

Dispatcher

Issue #14 Railway Historical Society of San Diego, California Nov. 10, 1957

PBMRC JOINS RHSofSD IN AN EXCURSION ON METROPOLITAN COACH LINES RAIL SERVICE

RHSofSD WELCOMES EXCURSIONISTS

Welcome to Excursion #7 - a joint excursion of the Pacific Beach Model Railroad Club and the Railway Historical Society of San Diego. Here is an opportunity for members and friends of both organizations to inspect the last remnant of a once vast and impressive electric interurban system. Here's an opportunity, too, for model railroaders and railfans to become better acquainted.

(Continued on page 8, column one)

EXCURSION #7 TIMETABLE

7:00 a.m.	Lv. Leave Balboa Park, San Diego (Zoo parking lot)
7:40	Lv. Oceanside
9:50	Arr. Pacific Greyhound depot, Los Angeles (or Main St.)
10:00	Lv. Main Street Station
10:22	Arr. Watts
10:22	Lv. Watts
10:45	Arr. Bellflower
11:05	Lv. Bellflower
11:28	Arr. Watts
11:32	Lv. Watts
12:22 p.m.	Arr. Morgan Yard, Long Beach (see lunch announcement)
1:22	Lv. Morgan Yard
1:57	Arr. Dominguez Junction
1:59	Lv. Dominguez Junction
2:24	Arr. Catalina Terminal
2:39	Lv. Catalina Terminal
3:04	Arr. San Pedro
3:34	Lv. San Pedro
4:23	Arr. Watts storage yard
4:33	Lv. Watts
4:55	Arr. Los Angeles
5:15	Lv. Los Angeles
	Dinner (to be announced)
	Arr. Oceanside
	Arr. San Diego (Balboa Park)

and then Feb. 12: Plaster City!

THE PACIFIC ELECTRIC-METROPOLITAN STORY

The Los Angeles interurban story is not unlike that of many another interurban. First there were many - then there were few. Pacific Electric itself notes there were "72 separately-owned rail lines, most of them short-lived, which sprang up from the time the first horse car franchise was granted in 1873 until the turn of the century."¹⁴

And then again the Los Angeles interurban story is different. The lines which excursionists ride today, the rail passenger operation of the Metropolitan Coach Lines, form the remaining portion of an electric railway passenger system that was unique. Here is a system that has included local street car lines in several cities, modern suburban lines, old time interurbans, and semi-rapid transit interurban service - not to mention R. P. O. cars, box motors, electric freight, diesel, gas-electric and steam locomotives and buses.

This is the railroad that operated single truck cars, Birneys, PCC's and large interurbans. On this system traveled cars which once operated in Portland, Oakland and San Diego. Here is a line that once took Southern Californians to the mission at San Gabriel, the Inn at Riverside, the plunge at Redondo and the tavern at Mt. Lowe. Cars of this road traveled along Pacific shores, through citrus and grape country, in the mountains and along Hollywood Boulevard. This is the line of the Balloon Route Excursions and the "Commodore" and the "Alabama."

Our story begins with the incorporation on April 27, 1889 of the Pacific Electric Railway Company of Arizona by Henry E. Huntington, famed Los Angeles railroad magnate. On May 2 of the same year the Main and Fifth Street Railway Company's line (which served Southern

Pacific's Arcade Depot) was deeded to PE of Arizona. Cars were repainted and re-lettered with the new name.^B

"On February 28, 1902, the PE of Arizona secured its only other line, the Temple Street Cable Railway Company, deeded to it after being purchased by Huntington."^B

PE of Arizona was deeded on March 10, 1902 to PE of California, which had been incorporated Nov. 12, 1901. PE of California had previously taken over Los Angeles Railway's E 9th St. and Brooklyn Ave. lines. PE of California on the same day it took over PE of Arizona's line was deeded the Los Angeles & Pasadena Electric Railway Company, an interurban line. Thus Pacific Electric was born.^B

