

# SEPT #9 NEWSLETTER <sup>JUNE JULY AUG.</sup> #10 OCT. 1966

RHSofSD NEWSLETTER (including JUNE, JULY & AUGUST) ISSUE # 9 & 10 - SEPTEMBER & OCTOBER, 1966.

## NOTICE TO MEMBERS AND EXCHANGE PUBLICATION OF SIMILAR RAIL GROUPS AND ORGANIZATIONS.....

We put together a dandy June-July issue of the newsletter only to have the spirit duplicator mess it up, ruin the masters, etc. There was not time to redo it, the fair, summer, the job, the family!!! The June-July issue just went into the trash can. A quicky August issue was put out to notify members of the meeting.

We will try to recap on some of the news of several months ago, some may sound old and out of place now but to some of the members it still may be news. We will pick out and water down the best of the items.....

ORANGE EMPIRE TROLLEY MUSEUM excursion to the vast San Joaquin Valley on Saturday & Sunday, May 21 & 22 was one of the best trips in many years. The O.E.T. "Valley Flyer" started from Pasadena with a pair of aging but able ALCO diesels (out of San Diegoan pool) and a rather odd consist, heavyweights- combine, coaches, Del Mar Snack Car, combine and the car of cars for railfan trips, O.E.T.'s Canadian "mountain observation car" on the tail end.

The trip covered the main line to San Bernardino and took on more passengers, up the hill through the Cajon Pass and on to Barstow. Unusual was the Cajon leg of the trip, being covered between 6 and 7 in the morning, the train having left Pasadena at 5 AM. At Barstow there was time for breakfast and the train was hosed and serviced for the next portion of the trip. Northwest out of Barstow across the big wide open to Mojave, then up the hill on joint SP-ATSF rails to Tehachapi, we viewed the recent wreck of an S.P. freight just west of the town of Tehachapi, enjoyed the scenery as we curved our way down to the loop and on down the grade to Caliente. Quite a few freights were observed and samples of two trains running the same direction on double track as we overtook and passed several freights.

At Bakersfield we were fed delicious box lunches (part of the fare) and departed full and happy for a winding freight interchange operation over to S.P. main line north of the city. After getting out on S.P. track we were really stepping along and passing up speeding motorists on the freeway. Shortly our speed was reduced and we switched off to the branch line that would carry us over the eastern side of the valley and give the local farmers some strange sights with our photo run-bys, etc.

(Continued on page three)

## MEETING DATES

September meeting one week late due to Labor Day.

SEPTEMBER 12, 1966 Second Monday, meeting at regular place, Santa Fe depot, San Diego.

Sept. Program One you won't want to miss- Another of the McCleary Slide Shows, they all have been good, will this be better? This one will be "TRAVELS IN UTAH" which is all the title needed, there are many scenic vistas in Utah and I am sure the McCleary lens has done well in capturing the beauty of the state. Be on hand, Monday, September 12th at 8:00 P.M. - SAME TIME, SAME PLACE, Santa Fe Depot, San Diego

MONDAY, OCTOBER 3, 1966 is the next regular meeting.....MONDAY, NOVEMBER 7, 1966 and our final meeting of the year, MONDAY, DECEMBER 5.

NOTICE- Nominations of 1967 officers, selection of nominating committee, etc. It is that time of year again. Start considering members for 1967 officers.

## EUS STRIKE! LONG SAN DIEGANS

The Pacific Greyhound Lines strike during the spring really added to the passenger load of daily San Diego-Los Angeles trains. Trains reminded one of some years back, 10 to 14 cars on every train, with people! It was reported that as many as 1000 passenger were handled on some runs. Extra sections were run on weekends and it looked good to see green flags flying. The old 2 unit "A"- "A" Alco units did a fine job handling both lightweight and heavyweight trains and combinations, as many as 10 of the big old heavy cars were behind a pair of old Alco passenger units.

## AIR STRIKE! LONG SAN DIEGANS

Five airlines recently on strike caused a second run of long passenger trains during July and August. This naturally caused a big increase in rail traffic all over the country. Here in California the S.P. Daylight and Lark were once again back to normal and overflowing. Cross country service was booked solid, all of the available equipment was in service and a number of the old heavyweight cars were called back. San Diegoan trains at times were made up of two to five heavy cars along with the regular Budd lightweights. Del Mar race track specials were cut to one a day for lack of equipment. Santa Fe chartered buses for the race track patrons south of Los Angeles. The trains did well with the added passengers.

