

SEPT. NEWSLETTER #9 1965

V.L.S.T. TAKES TO THE RAILS

The Nevada State Heritage announces with great pride the first operation of steam trains on the rebuilt VIRGINIA & TRUCKEE during the coming Labor Day weekend.

On September 6th the inaugural run will be made with steam locomotive #202 on the initial eighth mile of track.

Locomotive #27 was the last operating power on the V&T and is currently awaiting restoration work at the museum site.

As part of the celebration a framed print of #27 will be raffled off. The picture is by a noted western artist, Tom Summers.

The Nevada State Heritage has recently become an official state museum. The members are now in search of rail and ties, both are hard to come by and expensive. Donations are being sought for the purchase of track materials. If you wish to contribute: Rail \$40, Cross Ties \$4.50, Track Bolt 35¢, Spike 25¢, Washer 10¢. Memberships: Patron \$100 or more, Contributing \$50 or more, Sustaining \$25 or more, Special \$5 or more, Junior(student) \$2.50..... Nevada State Heritage, Dr. Linden A. Rushmer, Executive Secretary, 130 N. Virginia Street, Reno, Nevada, 89501.

ORANGE EMPIRE TROLLEY MUSEUM

Financial bind perils museum progress..... It seems like all we do is ask for money, our general treasury is always on the low side. In recent weeks large expenditures have brought the account down to near zero. Members that are usually contributing have not been doing so as of late, summer tourist donations are down due to warm weather. This is all it takes to cause a financial bind.

If the interested persons in streetcars and museum work that cannot attend and help in the work, would instead send donations, it sure would help the situation.

If you can help, donations large or small... O.E.T., P.O. Box 501, Ferris, Calif., 92370.

CALIFORNIA WESTERN "Super Skunk"

A must for the late summer vacationist is a ride on the steam powered passenger train between Willits and Fort Bragg. The train is now in service as well as the famous little yellow "Skunk" rail cars. The steam train makes one daily roundtrip, the rail cars make three. The steam schedule cuts back to weekends only after Sept. 6th as reported in last months issue. The trip is through beautiful forest lands.

RUNNING LATE.....

ONE WEEK LATE.....SEPTEMBER MEETING.

NO MEETING ON LABOR DAY The regular first Monday meeting date will be held on the SECOND MONDAY of September due to the three day Labor Day weekend.

SEPTEMBER MEETING, MONDAY the 13th..... Santa Fe Station, Safety Meeting Room. (7:30 P.M. to 10:30 P.M.)

PROGRAM Travel pictures by Mann & Swaine, California, rail and scenery. (Good refreshments and prizes too!)

REMEMBER, ONE WEEK LATE THIS MONTH. MONDAY, SEPTEMBER 13, 1975 - 7:30 P.M.

COMING EVENTS (read from bottom to top)

SUNDAY, OCTOBER 24th - Santa Fe all the way. San Diego to Ferris via special train, see the Orange Empire Trolley Museum, ride the cars.

MONDAY, OCTOBER 4th - RNSofSD meets at the famous Whaley House in Old San Diego, see the results of our work, restoration of car 54, tour the "ghost" infested WHALEY HOUSE, meet in the famous old court room. (7:30 P.M.)

SEPTEMBER 19th - Catalina Excursion, via bus and steam ship. (see back page for details)

SEPTEMBER 13th - RNSofSD meets at depot.

SATURDAY, SEPTEMBER 11th - Work party on car 54 at the Whaley House. Bring brushes, tools, muscles, lunch, and have a swinging time on our fine old trolley car, 10:00 A.M. The old cable/trolley car is located right next door to the Whaley House in Old Town, San Diego.

2nd V.P. WALLY SILBERHORN LOST???

Wally had to resign as 2nd VP in charge of society equipment when he moved north in the search for steady work.....where has Wally been all these weeks since he departed?

Finally.....a card has come and Wally is doing fine, plenty of work and beautiful area to live and work in. If you care to drop him a line, he can be reached at the following: c/o 566 Bay St., Victoria, B.C.

ILL.....TOM HANFORD

Tom is in Paradise Valley Hospital with heart troubles, drop him a get well card. (Up and at 'em Tom!)

NEWSLETTER, Monthly, news, meeting dates, trip information, work dates, etc. Views and statements printed are not always those of the R.H.S. of S.D. Send news items prior to the 20th of each month. S.L. Thomson, Editor.

