



Newsletter

No. 25

OCTOBER 1959

NEWSLETTER NUMBER TWENTY FIVE

R.E.S. of S.D.

OCTOBER - 1959

SEPT. MEETING NOTES.....

The regular monthly meeting was held on Monday, Sept. 7th, Labor Day. Due to the holiday, there was not a large number present and Pres. McCleary did not have many of his officers present, so....it was a rather informal evening. Bill Snyder got thrown by the day being a holiday and was not able to pick up the film he was scheduled to have for entertainment. The editors of this little monthly were both up in the Tehachapi Loop territory chasing S.P. & Santa Fe diesels with our good friend Wally Duthie. (all were on the return from Sierra trip, excess diesel activity on loop slowed return to S.D.)

OCTOBER MEETING.....

The October meeting will be held on the usual FIRST MONDAY NIGHT, which will be MONDAY, OCTOBER 5, 1959 - 8:00 P.M. in the Safety Room of the Santa Fe Depot.

B. of D. Meeting.....

The Board of Directors got together for their regular monthly meeting on Mon., Sept. 21st. Suggested names for coming nominating committee, in order to help speed up selection of 5 members at the October meeting. Discussed the problem of picking up the rail down near Imperial Beach, O.E.T. is going to send a crew down in October, needs a helping hand from some of our fellows. The date hasn't been set but it will probably take two weekends. Spencer Valley is the first school district to visit our Del Mar display, Oct. 9th.

(continued in next column)

DEL MAR WORK PARTY.....

No paint or supplies available yet for working at Del Mar so just hang on until supplies arrive. Notice of work dates will be sent out.

R.E.S. of S.D. TRIP SCHEDULE.....

Coming rail trips by our group are shaping up at present. Excursion Dir. Wally Duthie is very busy at present on the coming "CALIFORNIA SOUTHERN FLIER" from San Diego to Ferris, via Del Mar, Escondido, Oceanside, San Clemente, Santa Ana, Riverside and our destination, Ferris, California. Next in line will probably be our regular yearly trip on the United States Cypsum at Lancaster City. This is a limited number trip, for members only. It will probably be operated on Washingtons Birthday, but this is not definite as yet, possibly on a Sunday for a change....wait and see. The Sonoma-Lake California trip is to run earlier in the year when the heat isn't quite as bad. The date for this trip will be late February or March. The trip will be a repeat to Rito, or if it can be timed right.... all the way down to Puerto Penasco. This will be on a Sunday.

More information on the Ferris "Calif. Southern Flier" on another page.

B. of D. meetings- continued

Fred Finko checked with the library, we will subscribe to RAILING and RAILROAD magazines and have them sent to the S.D. Public Library. Corby will order subscriptions. Lunches for car #51 are available in Montreal and to purchase them and get them out here would cost about \$600 to \$1,000.

ISSUE # 21, & THE DISPATCHER.....

With the two latest issues of the Dispatcher, we have more good reading, plus a good news coverage in issue 20. This gives the Newsletter a little more space this month for a story of some of the members on the Sierra trip.

GOOD NEWS FOR THE ELECTRICS.....

The Pennsylvania RR has announced it will purchase 66 electric locomotives at a cost of \$2 million dollars from General Electric.

ADDRESS CHANGE.....Fred L. Ticknor is not located at P.O. Box 397 La Mesa. NEW ADDRESS: P.O. Box 245, Mansura, La.

MEMBERSHIP ROSTER.....We have had a request from several of the members to put out an up to date membership roster and proper addresses. This is being prepared at present, it will be mailed with the Nov. Newsletter in time for use as a Christmas card address list. Please send in any change of address so we may make the list up properly.

NEW MEMBER.....

We wish to welcome another new member into the society, Mr. Louis John Haake of 4875 Edgewood Road, S.D. 16. Mr. Haake became member # 107 for the 1959 membership, he is interested in steam and narrow gauge, would like to help on the exhibits when time permits and is interested in excursions.

INFORMATION ABOUT THE SOCIETY.....

Railway Historical Society of San Diego, Inc., P.O. Box 9351, San Diego 9, California, incorporation as a non-profit group in 1958, open to those interested in rail history of the San Diego area and the entire southwest, or to anyone that just simply enjoys railroading, present and historic. Membership dues: \$2.50 per year for a regular or sustaining membership, this includes all issues of the DISPATCHER, and the NEWSLETTER, plus reductions in fares on society operated trips. There is also a family membership available at \$3.50, one member receives printed material and has voting rights. For a little less, \$1.50 per year, the society offers membership to Juniors, up to 12 years.

Regular monthly meeting is held on the FIRST MONDAY EVENING of each month. Place: Upstairs in the Santa Fe Depot.

