

Dispatcher

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Railway Historical Society of San Diego, California

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PERRIS EXCURSION SET FOR NOV. 15

The first large scale railroad excursion to be operated out of San Diego for many a year will be run November 15 when it'll be "all aboard" a Railway Historical Society excursion train. Perris will be the destination according to Excursion Director Wally Duthie. Excursions to Perris are not new, he stated. He reminded members that excursions to Perris date back to the 1880's when San Diego trains ran through Temecula Canyon to Perris, San Bernardino and points east. 1959 excursionists, however, cannot journey over the same route as the direct Temecula Canyon line is long since gone. Instead the excursion train will proceed via Orange and Corona to Riverside for a connection with the Hemet-San Jacinto branch on which Perris is a way station.

And the attractions will be different in 1959. At Perris the local Chamber of Commerce will combine with the San Diego Horseless Carriage Club, Orange Empire Traction and the Society to stage "half time" entertainment. The Chamber will provide local transportation and other attractions. Horseless Carriage Club members will be present to operate and demonstrate their equipment, and the Orange Empire Traction folk may have a street car in actual operation on its first piece of operating track. In any case, Orange Empire will open its street car exhibit to excursionists.

RHSofSD-owned San Francisco Municipal Railway street car #171 and the OET-owned San Diego Transit System street car #508 will be there for all to see.

Duthie urges Society members and Dispatcher subscribers to join forces to support and publicize the excursion.

SAN DIEGO & ARIZONA EASTERN

Five California railroads have asked permission to increase intra-state coach fares by about five per cent. Railroads are the Santa Fe, Southern Pacific, Wes-

tern Pacific, Northwestern Pacific and the San Diego & Arizona Eastern. (SD Union)

The EL Cajon branch on July 7 saw the largest train ever to operate on its facilities when the SD&AE ran 22 cars and a caboose hauled by a triple-header (5101, 5102 and 5119).

Locomotives 4600 and 5334 saw service this summer on the SD&AE.

National Gypsum Company has announced the construction of a gypsum plant at Coyote Wells on the mainline of the San Diego & Arizona Eastern. Deposits are 18 miles away, not far from the deposits being worked by the United States Gypsum whose plant is also on the SD&AE. Railroad officials would make no comment and the Dispatcher was unable to determine whether the raw gypsum rock would be hauled to the plant by truck or by trains over a company line or over a SD&AE branch line.

SANTA FE

The "Weed Killer Train" (a new type passenger train) passed along the Escondido branch on June 15. It consisted, in this order of caboose 1741, two box cars, the weed killer, an old tender, engine 714, eight tank cars of liquid weed killer, and an old baggage car on the rear. (Weaver)

Railroad Club of New Mexico reported that Santa Fe has donated locomotives to Santa Fe (5030), Pueblo (2912), Fort Madison and San Diego. Available locomotives are 2903, 2912, 2913, 2921, 5011, 5017 and 5030.

Jack Stodelle, first vice president of the Railway Historical Society of San Diego, has reported, however, that Santa Fe has withdrawn its San Diego offer.

National Biscuit Co. apparently is moving from SD&AE (actually AT&SF leased track) to AT&SF because of a move from 629 J Street to a new larger facility in the Cudahy subdivision in the Morena district at Buenos Avenue.

Trains 80, the Night Coast Freight

(old 136) and the two SFX freights were delayed on the Santa Fe recently because demolition of an old underpass at Callivan went awry. A large chunk of bridge fell and straddled the track. Daytime passenger trains were also delayed. (SD Union and Middlebrook).

Santa Fe plans to install a microwave operated CTC from Richmond to Stockton. Line wires are eliminated. (FM)

Trains on the Escondido District are getting larger all the time, mostly because of the building boom. On August 10 the train was split on the hill west of Falda. After bringing in six cars for Vista and a few for Buena, the switcher went back for the rest of the train. (Weaver)

The Hardy Feed Store building in Vista collapsed June 16 just missing a box car by three inches. The structure, built in 1927, was first used as a tomato packing shed. Alan Hardy has owned and used the building for the past eight years. He said that a new store will be built in its place. Hardy is one of Santa Fe's regular customers, unloading about three cars a month.