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

FERRIS RAIL EXCURSION???

Changes in the fares and guarantee have at the moment threatened the proposed train trip on Sunday, October 24th, 1965. The observation car #1509 originally promised has also been "committed" on that date.

Changes in trip costs will be investigated and we will see how it will effect our ticket costs. If the changes hold, our proposed rate of \$10.95 adult roundtrip will have to be altered upwards to cover the changes by Santa Fe.

We hope to operate this excursion but the fare must be held within reason in order that we might attract a large following. We hope to use the O.E.T. "Mountain Car" as an added reason that people will want to ride our special, this all costs money, raises ticket rates..... we hope a suitable agreement can be made with the Santa Fe in order to operate the trip at our original estimate on fares.

PACIFIC RR SOCIETY EXCURSION #166, September 3 to 6, space is limited, Santa Fe SOUTHWEST ADVENTURE, Box 5279, Metro Sta., L.A. 90055.

ORANGE EMPIRE TROLLEY MUSEUM-CENTRAL COAST, 9 days, Colorado, Narrow Gauge, Rocky Mountains, Royal Gorge, Moffat Tunnel, Lv. Sat., Sept. 18th from L.A., RETURN Sunday, Sept. 26th..... Ed Von Nordeck, O.E.T., Box 548, Ferris, 92370.

O.E.T. trip for Nov. 6 changed to Nov. 13th, it will feature main line and branch line running. Mountain Car 399 will be used. (More soon)

SAN DIEGOAN SERVICE???

On again, off again. The Santa Fe has permission to drop 2 trains in San Diego-L.A. service. Orange County is fighting the drop of train 71 as it hauls many commute passengers in Santa Ana-L.A. area. Sunday and Holiday extra runs to be dropped.

It is reported #71 broke down around San Clemente 8/27 and waited for #73 two hours behind to catch up and take passengers to L.A. In past engine failures a GP-9 is usually brought out to carry out the run. The old single "A" unit Alco passenger units are showing age and carrying on a valiant fight to maintain train schedules, doing pretty good most of the time.

