

R.H.S. of S.D. NEWSLETTER ^{No} 13

OCTOBER, 1958

The next meeting of the Railway Historical Society of San Diego Inc, will be Monday evening, October 6, 1958 at 7:30 P.M. in the Safety Room of the Santa Fe Depot, downtown San Diego.

Entertainment for the evening will be the favorite slides of the members.

HI-LITES OF THE SEPTEMBER MEETING

Meeting called to order by Proxy Thomson. Minutes read and approved. Treas. report accepted. Excursion Director McCleary absent but accounted for.

Chuck Gerdes appointed General Manager in charge of #54. Gerdes told to proceed with the terminating of #54.

With much regret it was decided to not attempt to save o3 from a fate worse than death. No more donations of equipment from S.P. Roy reported a new book to be released the last of 1959 "Denver, South Park and Pacific" (a pictorial edition). Discussion on trying to procure books at wholesale cost. Report on proposed picnic at Traveltown.

Mr. and Mrs. Fred Seelow, newest members.

REPORT ON TRAVELTOWN PICNIC, SUNDAY, SEPTEMBER 14, 1958.

If it hadn't have been for Roy Miller and his gang from Vista and his friends from PRS in L.A. I have great fear our picnic would have been one great FLOP from the standpoint of attendance. Roy deserves a great big pat on the back for all his efforts to plan this picnic and make it a success and then be disappointed by such a horrible turnout of RHSofSD members. We that did go had a wonderful time. We were taken on a guided tour of Traveltown and given a special trip through the Little Nugget which was well worth the drive to L.A. since the general public is not allowed to see the interior. It is absolutely beautiful. The weather was beautiful and the lemonade (provided by Roy) delicious. I think it should also be stated here that Roy had to make an emergency trip to L.A. that same morning at 1 A.M. due to the illness of Daisy's mother but returned to Occanside to pick up his passengers and return to Traveltown without any sleep. That's what I call real loyalty to an organization. Too bad a few more of our members haven't just a small part of Roy's loyalty. Anyhoo, you sure missed a wonderful time. Than's loads Roy. All that attended enjoyed it, I'm sure.

After the picnic and the live steamers some of us large children took a journey on the streamliner in Griffith Park and then journeyed on down to Knotts Berry Farm to ride behind a real live steam engine. Those great big kids rounding out a perfect day included the biggest kid of them all, Tom Mann, wife Edyth and daughter Marilyn; Fred and Julie Seelow (new members) and Corky and Barbara Thomson and children Bobby, Frances, David, Michael and Patty. We had a BALL.

REPORT FROM THE WANDERING MC CLEARY'S

Departed San Diego about 9:30 P.M. on Friday, August 29 (after payday) on extra train running light with caboose No. 168 (12-foot trailer) behind gas powered Ford with all regulation markers properly displayed. East-bound on 80 to Phoenix, then via Black Canyon highway to Oak Creek Canyon and Flagstaff. After inquiry at Southwest Lumber Co. and at Santa Fe Station, little information was obtained, but a lead took us to the shut-down Saginaw-Manistee Lumber mill where we found that place to be the departure point for the steam portion of the PRS Labor Day Grand Canyon Excursion. That settled, we enjoyed the balance of the day, Sunday. Next morning we arrived ahead of schedule, watched the train make up, Dick Pennick arrived to take movies of the trip, the excursion special arrived in town, the passengers transferred from depot to mill in busses, the flats equipped with benches were loaded, and the train left more or less on schedule. Found Mr. and Mrs. Calkins among the 170 passengers. Such beautiful whistling was never before heard from any steamer since Casey Jones. As we rocked down

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(MC Cleary's cont.)

down and back the 35 miles of track, there were numerous opportunities to display whistle cord skill as required by cows, deer and porcupine on the right of way and as required by all crossings of highways, roads, trails and any excuse no matter how light. There was smoke, cinders and what not enough to delight everyone. And that Pennick drew admiration from all hands because of his ability to find, follow and photograph the train from all vantage points both in and out of the forest.

Then to south rim of Grand Canyon for two weeks of hiking into and out of the Canyon, climaxed by Mac hiking down to Phantom Ranch along the Colorado River and hiking back up to the Canyon rim the next day.

Then to Glen Canyon dam site, to Zion Canyon, to the Valley of Fire Nevada State park, a swim in Lake Mead, a ride on the Calico & Odessa RR at Walter Knott's restored ghost town of Calico near Barstow, and return to San Diego on schedule.

(Ed. note: WOW!!)

SOUTHERN PACIFIC NEWS

Member Henry Bugenhagen recently witnessed an S.P. ore train westbound on "The Hill" to Beaumont with about 80 of the new SP built (Sacramento shops) ore cars. Power consisted of a four unit EMD on the head end, a four unit cut in the center and a four unit pushing.