The old warehouse spur at Buena is being used by Tom Thumb Lumber Company as a team track.

From the Vista Press

WANTED--Narrow gauge steam locomotive, used or near junk condition. Pollard Machine & Foundry, Vista, Calif.

No, Mr. Pollard isn't a junky; he is a real steam fan (living in Vista) and he wants a small (8-10 ton) steamer to restore and operate. To help finance his purchase he is offering for sale two three-fourths scale live steamers: 4-6-4 and 4-6-6T, in operating condition. (Bob Weaver). (Editor's note: don't know how the above item got into the AT&SF column!)

Accurate placement of 6,000 individual cross ties alongside 30 miles of railroad track in less than eight hours is a feat accomplished by a new cross tie unloader developed by the Santa Fe Railway's engineering department with the cooperation of Fairmont Railway Motors, Inc.

A smoother, quieter ride has replaced the nostalgic "clickety-click" of wheel on rail on many stretches of Santa Fe Railway in the West, and passengers and maintenance-of-way men agree that it is a good trade. Costs are also lowered.

Engineers are putting finishing touches on a program of installation of the new rail in various parts of southern California and Arizona. The work has been

going on all winter, with welding of the 39 foot rail lengths being done at San Bernardino.

New installations will have been made between San Bernardino and Atwood, San Bernardino and Summit, Daggett and Newberry and on the Albuquerque Division near Winslow, a total of 147 miles by June 1.

Previously the extended length rail had been laid between Barstow and Needles and from Helendale to Summit on the eastward track. The mileage laid by the end of the year throughout the system will total over 1,000 miles.

Conventional length of industry rail throughout the country is 39 feet. In one mile of rail laid in this length there are 271 joints with 542 joint bars, 1626 bolts, 1626 locks and 3,894 rail anchors. However, in a mile of welded rail there are only seven joints, 42 bolts, 42 nut locks, but 8,080 rail anchors, and there is greater economy in maintenance.

Santa Fe Railway filed two separate applications with the Interstate Commerce Commission on May 7 involving the relocation of 81 miles of railroad in Arizona at an estimated cost of \$22.2 million. President Ernest S. Marsh said one application requests authority for the construction of 44 miles of double track, high-speed line with traffic reversal, costing \$19.3 million, through a rugged mountainous area on the road's transcontinental main line from a point three miles east of Williams to Crookton, 10 miles east of Seligman. This line change is essentially a relocation.

The second application requests authority to construct 37 miles of single track, costing \$2.9 million, in a valley location on the Santa Fe's line to Phoenix, extending from Abra Siding, 29 miles south of Ash Fork, to Skull Valley, 22 miles west of Prescott.

The relocation of the Phoenix line calls for the retirement of 22.5 miles of railroad winding westward from Prescott over the Sierra Prieta Mountains to Skull Valley.

Plans for installation of CTC over 66.9 miles of Santa Fe Railway tracks from Barstow to Mojave were announced today. (Santa Fe Public Relations Dept. copy).

THE DISPATCHER

Eric Sanders, editor. Published for the Railway Historical Society of San Diego, Inc. at 7861 Normal Avenue, La Mesa, Calif. This issue: 11¢ per single copy.

large roundhouse at Sacramento is due to be scrapped. The 373-foot structure was built 91 years ago, with stalls for servicing 28 steam locomotives.

