

Dispatcher

Issue 2. Railway Historical Society of San Diego, Calif. Sep. 25, 1955

SD&AE MUSEUM SPECIAL NOW ARRIVING---

Arrival date of San Diego & Arizona Eastern Consolidation #104 and former SD&AE John D. Spreckels business car, "Carriso Gorge," at the Del Mar County Fairgrounds will be announced at the Sep. 30 meeting of the Railway Historical Society of San Diego, according to Doug Duncan, president.

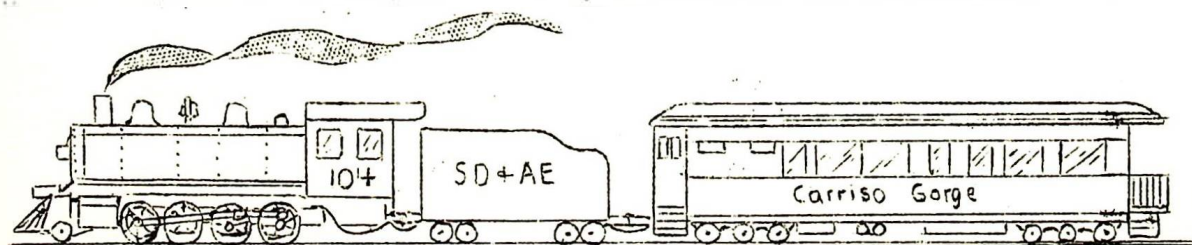
At press time the Dispatcher learned that delivery of the equipment would come within a matter of days.

RHSofSD officers are consulting with officials of the 22nd District Agricultural Association, the Belyea Truck Co. and San Diego & Arizona Eastern-Southern Pacific in regard to installation of the exhibit.

Because attendance at the Sep. 23 meeting of the Society was poor, it became necessary to issue a call for all members to attend an extra meeting to be held Sep. 30.

President Duncan requests that all members make the Sep. 30 meeting a must meeting. Please R.S.V.P. to one of the officers. The meeting will be held at the home of Mr. and Mrs. Lyle Judd. The address is 2419 29th Street, San Diego. Meeting time is 7:45 p.m.

The financial report given by Judd at the Sep. 23 meeting, held at the home of Mr. and Mrs. Ed Shedaker, was favorable. Judd re-



ported a total of \$1107 on deposit. Another \$100 in pledges and raffle sales (profits) is expected this week. Pledges and raffle sales are in sight" for the remaining \$200. President Duncan reminds members, however, that RHSofSD cannot count on that last \$200 until it is actually turned in. He also reminds members that some additional funds will undoubtedly be necessary.

Completion of the railroad museum project will come in July, 1956 when residents of the area will inspect the completed exhibit. Much remains to be accomplished. Museum-type materials are to be placed in the car. Recognition must be given to the San Diego business firms and individuals who have contributed to the \$1400 fund drive.

The complete story of the railroad equipment preservation project will be told in the next issue of the Dispatcher.

ALL ABOARD FOR DISNEYLAND!

The world's newest and most novel railroad, the Santa Fe & Disneyland, was all steamed up and ready to roll for the dedication July 17 of Walt Disney's "magic kingdom" at Anaheim, 22 miles from downtown Los Angeles.

Fred G. Gurley of Chicago, president of the transcontinental Santa Fe Railway, prototype of the SF&D, was among the distinguished guests. He joined Walt Disney and Governor Goodwin J. Knight in ceremonies which began when the ride-size scale model train, resplendent in polished metalwork and new paint, steamed up to the period style station which is also the entrance to Disneyland.

Members of the press and radio in unprecedented numbers appeared for the grand opening preview, and an hour and one-half program was televised nationally. Also present for the occasion were other invited guests--public officials and civic and business leaders--and the huge 160-acre area was opened to the general public the following day.

Two trains with a total capacity of approximately 600 passengers are being operated over the SF&D tracks a mile and a quarter long. The passenger train of six cars operates from station-entrance, a five car "freight" train operating from a western-style station

in Frontierland. The two trains are drawn by period-type steam engines and all equipment is scaled to five-eighths regular size.

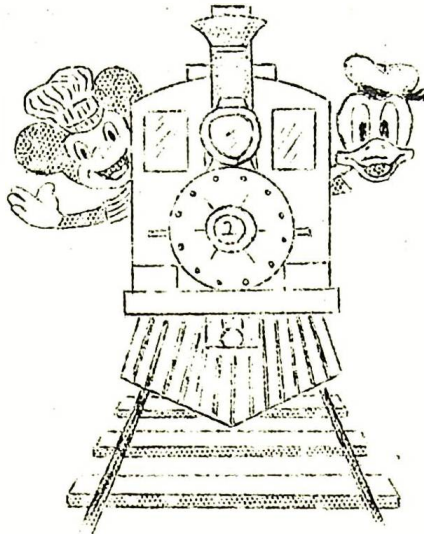
Locomotives have been named for former presidents of Santa Fe C. K. Holliday, founder and first president; and E. P. Ripley, president from 1895 to 1920.

