALIFORNIA WESTERN "SKUNK" M-80

RAILWAY HISTORICAL SOCIETY of SAN DIEGO, Inc. - P.O. Box 9351, SAN DIEGO, CALIFORNIA, 92109.

SECOND MONDAY

SEPTEMBER MEETING

9-14-64

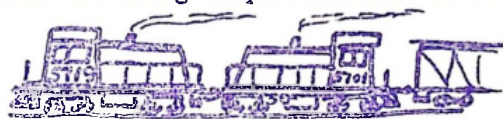
7:30 P.M. - SANTA FE RAILWAY STATION

***** BUSINESS ***** RAILROAD TALK ***** PROGRAM ***** REFRESHMENTS ***** MORE RAILROAD TALK *****

SUMMER TALK AND WANDERINGS

There have been many things happening along the iron trail through the summer and it is hard to remember all the little bits of information when you loose your notes.....so we will do our best to recap a few of the things we have seen and been told.....

San Diego & Arizona Eastern has dropped the use of a fireman in the cab on the El Cajon-La Mesa freight runs. The little G.E. 70 ton 600 HP units are now being coupled nose to nose and run with the cabs forward for greater visibility. Business has been good out the branch and there are a good deal more trains other than the regular Tuesday, Thursday and Saturday runs. A 20 car train is the largest we have seen so far. California law allows the railroad to operate such a run without a fireman, where there are less than five trains a day. The main line trains to the valley are still run with full crew. Valley trains are still just using three GP-9 units and we have not seen any big new motive power for some time now. All cabooses are standard S.F. steel units with electric markers on top of the cupola. Trucks still are a constant problem for the freight trains running up Commercial Street, causing delays from time to time while they are moved off of the tracks. It is still a rumor that there will be bigger motive power on the El Cajon trains soon, probably GP-9 units to replace the 600HP G.E. 70 ton engines.....



Santa Fe has had a big passenger business this summer and even with the loss of two San Diegans the rest of the runs seem to be doing a good share of business. Two unit Alco diesels have been seen pulling as many as 15 cars. Three unit Alco 51 went north with a big 17 car San Diegan on Labor Day. Del Mar race trains have been hauling some large crowds to the horse races and there have been a number of special charter trains as well as the daily race specials. Alco 51 has been doing the lions share of race track specials with an assortment of 4 unit and 3 unit G.M. power filling in. Labor Day weekend saw a 21 and 22 car train with 4 unit power on Saturday, cars included old Pullmans converted to coach service from a wide variety of roads, Pennsy, L.&N., Rio Grande, etc. On Labor Day they set a new record, 22 cars on the first train and 27 cars on the second train! The first train consisted of a group of the old Pullman cars and regular heavyweight cars normally used in the Del Mar service. The second train of 27 cars was almost all first class streamlined lightweight cars, the choice equipment used on the Chief, etc. A few heavyweight cars were included. This train went to Sorrento for the engines to run around for the return trip, the first train was handled at Del Mar after #75 continued north after a 30 minute delay. There were 1,114 people on one train! Power was 4 unit GM diesels on each train, including freshly painted unit #17, one of the early F-7 passenger units.

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SUMMER TALK AND WANDERINGS....Continued from page one.

Santa Fe freight power in and out of San Diego has been handled quite often by new GP-30's and some GP-35's plus the usual GP-9 and F-7 power. A six unit F-7 A-B-B-B-B-A had the Ringling Bros. Barnum & Bailey circus train on August 19th, and the circus departed in the wee small hours of August 17th running as a "mixed" train. Big "jeeps" were on the head end of a freight and on the tail end was the 19 big circus cars bound for Oakland. More of our now common potash shipments have been in during the summer to the Tenth Ave. Terminal for ship loading via the bulk loader. Has anyone seen new cupola mounted electric red marker on Santa Fe cabooses? One got by recently late at night and it was not observed well enough to determine just what style light was used, the regular markers were also still in use. Many of the cabooses are now equipped with radio, cooosoo number followed by "R" designates a radio equipped cooosoo. Sunday mornings at 8:00 AM the first northbound San Diegan now sports double header power, there being no 6:00 AM train on Sunday, both power units are doubled on the morning train, also an extra bunch of deadhead cars, baggage cars have been spotted at unusual positions in the train. Double headers consist of two unit Alco's, three unit Alco's and three unit G.M. F-7's, 5 or 6 units, two crows. Private car action has been seen also, the former Reading RR private observation now owned by a railfan in Santa Barbara has been down to San Diego, it is normally stored at L.A. coach yard. Our locally owned CAR ELEVEN was out for a trip to Grand Canyon.

