



NEWSLETTER

No. 23 AUGUST
1959

NEWSLETTER NUMBER TWENTY-THREE

AUGUST 1959

JULY MEETING NOTES.....

Meeting called to order by Pres. McCleary at 8:10 P.M.

Moved and seconded the minutes of the June meeting be deleted- passed. (Due to lack of business and coverage of the minutes in the Newsletter)

McCleary reported that the fair at Del Mar was very successful this year and the society had the exhibits open from 10 to 12 hours a day. President Mac thanked everyone for their help in making this possible.

1st V.P. Jack Stodella reported \$282.00 had been donated to the #171 streetcar fund. Thanked all that were able to help and reported the special cards to donors would be made soon.

Mac reported on the new museum out in Lakeside- Mrs. Beadie has opened the old S.D.&A.E. depot from El Cajon as a museum at the corner of Ashwood and Laurel St. in Lakeside. Not strictly railroad items but many very interesting historical things. The opening date was Sat., July 18th.

Dick Pennick reported that she had donated any or all of her land for the use of storing any equipment we might need space for.

2nd V.P. Tommy Mann (up and active again after his recent heart attack) thanked everyone for their help with operation of the exhibits at the fair. The only trouble that occurred at the fair was the loss of the "Kitty" jar on Saturday evening July 4th with several dollars donations loss.

Work parties are being planned in the late summer and in the fall to get all the equipment painted. The coach, locomotive and the streetcar all need paint--work dates will be announced in the near future. (continued on TWO)

AUGUST MEETING DATE.....

MONDAY - AUGUST 3, 1959 - 8:00 P.M.
BUSINESS....To be handled as quickly as possible. Biggest item will be the outcome of the Santa Fe locomotive to be or not to be donated to the society for addition to our exhibits at Del Mar.

FAN TRIP.....Wally Guthrie should have some information and prices for the proposed trip in late October or in early November to the UNITED RAILWAY MUSEUM and ORANGE EMPIRE TRACTION CO. at Perris, California- "BY RAIL".

PROGRAM....3rd V.P. BILL SNYDER has not officially notified the Newsletter of the August entertainment but there will be something well worth seeing or someone worth listening to, as he there for the show. Member John Hart of Arcadia has offered a film on model railroading, sound & color, about 25 minutes running time. John is a salesman for Hi-Quality Models of Los Angeles. (Gotta get a plug in for his line of work!!)

REFRESHMENTS WILL BE SERVED....also the fund raising raffle with a couple of nice gifts to the winners.
WHEN????? WHY ON MONDAY, AUGUST 3rd-
WHERE????? IN THE USUAL PLACE- upstairs in the Safety Room of the San Diego Union Passenger Terminal, better known as YE OLDE SANTA FE DEPOT. Things are usually under way at 8:00 P.M.

MONDAY, AUGUST 3, 1959 - THE NEXT MEETING OF THE R.H.S. of S.D. at 8:00 P.M. in the Santa Fe Depot.

We need a couple of new members for the Board of Directors- due to some board members moving out of town. If you are interested, let Mr. Mac McCleary know about it. Board meets two weeks before regular meeting.

JULY MEETING- CONTINUED from page one.

"R.D.C.'s IN THE GRAND CANYON"

by L.W. McCleary

Mac read letter from Chuck Gerdes giving his resignation as General Manager of the 54 restoration. Due to conflicting working hours and crowded weekends, Chuck felt it better for the society to find someone able to line up work parties and keep a closer eye on progress. Chuck will continue to work on the car.

Anyone interested in taking over this job? We need someone within a reasonable distance of the 54, able to contact members for work parties and see that work progresses properly. If you are interested, let Mr. McCleary know about it....the 54 program is a far to important thing to let go at this time. Lets find a good man for the job and carry on with the work. Chuck Gerdes has done the bulk of it so far....practically by himself.

The offer of another steam locomotive for the society was announced. Santa Fe has offered an engine for the fair grounds. Jack Stodella has written to the Santa Fe.

Jack Stodella suggested a contest of the best pictures taken on the recent Sonoma-Santa California trip.

McCleary reported on the coming N. M.R.A. convention in San Diego. The society will open the exhibits at Del Mar for the visitors.

Mr. Morrison donated some back issues of Railroad magazine to the library. Bill Kingston donated some ancient railroad books.

Don Gholson brought up the idea of our subscribing to Trains and Railroad magazines for the public library. This will be taken up by the Board of Directors for action.

Refreshments were served- several films were shown, including the old film restored by the society, "Carrie George". We now have the kistler added.