Every roundhouse on the Southern Pacific Coast Division (Santa Barbara-San Luis Obispo) has been vacated of steam power and Santa Barbara and San Luis Obispo are completely abandoned. SP has been concentrating its remaining steam locomotives at a few central points with the totals as follows: Bayshore 66; Sacramento 10; Roseville 27; Bakersfield 6; Oakland 29; Fresno 10; Los Angeles 2. The 4460, last used on the "Farewell" excursion, has been vacated and donated to either the St. Louis Museum of Transport or the B&O museum. Good news is that 2-8-0 #2582 (a twin of SD&AE 103) has been leased to a plant in Pittsburg where it is being used as a boiler. It traveled from Sacramento to Pittsburg under its own power in early March. (Strapac)

A flash flood at Coyote Pass on August 7 resulted in the westbound Golden State remaining in Gila Bend until repairs could be made (SDUnion)

More passenger coaches are on Terminal Island awaiting scrapping. (Cope-land)

The Dispatcher editors on June 29 spotted this "Golden State" consist at Yuma: a four unit locomotive, two head-end cars; five coaches, four Pullman cars, three cafe-lounges and two open-end observations. On that same day the Holtville run included locomotive 1069, 16 box cars and a caboose.

A 36-page PUC statement charged SP with deliberately trying to abandon its passenger service. The only ticket offices now open in the Los Angeles area are Torrance, Long Beach and Los Angeles. San Diego, one of the nation's top twenty cities and potential source for sales for the Daylights, the Sunset and the Golden State, is without a Southern Pacific ticket office. The SD&AE refers calls to the Santa Fe station.

El Centro's freight offices have been moved into the former passenger depot.

In 1959 SP plans to buy 1450 freight cars including 100 new 85-foot piggy-back cars. 555 miles of CTC will be installed.

Lettuce season (1958) saw 2373 carloads shipped from the Imperial Valley.

The following facts were taken from;

the Annual Report of the Southern Pacific Company:

Passenger traffic in 1958 decreased 6.8% and passenger miles were down 8.1% while passenger-train miles dropped 11.2%. At the end of the year, the Company owned:

1990 diesel locomotive units
5 steam locomotives
81,707 freight cars
1,338 passenger-train cars
5,631 service cars and cabooses.

System Track Mileage, including affiliated companies, in Main, Second, Sidings and Yard Tracks, totaled: 20,781.99 miles. (Richard Dodge)

UNION PACIFIC

UP has ordered 35 passenger-train cars.

The rumor that some of the 4000's, the Big Boys, have been sold for scrap has not been confirmed. Jack Pfeifer, of Green River, Wyoming, stated, on the contrary, that some annual overhauls have been made, owing to the Berlin situation. (Dodge). Iron Horse News after reporting that steam did return to Sherman Hill for a brief period this past summer noted that with the delivery of new diesel power it could be assumed that steam was finished on the Union Pacific.

Orders have been placed by Union Pacific Railroad for 1400 new freight cars costing more than \$17M. The largest item will be 500 50-foot "plug door" box cars designed to permit the loading of unusually long or bulky articles of freight. Also ordered are 400 covered hopper cars and 200 50-foot insulated box cars, the latter constructed to protect shipments from moisture condensation. Other major items previously ordered are: 75 turbo-charged diesel-electric locomotive units, 20 roller-bearing flat cars to haul highway vans, and 35 passenger train cars.

SONORA-BAJA CALIFORNIA

In the late spring the overnight passenger train on the Ferrocarril Sonora-Baja California began operating through to Guadalajara. At Benjamin Hill Ferrocarril cars are removed from the S-BC consist and are made into a new train which leaves one hour later for Hermosillo and Guadalajara. Northbound the Pacific train arrives at Benjamin Hill at 4 p.m. while the S-BC train leaves at 7:30pm. Pacific

does not carry a "ecche dormitorio" nor a diner. (S-BC trains do offer "ecche dormitorio" service. S-C's modern cars do not run through.) It operates as an extra and is considered experimental according to unofficial reports. Trains 1 and 2, Nogales to Guadalajara, operate as before. One scheduled freight is also operated each way on the Pacific. Extra freights are not uncommon.