CORRECTION ON ENG. NUMBER.....

In the Sierra story, correct the number of S.P. 2728 to a 2827, our mistake, rechecked pictures taken.

MONDAY, OCTOBER 5th.....

Let's start the fall season off with a bang and have a real big turn out at the October meeting, 8:00 P.M. in the regular place, upstairs in the Santa Fe depot, Kettner & Broadway, San Diego.

Program will include movies of the Sierra trip on Sept. 6th, refreshments will be served. Let's have a big turn out of members and bring some friends.

MORE CHANGES OF ADDRESS.....

DAVE DEVOL, 6941 Glasgow Avenue, Los Angeles 45, Calif.

RICHARD G. GUTHRIE, 1516 Palmerole Dr. Phoenix, Arizona.

Dick Guthrie mentioned in his change of address note that he was looking forward to the annual McNary to Maverick trip via the Apache RR on Labor Day. Send us the results Dick.

LIVE STREAMERS AT DEL MAR.....

Just to keep everyone up on the plans for miniature live steam trains at the Del Mar Fairgrounds, we find that the Pacific Beach Model RR Club is still hard at it. The actual operating date is still a thing of the future but it will probably be in 1960. Changes in plans by the fair people and several location changes have held back the progress. It is hoped to have the entire railway system in the infield of the race track, completely sectioned and on a nice ballasted right of way.

P.B. club members (many are also R.H.S. of S.D. members also) continue on construction of locomotives and rolling stock. Rail prefabrication will continue this fall, ten foot lengths are built and stock piled for future use. Turnout jigs are now being constructed for the many switches to be used.

Track will be laid to seven and one half inch gauge for the 1 1/2" scale equipment, there will also be some trackage for one inch scale equipment. Operations will not be limited to just steam powered trains, miniature diesels, streetcars and gas-electric type cars are all included in the operating plans.

Club meets at Del Mar each Tues. and Thursday evening, visitors welcome.

RAILWAY HISTORICAL SOCIETY OF AMERICA - HUNTINGTON PARK BRANCH

RHS SD MEMBERS RIDE THE SIERRA.....SUNDAY, SEPT. 6, 1959-----

The thought of steam and oil smoke had several members of the society driving or riding the rails toward the sleepy little valley town of Oakdale, California. Barbara and Corky Thomson departed at 7:00 A.M. Saturday, Sept. 5th with a slightly sleepy traveling companion, Mr. Wally Duthie the society excursion director. The trip north to L.A. was uneventful other than a little action on the Santa Fe in the form of the "San Diego". The first leg of the trip was completed at College Ave., just outside of the Los Angeles Union Passenger Terminal in L.A. At this meeting point of railfans, they watched several of the morning arrivals into the depot. This was to be the meeting point with several other railfans also going to ride the Sierra.

With the arrival of Huntington Park member, Joe Schmitz and several associate members of the Pacific Beach Model RR Club, the three car caravan headed north. Out along San Fernando Blvd. several northbound S.P. freight trains were seen, passing one, the traffic signals all automatically set green for the traffic on the boulevard, so that train was followed for quite some time, making notes with two southbound trains along the route. Leaving the S.P., we drove on via 99 to Bakersfield where we took pictures of one S.P. steamer, in standby condition. This was the 2728, a 2-8-0 type just south of the shops. A check of operations on the Santa Fe showed up with nothing more than freight work.

The trip up the San Joaquin Valley was just a normal trip. There were numerous freight trains in action on the S.P., with a great variety of paint jobs and colors. It seems S.P. hasn't settled down to the colors they claimed they had settled on some months ago. There are quite a few experimental paint jobs and variations in the red and gray style. Even the lettering varies from one locomotive to another.

Turning east at Modesto we drove the 20 miles to Oakdale, arriving in the late afternoon. On the S.P. tracks at the depot, two western Pacific coaches lettered WATERTOWN & EASTERN, probably for a movie or TV film. A check at the FEN local motels proved a waste of time, NO VACANCY. There are two hotels in town so we checked in at the first one we came to, the Yosemite Hotel. This is an old two story building, quaint and different from the many modern day motels. Expensive too....Barbara and Corky had to pay out the sum of two dollars for a room with bath, don't know how much the rooms without bath sell for. Anyway, the Yosemite had rooms for the whole gang, nine of us in all.