### THANKS TO HELPERS- BOY SCOUT FAIR

A nice letter of thanks from J.C. O'Connor, Sheriff, for our participation during the 1966 Scout Fair held at Del Mar Fairgrounds. We are a little late, but thanks to the members for opening engine 104 and car 050 for this event.

**FAIR PREPARATIONS** A vote of thanks is also due the members who got up to the fairgrounds and cleaned up and painted prior to the 1966 San Diego County Fair. The locomotive looked great this year, I know we owe much of this to Rex Cuttall, thanks to his helpers too.

**MEMBER SERIOUSLY INJURED** Joel Chambers was struck by a car some months back. He is out of the hospital but has a long battle ahead to recover and he will be crippled for a long time. This notice was to be in the June issue, with a request for a few cards and letters to Joel. I am sure he will still enjoy hearing from you. (3760-28th St. San Diego, 92104)

**FOLLARD ENGINE IN FOWAY** Since member Charles Follard passed away earlier this year, his little 0-4-0 42" gauge steamer has been for sale. The locomotive was finally sold to Mr. John Porter of Foway for a reported sum of 25 thousand dollars. It is currently on display in Old Foway on Midland Road. It is located by a fire engine at an antique store. It will be set up on an run at some future date as a commercial venture.

**RESOLVED NARROW GAUGE CAR** It was to have been reported for sale but its a little late. The narrow gauge car from the U.S. Gypsum line at Plaster City has been sold for scrap. The car was again in need of a move, each such move has been costly. It was sold for \$50, we had many hundreds invested in it. It is unfortunate that the car was sold so rapidly as there has been much said about it and several of the local railfans would have been very, very willing to purchase it at that price.

**ORANGE EMPIRE TROLLEY on TV-8** A very well done show was presented on channel 8 here in San Diego (in color) on Monday and Tuesday, June 13 & 14. School kids were shown riding the streetcars and a clever run by of one of the San Diego cars, #508, shown coming headon down the line and running right over the camera. It was a nice bit of TV and a good plug for the museum at Ferris.

**SAN DIEGO ELECTRIC RY. 528** Question: Would this streamlined streetcar be better off if at Ferris and operating? It was not opened for display this year during the fair.

### LOCOMOTIVES FOR THE SOUTHLAND

On May 11, 1966 the E.J. Lavino Company of Philadelphia, Penn. donated their 0-6-0 saddle tank switcher #10 to the Pacific Southwest Railway Museum Association. The locomotive is still located at Lavino's Sheridan, Penn. blast furnace works. It has recently been painted and in 1964 the company replaced 64 flues. It was pictured in the Sept. 1961 issue of Trains on page 8 of Steam News.

The vital statistics are: ALCO 1923, 16x24, 117,440 lbs., tank capacity 2,000 gallons, flue length 11'1 1/2", coal burner.

This locomotive will be shipped to Ferris for display and operation on the main line of the Orange Empire Trolley Museum. The O.E.T. is cooperating fully in this joint operation. If a suitable museum sight is located in or near San Diego, the engine will eventually be moved. The locomotive will be shipped as soon as the PSRMA raises the needed capital to do the moving job. They are presently looking for donations to make this move possible. It will cost \$2,000 to move it, send your donations to: P.S.R.M.A., 1028 Gateway Dr., San Diego 92105.

Shortly after the above deal was settled the Southwestern Portland Cement Co. donated another saddle tank switcher. The latest is a Davenport 0-6-0, this one is an oil burner, #3 of the Mojave Northern and in operable condition. The Mojave Northern locomotive has now been taken from Victorville to Ferris and is on C.E.T. trackage.

Along with the latest 0-6-0 came the twin #2 which has been donated to the California Southern Railway Museum (of San Bernardino) the former Mt. Rubidoux Chapter of P.R.S. The #2 is also at Ferris.

The move of the two 0-6-0's cost both of the museum groups money, any donations can be sent to the PSRMA address given above or to the C.S.R.M. 180 "J" St. San Bernardino 92410.

**PSRMA FALLBROOK TRIP** The rail excursion to the Fallbrook Avacado Festival was to raise money this spring for the moving of the 0-6-0 from back east. The trip barely broke even which in no way helped pay the moving bill, so the request is still out for donors.

**ROLLING CAMP & BIG TREES** The steam powered scenic excursion road is going full steam this summer with the line completed to the top of mountain with a loop trestle. A must if you are up near Santa Cruz, located at Felton, Cal.