Pacific Electric itself "dates its origin from 1902 because it was in the spring of that year that Huntington began construction of the Long Beach line, the Alhambra line to San Gabriel, the Pasadena Short Line and the extension of the Venice Short Line from Vineyard to Santa Monica. Most of the system's other major lines were built during the following decade. The Monrovia Line, opened in 1903, reached Glendora in 1907. Lines to Glendale, Newport Beach and San Pedro were opened in 1904. The Whittier Line was opened the same year and reached Yorba Linda in 1911. The Santa Ana Line was opened in 1905; the Sierra Madre and Pasadena via Oak Knoll Lines followed in 1906. A line to Covina, opened in 1907, reached Pomona in 1911 and San Bernardino in 1914. The Van Nuys Line was opened and the Glendale Line was extended to Burbank in 1911."^A

"Old P.E." gave way to present day P.E. in 1911 when the great merger took place. Lines of many companies were divided between the Los Angeles Railway and the "new" Pacific Electric. PE cars were soon operating over 1000 miles of rail lines.

Present day PE's main acquisitions were "Old PE," the Los Angeles Pacific (Hollywood-Santa Monica-Venice and Redondo via Playa del Rey among other lines), Los Angeles & Redondo (Redondo Beach via Gardena) and the Los Angeles Interurban (including San Pedro via Gardena and Torrance), and several smaller companies including Riverside & Arlington, Redlands Central, and San Bernardino Valley Traction. Pacific Electric rail service included local street car lines in Los Angeles, Pasadena, San Bernardino, Riverside, Redlands, Pomona, Ontario-Upland, Santa Ana, Long Beach, San Pedro and Santa Monica.

Other construction which followed the merger included the La Habra-Fullerton and San Gabriel-Temple City segments. During the 1950-51 period a non-electrified freight by-pass between Azusa and Baldwin Park was constructed.

"Motor coaches were introduced by Pacific Electric in 1917, on the San Bernardino-Highland-Patton Line. In 1923, Pacific Electric and the Los Angeles Railway set up a joint operation known as the Los Angeles Motor Coach Co., which was split between the two companies in 1949. In 1930, Pacific Electric bought a two-thirds interest in the interurban Motor Transit Co., and in 1936 purchased the other third interest from Greyhound. In 1939, these lines were wholly merged with P.E. operations."^A

Rail passenger abandonments, particularly of local lines, came early. However, wholesale interurban abandonments did not come until 1950-51. Even as late as World War II years rail passenger operation continued on a large scale both in passengers carried and routes operated.

Metropolitan Coach Lines, sister company to the San Diego Transit System, took over Pacific Electric's passenger service 1953. Ownership of all buses, bus servicing facilities and certain stations was deeded to MCL. Rail cars were leased

and PE granted trackage rights. More recently MCL purchased cars, overhead and most electric power facilities from PE.

Pacific Electric today is a rapidly expanding freight operation. Easier than ever all freight service except for the Santa Monica Boulevard area is now diesel powered with SP leased locomotives.

Most former interurban passenger routes remain but now reduced to single track and without overhead.

Metropolitan Coach Lines now has permission to abandon the Bellflower Line providing certain conditions are met. MCL also has requested permission to abandon the San Pedro Line.

Lines remaining in operation are Long Beach, San Pedro, Bellflower, Watts local and summer only Catalina Ferry Terminal.

This year the California Legislature granted the Metropolitan Transit Authority (of Los Angeles metropolitan area) the right to purchase local transit agencies using funds raised through the sale of revenue bonds.

Plans now call for MTA to "takeover" Metropolitan Coach Lines and the Los Angeles Transit Lines by January 1. Although MTA has not worked out its master plans, it would appear that rail transit is in the picture. It also appears likely that other transit companies in the area will also be absorbed.

This ride may very well be the final ride for many excursionists on the privately owned line.

Dispatcher bids you to enjoy yourself and then keep informed about the developments of what promises to be a most interesting rapid transit operation.

Note: "A" references in the above story refer to two booklets, "This Is Pacific Electric," dated 1945 and 1952. Portions were quoted by permission of Pacific Electric. "B" references are from Ira Swett's "Interurban" publications. Readers who desire complete information about Pacific Electric should write: Interurbans 1416 S. Westmoreland Ave., L.A. 6. Several comprehensive volumes are available. "Timepoints," P.O.Box 3292, Terminal Annex, LA 54, covers P.E., past and present, in very adequate manner. See also Trains Magazine, June 1942.