A short board meeting following the regular meeting: authorized purchase of a mimeograph for the Dispatcher. Eric Sanders suggested Mr. Wannen for honorary membership in RES of SD.

AUGUST MEETING DATE:

MONDAY, AUGUST 3 rd - 8:00 P.M.

Santa Fe station, upstairs.

Operation as observed from trail side, not as a passenger. Statistics are guessed and could be 100% wrong. Fred Harvey of Santa Fe fame operates RDC's (mules) in ten car (mule) trains into the Grand Canyon from the south rim. The RDC train (Ride Down Canyon) has a nine passenger capacity, each passenger having exclusive use of one vista dome type RDC (mule). The hogger rides the first unit and is the entire train crew when on the road. A yard crew assists in the loading. There is usually no assistance required in unloading as many passengers automatically fall off their RDC's when reaching the terminal.

All equipment is completely air conditioned and the accommodations are identical. Air line connections between units are not required as each unit is complete with its own power and braking. Train orders, block signals and running lights are not used because all operation is by dust signals. There is a passing track for RDC trains to get by each other on the narrow single track right of way. Up bound trains have priority over down bound trains. Down bound trains go into the hole and wait for the arrival of up bound trains. All trains have rights over hikers on the hill.

Trains are identified by the hogger's name, train numbers are not used. Comparing to the Pullman system, each RDC (mule) is named, such as LADY, PUG, GEORGE, and SHIRLEY.

The RDC's roster includes about 10 head end units and 70 vista dome units.

The ruling grade is about 12%, the lightest grade is 8% and the heaviest about 18%. All curves are extremely short radius, usually 5 ft. There is no need for superelevation due to the perpetual slow board, less than 2 MPH. Tangents vary in length from 25 ft. to 100 ft.

Maintenance of way is handled by 2 RDC units and a crew of one man with shovel. Work trains are dispatched as required by wash outs from flash floods. Through trains can be routed by the Bright Angel Trail or the Kaibab Trail so there is no chance of trains being stranded out on the line.

RHC's IN GRAND CANYON-

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Each train carries sufficient fuel to maintain its schedule. There are three water stops on one route, none on the other.

The accident record is enviable as there have not been any passenger losses on this road.

For a route of exceptional scenery that is not matched by any other road, take the Fred Harvey Mule Train into Grand Canyon. (P.S. - as I prefer the blisters on my feet rather than blisters behind, I see the same scenery by hiking.

L.W. McCleary

IF YOU PREFER SOMETHING A LITTLE CLOSER TO HOME.....

The Los Angeles Chapter, National Railway Historical Society, Inc. will sponsor an excursion over the Elsinore District of the Santa Fe on September 27, 1959 leaving Los Angeles at 9:AM.

Heavyweight coaches will be used, if available, one of the new SD-248s will power the train. Sandwiches and soft drinks will be sold on the train.

For more information: WRITE TO- Los Angeles Chapter, National Railway Historical Society, Inc., Box 3311, Terminal Annex, Los Angeles 54, Calif. (fares are \$6.00 (\$6.75 after 9/15) half fares for children under 12.

SPEAKING OF FAN TRIPS.....

OUR SALT WORKS TRIP WAS CANCELED.

Due to some problems in the operation of the July 26th trip on the Salt Co. narrow gauge line, we had to call it off. Excursion Director Wally Duthie called it off when insurance rates threatened to eat up the excursion fund and then some. Lack of ticket sales and insurance rates far greater than originally figured made it an impossibility to operate the trip. It is hoped that we can at some time in the future plan another ride on the little two foot line.

I'm going----- are you? AUGUST MEETING OF R.H.S. of S.D. Monday evening, August 3rd- 8:PM, Santa Fe Depot.

NATIONAL MODEL RAILROAD ASSC. CONVENTION IN SAN DIEGO.

The N.M.R.A. will hold the 1959 convention in San Diego, August 20, 21, 22 and 23.

The bulk of the activities will be held in Balboa Park at the San Diego Model Railroad Club layout. They are the host club to the 1959 convention.

Members of the NMRA are coming to San Diego from all over the United States, including a special train from the east.

R.H.S. of S.D. will participate in the activity on Friday, August 21st. The society will have the exhibits at Del Mar open on the evening of that date. (after the races are over)

Plans call for charter busses to take convention visitors to the Del Mar Fair Grounds to visit the HO layout of the Pacific Beach Model RR Club and to visit the 104, 050 and 528.

Any members interested in helping with the open house of the exhibits on Friday evening, 21st of August, please make it known at the August meeting or call Pres. McCleary. The exhibits will have to be open around 7 PM until 10 or 10:30 PM.