**CALIFORNIA WESTERN** It is reported that the C.W. bought some S.P. coaches for a second steam powered "super stunk" line and when a good steam locomotive can be found line runs from

**SOUTHERN PACIFIC** S.P. announced the return of streamliner service between Oakland and Portland on June 10, 1966. The famed Shasta Daylight will operate until the end of vacation time. The 17-hour trip takes travelers through some of the most beautiful country in California and Oregon.

The RDC car is also operating again from Willits to Eureka on the S.P. owned Northwestern Pacific. This trip plus the California Western rail car "skunk" trips or the steam train are both very rewarding in beautiful scenery.

The S.P. was turned down in their attempt to stop operating the San Joaquin Daylight from Bakersfield to Los Angeles. They also got the no word on quitting the Lark on the overnight Los Angeles-San Francisco coast run. They were advised to advertise, reduce fares, up grade the service and in general attempt to give the public good service. It is felt that the train would pay if properly handled by the S.P.

During the Greyhound strike and the more recent air strike, S.P. trains were overflowing with passengers.

**MOTOR CAR FOR O.E.T. ???** Remember, quite some while back we were raising funds to buy a used gasoline motor car (section hand type) for use at Perris. We have the money in a fund and are still waiting for the release of such a car. When one is available from the Santa Fe, we will purchase it and present it to the O.E.T. The project has not been dropped.

**MOVE OLD CAR 54 ???** Recent problems of Politics have made it rough on the future of our old restored trolley #54, now on property next to the Whaley House in Old Town, San Diego.

We have now been advised that there is no emergency move to be made. The old car may get moved but a suitable spot will be found and a reasonable time to move it given us. In the meanwhile, the car is ready for final paint, fall work parties will be formed to continue the restoration work.

**CAR 171 AT PERRIS** Railfans, members, historically minded trolley fans, fellow workers----- we need a good crew to go to Perris and put the big San Francisco car in A-1 condition this fall and winter. No talk, we need action. The traction fans, the all talk and no action types, the regular workers, the members of other local clubs and organizations, we need active worker groups to go up to Perris and really put this good operating streetcar in good appearance. If you happen to be up at Perris, sweep it or clean up in anyway you can to keep it looking half way presentable. BUT.....we need to get started on restoration and keep after it, all this fall, lets get the job done this time!

**O.E.T. "VALLEY FLYER"** Continued from page 1-

Our trip through the vast agricultural lands of the eastern San Joaquin Valley was a treat as we generally run through on highway 99 and see little of the valley. A bit of rare railfan trip humor was the stop made in the trip to purchase some soap and supplies for the restrooms in each car. This was done at a spot which seemed miles from everywhere, a small general store. "Cal" Calvert, our traveling Santa Fe representative made the purchases. I am quite sure that follow in the general store will never convince anyone that he sold out his supply of Palmolive soap to a passenger train.

After numerous photo runs and a stop at the Porterville depot we finally reached Fresno and were switched onto the main and hauled reverse by an Alco switcher to the depot where we put an end to the first day of rail travels.

The evening (very pleasant weather) was a nice one and dinners were eaten at various restaurants. Hotel reservations were all at one location. We inspected the new Fresno downtown mall. They have done a wonderful job and it was worth the trip just to see it. We could revitalize some of our older towns by such an improvement. (LaMesa is considering it now)

Sunday, May 22nd was a bright clear day, we enjoyed a hearty breakfast in the hotel coffee shop and were ready for another day of trains. Our special pulled out of town at 8:30 AM and once again switched over to the eastern line, we retraced a portion of the trackage covered on Saturday. We went to the end of track on a branch out to Minkler, some farmer wanted to know what we were doing in his pasture, the rails were barely visible through the grass.

Another photo stop of note was across the Kings River bridge, a big steal affair which made an interesting photo run through. At the town of Tulare one of the local residents was just positive the governor had chartered a train to come to town and solve the grape workers wage dispute. At one stop a woman had been curious about the passenger train, she was told we were lost! She just said "Oh" and went on.

After a half day of branch line running we returned to the Santa Fe mainline.....and some high speed operation. The famed railroad freeway between Wasco and Corcoran lived up to the reputation, those old Alco's belted our train along at 90, 95, 97 and ? miles per hour. The big open Canadian car on the rear, handles well at high speed, it is a real thrill to ride.

At Bakersfield we were again treated to a box lunch, just as good as yesterday, thanks to the good planning of the O.E.T. excursion people. After lunch was served we were again on our way, back to joint SP-ATSF trackage for the run to the mountains and up the Tehachapi.

