

MAY MEETING NOTES.....

The May meeting was called to order by President McCleary at 8pm in the Santa Fe Safety Room. The regular business was side tracked for a special Tenth Anniversary of RHS of SD and a reproduction of the first meeting back in 1949.

At that time, a meeting was held at the home of Eric Sanders with ten people present to discuss forming a Society. The group had pictures, slides and such items of interest and talked of saving one of the S.D. streetcars. At that time, a class 5 car could be had for \$300.00, provided you had the money and a place to put the car. It was decided to have meetings at members homes and work on the car saving idea. Sad, but true, they never were able to save a class 5. From the original meeting, meetings were quite far apart. However, the May, 1949 meeting was the start of RHS of SD, and from that meeting we have the present organization.

The class 5 car was not saved but S.D.&A.E. #104 2-8-0 type locomotive, S.D.&A. #050 Open-End Observation car, S.D.E.Ry. # 528 a modern PCC streetcar, S.D.E.Ry. 54, the old rebuilt cable car and last but not least, big 171 the last of San Francisco 'Iron Monster' type streetcars. What next???

Wally Duthie reported on the progress of the Sonora-Baja Calif. RR trip, Sun., May 17, 1959.

Charles Gerdes reported on the rather slow progress in restoring car 54. He is looking for some new method to stimulate work on the 54.

We had a good number of former S.D.E.Ry. streetcar motormen and conductors as visitors, there were some interesting tales of the "old days" on the San Diego streetcars.

Movies of past activities of the society were shown, also some very fine movies of the S.D.E.Ry. when still in operation, some nice shots on the trestles in Balboa Park and down on Broadway.

Refreshments were served.

JUNE MEETING.....

MONDAY, JUNE 1, 1959

8:00 P.M., Santa Fe Depot.

Short business meeting, plans for staffing Del Mar during fair, refreshments and movies or slides. (We should have some pictures of the Mexican trip!!!)

COME ON DOWN TO KETTNER AND OLD BROADWAY, MONDAY-JUNE 1, 1959

8:00 P.M., upstairs in the Safety Room of the Santa Fe Depot.

SUBJECT: Car 171

PROBLEM: Move 171 from San Francisco to Perris, Calif.

COST: The car is paid for but the cost of moving the car is far higher then the cost of the car.

TO DATE: The car was purchased at the low cost of \$225.00 from the Municipal Railway of San Francisco. The loading, shipping and unloading will total close to \$700.00, a high figure but still far less then the total cost of SDE Ry car 528 at the fairgrounds.

Car 171 is now at Perris, it is parked on Orange Empire Traction Co. tracks.....and it is a beauty. Car 171 is by far one of the best items on the list of R.H.S. of S.D. equipment....a trip up to Perris will prove this fact, 171 is a big streetcar, and a mighty fine one, paint in very fine condition, the interior is wonderful for the age of the car, it is hard to realize it to be as well kept as it is. In the recent past there has been a little friction in regards to the purchase of 171, the fellows that labored from 5:30 to 11:30 P.M. on Wednesday night, April 20th to get the 171 unloaded will all tell you "It was well worth it, every penny of expense and every minute of the time it took to unload, 171 is a fine addition to our collection". THE PITCH: Support Jack Stodelle and the fund raising problem that is at hand. If you can spare a lone dollar, send it in---if you can go a little higher, please do.

SUCCESS.....RHS of SD RAIL TRIP "COLORADO RIVER EXPRESS" on the Ferrocarril Sonora-Baja California Railway from Mexicali to Riito on Sunday, May 17, 1959 was a huge success in spite of a few set backs in the overall plan of operation.

Over 300 fans and camera bugs took to the rails for a day of fun and interest south of the border. Excursion Director Wally Duthie almost bit of more than he could chew when he started the Sonora-Baja Calif. trip idea into action, it started out as a slow seller, then as the final hours before the trip rolled around.....POW, we almost didn't have room for everyone.

Planning a trip such as this is a problem.....will 40 or 400 want to go, try and plan for one or two charter busses, and then you need five or six, plan a small train and you end up with a seven car train and still looking for more space.