KEY CARS FOR PERRIS????

Yes, both groups planning on Key System cars for Perris are still going strong on raising money for the move of the cars.

If you can help with a donation, large or small--- SEND TO:

ORANGE EMPIRE TRACTION CO., INC.
BOX 501, PERRIS, CALIFORNIA
(mention, OPERATION KEY MOVE)

KEY ROUTE RAILWAY ASSOCIATION

c/o JOHN WHITMEYER
2716 WEST 5th STREET
SAN BERNARDINO, CALIFORNIA

Both groups still need additional funds, if you are like me, you want to help but just haven't had a few spare dollars to send. Even if it is only a dollar, try to help. If enough people would send just a dollar, it would do the job of moving these cars. The bigger the donation, the better, but don't feel backward about sending just a little old buck, these cars are worth saving and it takes money.

RHS SD MEMBERS.....

ADDRESS CHANGE:

Frank Carlin, 2955 Chester St.,
Oceanside, New York.

Frank has gone back east for a couple months but will return in Sept.

ADDRESS CHANGE:

Douglas M. Harley
309 North Allen Street
Farmington, New Mexico.

Doug is working back there, in his own little heaven. Doug is wild about the three foot lines back there. Doug has covered all remaining N.G. trackage in Colorado and New Mexico.

NEW MEMBERS ADDRESSES:

Orville B. Wilson, 560 "L" Street,
Chula Vista, California (# 98)

Robert J. Farwell, 1144 - 17th Street
San Diego 2, Calif. (apt 8) (# 99)

Jacquelyn E. Peent, 3516 Buena Vista Ave., San Diego 9, Calif. (# 100)
(Mrs. Peent moves up from a family membership with her husband Jerry Lee, to a regular membership)

Joseph Zora, 4457 Manilton Way, San
Diego 17, Calif. (# 101)

W.R. Bronfiser, 418 - 10th Ave., San
Diego 1, California (# 102)

Douglas Nesmith, 1375 Ebers St.,
San Diego 7, Calif. (# 103)

Arthur Olson, 3860 Talbot Street, San
Diego 6, California. (# 104)

We the members of the R.H.S. of S.D. wish to welcome all the new members into the society and hope they find as much enjoyment as we have. The society is continually growing and it has many jobs and activities to offer, the more the merrier and the more that join in the restoration projects and staffing the exhibits, the more fun it is for everyone.

Welcome to the society and we hope you all can attend meetings and take part in trips, we are a pretty easy group to get along with and always enjoy meeting more interested railfans.

MOVED???? NO FORWARDING ADDRESS....

Does anyone have the new address for member JACKSON W. BROSCHE, his old address was 4076 - 43rd St., S.D. 5 His mail has been returned, if you know of his new address, send it in.

BRING A FRIEND... MONDAY, AUGUST 3rd
RHS SD MEETING, Santa Fe Depot.

THREE STEAMERS ON SIERRA

(Sunday, May 10 & 17, 1959)

According to Central Coast Ry. Club the sponsoring organization, all tickets for both trips had been sold by May 1st. And no wonder! Three retired steam engines, each of a different type or wheel arrangement, and ranging from 35 to 68 years of age, were slicked up and under steam for all to marvel at and photograph.

The day's festivities began with venerable movie queen, 4-6-0 No. 3, backing up a rusty, wood grown spur to the old car shed where it coupled onto two of Sierra's ancient abbreviated passenger cars and an ex-C.P. coach. The assembled train, straight from the days of Wells Fargo, then made numerous interesting switching moves in the Jamestown yard to the delight and enjoyment of all, with cameras or without.

It's interesting to note that, if it weren't for the remaining retired steam engines and other old and historic equipment, there would be no need for the shops and yard at Jamestown now, as all diesel facilities are located at Oakdale, the western terminus. Four engines are still stored in the old roundhouse.

Number 26, 2-8-0, which had recently been overhauled for another five years of service, and resembling a builders photograph, turned on the table, picked up the two S.P. commute coaches and the club-owned observation, and chuffed to the depot. I and the other participants boarded and were soon clanking up the grades and around the tight curves of the Tuolumne branch. At Passler, near Pickering Lumber Co.'s large Standard mill, Pickering Shay No. 8 (not #11 as in trip publicity) took over our train for the thrilling ride further into the mountains to Ralph, where Pickering branched off on its own right of way.

