

RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, INC.

P. O. Box 9351, San Diego, California 92109

MEMBER: Orange Empire Trolley Museum.

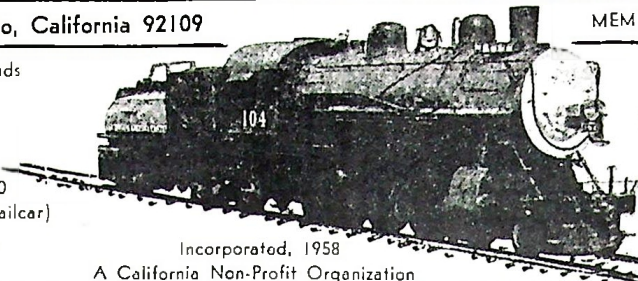
San Diego County Fair Grounds
Del Mar, California

SD&AE Loco No. 104
(Built 1904)

SD&AE Business Car No. 050
(Formerly John Spreckels private railcar)

San Diego Electric Railway
Trolley No. 528

Incorporated, 1958
A California Non-Profit Organization



San Francisco Municipal Railway
Street Car No. 171
(Located at O.E.T., Perris, California)

San Diego Electric Railway
Trolley No. 54

Meets First Monday each month
Santa Fe R.R. Depot, San Diego

9-1967

NEWSLETTER

10-1967

SEPTEMBER / OCTOBER

SEPTEMBER MEETING DATE: MONDAY, 9/11/67 8pm
(Second Monday of month due to Labor Day)

In the Safety Room, upstairs, Santa Fe Railway
Depot, Kettner & Broadway, San Diego, Calif.

PROGRAM: To be presented by member George
Overshiner.

Refreshments will be served, bring a friend,
meet old friends....MONDAY, SEPT. 11, 1967, 8pm

CYRUS K. HOLLIDAY private car trip fell short of
the required number of passengers for Sunday,
August 27th and has been rescheduled for a date
in September or October. Sunday, Sept. 17th or
Oct. 15th. To be announced.

STREETCARS???? PAINT????

Car 54 at Old Town (by Whaley House) has a
start of getting a paint job before bad weather
sets in. Very little interest seems to be shown
on this project or the 171 at Perris. It seems
Cliff Skeen has done some work on #54 with little
or no help from the membership.

If we can't get workers, why not pay to have
the painting done? Car 171 at Perris needs some
painting badly and also it is standing idle due
to lack of insurance for operation. Should the
car be put on permanent loan to O.E.T. and let
them maintain it and insure it for operation or
should we pay the insurance and get the car back
in service. It will just go to rot and ruin if
not operated and kept in working shape.

SOUTHERNPACIFIC COLTON/PALMDALE CUTOFF

S.P. opened the new short cut over Cajon Pass
on July 11th. This allows through freight from
the north and southwest to bypass Los Angeles.
The new route will have about 3 trains in each
direction daily. Westbound S.P. trains will be
running eastbound alongside Santa Fe and U.P.
trains in Cajon Pass, eastbound S.P. freights
will appear to be heading west through the pass.
Good train watching now with three roads.

SEPTEMBER / OCTOBER

OCTOBER MEETING: Monday, 10/2/67 8:00 PM
(Regular first monday of the month)

Same place, Santa Fe depot, San Diego.

PROGRAM, REFRESHMENTS.....be there, bring
a friend, talk railroad talk with folks that
like to talk railroad talk!

MONDAY, OCTOBER 2, 1967 - 8:00 P.M.

A GREAT LOSS TO THE RAILWAY HISTORICAL
SOCIETY OF SAN DIEGO AND ALL THAT KNEW HIM-

On Wednesday, August 16th, 1967 our good
friend and willing worker CHARLES T. MANN
was taken from us. "Tommy" had a heart attack
a week ago and was in Mercy Hospital making
good progress when the second attack came.

Tommy was currently serving as RHSofSD
Secretary and has held office as President
and Vice-President in past years.

It never seems quite right that someone as
active and willing and helpful, with a great
love for life and activity, is taken from us
so early in life. Tommy had suffered heart
trouble in 1961 and retired from the San Diego
Police Dept. Since that time he has done very
well and enjoyed travels via his trailer. He
was always very active in society affairs and
did much to see the car 54 project keep going
to full restoration.

He was a member of the Pacific Beach Model
RR Club and held office on numerous times dur-
ing his long membership.

We will all miss Tommy, it is very difficult
to have been a member of both the RHSofSD and
the PBMRR for so many years with him and all
of a sudden he is gone. During the fair we
talked of railroad activities, his future
trailer trips, he was looking great and seemed
so full of energy and had such a bright out-
look to the future....we will all miss him.