Southern Pacific action has been observed near Palm Springs on a very, very hot day in August, the westbound loaded ore train with 6 GP-35's and U-25-B's (2,500 HP each) on the head end and about 50 cars back there were an assortment of eleven GP-9's and F-7 "B" units, all working hard, with about 30 cars to the cooosoo. Up in the north commute trains were observed with single Fairbanks-Morse "Trainmaster" units and GP-9 units, action seemed to be rather slow and failed to arouse the interest of the days of steam. The coast Daylight was running 15 cars and still sported some genuine red and orange Daylight cars, including the streamlined observation car, power was GM E-8's, three units. Inland on the valley line the big German imported Diesel-Hydraulic locomotives were seen on large trains, with but one unit to a train! The new hood type units as well as the cab type from Rio Grande were seen, the Rio Grande units are still painted yellow, with black S.P. name. In a freak summer rain storm one of the new hood units was observed starting an 85 car train on wet rail, with very little effort, it just took off, no slip, no slide. The San Joaquin Daylight was running a reasonable sized train and looked good, atakersfield the power was bolstered with several "A" units for the Tehachapi grades. A tremendous number of diesels are to be viewed any day at Taylor Yard in L.A., more diesels around there than you can shake a stick at.

Northwestern Pacific is using SD-9 six wheel GM diesels equipped with spark arresters on the diesel exhaust stacks. Some of the large bolly tanks have been removed apparently to reduce engine weight on the line, sets of six SD-9's were observed on very large trains.

California Western Railroad is doing a wild passenger business this summer. The four "Skunks" are making 8 roundtrips a day to large crowds. Plans call for the purchase of one steam locomotive and some passenger cars for next summer. The steam train will operate from Fort Bragg to Willits and return each day, plus the "Skunk" schedules. For those who have not made the trip (40 miles each way) between Fort Bragg and Willits, it is a must. The line is by far one of the most scenic in America, the little railcars are fun to ride and the air in those thar hills is clear and fresh. Roundtrip fare is \$3.45 and well worth every bit of it, get you tickets in advance if you want to ride. Several good railfan trips are also to be yet enjoyed on the Cal Western this year, including the Northwestern Pacific RDC on NWP trackage north of Willits. Cal Western freight still rides behind the roads three diesel units, at night when "Skunk" business doesn't foul up the line. The new railcar purchased from Saltzire had been re-engined with a new Cummins diesel and is very popular due to the greater seating capacity. Little old #80 is still the pride of the C.W. in spite of the big M-300. Crews recommend May as the prettiest time of year to ride the line.

Roaring Camp & Big Tree Railroad at Felton, California, is a fast progressing new 3 foot narrow gauge line, using steam power! The little "Hoelsler" #3 from Westside Lumber is now doing passenger business on the new scenic line through the Redwoods. Eight percent grades and sharp curves make for an interesting steam trip, enjoyed from open air cars. The line is near Santa Cruz and should be included in any trip you might make up in that area.

SUMMER TALK AND WANDERINGS.....Continued from page two.

Orange Empire Trolley Museum is still going strong but not as strong as the museum should be going. There is a great need for HELP in the form of weekend workers at the Ferris museum location. Can you be of help? If you can't go up and assist in car repairs or on track and wire work, can you supply a few much needed dollars to the museum cause????