Our hats are off to Wally for a fine trip. There were a few bugs but the FIRST is always the hardest. The trip WILL be run again in late February or early March next year. All the little problems will be ironed out and should give us a bigger and better trip than the one this year. Anyway....it was a swell trip and Wally deserves a big hand for one of the best trips on the coast in many years.

For those that couldn't make it on Sunday, May 17th.....charter busses took the crowd to Calexico, shuttle busses were run from the border on the Mexicali side to the depot. Our consist was as follows: 1 upgraded E.M.D. F-3 Diesel, one NEW railway postal-baggage car of Swiss construction, Six Swiss cars, 3 of first class and 3 of second class. Trip from Mexicali was well filled with photo stops for rail and camera fans. The wye at Riito offered a bit of sport too, with a stranded train due to couplers not lining up---all was solved and the return to Mexicali, dinner and the bus ride home. Lots of fun and a good time was had by all.

"GO S.B.C. IN 60"

SUPPORT THE 171....send your check today.....Fund Chairman, Mr. Jack Stodell, 4666 Ashby Dr., S.D. 15

SEPTEMBER ON THE SANTA FE.....

The Los Angeles Chapter of the National Railway Historical Society will sponsor an excursion over the Elsinore District of the Santa Fe on September 27th leaving Los Angeles Union Passenger Terminal at 9:00 A.M. Heavyweight coaches, including the open-end observation car, will be used. If available, one of the new SD-24's will power the train. Sandwiches and soft drinks will be sold on the train. The excursion will operate outbound via the 2nd district and will return via the 3rd district. A stop will be made at Fullerton for San Diego bound passengers.

Fare for the trip will be \$6.00 (\$6.75) after Sept. 15th, with half fares for children under 12. For further information, write to:

The L.A. Chapter, National Railway Historical Society, Inc., Box 3311, Terminal Annex, Los Angeles 54, California.

The Mt. Rubidoux Chapter of the Pacific Railroad Society, Inc. is planning a big fund raising drive to purchase locomotive S.P. 1765, a mogul.(2-6-0 type)

Details will be announced in the near future, the locomotive will be put into operation at Perris..... if the funds come in, lets all try to help save an operating steamer.

S.P. #4460 (4-8-4) went through Colton, Calif. on April 20th.... enroute to the Museum of Transport in St. Louis.

SANTA FE... will schedule some freight trains to operate at 79 MPH on favorable track. Freight service on the San Diego line has already been changed, you can now see a couple good sized freight trains roll into San Diego in the daylight hours, usually around 7 AM, they move fast too. Using 4 or 5 units on 40 or 50 cars.

SANTA FE STEAM POWER.....

The last mile has come for the remaining Santa Fe steam power.

Seventy-seven steam locomotives are being sold for scrap, they are all that remain of a fleet of over 2,000 which once thundered up and down the main line between Chicago and California.

Present size of the Santa Fe diesel fleet, and particularly the 69 new units now in process of delivery, makes it unnecessary to hold the steam engines any longer.

Santa Fe President E.S. Marsh said 39 of the steamers have been preserved, he indicated that the company will keep two of the largest locomotives for posterity. They are the 2925, a 4-8-4 type and the 5021, a 2-10-4 type. Both engines were built by Baldwin Locomotive Works in 1944. The 2925 weighs 255 tons, the 5021 weighs 270 tons.

The company is also preserving the 1010, a 2-6-2 type built by Baldwin in 1901. It is the sole survivor of the 19 engines used on the historic Coyote Special, the train Death Valley Scotty chartered from Los Angeles to Chicago.

With the disappearance of the last of the iron horses, a glorified era of railroading on the Santa Fe has ended.

Note: the 1010 is in Los Angeles, 3751 (4-8-4) is on display at San Bernardino.

Central Coast Railway Club is planning to purchase Nevada Northern car #05 for movie and TV use on the Sierra RR.

Pickering Lumber started operation on May 4th...the railroad is now fully dieselized with Shay # 7 as standby in the woods and Shay # 11 standby at Standard.