(More on page 4.....continued)

## O.E.T. "VALLEY FLYER" continued from page 3

After leaving Bakersfield our train again ran on joint SP-ATSF track, we soon came up on a southbound freight, after a short delay we were routed around it. The trip from Caliente up the grades to Tehachapi is always a treat. This hill is quite a hunk of railroading. Far up the mountain there are several spots where you can look way back down to the bottom and Caliente, there in the afternoon haze was the S.P. San Joaquin Daylight following us.

When we switched back to Santa Fe tracks at Mojave it was time to relax, the run from here to Barstow was usually uneventful.....we were rolling along at about 60mph when a loud noise under one of the coaches was enough to the natural thing.....STOP! After a signal to the engineer, that's just what he did. One of the big generators had torn loose and was dragging between the rails, hitting ties, ballast, etc. After several minutes of thought, tools were brought from the engine and the crew removed and cast 1,500 pounds of generator to the side. We were on our way in probably no more than a 30 minute delay. Down the line we passed Fast Mail #7 in a siding for us.

At Barstow we eyed and had time to dine, there was also time for a few pictures from the highway overpass. The sun was setting as we roared out to the west, still later, darkness had set in as we rolled by a waving Chard Mai or at Summit. Soon we were down the hill and stopped in San Bernardino, some left the train here, the rest went on into Pasadena...the end of another good excursion.

There is one draw back to operating trips. It costs money and it requires a certain minimum of fares to operate a trip. This was one of the best trips in years but it failed to be a money maker, it didn't even break even! The RHOFS members tried to do something; about and passed the hat, nearly \$200 was donated! This helped come near the break even point for O.E.T. and took a little of the load off of the two excursion planners, Mary Lee and Ed Van der Deck. They deserve a hand for a well planned and well run trip.

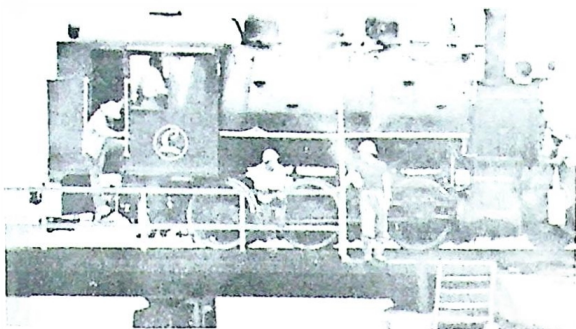
CARRISO CORGE EXCURSIONS ? ? ?

Local San Diego businessmen have recently been trying to do something about excursions through the gorge on the SMD&P. This is a lost shot but you never know, the right shipper or someone with some "pull" may swing it yet.

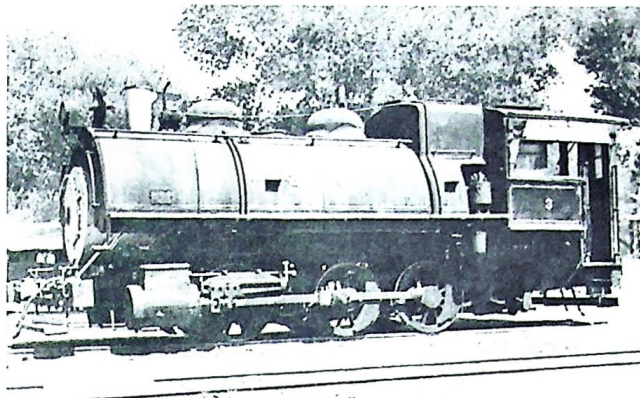
FAIL OF 1966 - FALLBROOK EXCURSION There will be a special out of L.A. by O.E.T. covering Irvine Spur at Tustin and going to Fallbrook on Saturday, November 5, 1966, fare \$3.75... Orange Empire Trolley Museum, P.O. Box 943, Perris, Calif. 92370 (for tickets & informat

