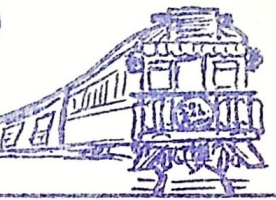




NEWSLETTER



CALIFORNIA SOUTHERN FLYER
Santa Fe ALL THE WAY

RAILWAY HISTORICAL SOCIETY of SAN DIEGO, INC. - NEWSLETTER NUMBER 27 - DEC. '59

DECEMBER MEETING DATE.....

The meeting will be held in the Safety Room, upstairs in the Santa Fe depot at Kettner & Broadway, downtown San Diego. The meeting will start at 8:00 PM on MONDAY, DECEMBER 7, 1959- society business will be taken care of followed by the monthly program. Our 3rd VP Mr. Snyder has not notified the Newsletter of the exact nature of this months program, however we will surely have some movies of the Perris trip and some slides too. Members are welcome to bring such items for showing at the December meeting. Projector and needed equipment will be on hand.

The results of the election will be announced. (Don't forget to vote and mail to society not later then Dec. 1st deadline.) Refreshments will be served and there will be a raffle with some nice prizes.

REMEMBER- RHSofSD DECEMBER MEETING- MONDAY, DECEMBER 7, 1959- 8:00 P.M.- ^{"BE THERE"}

"SOUTHERN CALIFORNIA EXPRESS, CALIFORNIA SOUTHERN FLYER".....

The name didn't really matter from all accounts of past history, it seems the line had several names over the years.....at any rate, our "California Southern Flyer" to Perris on Sunday, November 15th was a real big success. For those of you that were unable to go, you missed a terrific trip and quite an eyeeful of old time cars of the Horseless Carriage Club, streetcars, work cars, inter-urban cars and a swell meal.

The one sad fact is that the society took a heavy financial loss on the Perris trip. This was caused by several facts, very poor newspaper publicity when we should have had it, then at the last minute the papers were full of news of the trip--- but too late for most people. This newspaper publicity is what sells a trip of this nature, we must have it to come out financially on a trip, to those that were in charge of such news items reaching the papers, we regret to say it, but they let us down. On future trips, let us not have it happen again.

On the brighter side, the trip was very definitely a success for those that were aboard. The Santa Fe gave us some very good running speeds, up in the 90 MPH zone. WE SET A RECORD FOR A FAN TRIP TOO.....40 minutes EARLY at Perris!!!! The busses weren't ready for us, the food was still cooking!!! As all good trips do, we left LATE, almost a half hour late, we were late at Del Mar, late at Oceanside- then a photo stop north of Oceanside, which takes time too.....arrival at San Clemente: ON TIME, Santa Ana: ON TIME. That old diesel got up and moved right along north of Oceanside, we had some very fast running on all sections of track that allowed it. Coming home from Perris on the return trip, we left Perris and stopped for a photo stop in Box Springs Canyon, (unscheduled) with some mighty fast running, we arrived in San Diego at 7:15 P.M. instead of 8:00 P.M. as advertised. Those old heavy weight cars ride nice in the light of the moon at 70 to 90 MPH.....anyway, for a change a fan trip got home EARLY!!!!

Some fast work by Corky Thomson and Tommy Mann at the end of the trip and RHSofSD now has the big drum head used on the back of the train proclaiming "California Southern Flyer" (Santa Fe donated it, but we did the quicky job of removing it from the rear before the train returned to L.A.)

NOVEMBER MEETING NOTES.....

Meeting of Monday, Nov. 2, 1959 came to order at 8:30 P.M., 1st Vice-President Jack Stodelle took over in the absence of Pres. McGleary, who was ill.

Fred Reif gave the report on the nominating committee results, as follows: For the office of President- Tommy Mann, 1st V.P.- Jack Stodelle, 2nd V.P.- Roland Anderson, 3rd V.P.- Bill Snyder, Recording Secretary- Barbara Thomson, Treasurer- Fred Finke, Corresponding Secretary- Gorky Thomson, Excursion Director- Wally Duthie. Nominations were then opened for Society Historian, the nominees were: Dick Pennick and Mr. & Mrs. Umbarger (jointly). Ballots to be mailed to members.

Bill Morrison reported on the 54 and pastes around a partially restored window frame. He said work sessions are held on Saturday afternoons and on Sunday mornings. Jack Stodelle said that the 54 would have to be moved from the frog farm, but not for another 6 to 9 months. Tommy Mann reported that he has wheels for building trucks for the 54 but we need 950 lbs. of steel to build the side frames. Cost of building the dummy trucks would be about \$200. This brought up the subject of whether the 54 should be operating or dummy, battery powered, truck powered, etc. Many ideas were exchanged on use of 54. Discussion of the car 54 future were tabled until next meeting.