ANNOUNCEMENTS

1. If you plan to buy your lunch, leave the train at Ocean Ave. (1 hr layover)
2. Watts picture stop will be on the return stop, time permitting.

TRIP LOG

The nine-story PACIFIC ELECTRIC MAIN STREET STATION was erected by Henry E. Huntington in 1905 for "Old P.E." at a cost of \$600,000. It remained all-rail until 1942 when buses began using the depot. The stub end tracks are Tracks 4,5, and 6. The former through tracks (now stub end also) are Tracks 7 and 8. Underneath the track area is the location of the former Seventh Street yard and street level loading area used when the building was first erected. (Interurbans Supplement Two to Special Sixteen gives the complete story. Box motors once operated out of the lower track area. Cars also used Hill and Sixth Street surface tracks.

END OF RAMP AND SAN PEDRO STREET Our train turns right (SW). Cars formerly also turned left (SE) for Northern District lines which included: South Pasadena, Pasadena-Alhambra-Mt. Lowe, Alhambra-San Gabriel-Temple City, Sierra Madre, Monrovia-Glendora, Covina-Pomona-San Bernardino-Riverside-Redlands, and the Sierra Vista Local. The "North" now extends from the State Street Yard to most of the points mentioned but the San Pedro St. track no longer connects.

Western Division trains formerly operated out of the Subway Terminal Building at 5th & Hill. The terminal and subway are closed.

On 9th St. (after the next turn) MCL trains share one rail with LATL narrow gauge cars.

BUTTE STREET YARD. As our train turns right (SW) on to the four track main look left to the Butte Street Yard. Here is a PE freight interchange yard. SP transfers some PE freight here to PE's State St. Yard as there is no longer a direct connection. Yard is now almost completely de-electrified.

ALCO (MP 2.47) To the right (W) is the Santa Monica Airline, at one time the home of the long-lasting commuters' one round trip special. Also the Culver City locals. Now it's an important diesel freight branch. To the left (E) is a branch to the Vernon Yard and another SP connection to the "North."

VERNON AVE. (MP 3.19)

SLAUSON JUNCTION (MP 4.25) To the east is the Whittier-Fullerton-Yorba Linda diesel freight line. Walker locals and infrequent interurbans once served the line.

WINGFOOT JUNCTION To the west a short spur shared with Santa Fe.
FLORENCE AVE. (MP 4.74)

GRAHAM YARD (About MP 6.0). Freight yard to your right (west).

WATTS (MP 7.40). The end of the four track main is also the end of the line for the Watts locals. Here too is the 5050 headquarters. Look for Metro's service equipment, Watts trippers, a car shed, a portable sub-station, and a diesel locomotive or two including #1647.

Straight ahead and veering to the left is the main line to Long Beach and San Pedro.

Straight ahead and later veering to the right is a line which branches out to El Segundo, to Torrance, Gardena and San Pedro. At one time the El Segundo line branched out to Redondo Beach. This is old Los Angeles Pacific territory, Redondo Beach via Playa del Rey. Passenger service was operated to all points. The old Los Angeles Interurban operated over the Gardena-Torrance-San Pedro track. Last PE trains to operate were the shop trains to Torrance Shops and Yards, now closed.

Now our train turns left (east) to the Santa Ana line.

SOCORRO (MP 8.14)

PALOMAR (MP 8.71)

BEACH (MP 9.48) -LYNWOOD

MORTON (MP 11.44)

UP X-ing (MP 12.69)

PARAMOUNT (MP 12.95)

KLONDIKE (MP 13.77)

Look also for MCL's Lynwood station.

BELLFLOWER (MP 15.33). This is the end of the line for the interurbans. Until 1950 they operated to Santa Ana (MP 33.49). Diesel freights continue to operate to the west side of Santa Ana; to the east side and the station they must now use SP's Santa Ana branch over which PE has trackage rights.