NEWS OF RR's NYC recently experimented with jet equipped RDC and reached speeds up to 140mph and capable of higher speeds, tests were all to be considered successful. Idea is for up to 200 mile runs.....Several months back history was made on the freight only San Jacinto line of the Santa Fe. Two large passenger trains made a meet at Winchester (a small spot between Porris and Hemet) when an O.E.T. "Ramona Pageant Special" was westbound and a special charter was eastbound to Hemet for the evening. (Corky Thomson shot movies in after sun down light)..... Del Mar Race Track Specials have been short of equipment this season. Old EMD #21 doing the daily motive power chores. #17, 38 and others when more power needed. At first 3 units were used, after the airline strike was over trains grew (up to 24 cars) and two sections run. Final big weekend, Sat. Sept. 3 and Labor Day had two trains, 20 cars each, 4 units on each, combination of lightweight and heavyweight cars..... Private cars have been common this summer on the rear of the San Diegan. The locally owned Cyrus E. Holliday has made numerous trips to Los Angeles and is currently off to Chicago. Car 11 formerly owned by San Diego people is back, it has been vacationing in Del Mar and now has been in San Diego for two weeks. A M&W car was down and the Golden West has been in town. The two Falloverdes cars have been to Del Mar, plus a few of the Santa Fe owned business cars down to San Diego.....Potash was becoming business for several months and is now in the lull period between shipments. At times the yards were full, passing tracks were full here and there. Many extra trains with numerous types of Santa Fe diesels, all of the old types and many of the latest. There were break in twos too, on the Miramar hill out of Sorrento.....the Santa Fe ran a special to Oceanside recently, it was fortunate too, the diesel on train #76 failed and they borrowed the two Alco units from the special to go out and double head it to town. Being short of power, the special later used GP-9 power off the Escondido line to come home. Several graduation trains came in during June on overnight party runs for highschools..... PACIFIC NEWS has a good article on the White Mt. Scenic RR in Arizona, issue 59, Sept. 1966. WESTERN RAILROADER had a dandy on IER in their issue 318, July, 1966 (for traction fans.)

SPEAKING OF PUBLICATIONS The RHOFS has been putting the newsletter out monthly for years, recently we ran into some problems, this issue reasonably catches us up to date. There are 3 publications being printed in San Diego, all of them covering basically the same thing but only reaching a limited number of people. Why not merge the RHOFS Newsletter, PSRA Report and Southwest Railway Library's Journal????



O-6-OT engine #10 of the E.J. Lavino and Company at the Sheridan, Pa. plant. Built by Alco, 1923. Photo from Reading RR.



Southwestern Portland Cement engine #3 at Leon (Victorville) Calif., 4-14-1940. R.P. Middlebrook photo.

The PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION of San Diego, a non-profit, tax exempt corporation, wishes to announce that it has obtained the donation of two operating steam locomotives. One was obtained on May 11, 1966, from the E.J. Lavino and Company. The other was obtained the same month from the Southwestern Portland Cement Company. The possible donation of locomotives from other sources is imminent. Present plans call for the operation and display of the locomotives at the Orange Empire Trolley Museum which is located at Perris, Calif., 19 miles south of Riverside. The Orange Empire museum has over one-half mile of track ready for operation with much more under construction. The PSRMA is presently investigating possible museum sites in San Diego County at which its equipment might be operated.

The PSRMA has finally achieved the goal of obtaining operating engines for the people of Southern California—but your support is needed if this project is to be a complete success. Estimated shipping costs and other expenses for the engines amount to approximately \$4,500. Funds are urgently needed. If you are interested in seeing a live steam locomotive in Southern California, please lend your support in the form of a cash donation. No amount is too small—don't hesitate to send whatever you can spare.

Persons or organizations donating \$100 or more to the fund will have their names inscribed on a plaque to be exhibited with the locomotives and will also receive a three year cab and train pass, good whenever the engines are in use. Anyone who donates \$50.00 or more will receive the three year cab and train pass, and those who donate \$20.00 will receive a one year cab and train pass. Those who donate \$10.00 will receive a one year train pass (no cab privileges). For persons desiring a monthly donation plan, the cab and train privileges will apply as above. Please specify on the form below the amount of the monthly donation you wish to make. Passes will be issued when you have donated the amount for the pass you want.

Don't delay—answer this appeal NOW. Only you can help make the project a success. Please use coupon below.

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To the Pacific Southwest Railway Museum Assn. Enclosed please find my donation in the amount of \_\_\_\_\_ for (check one) \_\_\_\_\_ name on plaque/ \_\_\_\_\_ 3 year pass/ \_\_\_\_\_ 1 yr. cab-train pass/ \_\_\_\_\_ 1 yr. train pass. If you have not included the full donation for the pass you want, please indicate here the amount of monthly payments you wish to make \_\_\_\_\_. All contributions are deductible from your federal income tax. Please mail contributions to PSRMA, 1828 Gateway Drive, San Diego, Calif., 92105. Thank you.