S-BC's new locomotive shops at Benjamin Hill are nearing completion. They will be well equipped. Heavy hoists have been placed in the recently built general shops which adjoin the locomotive shops.

SAN DIEGO AREA TRANSIT NEWS

El Cajon Valley Lines' "goodwill" has been sold to the San Diego Economy Line Inc. Latter firm which operates the San Diego-Lemon Grove-Spring Valley-Homelands bus line will operate two fairly new diesel buses on the valley lines. Switchover is planned in September.

THIS AND THAT

All S. F. Bay ferries tied to the docks never to turn a wheel. The SP Berkeley at Sausalito, the "Eureka" at Richmond, and the "San Leandro" at the Oakland terminal. Richmond-San Rafael ferries "Russian River," "Klamath" and one unidentified are at Alameda. (Eastlick)

Observed: Mack Motor Car M80 of the California Western on a siding after having been hit and derailed by a log truck. Some damage and a few injured.

The saddle-tank 2-6-2 (Baldwin #55412 1922) of the Howard Terminal Railway of Oakland will be kept indefinitely as a reserve for diesel #8. Strapac reported that the steamer, #6, was live when he saw it and that the HT shop crew will clean and repaint it.

The American Crystal Sugar Plant at Oxnard closed down. The company owns Ventura County Railway which serves Port Hueneme naval base and Point Mugu missile center. Future of the line is uncertain.

PEOPLE AND THINGS

The Dispatcher staff was saddened by the news that J. L. Watson of Los Angeles has passed away. Mr. Watson was a real booster for the Dispatcher. Can someone verify this news which was given the Dispatcher by the post office people?

The Lakeside Museum, a collection of early day equipment installed in the old S&W La Mesa station by Mrs. Florence Beadle, is now open. See Hungerford's Magma Arizona story in September Arizona Highways. Also an Inyo tramway story in August Desert Magazine. Charles Gerdes now owns the body of former SDERY Birney #316. MRA's Annual Convention was held in August in San Diego.

EASTLICK AGAIN VISITS THE REDWOOD COUNTRY

Each year the railfan finds fewer fires under the boilers of the remaining steam locomotives in Northern California. Here are some hit-and-miss observations made in August:

One dead S.P. Mallett in a south-bound freight near Modesto... Modesto & Empire Traction Co. diesel switching in a yard in Modesto... Old Sacto Northern electric coaches used as work cars in Yuba City with diesel locomotive switching under old catenary...

Ex-Clover Valley Lumber Co. #8 at Quincy with Quincy Railroad diesel #3 in service and #2 (steam) on standby... A McCloud River RR diesel on the spot at the Burney yard and #25 (steam) in the engine house at McCloud... Yreka Western Railroad diesel in the engine house at Yreka alongside steam #18 with another steamer in need of flues in the yard...

Coming down the California coast there was little left of some once proud shows of steam: The old Crescent City and Smith River Railroad depot and freight building in Crescent City with the wooden letters, C.C. & S. R.R.R. on its weathered walls... A Georgia-Pacific log train being made up at Crannell, once the terminal for the Hammond Lumber Co's. railroad operations (a diesel locomotive handles the train bound for the Samoa mill)... Rusted ex-Hammond Lumber Co. steam engines #15 and 16 at Samoa with the diesel in the engine house... Former Arcata & Mad River Shay #7 on display in the Arcata ball park with loaded log flats and caboose... The Elk River Mill & Lumber Co. 0-4-0 wood-burner on display at a Eureka city park... A roundhouse full of diesel locomotives in the NWP yards in Eureka, including a Budd car... The Pacific Lumber Co's. logger from Carlotta powered by a diesel on the NWP main from Alton Jct. to Sootia (NWP crew). PLC's diesel switcher at Yauger Creek and another in the Scotia yards. Also, steam engines #29, 35 and 37 on standby in the engine house at the mill in Sootia.