Now our excursion train doubles back to Watts. WATTS MP 7.40

COMPTON (MP 10.88)

DOMINGUEZ JUNCTION (MP 13.28) San

Pedro line to the right and Long Beach to the left. Look for one siding, a sub-station and a portable sub-station.

COTA (MP 14.95)

LOS CERRITOS (MP 16.00)

NORTH LONG BEACH (MP 17.48) The main line veers right and down American Avenue to the heart of Long Beach. Continuing straight ahead is the freight line to Huntington Beach and Newport, over which once operated the interurban cars including the club car, "Commodore."

OCEAN AVE. (MP 20.39) Look for the station on the ocean side. Until 1949 passengers destined for the Harbor area could board the Long Beach-San Pedro locals. Pacific Electric in earlier years operated several local street car lines in the Long Beach area.

FAIRBANKS YARD Long Beach trippers are stored here. Between here and the Morgan Yard is the turnoff for Harbor Area freight trains. San Pedro locals also left the line near this point on a turnoff now abandoned.

MORGAN YARD. This is the major repair yard for Metropolitan's rail equipment. At one time a cut-off line ran from this yard directly north to the main line.

After lunch the excursion train will return via Long Beach to Dominguez Junction. (Morgan is MP 20.98)

DOMINGUEZ JUNCTION (MP 13.28)

FLINT JUNCTION (MP 19.01) A junction point with the Harbor Area track.

E. WILMINGTON JCT. (MP 19.26)

Another junction point with Harbor Area track. Also the junction with the line to Catalina Ferry Terminal. Our train will take this track.

CATALINA DOCK (Water St. MP 20.63)

In the summer season two and three car trains operate to this point to connect with the "S.S.Catalina."

E. WILMINGTON JCT. (MP 19.26)

Back to the San Pedro main line for a trip to San Pedro. All San Pedro trains now use the "Outer Basin" line, the former route of the Long Beach-San Pedro

locals. The direct route via the draw-bridge is no longer in use. Watch for the drawbridge. Watch also for the junction with the old LAIU San Pedro via Gardena Line.

SAN PEDRO (MP 24.35) Track extends to Outer Harbor at MP 25.32 but is now de-electrified. Look for the Terminal Island ferry, the excursion boats, and for tripper cars. San Pedro was once the location of PE's local lines to Outer Harbor, La Rambla and Point Firmin. Across the channel is the "end of the line" for the Union Pacific.

And then the excursion train will return direct to Los Angeles.

ROSTER

(Compiled with information obtained from Joe Strapac, Allan Copeland, Interurbans, and Timepoints and Dispatcher files.)

300 - 318 CLASS 15 cars remain

Former 4500 - 4511 class

- 306, 309, 311, 312, 314, 315, 316, and 318.

ex-NWP, St. Louis 1929-30. Seats 98. Wgt. 111,000; L 72'4"; W 10'6"; H 13' 0 1/2"; St.L trucks; W 557E7 motors; Gear ratio 17:60. Con.: WXM28. Brakes W U5A. Rem.: 1946-47.

Former 4512 - 4518 class

300, 302, 303, 304, 307, 310, 313

As above except Wgt. 122,500.

Motors GE 207A; Gear Ratio 18:59; Control GE M; Brakes L3G. Somewhat slower. Formerly trailers.

400 CLASS 31 cars remain

402-405; 407; 409-413; 415-420;

422-429; 431-437.

Blt. variously by ACF, Pullman and SP 1911-1938. Ex-IER. Wgt. 122,220 to 125,660. Motors GE 207A;

L 72'4"; W 10'6"; H 13'0". Controls GE "M"; Trucks: Baldwin; Wheels 36" Brakes W L3G. Much trailer-combo rebuilding.

450 CLASS 9 cars remain

450-457; 459. Ex-IER. Like 400 class; without U5A brake valves and cannot MU with 300 & 400 cars.

496 CLASS One car remains

498,

Ex-IER; combo

5050 CLASS CARS 16 cars remain

5111 - 5124; 5166, 5167

St. Louis, 1922; Steel.

Seat 65. W 61,700. Wheels 26".