An evening in Oakdale isn't the most exciting prospect, off the main rail lines, (S.P. & Santa Fe branch) away down yonder in the valley way far from everything. That's the way it seems to one used to the hustle and bustle of San Diego & L.A. After a good steak dinner in one of the two eating establishments, we all decided to take in the local cinema. It turns out that Saturday night at the Oakdale movies is a bit like the old days of Saturday matinees for the kids. NOW....these people and their kids enjoy the movies, pop corn bags bursting, whistling, stomping feet, the works.....AND, when the projector burns out a bulb, you really hear some noise, everyone has a great time. We saw the movie "Some Like It Hot" with a good deal of it filmed at the Coronado Hotel so it was just like being home. A night cap at one of the T&O local bars was a rare treat also, 50¢ mixed drinks and a handful of the local folks watching TV at the end of the bar, football on TV at about midnight!!

Sunday morning, Sept. 6th and Barbara and Corky are out ahead of the rest of the pack. A few exclusive pictures of the Sierra 2-8-0 # 26 at the Sierra RR engine house in Oakdale. After a nice breakfast, we were all ready for a good day of railroad activities, 26 had backed down to the depot and was quietly steaming on the headend of the two car train. The bulk of the crowd was now arriving, including the group that flew from L.A. that morning. Among the morning arrivals, our own Dick DeJage, camera in hand and ready to go.

Departure, at 8:30 A.M., or slightly after, we were under way for what would turn out to be a real enjoyable day and a very fine rail trip.

SIERRA TRIP.....Continued

- The Sierra Railroad, for those of you that have never had the pleasure to ride it, (this was our first trip) is a well kept short line with good rail, well ballasted and a constantly changing country to see. You leave Oakdale through fruit orchards, small farms, and from that, out into a rolling grass country, it is quite dry and very few trees. After a sample of this Texas cattle land, you work always upward into low foothill country, scattered trees, some rock formations, typical Sierra Nevada foothill country. This changes to more and more trees, rocks and constantly the hills get rougher and steeper, all in all, quite scenic. Not as much as the narrow gauge in Colorado, but good enough for our enjoyment and lots closer to home.
- The trip had plenty of photo stops, several in the country described above, including our first water stop at a good old water tank, something you just don't see much of anymore. The crew of the Sierra RR is very hop on photo stops, they back down, way out of sight, then come charging up the grade with nice black smoke, whistle blowing for the steam effect, and they run through far enough for everyone to get pictures. On up the mountains we went, our little 2-8-0 laboring along at times, and running free as a bird at times. These two big coaches really drag on some of the steeper grades and tight curves, and there are some pretty sharp ones. At one photo stop, they backed down the hill around a bend, the train was to come up the grade and over a very nice wooden trestle.....she sat down the hill beyond our vision but well within hearing, there were some beautiful starts, slip outs and try and start again. When we were all about ready to go down and push, little 28 finally got her feet and came bellowing up the hill for a very impressive photo run.
- A novel fueling stop was made at Senora, the Standard Oil Co. (the only oil company that doesn't truck their product in, use the tank car system) had a truck along side the right of way, and they pumped several hundred gallons of fuel oil into the tender of old 28, she gets hungry up there in those hills. After more photo stops, we finally arrived at the end of the line, Tualumne, there the engine was turned on the wye (after switching a load of lumber that was parked on the wye) and coupled back into our train for the return trip. We spent about a half hour looking at the narrow gauge Shay locomotives of the Westside Lumber Co. There were plenty of log cars, out of service engines, cabooses (caboose) and so forth. The Shays that are in service were in front of the engine house, very convenient for pictures, the standard gauge Heisler was down along side the mill.
- The return trip was interesting as we were better able to see the sights that we missed on the way up, including the equipment on both sides of the track at Standard and the Pickering Lumber Co. On the way back down, we stopped at Jamestown (stop on way up not for us) and were able to view and photograph the old equipment of the Sierra RR. I have failed to mention it until now, but our boy Douglas Duncan was aboard too, (played hockey from the Balboa Park Organ due to the fiesta) the old 2-8-0 they are using as a parts house for 28 was the item that seemed to spark Doug the most. I think he would have brought it back if he could have carried it. Although in sad condition, it is still a locomotive, and still worth saving.
- On down the mountains and out onto the plains, a couple more stops for pictures, stop to see the engine before returning to Oakdale and a back in arrival at 4:30 P.M. A wonderful trip, a dandy railroad to have such a trip and one that is well worth the journey to ride a steam powered trip, anytime. Thanks to the R. & L.M.S. in L.A. for making it possible.
- Our return to San Diego on Monday, Sept. 7th was delayed by our train watching at Tehachapi Loop and at L.A. Union Passenger Terminal, arrival in San Diego at 9:00 P.M. was late enough to call off our appearance at the regular meeting of our society. MOVIES OF THE SIERRA TRIP AT THE OCTOBER MEETING, BE THERE.

THE BIG TRIP IS COMING! SUNDAY, NOVEMBER 15, 1959.

