

Railway Historical Society Of San Diego

Newsletter #1 March 22, 1951

Society News

President Eddid Junghans, Secretary Eric Sanders, and Board Member Doug Duncan have taken the liberty of scheduling a short hike and special meeting for Sunday, April 8th. Plans include a discussion of the "save O&S" problem, action on dues, and talks about the National City and Otay Railroad with special reference to the Sweetwater branch. Following the meeting an easy and short hike is planned for the old N.C. & O. roadbed which clings to the side of a small but interesting canyon and then comes out on the La Presa valley. (Note: meeting will be short. Business can hold over.)

Lyle Judd urges us to give serious consideration to the SDBA car project. Inasmuch as the Adams Avenue car barns have been sold for box factory purposes, it is only a matter of time until the cars are either sold or scrapped. Action, if any, should come soon. In regard to the problem of dues it has been suggested that we have "family" dues which will cover both husband and wife. Postage expenses do add up and a fund would be welcome.

Members Fred Reif and Dick Dodge are invited to prepare talks about the N.C. & O. On a parking area which overlooks Sweetwater Dam our meeting, we hope, will be held. Short talks, a discussion, and a suitable environment should make a good meeting. May we call to the attention of the wives the fact that the hike will be short and easy. We hope you'll enjoy it.

The S.D. & A.E. train trip plans are being held in abeyance due to an apparent lack of interest on the part of some of the participants. Another hike, the one through Temecula Canyon, is still on the books. Lastly, we're planning on asking a SD & AE speaker for our next regular meeting.

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Notes Of Interest

SAN DIEGO TRANSIT SYSTEM

One portion of the Adams Avenue car barn is being used by a box factory. We understand that SDTS has leased space for storage for a one year period. After that the cars must go. Looks as though San Francisco will not buy SDTS' remaining PCC cars. "Western Railroader" reports that the Public Utilities Director's suggestion for such a purchase was turned down.

SAN DIEGO & ARIZONA EASTERN

Check us on this! Operation in the San Diego area is now strictly diesel. Only the partly-wrecked locomotive (used for a steam plant) is left. It's now located at the Round House.

PACIFIC ELECTRIC ("Timepoints" and the "L.A. Times")

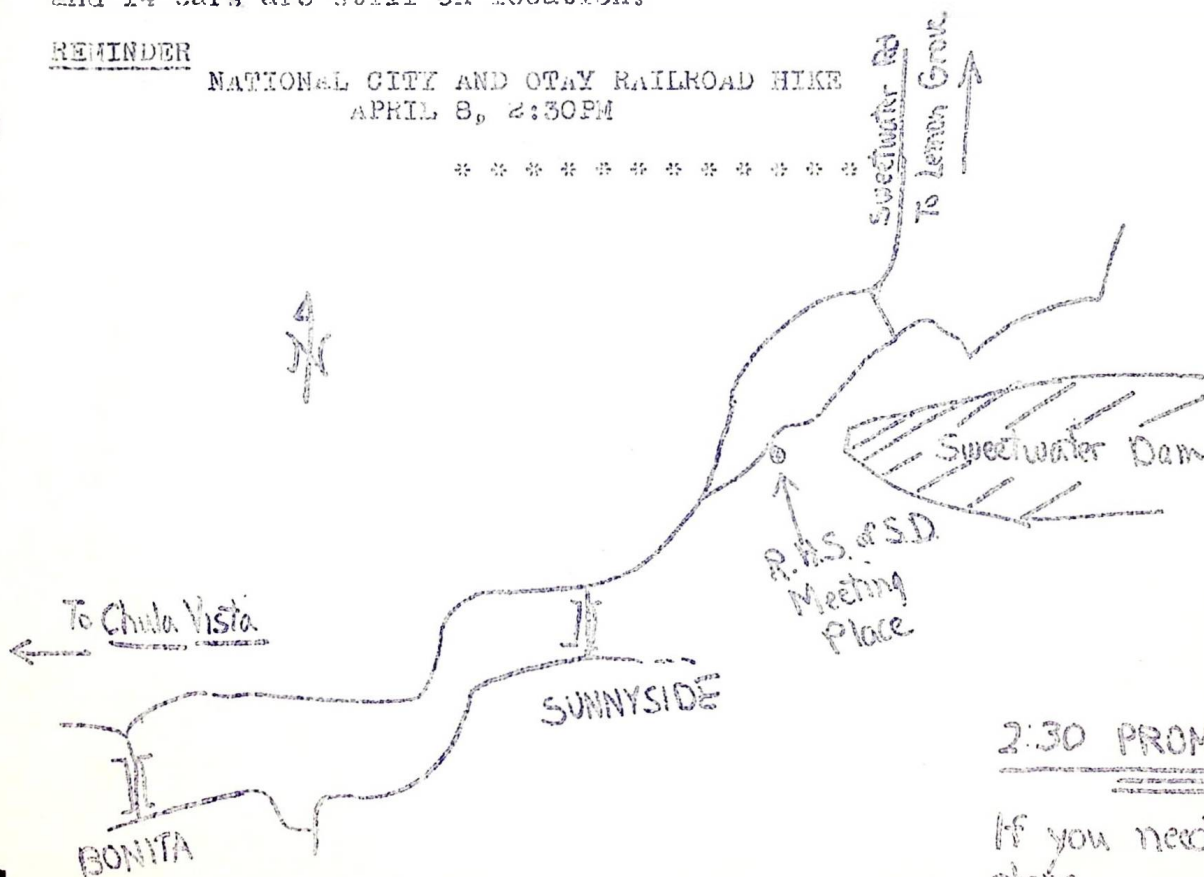
The Division of Highways has given notice to P.E. to remove tracks from Aliso Street. Accordingly, P.E. has petitioned to abandon rail service on the Pasadena Short Line and the Sierra Vista local. Presently-existing service on the Glendora line continues only until the new Baldwin Park Freight connection is complete. The aforementioned lines are the only passenger lines now operating in this area. 1100 class cars are used on the Glendora line while 600 class cars are used on the Pasadena and Sierra Vista lines. Remaining P.E. lines are: Long Beach, San Pedro, Bellflower, Watts local, Sierra Vista local, Pasadena Short Line, Glendora (temporary operation), Santa Monica Airline, Glendale-Burbank, San Fernando Valley, Hollywood Blvd-BananaHills, and Santa Monica Blvd. and that's all! (Catalina ferry??). Track is being pulled and overhead is coming down on the Sierra Madre and Pasadena Oak Knoll lines.

FENTON HARROW GAUGE

Doug Duncan and your secretary discovered that Fenton is rebuilding the gravel plant near Pacific Highway. There is a possibility that the three foot line may see operation once again. Three Plymouth locomotives and 14 cars are still on location.

REMINDER

NATIONAL CITY AND OTAY RAILROAD HIKE
APRIL 8, 2:30PM



2:30 PROMPT

If you need a ride
phone

Doug. R 0333

Eddie T 2845