Trucks: St.L. M-72. Motors: W532-AR

Gear ratio 18:54. Control HL

WORK CARS

00150 LAP 1899; line, flat bed, wood.

00157 PE 1915; line, encl., wood, 6-1200

00161 PE 1925; line, encl., wood

00164 PE 1912; line, encl., wood

00182 PE 1908; portable sub sta., wood

00186 PE 1943; portable sub sta., wood

00187 PE 1943; portable sub sta., wood

Note: Jim Walker reports that 00150, the trolley greaser was pulled off the roster effective Nov. 1. Other reports indicate that it may go to a railfan group.

The 300's and 400-437 are used on all three interurban lines. The 450's are used on rush hour Long Beach trains only. 5050's are on the Watts local. 498 is used on Catalina summer trains.

SIGNALING ON THE METRO (Jim Walker)

Main Street and viaduct track protected by dwarf signals.

Amoco: protection distant and home signals, manned tower (PEXing).

Slauson: same as Amoco (AT&SF).

Watts: same as Amoco (PE Jct.)

Compton: block signals

Dominguez: same as Amoco (PE-SP).

Cota: protection (UPXing)

L.A. River: block for single track.

Willow Street: protection (PE)

South Watson: (San Pedro line) protection signals.

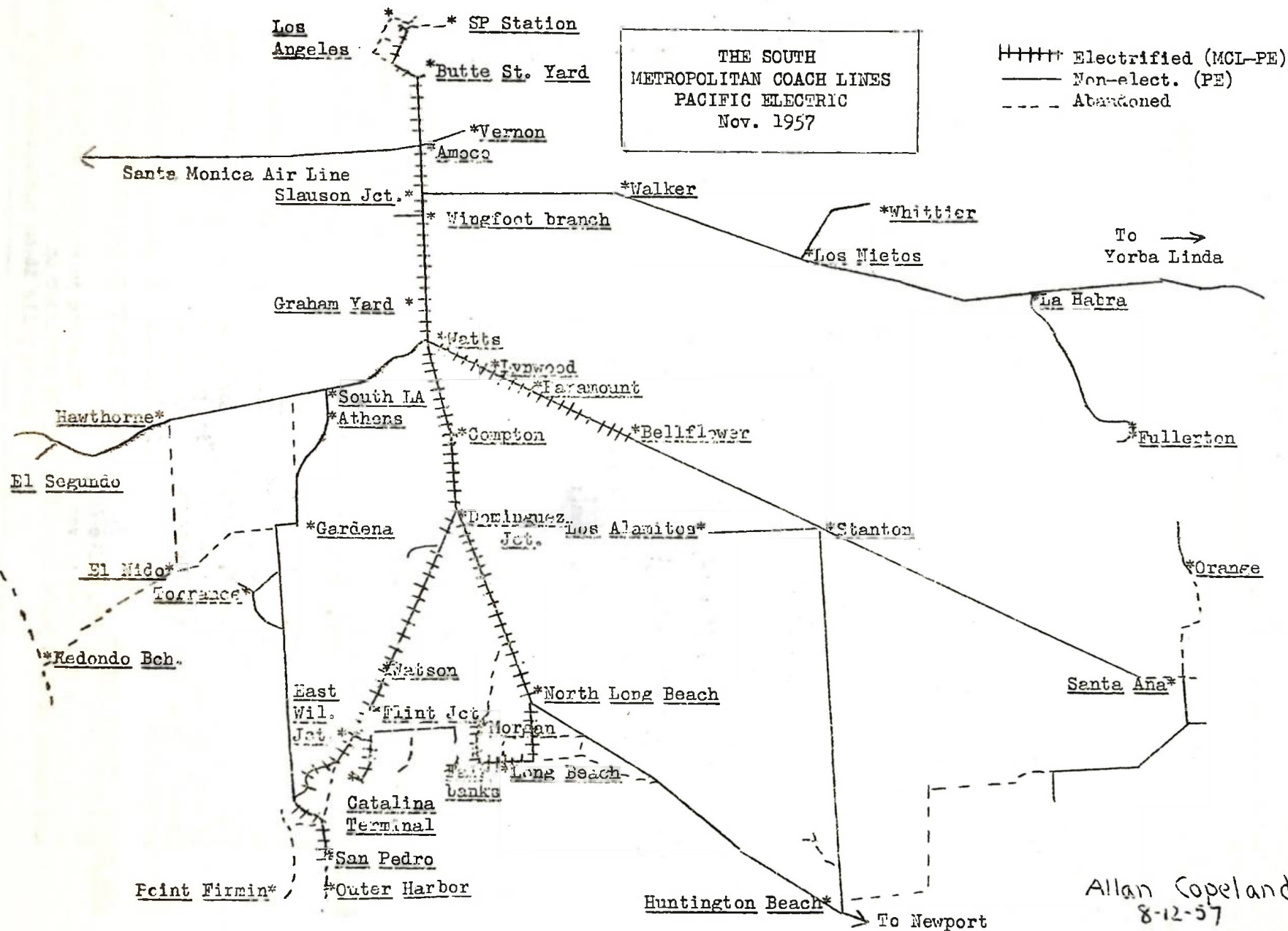
Flint Jct.: protection

E. Wilmington Jct.: protection.

Single track on the Bellflower line is protected by train order operation. On the main line other protection is provided by fuses, flags and headlights.

PACIFIC ELECTRIC HAS ONE CAR LEFT

Electric interurban business car #1299 continues on the PE roster. Usually a diesel pulls it on inspection trips.



Allan Copeland
8-12-57

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Society officers are: Lyle Judd, acting president; Dick Pennick, recording secretary; Mrs. Seeth Thomson, mailing secretary; F. R. Finke, treasurer; and L. W. McCleary, excursion director.

Editor: Eric Sanders
Associate Editor: Douglas Duncan
Associate Editor: Richard Dodge
Art Editor: Ellen Sanders
Circulation: Allan Copeland

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ALONG THE LINES

by Douglas Duncan