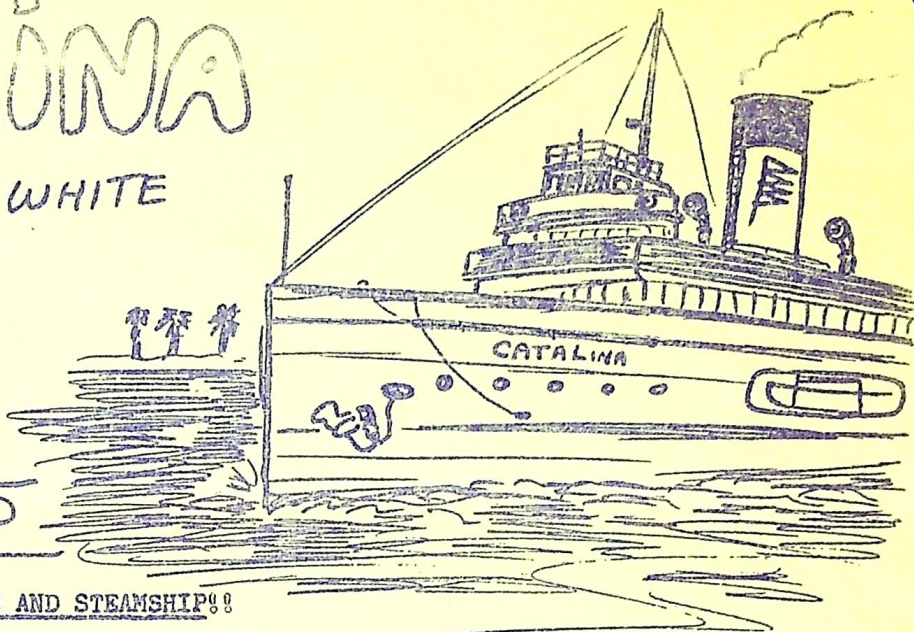
NEWS NOTES from here and there.....V.&T. 22
an old 4-4-0 built by Baldwin in 1872 has been in use on the Santa Fe line east of Ferris at a siding called Monifeo. The old steamer has been filmed for a TV show "The Wild, Wild West". Your editor took some photos of the old gal and the two cars being used, baggage and coach..... San Francisco cable cars are running on normal conditions after overhaul of cable equipment and some problems after the rework, the cable house will be set up for visitor viewing of the big wheels in action..... San Francisco standard gauge trolley operations were recently brought to a halt when a PCC car derailed in the big Twin Peaks Tunnel, buses shuttled around the problem until the trouble was corrected..... Track is extending northward on the newest line in Southern California, on the old California Southern, where? Why at Ferris, where else? The trolley wire has out distanced the rail and tie gang, but only for lack of rail and ties. The O.E.T. boys have a good start on the long, long stretch to the end of Santa Fe track at Ferris. They need funds to keep moving, can you help?... Nothing new at this writing regarding the new narrow gauge at Pomona, new to Pomona, old to Mexico, where the equipment was purchased..... Del Mar race trains from Los Angeles to the horse races are carrying good crowds, also 51 is doing general duty with 300 series GM's on extra race trains. The trains run from 12 to 19 cars, mixture of lightweight and heavyweight equipment. Recently #72 carried green for an extra into San Diego, the regular race train and a special charter race train. (all lightweights) Trailmen have been entertained at the P.B.&W. "HO" layout at the fairgrounds and out at the big "O" gauge layout of member, M.T. Charles in Rancho Santa Fe. (They almost missed their own train one Saturday, to much fun at Rancho Santa Fe layout!)..... Labor Day weekend proves to be a big train weekend for San Diegans and the Del Mar specials..... Potash shipments still a regular sight, more to come, alfalfa pellets still rolling in via S.D.&A.E., diesel switcher 4605 a dud, according to SD&AE trainmen..... Saw Santa Fe #1400 recently, also 1399, they appear to be GP-40 series??? Not GP-35's..... "Lancaster & Chester" #915 seen recently, 40ft box car with slogan: "The Spring Maid Line"..... SD&AE motive power pretty much the general run of old F-7 wagon tops and GP-9 and such types, good business on the El Cajon line..... Saw the Cyrus K. Holiday down in the freight yards of San Diego recently, repairs?..... Private observation, "Car Eleven" will be auctioned off soon..... Whats new??? Send us some news of your travels, etc. Circus comes to town by rail 8/30

CATALINA

VIA THE BIG WHITE
STEAMSHIP

S.S. CATALINA

SUNDAY,
SEPT. 19, 1965



SAN DIEGO TO CATALINA.....VIA BUS AND STEAMSHIP!!

ENCHANTING CATALINA ISLAND LIES JUST 22 MILES FROM THE MAINLAND OF SOUTHERN CALIFORNIA. The Islands balmy days and star filled nights are yours to enjoy.....so goes the pleasant description in the Catalina brochure. We won't be there to enjoy the star filled nights but we will enjoy a balmy day from noon to four, a total of 4 hours on Catalina, enough time to enjoy the sights and some of the special attractions.

SCHEDULE: Leave SAN DIEGO= 6:45 A.M. Santa Fe Depot.
(7:00 AM deadline for departure)

Arrive SAN PEDRO= 9:30 A.M. Boat Terminal.

Leave San Pedro= 9:45 A.M. S.S. Catalina

Arrive CATALINA= 12:00 Noon S.S. Catalina

LEAVE CATALINA= 4:00 P.M. S.S. Catalina

Arrive San Pedro= 6:00 P.M. Boat Terminal.

Leave San Pedro= 6:30 P.M. Charter Bus.

ARRIVE SAN DIEGO= 9:00 P.M. Santa Fe Depot.

FARES: \$11.95 ADULT(non-member)
\$11.50 ADULT(RHS of SD)
\$ 7.75 CHILD (5 to 12 yrs)
(Children under 5 years
free, if held on bus.)

Anyone holding a seat on the bus
must pay a fare unless there are
empty seats available.

CATALINA ISLAND BROCHURES WILL BE INCLUDED WITH EACH TICKET SALE, OR YOU MAY WRITE FOR ONE. All tickets are final and must be ordered not later than midnight WEDNESDAY, SEPT. 15, 1965. (No cancellations after 9/15/65 - Order your tickets or make reservations immediately.)

Please reserve space for me on the Sept. 19th Catalina Excursion.....