Services at 11:00 AM, Monday, August 21st
at Holy Trinity Episcopal Church, Ocean Beach.

REMEMBER THE DATES..... September meeting, 9/11/67 and the October meeting on 10/2/67 - 8:PM

NEWSLETTER, official publication of the R.H.S. of S.D. along with the Dispatcher. (S.L. Thomson edits newsletter, Eric Sanders is editor of the DISPATCHER.)

We have asked before, anyone interested in the job of doing the newsletter each month? It looks like the present editor (for the past 10 years) will have to give up this post in 1968, is there any interested volunteers in the society?

NOTICE: Next issue of the NEWSLETTER will be a joint November/December issue, next regular R.H.S. of S.D. meeting after October will be the November meeting, Monday, 11/6/67.

COLTON SUBDIVISION SCHEDULE: Eastward trains leave Palmdale #806 7:50am, #810 3:45pm, #814 11:50pm - arrive Colton 10:35am, 6:25pm, 2:15am. Westward trains leave Colton #803 1:40am, #807 9:50am, #811 5:50pm, arrive Palmdale 4:40am, 1:01pm, 8:50pm. Trains may be seen at Summit area at approximately 12:51am, 3:30am, 9:00am, 11:50am, 4:55pm & 7:40pm. We have found them at various times of the day but if near the scheduled time the above figures will help.

SOUTHERN PACIFIC quit the train number system on the front of locomotives as of 6/26/67 after using the system since about 1910. The commuter trains on the San Francisco peninsular runs will continue to carry train numbers as passengers using this service identify their trains by the schedule number. Locally the 451/452 freights to and from El Centro are now showing locomotive number in the train number box.

PUGET SOUND RAILWAY HISTORICAL ASSOCIATION is NOW operating steam trains at Snoqualmie up in Washington. These fellows have had a long hard pull getting their museum together, acquiring the equipment, maintaining and preparing it for the museum operations. They have finally made the long pull and have started operating steam for the public. Congratulations!! Anyone down here in our area interested in an operating museum knows the long hard (but fun) work it requires to establish an operating museum. We have the makings of such a museum at Perris, California. Like all operating museums, they need lots of willing workers.....The fellows up in Snoqualmie made it, the trolley museum at Rio Vista in Northern California is coming along and Orange Empire Trolley Museum is shaping up with plenty of traction and a few steamers to add to the interest. You southern Californians....don't just talk about it, get out to Perris and lend some help. PSRMA has two steamers at Perris, Calif. Southern group has one, YOU CAN HELP TOO.

NEWS ALONG THE RAILS: Old news now, but before S.P. completed the new line through Cajon Pass we observed rail train at Summit with diesels 3932 and 3959 on 5/6/67.....The Rotary Special on 5/14/67 to Escondido derailed on the line just east of Oceanside, 4 unit diesel dropped front unit on ground, passengers returned to San Diego by bus. Empty train arrived at 11:40 P.M. that night, went back to L.A. on 5/15/67. (Cyrus K. Holliday was on Escondido trip)..... Private car "Victoria" out on #73 and back on #78 on 5/24/67.....S.P. rail train down to Cajon on 5/25/67, supplies laid out as far as devore.....on 5/26 Alco #51 broke down with train #76, Alco #77 did the work alone with 10 car train!.....Indio on 5/27/67 had the following S.P. types of power: 8800's, 2900, 3600, 3700, 5000, 7100, 3400, 3500, 6500, 6600..... 5/28/67 saw 162 cars on 3 7100's with 2 7100's helping, eastbound empties, (oro cars) saw the heavyweight observation SP 112, instruction car at Colton, Nalco Equip. Co. spray train too. Two wrecked tank cars at Summit and a totally wrecked Santa Fe caboose on 5/28, caused by a tail ender, U.P. also had two derailments at Summit shortly after.....Late May had plenty of Potash shipments to San Diego, saw 85 MT's behind two 900's one day.....two unit Alco's holding down the San Diegan service through May and June, variety of "A" units, rare A/B set up on 6/2 (had to wyo engine)....new S.P. 3200 class, SDP-45's came thru L.A. in June, sent north and put in service on the Oakland-Ogden passenger runs, retiring old Alco's..... Feather River Ry. shay #3 arrived in San Diego on 6/10/67 behind Santa Fe 1401, 827, 1333..... Sunset/Golden State had 4 big "E" type A units and 19 cars on 6/10, including business car 140. San Diegans have switched baggage cars to rear on northbound trains, front on southbound..... Alco 51-52 with 14 cars on #77 (6/17/67) and #74 had Permacel Train cars on 6/18/67..... S.P. had a run-away at Cabazon on 6/27/67 and loose helpers had to be routed off main onto siding and into the dirt to prevent possible tail ender of slow freight ahead on the long down grade from Beaumont to Indio, engineer and fireman went for coffee, engines broke loose.... Alco 51-69 with fresh paint on 7/12/67.... The short strike on 7/15-16-17 saw S.D.&A.E. still operating until there was no more to do, saw train on the El Cajon run 7/17....private cars always on the move out here, saw Cyrus Holliday on #77 Wed. 7/19/67. Others in and out of town have been the Victoria (locally owned) and the Golden West out of L.A. Palos Verdes Peninsular Ry. runs thier car to Del Mar for races.