Both Central Coast Club Sierra RR trips were big success, Sunday May 10th and 17th. R.H.S. of S.D. had member Dick Pennick aboard on the May 10th trip. Give us the details on it Dick????

OPERATION.....KEY MOVE

The California Toll Bridge Authority has donated Bridge Unit 167 to the ORANGE EMPIRE TRACTION CO. for use at the Perris Railway Museum.....OPERATION KEY MOVE has been initiated to finance the move of the big double unit articulated electric car to the Perris site. Built in 1937 by Bethlehem Steel the unit weighs 125,000 pounds, seating 124 persons.

This is your opportunity to participate in the preservation of an historic piece of electric railway equipment. Unit 167 will join 24 other electric railway cars at the museum site at Perris. Plans call for operation of the unit upon electrification of the line.

Send donations to:

ORANGE EMPIRE TRACTION CO., INC.
P.O. BOX 501, PERRIS, CALIFORNIA

DON'T FORGET THE 171....if you are feeling wealthy and generous, send a donation to Fund Chairman, Jack Stodelle, 4666 Ashby Dr., S.D. 15, \$15.00 and over, special "operating permit", \$5.00 and over will bring a lifetime pass to ride the 171. If you can spare it, every dollar will help....then, if you still feel generous, and still can help, send a donation for the above O.E.T. plan for the key car 167.

DEL MAR FAIR AT HAND.....

Cleaning and preparing of the exhibits at Del Mar for the 1959 Southern Calif. Exposition and San Diego County Fair, June 26th thru July 5th is now at hand. The 528 needs cleaning, the 104 can stand some touch-up and cleaning, the coach needs attention. Work parties will be planned on Saturday or on Sundays from now until fair time. Work plans will be discussed at the June meeting, you may be called on before that. We must have a staff of workers to man the equipment too. Notify Jack Stodelle if you can help out during the fair, we need people for all three exhibits.

SAN FRANCISCO MUNICIPAL RAILWAY CAR NUMBER 171

Purchased last fall, the big 'Iron Monster' San Francisco car has had a long battle getting to the southern end of the state. We wrote to trucking concerns for rates and also tried for a special rate by railroad. The railroads finally came through with a one-half cost on the regular rate. This was fine, but....loading and unloading costs were so high that this plan to flat car the 171 to Del Mar had to be dropped. The original cost estimate by Paxton Truck Company was then reconsidered, the Paxton Co. was instructed to go ahead and load and haul car 171. The one change in plans was to take the streetcar to the Perris, California museum.

After several weeks of delay, the car was loaded and trucked to Perris, arriving there on Tuesday, May 19, 1959. The car came minus one power truck due to weight and California laws. The odd truck came on another Paxton truck, thus the problem of putting this unit back under the 171.

On Wednesday, May 20th the Paxton Truck Co. delivered the missing power truck and started a long and difficult job of unloading the one truck, unloading the streetcar and replacing the truck under the car. All without any cranes or such methods of lifting.

With the arrival of the odd streetcar truck at 5:30 P.M., our crew of 'First Timer Streetcar Unloaders' from San Diego started the job of unloading the single truck.....it was soon discovered that the power truck was on the Paxton rig in reverse, so when the thing was rolled under 171, it would be wrong and the brakes would not hook up. At this point it should be mentioned that a staff of Orange Empire Traction members were on hand to supervise and do the bulk of the work. The O. E.T. has a rare old 1922 MACK truck, and the old Mack has been a real lifesaver in the Perris works on many occasions. This was just such an occasion, the old Mack was fired up, backed up to the Paxton rig and the 171 truck rolled onto old Mack, then the Mack backed up to the unloading ramp and the thing was turned around properly. Leave it to the O.E.T. to solve problems!! This may all sound easy, but it meant re-leveling the ramp for the high bed Paxton truck, then changing it to match the Mack. It used up several hours of much valued daylight.