For nine months, the Union Pacific Railroad operated between Los Angeles and Las Vegas one of two General Motors built Aerotrains--a bold and daring attempt to give the country a new type of passenger railway equipment--cheap to build, maintain, and operate. Cheap enough to build, that after ten years of service, the cars are replaced--and low enough in operational cost that twenty dollars pays the fuel bill on a 300 mile run. As for maintenance, there is perhaps some question, but there is no question that this train can run at high speed with a relative degree of comfort. The Aerotrain made its last UP run on Sep. 14, 1957, and was replaced by a new "City of Las Vegas" made up of standard railway equipment. The following are notes made on the last Aerotrain run.

As only car numbers are assigned to tickets (and not seat numbers), we made sure that we were on the LA Union Station platform in plenty of time. We had been told that the train would be well filled. Our early arrival gave time for a few photos (of course) and a chance to observe the train beside other railway equipment in the station. The locomotive and cars were the same units used on the Santa Fe (including San Diego run) a number of months before. The top of windows of the Aerotrain cars came to the sill of standard coaches. As one might expect, it seemed bus-like and in a sense, almost European.

We pulled out of the station without the usual starting feeling at nine o'clock sharp. Except for the noticeable sound of rail joints, the coaches rode well. Interior color, design, and seating were pleasing and comfortable. Air conditioning was good in cars not entirely filled to the forty seat capacity but we were informed that it was not adequate across the desert in the summer.

A few passengers boarded at East Los Angeles--and then our first taste of a little speed. Soon we arrived at Pomona where still more passengers entrained. Two more stops, Riverside and then San Bernardino where a two unit EMD was coupled to the head end as helper up the Cajon Pass. On leaving San Bernardino, there were about 225 of the 320 seats filled with about 40 passengers coming from the four station stops enroute. At Cajon Station, the helper came off, and we rode easily across the desert on UP-AT&SF joint track which features welded rail.

Several more stops, one for ice, two more for another helper over the Ivanpah Range, and several because of difficulty with Automatic Train Stop, made the trip for a railfan more interesting. We arrived in Las Vegas 45 minutes late. The return trip was on-time and with a capacity load in all but one coach.