CIRCUS TRAIN COMES TO TOWN....The annual run of Ringling Bros. Circus once again brought the long colorful (modern style) circus train to San Diego. Diesel power by a four unit EMD #36C two "B" units from 331 and 42C. Consist was cars 20,23,22,24,21,25,30,31,32,33,40,41,42,43,44,45,46,47,48,49,50,51,52,66 with caboose 1664-R. Train departed San Diego for Fresno behind a 5 unit EMD on 8/21/67.

DEL MAR RACE SPECIALS With the regular season of horse racing at Del Mar comes the special trains from Los Angeles. Alco 51 when still in a complete 3 unit A-B-A set up used to get the annual chore with EMD's handling additional trains. This year #51 is running as a two unit A-A passenger unit in San Diegan service and a four unit EMD took over the race job. All four unit looked rather shabby and in need of paint. On Saturday if equipment was available there were sometimes two trains, Labor Day also had two trains but an equipment shortage curtailed the Del Mar service. Last year they ran a 22 and a 27 car special, this year it was 12 and 14 cars, reason: no spare cars. Old low numbered passenger units did the service and a few 300 series. Once or twice two unit Alco power made the run. The Palos Verdes Peninsular Railway group owns an open observation (formerly U.P.) and have painted it a wild light green, this car made several trips to Del Mar, also their Pullman car. As usual, there was some wildly unusual switching moves in turning the race trains at Del Mar. It is always fun as railfans and model railroaders to watch this operation. Extra board crews, green horns, etc., catch the Del Mar specials and the turning is quite a show at times. Never done the same way on any two days.....Racing resumes for an additional 20 days on Tuesday, October 3rd so there will be three more good Saturday switching moves. The specials arrive at Del Mar around 12:30 to 1:00 P.M. and when there are two, switching gets involved with southbound #76 and if lucky with a southbound Saturday freight.

SAN DIEGAN...local passenger service has been good through the summer, 4 unit EMD power has at times replaced the 2 unit Alco's, but on a good many days, 2 old Alco units were thundering out of town with as many as 14 cars. Trains were long until the start of the fall school season, they have now dropped in length except on weekends. Four to six cars on week days, 10 to 14 on weekends. Some 3 unit A-B-A EMD's now.

Excursions Summer does not usually offer us much in the way of railfan trips but there is some activity and more due in the fall.

SPECIAL "Let's Travel Tours" will have a steam trip using White Mountain Scenic Railway equipment over the line to Maverick (soon to be torn up) from McNary, Arizona. Sat., Sept. 9, 1967. Fares and information from Ed Von Nordeck, P.O. Box 146, Perris, CA. 92370 (714- 657-4785)

SANTA FE HI-LEVEL Trip to 4th annual National Drag Boat Races at Ski-Land, near Perris. For railfans and traction enthusiasts, shuttle bus to museum, fare \$7.95 from L.A., contact Let's Travel Tours(above) or Electric Ry. His. Assn., 11307 Long Beach Blvd., Lynwood, CA. 90262.

Trip to be run Sunday, September 17, 1967.

PORTS of CALL - SAN PEDRO Golden West Rail Tours will operate a special from L.A. to San Pedro and the Fishermen's Fiesta. Leave L.A. depot via Santa Fe at 9:AM return at 6:15PM, fare \$8.45 This will offer an interesting train ride via Inglewood and the big L.A. airport and a chance to visit Ports of Call plus the decorated boats on parade, Sunday, October 15, 1967, Write to: Golden West Rail Tours, 2210 So. Sepulveda Blvd., Los Angeles, CA. 90064.

CYRUS K. HOLLIDAY Private Car Trip, San Diego-Los Angeles. Trip was called off on 8/27/67. Date to be announced, excursion director unable to handle preparations at this time. (anyone want to take over planning this trip?) If possible we will get this trip rolling late in Oct. or early November.