After the job of turning the set of trucks, it was time to bring streetcar 171 into position at the ramp. The Paxton rig had a low bed trailer with a step in it, the streetcar overhung the step portion. In order to unload the 171, it required jacking up the end of the car that still had wheels under it, then the other end(ramp end) had to be lifted high enough to roll the wheels back up the ramp and under the streetcar. This required railroad ties being stacked up to form the proper cribbing for heavy duty track jacks to lift the car. It was now after dark, the O.E.T. fellows feed you in shifts, mighty good food too, while some dine others continue the project. After all had been to 'chow', we made the big pitch.....with success. After much cautious lifting, the streetcar was lowered onto its truck, the bolster gave us some difficulty and the other end had to be lowered after it cleared the bed of the Paxton rig. Once again old Mack went into action and towed the 171 off of the Paxton truck. At about 11:30 P.M., project 171 was completed with the streetcar on solid rails of the Orange Empire Traction Co. streetcar yard.

Thanks to the wonderful work the O.E.T. crew did and the know how these fellows have, and most of all to SAM, you must visit the Perris sight and meet Sam to understand this statement. Thanks fellows!!!

MORE ON THE 171.....

The S.F. streetcar 171 has turned out to be an excellent piece of electric railway equipment. Our thanks to Addison Lafflin up in the bay area for picking the car for us. When we decided to purchase a car we had no way of picking a good one. We were advised to take the 171, very sound advice now that it has been delivered, it is in fine shape.

The paint is just like new, inside and out, the car is complete with no loss of vital inside trim or fittings. Members will indeed be proud of this fine old car and get many hours of enjoyment in caring for it and riding it in the future.

We have said it once, but once again we must thank the O.E.T. boys for their help with the 171.....and here at this end of the line we want to mention the hard working crew from RRS of SD that went to the battle front on Wednesday night and returned in the wee hours of the morning. Thanks to the following members: Eric Sanders, Allen Copeland, Bill Gallandt, Frank Carlin, Lyle Judd (& Mrs. Judd), V.O. Williams, Wally Duthie, Roland Anderson and Corky Thomson. These fellows are now old hands at streetcar moving, 51,000 pounds of it.

RAILWAY HISTORICAL SOCIETY OF SAN
DIEGO, INC. P.O. BOX 9351, SAN
DIEGO 9, CALIFORNIA.....\$2.50 per
year regular or sustaining member-
ship, \$3.50 family membership or
\$1.50 for junior members. \$1.00 per
year for DISPATCHER only.
NEWSLETTER, published monthly by
the Society....send news items to
society address or Corky or Barba-
ra Thomson, 3204 McGraw St., San
Diego 17, Calif. BR-3-5081

WELCOME TO NEW MEMBERS.....

Add to the 1959 roster:
William and Lola Morrison of 1870
National Ave., S.D. 13.
Mr. D.F. Morgan, 3595 Olive St.,
Lemon Grove.
Mr. Sanford H. Stone, 5560 Lakewood
Dr., La Mesa.
Paid up membership now totals 97
for 1959.

NOTE ON DUES & DATES.....

Your cards show 12/31/59 as the
expiration date, the Society runs
its year from January 1st through
December 31st.....but, we do not
drop a membership until March 31st,
that gives everyone 3 months to get
their dues in each year without
missing any issues of Newsletter or
the DISPATCHER.

SONORA-BAJA-CALIFORNIA IN 1960
Bigger and better trip planned.

VICE-PRESIDENT TOMMY MANN.....

As many of you know, our hard
working 2nd VP, Tommy Mann suffered
a heart attack several weeks ago,
he spent some time in Mercy Hospital
and is now back home. Thanks for
the many get well cards and phone
calls.

Tommy is doing very well and
is able to be up and around at his
home, should be out and getting
around again sometime in June. He
will not be able to return to work
for several months.

You can phone him or visit at
4125 Ingraham St. (Pacific Beach)
phone number is BR-3-8824.

We have a report that Harold
Bright has also been the victim of
a heart attack.....nothing more to
report at this time. We hope he is
doing okay.

STEAM TRACTION AT ORANGE EMPIRE
TRACTION CO????????????????????
YES, There will be a steam tractor
at O.E.T. one day in the future,
Roy Miller donated his tractor,
it will be shipped down when money
is available.

Lets wind up the 171 project,
send your donation in today.
R.H.S. of S.D. "MYSTERY TRIP"
LOCAL.....IN JULY