The passenger train cars have been named for attractions along the prototype line - Grand Canyon, Painted Desert, Land of Pueblos, Colorado Rockies and Navajo Chief with the sixth car, a combination "mail and express" unnamed.

The SF&D system comprises about 9,000

feet of track including sidings. The railroad is operated in accordance with standard rules of safety and efficiency common to larger lines. Although of wooden construction in the fashion of the 1890's, passenger cars have steel underframes, and cars and locomotives are equipped with air brakes in the interest of safety.

An avid railroad fan, Walt Disney accorded construction of SF&D and its equipment keen personal interest. Most components of cars and equipment were manufactured to his specifications and the resulting picture is a flashback to the turn of the century when railroads pushed westward in the development of the United States. (SF&PR)



Editorial Comment

The regular feature "Along the Lines" will be resumed in the next issue. The above announcement poses the dilemma faced by the editor of the Dispatcher. Your editor expected a shortage of material. Instead he finds himself with more than he can use. Please bear with us as we work for smooth operation. And thanks to Dick Dodge, Doug Duncan, Phil Middlebrook and Santa Fe for some fine material---used and unused. In the meantime, how about turning in a subscription? With 25 subscriptions we can hope, with 50 we'll be in the black!

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APOLOGIES

are in order! The Editor announces the following corrections to last issue's "Railroads of Cuba" story:

1. The westerly railroad of Cuba is now named Ferrocarriles Occidentales de Cuba (F.O.C.), as successor to Ferrocarriles Unidos de la Habana.

2. #1 of F.C. de Matanzas was built in 1843, not 1943.

THE LOCAL SCENE

AT&SF SD&AE LOCAL

The Western Transit Systems is apparently planning to use the two tone green color scheme of the Metropolitan Coach Lines (L.A.) on a system-wide basis. SDTS buses will soon sport those colors.

Star & Crscent Boat Co's. North Island ferries have been granted a fare increase. They'll now be called the "dime snatchers."

Margo-Pacific's cruises out of San Diego to Mazatlan and Acapulco are no more. However, the S.S. Tradewind is listed by Caribbean Atlantic Lines as sailing Jan. 9 from San Diego (Jan. 7 from S.F.) on a South American cruise. On Dec. 21 the same ship leaves San Diego on a two week cruise to Acapulco. (Ed.: Is the S.S. Tradewind the former "Alaska" and "Mazatlan"?)

In an add in the local press SP-SD&AE announced the inauguration of piggyback service between SD and the Southern Arizona and El Paso areas. Starting July 30, the rail-

road announced, piggyback service for large-lot LCL and carload shipments will be inaugurated between San Diego and Yuma, Phoenix, Tucson and El Paso (also Ashley, Fort Bliss and Planeport) and other points. There will be third morning delivery for shipments from San Diego to Southern Arizona and El Paso.

Phil Middlebrook reports that two freight diesels #205 and 245 were destroyed in a wreck near Ft. Sumner, New Mexico. Both will be scrapped. Two Alco diesels are on their way to the coast to be tried out on Cajon. They were Alco demonstrators DL600 and DL601, but they have been renumbered AT&SF #600 and 601. They are 2500HP single units and will compete with the F-M Trainmaster engine.

Switchers in San Diego on the AT&SF are 2300, 2301, 2302 and 2348. 2301 is due to go to the shop for the annual overhaul and new wheels. Eight jobs are working.

AT&SF public relations announce additions to the Hobart yard. Story in next issue.....

SP diesel switcher #5119 has replaced #5113.

Former SP 60' passenger coaches are being converted to SD&AE MW cars #1181 and 1182. They join 1180. The two "new" cars replace the two old parlor-cafe-observation cars used in recent years as MW cars. The old cars were burned.

In mid-August a freight train consisting of 47 cars (mostly empties being pulled eastbound by one locomotive) was observed just west of Tecate.

A pedestrian underpass is being constructed under SD&AE's Coronado tracks and State Highway 75 so that patrons of the Silver Strand State Park may cross in safety from bay to ocean.

SD&AE has revamped some yard trackage. Changes include the installation of a new cotton track between First and Fifth. AT&SF has new yard trackage at National City. Take a look at AT&SF's end of line track at National City. Interesting!

STEAM ON THE SANTA FE

BY Richard V. Dodge

They are using a lot of steam on the Santa Fe!

Such were the rumors last July. The Santa Fe, an 100% Diesel road, had to fall back on its large reserve of steam power to move the wheat harvest. It was reported that at least 90 engines had been called back to duty in June and July.

So, it appeared to be advisable, from a locomotive photographer's point of view, to check up on the changes in the stored and active engine picture and to get shots of needed numbers. However starting out in August was a little too late. But the results of the excursion are here reported.

No active steam was found until Belen, New Mexico, was reached. There four engines were being used in helper service "on the hill" from Belen to Mountainair. The 3770 was "hot", the 3734 was on the "ready" track and 3780 and 5029 were on the road.

Moving to Clovis, N. M., only one engine, 4049, was being prepared to handle a local freight. Since the intermediate water stations have been discontinued, a tank car had to be filled with water and coupled to the 4049's tender. By means of a hose connection, sufficient water was insured for the run.