FROM SAN DIEGO TO PERMIS VIA THE ARIZONA, TONKA AND SANTA FE RAIL
RIDE THE SOUTHERN LINE, THE ORANGE TRUNK LINE, THE SANTA ANA CANYON LINE
PASS THROUGH BEAUTIFUL RIVERSIDE, RIDE THROUGH MARLBOROUGH CANYON
BRANCH LINE RAILROADING ON THE OLD CALIFORNIA SOUTHERN TRACKS.

"BE ABOARD"

VISIT PERMIS, SEE THE MUSEUM OF OLD RAIL MOUNTAIN AND THE

ORANGE EMPIRE TRACTION COMPANY STEAM RAIL MUSEUM.

VISIT ONE OF THE LARGEST POTATO PACKING SEEDS IN PERMIS.

ENJOY AN OLD TIME BARBECUE WITH ALL THE TRIMMINGS.

SEE THE OLD CARS OF THE HOVENSSES CARRIAGE CLUB

IF AT ALL POSSIBLE, RIDE SEVERAL YEARS AT THE

ORANGE EMPIRE TRACTION MUSEUM OPERATING

LOOP OF TRACK, (if completed in time

STRENGTHENING, RIDE PERMIS, WORK OF

OUR OWN DAY. \$1.50 TO CAR # 1.

\$2.50 TO CAR # 508.

THE QUALITY OF SANTA FE

DEPOT IN PERMIS, CALIF.

1959, NOVEMBER

15th, 1959.

Leave San Diego

7:00 A.M.

Return around 8:00 P.M.

SPEED RUN HOME FROM PERMIS.

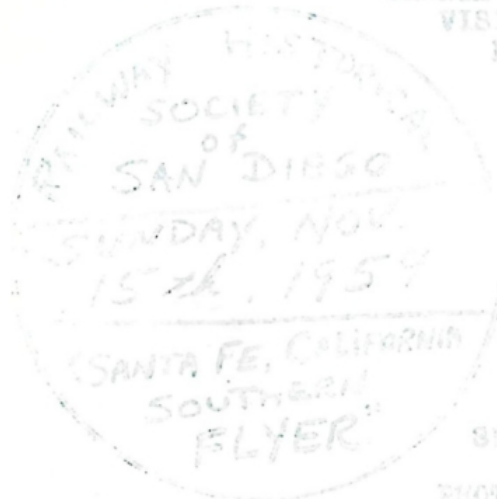


PHOTO STOPS, OPEN AND CLOSING DOWN CAR, OPEN DOOR
PASSENGER CAR, HEAVY WEIGHT COACHES, OPEN AND CLOSING DOWN CAR, OPEN DOOR
THIS IS A REALLY BIG RAIL TRIP FROM SAN DIEGO TO PERMIS AND BACK. YOU CAN
RIDE YOUR OWN SPECIAL TRAIN FROM SAN DIEGO TO PERMIS AND BACK. YOU CAN
TOWN, RETURN THE SAME DAY TO PERMIS AND BACK. YOU CAN RIDE THE

APPROXIMATE PRICES: ADULT MEMBERS: \$9.00 (Includes round-trip fare, meals, and

CHILDREN \$4.75

RAILWAY HISTORICAL SOCIETY PUBLICATIONS

Members receive both the DISPATCHER and the NEWSLETTER. The Dispatcher is also available to non-members on a subscription rate of \$1.00 per year.

Send items for the Newsletter or the Dispatcher should be sent to:

NEWSLETTER, c/o Corky or Barbara
Thruway, 3804 McGray St., S.D. 17
Phone 581-5081

DISPATCHER, Eric Sanders, Editor-
7861 Mercal Ave., La Mesa, Calif.

SORRENTO HILL.....

Still a rough grade even in these days of high tractive effort diesels, the little known "hill" from Sorrento to Mirimar (formerly Linda Vista) is still the scene of helper service. On almost any night of the week, it is not unusual to see a three unit diesel working helper on a four unit freight diesel and 50 or 60 cars.

RAILWAY HISTORICAL SOCIETY

For more information on the trip, contact the Railway Historical Society, 228 West Washington Blvd. here in San Diego.

Wally is working hard on this trip and in order for it to be a success, we will all have to go. So let's all purchase a ticket for this big day of railroading, photography, and fun.

There is a pretty strong possibility that we must work in order to get our own special train out of San Diego. Your interest and that of any of your friends, and the actual purchase of tickets will make this a huge success. Let's spread the word about this trip and all plan on going. Let's see a real big turnout of San Diego members.... there is no excuse for not knowing where to catch the train or not being able to get transportation.... just get down to the depot, S.D. 17, 1959.