Track is now out onto the former California Southern right-of-way, there is now a real honest to goodness grade crossing to drive over when entering the museum grounds. We had the pleasure of taking pictures of the line car making the first run through the turnout and out onto the main line. It is a very short main line at present but the right-of-way is there and with cash and labor, the track will be put down and the overhead wires strung, do your part, send a buck or go up and let your muscles get a little work out.

The annual meeting of the ORANGE EMPIRE TROLLEY MUSEUM will be held at Ferris, Calif., on Saturday, October 3, 1964. This will be an afternoon session beginning at about 3:00 PM, followed by dinner. There will be an open house and operation at the museum.

PACIFIC BEACH & WESTERN has had steam power this summer, not in the 1 1/2" scale size, a genuine "HO" scale 2-8-2 type live steamer. This little beauty is perfect in every detail and runs like a fine precise instrument....which it is. Built by Charles Grosjeans, over a period of five years, using a Unimat lathe and many hours of skill and care. Mr. Grosjeans has brought the fine little steamer to the Pacific Beach Model RR Club layout on two recent occasions with a large turnout of local model railroaders and railfans lining the fence to see the little steamer perform.

San Bernardino steam power: Santa Fe 4-8-4 #3751 looking quite well kept near the depot in Viaduct Park.....one flaw, someone has planted two fan palms in the ballast right smack in front of the pilot. We all like to see pretty landscaping but these two little palms are sure in the wrong place.....hey there you guys in San Berdo, how about moving the trees??? S.P. 5021 still sits over in dieselville, ready to run and waiting. The big three cylinder 4-10-2 is still a handsome sight to see, in good shape and sporting warning signs, "DO NOT REMOVE ANY PARTS, THIS LOCOMOTIVE IN OPERATING CONDITION."

Mexican narrow gauge equipment is arriving for future operation at La Verne (near Fontana) where a railroad will be built in the park. Quite a few cars have already arrived and more are due, three steam locomotives are due also. The equipment comes from the Ferrocarril Coshuila Y Zacatecas which runs from Saltillo to Ciudad de Oro. The new railroad will be in Puddingstone State Park.

Another private car for Southern California, D&RGW car 101, an 80ft steel car built by Pullman, modernized. Dick Ritterband (Golden West Railtours) and two others bought it, the car is now located in Los Angeles. Union Pacific car 123 has been used on race trains to Del Mar quite often this summer, it is an open platform observation car also, we were told the car had been purchased from U.P. by a Santa Fe official. It is still painted U.P. yellow and carries the number 123, the U.P. having been painted out on name board.

S.P. business car 110 "Los Angeles" recently in on S.D.&A.E. freight and out again a day later, the plush way to enjoy the famous Carriso Gorge route!!!

*****NEW NAME: CALIFORNIA SOUTHERN RAILROAD MUSEUM, 180 "J" Street, San Bernardino, 92410. Formerly the Mt. Rubidoux Chapter of Pacific Railroad Society. The private car owned by this group is in Santa Fe shops at San Bernardino, it has been named "MOUNT RUBIDOUX" and will be done in Blue and Silver paint scheme, it was formerly Soo Line 54, mate to our local "Cyrus K. Holliday" formerly Soo Line 52.

REPORT ON RHSofSD EXCURSIONS What excursions?? The trip to operate the little 3 3/8" narrow gauge engine at Pollard Machine Works in Vista, seems to be the total sum of one excursion so far this year. The spring trip was cancelled in order not to conflict with the Fallbrook excursion by the local museum group, the bay cruise announced by that same group never came off, we backed out to make their trip successful, the proposed L.A.-Redondo trip also failed to come about. We have attempted to let the other fellow have a chance at trips and lost out on our own. The long proposed all rail trip to Ferris and the O.E.T. museum is out, the trip was planned in May, the Santa Fe is still juggling the trip, no positive date, no equipment promised, no fares established, no running time set.....how can you plan a brochure, set up things at Ferris??? SECOND CHOICE: Charter bus excursion to O.E.T. at Ferris in place of train. Private car trip to L.A. th is fall on "Cyrus K. Holliday" ?????????