The new 29 ft. ore cars replace the older longer gondola cars and are equipped with roller bearings and improved brakes that react automatically to the wt. of the load. SP has built 600 of these new heavy duty ore cars for the run from the Eagle Mountain RR at Ferrum to the Kaiser plant at Fontana. Cars weigh 26½ tons empty and haul 98½ tons of ore. The older cars were longer and only hauled 63 tons.

SP has finally settled on a new color scheme. Road diesels will be painted dark "Lark" gray with scarlet noses. The initials SP will replace the medallion on the front. The new passenger car color will be a scarlet letterboard the same color as the locomotive fronts. The sides will be stainless steel or painted simulated stainless steel. Under carriage of passenger cars will be dark grey instead of black. Head end cars will be painted gray. City of SF and Overland cars will remain UP yellow and gray.

Number 375-376 "Merchandise" began service on August 18, 1958. These new fast freights will operate between LA and Portland with a night time departure and arrival at Portland well before dawn the second day. This new hotshot is competition to long haul trucks, will operate thru the San Joaquin valley via Sacramento, by-passing heavily traveled SF Bay area.

The "Merchandise" leaves LA on Monday, Tues. and Wed. at 9:15 P.M. and sets out or picks up trailer-flat cars at Bakersfield, Fresno, Roseville, Klamath Falls, Chemult and Eugene before arriving at Portland at 4:45 AM the second day.

UNION PACIFIC NEWS

Union Pacific has put ten 4000 class 4-8-8-4 "Big Boys" into service on Sherman Hill. Cost of preparing these locomotives for service ran in the neighborhood of \$35,000 per Big Boy. Also on the steam roster and in heavy fast freight service, 15 of the big 800 series 4-8-4 northerns. All brought out of mothballs by the truck strike and heavy freight business and the lack of diesels to handle the load. No 4-6-6-4 "Challengers" were known to be running but the Big Boys and the 800's were doing fine. Anyone wishing to see heavy steam on the move had better get back to Wyoming before it's too late as this will probably be the last time steam turns a wheel on the UP unless business remains good. Last year was also supposedly the last of steam too, so who knows, maybe that big UP power might see another season of activity.

In spite of the steam running this year, black clouds are hanging over all heavy UP steam power. The first of the new GE two unit 8500 horse power turbines was in test service in August on the UP hauling 300 car trains!!! There is a possibility that these new turbines will be put on the LA-Salt Lake line. They

(UP news cont.)

are a two unit, A and B unit with tender for fuel. All controls and auxiliary equipment in one unit and the turbine in the other.

SANTA FE NEWS

The recent truck strike pressed much business back to the railroad, as has been witnessed by the size of recent freight arrivals at San Diego. Freight trains have been averaging from 60 to 80 cars and helper service has been quite common at Sorrento. EMD three unit passenger units are usually used and occasionally 2300 class alco yard switchers. Helpers are normally used pushing on the rear of the train but occasionally are used in front of the road diesel, making an impressive sight of seven or eight units roaring up Sorrento grade. Helpers used on the rear of the train are cut off at Miramar to return to Sorrento for the next freight or run light into San Diego. Front end helpers usually stay on the train all the way into San Diego.

Another interesting little item in these days of DISEASELS--on Monday mornings, the first San Diegan out at 6:30 AM runs with two three unit diesels, one being left over from the Sunday night extra that arrives at 10:30 PM. Six units on a seven or eight car light weight streamliner looks quite novel (sometimes 7 units).

The original GE-Alco diesel number 51 was in service on the San Diegan off and on recently. She is no longer an Alco. Santa Fe has installed GM diesel engines in her so now it is an ALCO-GE-EMD similar to Fairbanks-Morse three unit #90, also a freak, with G.E. electrical system, making it an FM-GE.

LOCAL HISTORY

From the San Diego Union, Sept. 6, 1883.....

The freight steamer Bonita arrived yesterday and proceeded to National City to discharge her cargo of coal for the Railroad Co.

From the San Diego Union, September 10, 1883.....

The first through train from here to San Bernardino went up yesterday morning having a car load of San Diego flour for the latter place.

From the San Diego Union, September 18, 1883.....

We are glad to learn that after Oct. 1 there will be a change of time on the California Southern Railroad. The trains will arrive in San Diego at 7:30 P.M. so that mail and express matter may be distributed in the evening.

(Ed. note: It appears that the load of coal on the freighter Bonita really got the old C.S. rolling--first train thru on the 10th--and already a change of schedule by the 18th.....that's railroading.)