The meal service, chuck wagon style, was terrific--breakfast, lunch, dinner--all you wanted--any time you wanted it--and the finest hotels couldn't provide better for your epicurean taste. And the coffee--the fifteenth cup was just as good as the first! The train crews, as well as the men in the diner, indicated nothing but pleasure at having passengers aboard their train. This welcome air made the last run of the Aerotrain a rewarding experience--and certainly the way we go to Las Vegas.

EDITORIAL COMMENT

Through the courtesy of Francis Guido, editor-publisher, Issue #215 of Western Railroader is enclosed with this issue of Dispatcher. You'll find in WR the story, "San Diego's First Railroad," written by San Diego railfans R. V. Dodge and Phil Middlebrook. The Dispatcher is happy to include WR and may we suggest that this publication is a must "For the Western Railfan."

Each Dispatcher subscriber will receive this enclosure; some non-subscribers who are with us on this excursion will also. Unfortunately there are not enough copies to supply everyone. If you didn't receive one, why then, just subscribe!

Which reminds us! Non-subscribing excursionists are invited to send in one dollar for your copies of the Dispatcher. We'd like to have you aboard.

The Editor.

WELCOME TO EXCURSION #7 (Continued)

PBMRC and RHSofSD offer a sincere welcome to Los Angeles area railfans who are joining us in today's railroading. We thank you for your patronage and for your interest in our activity. We're happy to have you with us. And we'll provide you with the address of your nearest Los Angeles area railfan group if you do not presently have an affiliation.

A welcome also to fellow railfans from the Northern San Diego County communities of Oceanside and Vista. Glad to see you again.

RHSofSD wishes to offer its thanks to Mr. F. J. Screech and Mr. Dale Harlan, MCL officials for their kind cooperation in planning this trip.

Profit from this excursion, if any, will be deposited in the PBMRC Building Fund. A model railroad layout is planned for Mission Bay Park. (HO & live steam).

RHSofSD officials are listed on the editorial page. PBMRC officers are: Charles T. Mann, president; Ralph D. La Coe, vice president; Mrs. Seeth L. Thompson, secretary; Dunbar L. McLoughlin, treasurer; and Charles M. Underhill, general manager.

Excursion Committee members are:

Charles T. Mann, PBMRC
Corky Thompson, PBMRC & RHSofSD
Barbara Thompson, PBMRC & RHSofSD
L. W. McCleary, RHSofSD.

As with all excursions your Excursion Committee knows that railfans will respect railroad property and will remember
"S A F E T Y F I R S T."

Have a good time, everyone!

L. W. McCleary
Excursion Director

LOCAL NEWS

California's PUC gave Santa Fe permission to reduce train service October 28 on the San Diego-Los Angeles line. The 7 a.m. northbound train (#71) will operate

Monday through Saturday only; the 8 p.m. northbound (#81) train will operate Sundays and holidays only. Southbound schedules remain the same except that the 8 p.m. southbound train (#78) will operate Sundays and holidays only.

Santa Fe estimated its annual loss without reduction of service would be \$200,800. Cause of the loss was stated to be increased travel by private automobile, buses and airplanes. It is to be noted that Pacific Greyhound buses offer equal running time, more frequent schedules and a lower round trip and one way fare.

Santa Fe's San Diego-National City trains complete with former passenger car #1203 now average some 20 cars daily.

SD&AE's industrial spur on L St. will be extended across 13th and 14th to a wholesale bakery at 14th and L.

The proposed bay crossing between San Diego and Coronado will be the subject of a Nov. 14 hearing in San Diego.

EMD diesels, SP 5331 and 5334, powered SD&AE Train 451 on Sep. 9.

Western Airlines will soon begin flights from San Diego to Phoenix, Denver and Minneapolis-St. Paul.

Servicios Martinis del Pacifico will operate the freighters, Sinaola and Triton to San Diego and Long Beach from Mexican ports. The former will carry 12 passengers.

NEWS OF THE

LOS ANGELES AREA

by Joe Strapac

1. Metropolitan Transit Authority will be operating the LATL & MCL systems by January, 1958, according to General Manager Ralph P. Merritt. Price for the two systems will be about \$33M. Local bus companies in Long Beach, Inglewood, San Bernardino, Pasadena and Compton have asked to be included.
2. Union Pacific's "City of Las Vegas" which has had standing room only since it went into operation, has been replaced by standard lightweight equipment from the Challenger which is now consolidated with the "City Of Los Angeles" for the winter. (Timetable collectors who wonder why Union Pacific changes its timetables around two weeks ahead of SP & ATSF should know that this is because of

the back-to-school movement and also to adjust the National Park trains.