NAME. _____

ADDRESS. _____

PHONE. _____ ZIP # _____

Enclosed is () CHECK () MONEY ORDER

for \$ _____, PLEASE RESERVE _____

SEATS ON THE SPECIAL CHARTER BUS 9/19/65.

BUS LEAVES AT 7:00 AM SHARP, SAN DIEGO.

I will board bus at () SANTA FE DEPOT, Kettner & Broadway, San Diego.

() PACIFIC BEACH, Pacific Hwy & Balboa.

() DEL MAR () SOLANA BEACH () ENCINITAS () OCEANSIDE

Air-Conditioned
California Bus
Tours equipment.

Make checks to: RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, INC.
P.O. BOX 9351, SAN DIEGO, CALIFORNIA, 92109.

For additional information, contact excursion director
S.L. "Corky" Thomson, 276-3266 (after 5:00 P.M.)

(Out of town pickups
will have time quoted on
tickets, also specify
pick up point along US-101.

Excursion Requests The response since the fair has been quite good, many mailed in forms for our mailing list. There is hardly a day goes by that we don't get a few new request by mail.

Those up to date names and addresses will be very helpful when mailing brochures for future excursions.

If all goes well for the proposed Parris & O.E.T. trip in October, names will be drawn for the free trip tickets at the October meeting. The names turned in at the fair and the mailed in names have been kept in two separate piles, so we ought to have two drawings.

HUMOR?? Hardly....from the California Southern Express we enjoyed the story of John Barriger visiting his son in Los Angeles. His son is a Santa Fe trainmaster and it seems a chain of events took place during the visit: A P.E. transfer delivery went on the ground at Duttie St. Yard, a freight car being shoved into the rip track went on the ground, a switch engine split a switch at Sixth St., becoming derailed, then a crew let some cars get away at the top end of Hobart Yard, and the derailed at the lower end of the yard stopped them, then in the wee hours a switching move at Pico-Rivers got three cars on the ground, the wrecker had to be called out to straighten that out.

Sounds like the model railroader when he has guests and wants to show his layout off to the crowd....EVERYTHING goes wrong! I am quite sure that with his many years of railroading, Mr. Barriger, now in charge of straightening up the Katy, has seen such problems before. He has again taken over the task of putting a railroad in trouble, back in money making shape.

THE LATE, LATE NEWS The proposed trip to be operated by O.E.T. in November will now be put off until a later date, Jan. or Feb. (Page two)

Santa Fe came rolling into San Diego on Monday, August 30th with the Ringling Bros., Barnum and Bailey circus train. Arrival was set for 7:40 AM and she was just about right on the money. A four unit passenger diesel did the honors. The diesel and caboose then returned to the north (L.A. or San Benito.) The circus train was cut up, tunnel cars were switched to the piggy-back track, which is reached by going across the turntable (it is used to turn flats for proper end of trailers.) The circus has a very neat, perfect fitting bunch of trailers in the long cars, the trailers are contoured to be a perfect fit in the long rebuilt cars. Small rubber tired tractors pull the trailers out. All are low wheeled and tailored to fit the new type circus cars. Meanwhile the animal cars were taken to the Roscorano St. team track for unloading the big animals, elephants, etc. They are calked from there, up Mission Valley to the Westgate Park stadium. The circus will be in our City for a five day run, Wed., Sept. 1 thru 5, leaving late Sunday night or early Monday A.M.

Don't forget, work party at Old Town on car 34, Saturday A.M., Sept. 11th, 10:00 A.M.

Work trains here and there, cars parked behind Navy Field, more in Rose Canyon, plus the big pile driver, some at Pacific Beach too. Ballast machines, rail grinders, etc., working track in the area, work train also seen down in passenger yard area just north of Ash Street. Freeway construction changing the face of the Santa Fe at Sorrento, Rose Canyon and Old Town, where new overpasses are under construction.

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A California Non-profit Corporation

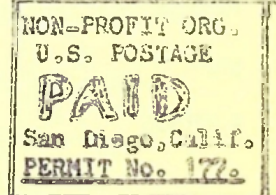
Postmaster: RETURN REQUESTED

SEPTEMBER NEWSLETTER

TIME VALUE PUBLICATION

CATALINA TOUR, 9/19/65

PERRIS EXCURSION, 10/24/65



Puget Sound Railroader
P.O. Box 1362
Broadway Station
Seattle, 2, Washington