Here, many engines are stored outside, but heavy growths of weeds and the ascension, or azimuth or something of the sun prevented the taking of good pictures:

At Amarillo, Texas, one could hear the whistles of steam engines. You could hear the exhausts and see the smoke. Following the scents, 1636 and 1688 were found switching in the yard. Some engines were stored in the round house yard and at the "West end" with weeds around the latter. At all terminals, there were many engines inside the roundhouses but these were counted out as far as good pictures were concerned.

The next stop was at Waynoka, Okla. No engines were active, but the round house was nearly full. Some changes had been made in the stored engine line up at the east end of the yard, about two and one half miles from the station. Here the worst growth of the rampant vegetation was encountered. To add to the discouragement, the weeds were full of stickers (sand burrs) which you did not see until too late.

The next jump was to Wellington, Kansas. No action here either, but a number of beautiful 2900's was setting outside near the round house. And there were weeds even there. Several 4000's could be seen stored in the old tie plant yard.

A side trip was made to Arkansas City, Kan. and to Stillwater, Okla. At Ark. City, the 2542, which the Santa Fe had donated, was found setting out in the open in a park fronting on Highway 77 at Summit and Maple Sts. This was one of the engines acquired from the Kansas City, Mexico and Orient, a 2-8-0. Children were climbing all over the engine and a boy, not over four years of age, was on top of the boiler trying to ring the bell. Better shots can be obtained in morning light.

A visit was had with Prof. S. R. Wood, of Oklahoma Agricultural and Mechanical College, the historical authority on the locomotives of the Atchison, Topeka & Santa Fe Railway System.

Learning that engine 1015 had been donated to the City of Emporia, Kan., a stop-over was made there. The engine was found in a park adjacent to the main line about six blocks east of the station. It was surrounded by a chain link fence, which did nothing to improve the picture taking possibilities but does reduce the vandalism. A gate had been placed opposite the gangway and steel steps were in place to give easy access to the cab at times when supervision is available.

Looking around the yard west of the station, four engines were discovered, spotted out in the open

and in as good light as could be obtained at that season of the year. What a surprise! Several more were inside the round house.

Lawrence, Kan. had also received an exhibit engine from the Santa Fe, the 1073. So, stopping over there, it was found in the open at Central Park with good light conditions morning and afternoon. But the vandals had been there. On the tender, in white paint, had been crudely lettered: "L. H. S. 57", assumed to stand for Lawrence High School. All gauge glasses in the cab had been broken and the pointers taken. The illuminating number boxes had been damaged. The bell was missing though probably it had not yet been installed. Neither had the main rods.

The last stop on the Santa Fe was at Argentine Yard (Kansas City, Kan.). No live steam was found there either but there were many cold ones.

Six engines were in the yard, waiting to be weighed in, before moving to Chicago where they will be scrapped by Hyman Michaels Co. Nine engines were lined up in the west yard. A string of flat cars interfered with picture taking, but a switch engine accomodatingly moved them. Others were located in the yards near the round house. Inside the house was the "Blue-bird" number 3460, more affectionately known as "Mae West." All the original shrouding or stream lining below the running boards had been removed.

Over 200 out of the 278 steam locomotives which the Santa Fe owned as of July 1, 1955 were located on the trip. The distribution is as follows:

Los Angeles	5
Albuquerque	16
Belen	18
Clovis	55
Amarillo	24
Waynoka	16
Wellington	24
Emporia	10
Argentine	34
Other	4

Leaving Kansas City, Mo., the Missouri Pacific's "Colorado Eagle" No. 12 was used to St.

Louis. In passing the Museum of Transport at Barrett station, about 15 miles west of St. L., it was noted that several engines had been added to the large exhibit, including one of the Chicago & Illinois Midland's 550's.

In order to stop-over at Springfield, Ill., in the hope of getting some pictures of the C.& I. M's. engines there and at Taylorville, the Gulf and Mobile & O's. "The Ann Rutledge" was ridden out of St. Louis. Unknowingly the arrival at Springfield was made in the midst of the State Fair doings and the hotels were gouging for all they could get.

The next train out of town was the Illinois Central's night run to Chicago. Tickets were exchanged, stepped up and berth secured.

STEAM ON THE BE SPECIFIC

The return was made over the Chicago & Northwestern, Union Pacific, Western Pacific, Southern Pacific with last lap, of necessity, being on the Santa Fe.

The Northwestern was using steam into the Chicago terminal on commute runs and engines were noted at various points along the line in freight and switching service.

Likewise much steam power was being used on the Union Pacific. Stops for picture taking purposes were made at North Platte, Neb., Cheyenne and Laramie, Wyo. 800's were found pulling the San Francisco Overlands, the Mail and the Express trains. "Challenger" types and "Big Boys" were working on freights and some 0-6-0's and Consolidations were doing some of the shunting.

An unuual sight and sound was a freight drag pulling out of Cheyenne headed by "Big Blow" gas turbo-electric No. 63 with "Big Boy" No. 4009 following. Also some ten wheelers, Pacifics, Mikados, big 4-12-2's were seen. Most engines were coal burners and Oh! The smell of engine smoke!