SANTA FE has ordered some new motive power, they will be 3,000HP and 3,600HP units, they also are buying some mail containers for mail shipment on container cars in passenger trains.

SOUTHERN PACIFIC has ordered more double deck cars for Peninsula Commuter service to S.F.

UNION PACIFIC is ordering 75 new cabooses.

Speaking of cabooses, Santa Fe is rebuilding cabooses and painting them bright red with a huge SANTA FE herald on the side.

OBSERVATIONS: Watched a 96 car freight with helpers climb the new S.P. line thru Cajon Pass, also 100 loaded iron ore cars with 3 U28C's on the point, 4 big six wheel E.M.D.'s in the middle and 2 U28C's on the rear ahead of the cabooses and two GP-35's behind!

Lots of potash cars in and out of San Diego, new bagging process for countries without bulk loading facilities has made a new market for our San Diego Port facility.

RIDE A TRAIN FOR FUN & PROFIT: Take a ride to L.A. on the San Diegan, fun for you, profit for the Santa Fe and added insurance to keep passenger trains.

SPEAKING OUT We have a beautiful locomotive and wooden open platform observation at the San Diego County Fairgrounds, Del Mar. They are worth preserving, they are worth keeping in the best possible state of repair.

They are little by little being destroyed by the elements, no matter how we attempt to keep them looking nice.

Over the years, it has been talked about on numerous occasions to find a way to keep them out of the weather. A roof over the equipment would do the job. No rain would fall on engine or car, rust problems would be much easier to handle and rot in the wood car would be reduced to a point where we might actually see the 104 and 050 survive a few more years.

It is our duty according to the Articles of Incorporation of this society to do just that, "to hold such property as might be acquired by such corporation in any other place; and to erect, equip and maintain such club houses or appropriate buildings as might be deemed necessary for the purpose so designated".

I say quit talking about it and do something about it. Save the 104 and 050 at Del Mar, get some form of permanent cover over that great pair of railway equipment. Finish the streetcar 54 project, get it painted, finish paint, stripes, names, numbers, etc. Make the old 54 shine like the historic beauty she is!

Our articles also state: "To work with other scientific societies or museums or other places of a similar nature interested in the subject matter of preservation of historical lore and development of custom and usage that will insure to the general benefit of the membership as well as the public at large".

Just a short drive north of San Diego is the Orange Empire Trolley Museum at Perris, Calif. Here is the answer to the where and why for of saving railway equipment. A place to operate, not just traction but through the generosity of the O.E.T., a place for two different museum groups to store and operate their steam engines.

Our articles also state! "origin and development of railway lore, both in and outside of the County of San Diego, for the general education and preservation of interest in such history". This gives us all a wide open road to be an important help to our good neighbors at the O.E.T. museum. I say band together and work as one big group to build and better the OPERATING MUSEUM at Perris. Band together and see that the work is done here at home too!

Signed: member S.L. Thomson

OCTOBER IS NOMINATING COMMITTEE MONTH.....

A nominations and elections committee of five members shall be elected by the Society at the October meeting. It shall be the duty of this committee to present in writing nominations for the various offices. The committee shall also present any nominations made by petition. All nominations shall be presented at the November meeting.-----Nominations may be presented by petition to the nominating committee or may be made from the floor.-----Ballots shall be mailed to all members after the November meeting. Ballots will be void if not returned on or before December 1st.

WHAT HAPPENS AT PERRIS? Recent work has been done to spruce up the museum for the fall season, weeds have been done away with along the right-of-way from Alpine Drive to the passing siding near Mountain Ave.....plans call for a spray treatment of the entire main line..... Aligning and leveling of part of the main line is planned and it is hoped to be ready by the Annual Meeting weekend. The old cantilever railroad signals on Rialto Ave. in San Bernardino may become available to the museum....Months of planning and the museum has acquired most of the parts of the 40-lever interlocking plant from the Colton Tower, where Santa Fe-Union Pacific crosses the Southern Pacific (see what can be done when there is an established museum with a place to put the equipment).....O.E.T. has their first mainline signal installed, a Sacramento northern two-aspect head on a Pacific Electric mast, it will indicate the position of the turnout at Alpine Dr.....Freshly restored and shown on new postcard, "Huntington Standard" streetcar No. 525 of the Los Angeles Railway..... OPEN HOUSE WEEKEND, Annual Meeting, Oct. 7-8..... Lots of things happening at Perris, and with a few more active workers, much more could be done.