NOTES FOR LOVERS OF THE IRON HORSE

For any of you Rail Fans that are interested in good railroad sound recordings the market is really ripe at present. First off--WHILE THEY LAST--LIMITED SUPPLY "Whistles West" 12" LP HI-FI--\$4.95--available thru SC Chapt. R&LHS, proceeds used to maintain their loco exhibit at Pomona. Add: Railway & Locomotive Historical Society, Inc., Dept. MR-1, Att: E.P. Ripley, 15025 Oxnard St., Van Nuys, Calif.

From up north we have a 12" LP of steam engines on the Tacoma Div. of the NP. The Puget Sound Railway Historical Society pressed it for raising money for their exhibits....\$4.95 to P.S.R.H.S., c/o Richard L. Thrash, 3008 Harvard Ave. No., Seattle 2, Wash.

"Big Boy", a 35 minute LP of UP power, including the 4-8-8-4's for \$5.00 or "Big Boy" and "Farewell to Steam" (Santa Fe #3759 on final run to Barstow) both for \$9.50 if ordered together....Stan Kistler, P.O. Box 4068, Pasadena, Calif.

Three dandies--or buy them single...Mobile Fidelity has "Steam in Colorado" "Great Moments of Steam Railroading" and "Memories of Steam". All are very good at \$5.00, \$5.50 and \$5.00, or all three at special price of \$13.75. Add: Mobile Fidelity, 915 Hollywood Way, Burbank, Calif. The prize in sound is on side two

(Records cont.)

of "Great Moments of Steam Railroading" with a 2-6-2 on one of the little lines in the great south working hard in a heavy rain storm with thunder in the background, and the most beautiful whistle artistry you ever heard. Hear it at the next meeting of RHSofSD at the Santa Fe depot, upstairs in the safety room, Monday, October 6th - 8 P.M.

ANNOUNCEMENT

The purchase of a San Francisco "Iron Monster" street car is in the works. Several of the "K" cars are available at a very reasonable price. Plans for purchase of one of these cars is being worked out by the Board of Directors (loading, shipping, etc.) News of this addition to the RHSofSD at the next regular meeting.

San Diego Electric RY number 54, our little "California" type car is finally beginning to have her face lifted. Gen. Mgr. Gerdes reports much headway. The 54 has been treated for termites and steps for restoring some of the decay and termite damaged wooden parts are underway.

AL KOENIG REPORTS-----

SP completely overhauls #4460 (4-8-4) and a 2-8-0 at the Bayshore Shops. Shop employees told him these locomotives would be saved. Anyone have any other information on this?

REPORT FROM GEN. MGR. GERDES(54 project)

The restoration of car #54 is underway. The SD Exterminating Co. has fumigated the car for the price of the gas. Our thanks to them. We shall post them on the cars donor board.

As of Sept. 21 a work party was on hand and work parties will be on hand each Sunday between 10 AM and 2 PM. The car is located 500' north of Imperial on 46th. To get into the act come out to the car during scheduled work hours, or call Chuck Gerdes at HO 6-1537 (if not home leave name & phone No. and he will answer your call as promptly as possible). See work record posted in car telling who has and who will be working. What has been done will also be noted or again call HO 6-1537.

For purposes of retention of detail for our use in authentic restoration the car will be worked on the half-segment. The back or section now facing west and the right hand side now on the south will be completed first. There will be stipulations of course as common sense dictates.

It is the policy to retain as much of the original car as possible. Always exercise care and safety. Tasks can be grouped as "on site" or "off site".

"Off site" tasks are those jobs that can be done away from the car for reasons of better tool facilities and distribution of tasks to those members unable to be on hand for "onsite" tasks. Removals shall be identified and listed and checked out to those persons restoring a particular part or parts. Info will also be available to maintain consistency of work and finish. Completed parts will then be stored awaiting reinstallation.

All members who feel they do not have experience to help should not under estimate themselves. You will get all the assistance you'll need.

For economy sake will the members let me know if they have or can get oak or mahogany (any size, even old furniture), window glass, spar varnish or anything you feel may be used on the car.

EXCURSION REMINDER

There should be no need to remind you of this BUT Excursion no. 8--Pioneer Mill RR and Grizzly Flats RR, an exclusive trip for RHSofSD members, with special charter bus, will leave Balboa Park 7 AM Sunday, October 12, 1958 with stops at Balboa Ave. and Pacific Hiway and Oceanside. Fare--\$5.50-Adults, \$4.00-children under 12 years and over 5 yrs. Reservations must be in no later than October 9. Mail your reservations, along with a self-addressed, stamped envelope to W. F. Duthie, 3380 Granada Ave., SD 4, Calif. SEE YOU ALL THERE!!!