Shay No. 8 was built as No. 105 by Lima in 1924 for the Cascade Timber Co. She later became Long-Bell Lumber No. 1008, before coming to Pickering. The shop crew spent many hours polishing up No. 8 for the trip. Incidentally, Pickering's standard gauge is now fully dieselized, with Shay No. 7 standby in the woods and the other remaining steamers idle at the mill. On the other hand, however, the narrow gauge West Side division resumed seasonal operations under steam on Monday, May 11, '59.

CONTINUED ON PAGE FIVE.

FLASH FROM THE CHAIRS
SOUTHERN RAILROAD.....

"SLIM PRINCESS UNDER SPRAH AND
ROLLING AT OWENYO, CALIF."

That's the word received from our
active rail fan Barney Root of San
Bernardino and the bulletin put out by
the Mt. Rubidoux Chapter of P.R.S.

No. 9, 4-6-0 narrow gauge steamer
is again in service while the diesel
goes to the shops for 2, 3 or 4 weeks.

If you want more news of rail activi-
ties, trips and what is going on....

try a membership in Pacific Rail-
road Society and join the Mt. Rubidoux
Chapter in the San Bernardino and the
Riverside area. You can send your dues
direct to Barney Root for both of the
memberships and receive WHEEL GLICKS
from P.R.S. and the CALIFORNIA SOUTHERN
ERN EXPRESS from Mt. Rubidoux Chapter.
Contact Barney at 180 J St., San Bernar-
dine, California.

ORANGE EMPIRE TRACTION CO.

O.E.T. announced they have their
power plant for electrification of the
overhead wires to be put up soon.

O.E.T. is presently on a heavy
construction operation to have 1,000
feet of track built and running. Any-
one with some spare time to help on
week ends is welcome at Perris. They
have meals available-- go up and try
your hand at track work.

RAILWAY HISTORICAL SOCIETY of S.D., Inc.

P.O. BOX 9351, San Diego 9, Calif.

NEWSLETTER- c/o Corry & Barbara

Thomson, 3204 McGraw St., S.D. 17

DISPATCHER- c/o Eric Sanders, 7361

Normal Ave., La Mesa, Calif.

Membership in the society is \$2.50 per
year for adults, \$3.50 per year for
family membership and \$1.50 under 18 yrs.
Membership includes monthly issue of
the Newsletter, 6 to 8 regular issues
of the DISPATCHER, reduced rates on
Society operated trips. The society
meets on the first Monday of the month
at 8:00 P.M. in the Safety Room, up-
stairs in the San Diego Santa Fe depot.

NEXT MEETING DATE: MONDAY, AUG. 3rd

"WHAT CHIMERS ON CALERA"

Continued from page four.

At Ralph, Mo. 28 again took the
reins for the remaining distance to
Tululano, then back to Jamestown, where
many of the participants enjoyed the
barbequed chicken lunch provided by the
Oakdale Kiwanis Club.

After lunch, we were off to the wye
at Cooperstown, with photo stops, of
course, on route. The wye, rusted from
years of disuse, was all but absorbed
by the vegetation. As a consequence,
No. 28 had difficulty keeping her feet
under her on the slick rails.

Our reluctant return to Jamestown
brought the curtain down on a spectac-
ular display of steam power in action
in these smelly bins of "infernal"
combustion miscellaneas.

Dick Pennick 7/6/59

ANOTHER ADDRESS CHANGE:

P. Allen Copeland, 246 Roswell Ave.
Long Beach 3, California

SANTA FE EMPLOYEES PICNIC TRAIL.....

Saturday, July 18th Santa Fe ran
a special train from San Bernardino to
San Clemente beach. P.R.S. - Mt. Rub-
idoux members were also invited along
on the employees picnic special.

Roundtrip fare was \$2.00, children
under 12 free-- Santa Fe donated the
train and the crew gave their services
free, all proceeds went to the Santa Fe
Employees Charitable Fund.

X

MT. RUBIDOUX CHAPTER of P.R.S.

"FARMERS FAIR EXCURSION"

Special train from L.A. to San Berdoe
and then to Hemet, AUGUST 22, 1959

For information and fares, write
Mt. Rubidoux Chapter Office, 180 "J"
St., San Bernardino, California

FLASH.....FLASH, More news on the
Hemet trip.....

SUNDAY, AUGUST 23rd, latest date,

from L.A. \$6.95 and kids \$3.50

from San Berdoe \$3.25 and kids \$1.75

from PERRIS \$1.50 and kids 75¢

Photo stop on Box Springs grade on free-
light only San Jacinto Branch, heavy
weight coaches, open baggage and ob-
servation car, contact Barney Root at
the above address of the chapter.