PSRMA is hard at work with plans to operate the A.J.Lavino locomotive and CSRM is working on their Mojave Northern locomotive.....its time RHS of SD moved in and got streetcar 171 in like new condition, paid the insurance to operate it and got in the act this fall, winter and spring!

O.E.T. has a dozen important projects, all need financing, if you have no particular one, send a donation to be used where it is needed the most....ORANGE EMPIRE TROLLEY MUSEUM, P.O. BOX 548, PERRIS, CA. 92370.

FRED L. TICKNOR PASSES Long time member of the society died July 20, 1967, our condolences to his wife Mrs. Ruth M. Ticknor of La Mesa.

FLASH.....Los Angeles Railway streetcar "unearthed" in complete condition, loaned to O.E.T. by Twentieth Century Fox studios, car #665 went to Perris on 8/24/67, moving funds needed.

John H. Andert (422-6336) 585 Otis Street Chula Vista, CA 92010 Andre Antinori 13414 Kittridge Street Van Nuys, CA 91401	Fred R. Fink (281-2674) 4255 Winona Avenue San Diego, CA 92115 Elbert F. Gann (213/631-1038) 3155 Lynwood Road Lynwood, CA 90262	Edward M. Lizarraras (291-3477) 3030 State Street San Diego, CA 92103 L.W. McCleary (582-2764) 5805 Estelle Street San Diego, CA 92115
Ray W. Archer (488-4917) 911 Candlelight Place La Jolla, CA 92037 J. Dean Archibald 4788 Old Cliffs Road San Diego, CA 92120	L. T. Holman Gotchy (244-2088) Box 363 (17883 Eucalyptus Rd) Hesperia, CA 92345 Edward F. Graham 1241 University Drive Menlo Park, CA 94027	Morey McDonald (273-7337) 1526 Morenci Street San Diego, CA 92110 Daniel K. Martin (465-6111) 4449 Arch Street San Diego, CA 92116
Alan R. Aske 181 South Lincoln Street Roseville, CA 95678 Leonard W. Beasley (276-1553) 1530 Lieta Street San Diego, CA 92110	George Z. Guth P.O. Box 1247 Escondido, CA 92025 Louis J. Haake (284-5190) 4875 Edgeware Road San Diego, CA 92116	LtJg Thomas W. Matson P.O.T. L.I.D. Howard AFB Canal Zone, 09832 Roy B. Miller 3909 Roche Road, sp. 52 Fallbrook, CA 92028
Curtis E. Bell P.O. Box 2241 San Bernardino, CA 92410 George R. Boyd (445-2614) 10453 Hawley Road El Cajon, CA 92021	Russell A. Hadley 751 East Vista Way, Sp. 33 Vista, CA 92083 William J. Harding (264-4982) 1298 Bittern Street San Diego, CA 92114	John Montgomery (444-3391) 518 South Orange Avenue El Cajon, CA 92020 Alden V. Morse (477-8118) 2132 "N" Street National City, CA 92050
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Joel L. Chambers (298-5612) 3760 - 28th Street San Diego, CA 92104 Thomas P. Chambers P.O. Box 107 La Jolla, CA 92038	Warren Hatz 838 Third Avenue Chula Vista, CA 92010 Robert B. Hayes 12219 - 47th Avenue South Seattle, WASH 98178	William H. Peterson (SY-8-1500) 1354 East Altadena Drive Altadena, CA 91001 Edgar Pollock 5101 Dailey Court La Mesa, CA 92041
Mrs. Anna E. L. Cook 1160 Lark Hill Drive Vista, CA 92083 Robert L. Cook (TU-2-4803) 3032 No. Arrowhead Avenue San Bernardino, CA 92405	Charles E. Hendricks (295-4055) 1048 Johnson Avenue San Diego, CA 92103 C. L. Hostetler 953 Emerald Avenue Vista, CA 92083	Pvt. Donald L. Pope RA18835603 U.S.A.A.T.G. APO Seattle, WASH 98733 Clifford R. Prather (544-4096) 4851 S.E. Irvine Blvd. Santa Ana, CA 92705
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R.H.S. of S.D. Meets first
Monday of each month in
the Santa Fe depot, San Diego.
Sept. 4^(1st), Oct. 2, Nov. 6, Dec. 4, 1967 8:00 P.M.

NEWSLETTER

Railway Historical Society of San Diego, Inc.
P. O. Box 9351 San Diego, Calif. 92109

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92112

Non Profit Organization

RETURN REQUESTED

TIME VALUE



The Souther
Puget Sound Railway Historical Assoc.
P.O. Box 1362
Seattle, Wash. 98102