3. Metropolitan Coach Lines sees no end to the Bellflower line in the immediate future. When they requested permission to abandon, they had spare buses. Now they don't. MCL has also requested permission to abandon San Pedro.

4. Southern Pacific abolished the Yuma Division as of August 16.

5. Union Pacific turbinization of the South-Central District is in the works. Thirty new \$1 million GE gas turbine-electric 8,500 hp. two-unit locomotives have been ordered. (In part from Mileposts)

6. Southern Pacific's roundhouse at Santa Barbara is now used for plywood storage by the Pission Plywood & Lumber Co.

SOCIETY NEWS - RAILWAY HISTORICAL SOCIETY

Excursion Director L. W. McCleary reports that 76 persons participated in the July 28 Tijuana & Tecate excursion. The Cosses and Richard Willis were among those who came down from Los Angeles. Weavers came in from Vista. Because westbound Train 451 was several hours late RMSoSD chartered two Tijuana buses for the return trip.

Repairs needed on the roof of 050. Volunteers needed!

December 2 meeting will feature J. L. Watson's (Los Angeles) movies of SD&AE and North Canada railroads. Expected are successful reports from the Fund Raising Committee, from the 528 transportation committee, and from SO-ERA which is taking 508 to Travel Town. ERA's Jim Walker may attend.

Expected soon is an 11:30 p.m. showing of the Society's 35 mm film, "Carriso Gorge, the Magnificent," at the Coronet Theater. (Old #12 country.)

Fred Reif has retired from his work at the Serra Museum. Some years ago he retired from SDMR. Now he's organizing his collection of railroadiana. He'll welcome visitors. Reports are that President Judd's apartment house project is in good shape. And we failed to mention some time ago that the Judd family has increased by one.

For the record - the purchase of #528 was handled by Jack Stodelle, Lyle Judd, Fred Reif and Eric Sanders. And the outcome of an appearance by Dave DeVol and Eric Sanders at the Board of Directors of the 22nd District Agricultural Association was that Del Mar will pay 528 transportation costs. Jack Stodelle, John Corby, Aylmer Keith, Fred Finke, L. W. McCleary and Lyle Judd are handling the fund raising campaign. Dave DeVol is chairman and Allan Copeland an assistant on a new traction committee. Tom Sefton has served as a consultant for the 528 project.

Approximately 50 RMSoSD members and friends attended the Fallbrook picnic. Kids and all rode the steam tractor in San Luis Rey Valley. Mats were at Live Oak Park. 'Twas followed by Dick Dodge's telling the "California Southern Story." Then came a drive down to the site of the original Fallbrook station. Remains of the last station (caboose and platform) can still be seen. A few spikes were found when the group drove into Temecula Canyon. Credit is due Roy Miller who arranged the event and also the owner of the tractor. (We'll tell you his name next issue.) Dick Dodge turned over his California Southern notes to the Dispatcher. Story coming up.

CALIFORNIA NEWS Oahu Sugar Co. #1, 0-6-2T outside frame n.g. is being rebuilt in Rialto. D. J. Gentry will install it and three cars at Old Woman's Springs. Line will be five miles long and there'll be a wye at each end. (Bill Carnor)....SP's Lark and Starlight were consolidated into the Lark. SP is now selling TWA tickets. All commute cars are now on hand. (SP Bulletin)....Sacramento Northern recently purchased two EMD diesel-electric locomotives from the recently abandoned New York, Ontario & Western Railroad at a cost averaging \$45,000 each. Two are SN 301 and 302. One is leased to Western Pacific as WP 301-D. SN now has six 44-ton, two 70-ton and three 120-ton diesel electrics, and three 62-ton electric locomotives. (WP Mileposts). Louisville and Nashville has now taken over the Nashville, Chattanooga & St. Louis. Both roads operated passenger service.