Chuck Gerdes exhibited a full-scale drawing of RRS's emblem to be used as a token to donors to a possible fund drive for 54. Eric Sanders suggested that the ultimate goal, with respect to car 54, should be defined, possibly at a board meeting or a special meeting.

Roy Miller reported discontinuance of the Watts line in L.A. on the NHA, mentioned the Long Beach line, still in use and many lines in San Francisco. It is possible the Long Beach line may get light weight cars, if available.

Bill Morrison won the raffle (railroad print tie), refreshments served.

After two "big" trips, the spring journey on the Sonora Baja California and the trip to Ferris, we have discovered some weak spots in our trip operations. Excursion Director Wally Duthie has done very well with these trips... BUT, this sort of thing is too big for one man, Wally has had outside help but not as much as he needs. The Ferris trip should have been a sell out, but instead we lost money. Our smaller trips in the past have all worked out pretty well, but when you go for limits of 400 people, we need a good active excursion committee. Its a big job and requires plenty of help.

The Newsletter had a serious talk with Wally after the Ferris trip, he agrees on the need for a committee. It would appear that Wally about went out of his mind with his own business establishment, calls to Santa Fe, ticket sales, etc. There were others helping, but it was not organized properly, one person not wishing to step into someone else's shoes if the job wasn't going just right. The coming trip over the Sonora Baja California out of Mexicali will be handled by a six man committee, plus the excursion director. We hope to iron out all the past problems and make all future trips easier on all concerned. Future trips will most definitely have at least one committeeman on each car, as guide, information booth, guard, etc. Our trips take people that are not used to rail travel, photo stops, etc., they need help to make their trip enjoyable and to get the full benefit of photo stops, etc. These things will all be taken care of, and future RRSofA trips will be bigger and better. Incidentally, the date for the Mexicali trip has been set for SUNDAY, MARCH 20, 1960.....start planning now for the S.R.C. trip.

NEXT MEETING: MONDAY, DECEMBER 7, 1959 - 8:00 P.M. Lots all go, and bring a friend, sign up a new 1960 member too. PROGRAM & REFINEMENTS

WE REPEATED HISTORY OF 1885.....

Our trip to Perris on Sunday, November 15, 1959 was more of a historic trip than we had intended it to be. Originally we had set the date for 11/8/59 but changed it to the 15th because of the F.R.S. trip to San Diego on the 8th.

From the DISPATCHER, issue 29, we read that the first train over the Calif. Southern (first passenger train with through cars from Kansas City) left the town of Barstow on SUNDAY, NOVEMBER 15, 1885, on that same day an eastbound passenger train left National City. Those two trains may have met somewhere around Perris or Temecula, be that as it may.....we ran our trip over these historic old railroads on the same date many years later.

Have you all thoroughly read issue 29 of the Dispatcher? We found it quite interesting, good pictures and a very good story by Dick Dodge. Gads, they really had a number of different rail lines in the territory we covered, and they renamed them as often as they went broke, 74 years later the RNSofSD went broke running a train on those same lines, historic isn't it?

NOMINATIONS AND THE ELECTION OF OFFICERS.....

It is sad that we didn't get more nominations from the membership, the election is hardly an election without anyone running against anyone. The only real vote is for Historian, the rest is out and dried.....how about some write in votes, lets make an election out of it.

Unfortunately, several of the present officers were not contacted by the nominating committee, had they been, they would not be running again, many of the present officers do not feel it right to continue in office, they feel it should be shared by a greater number of the members. True, they have done a good job and probably will continue to do so, but still, we don't want to get in a rut with the same governing group, year after year.

These are just some suggestions, from present officers and from members, they should have been in the form of nominations a month ago, but thats the way we all are, we wait and then decide it would have been a good idea for so and so to run for this or that office.....here are a few could have beens, or if you care to.....WRITE IN

For President, we have Tommy Mann nominated- what about Jack Stodelle or Dick Pennick or Mr. Calkins? (what about McCleary? had enough Mac?)

For 1st V.P., Jack Stodelle is up- we could have McCleary, Pennick, Calkins, Corky, Junghans, or Snyder, just to name a few.

For 2nd V.P., Roland Anderson has been nominated (Andy doesn't feel he has time for this job, but....) anyway, how about Rex Guttell, Pennick, Calkins, Morrison, Corky, McCleary, just to name a few.

For 3rd V.P., Bill Snyder is up....but there are a few others eligible-- Stodelle, Corky, Calkins, Kingston, Pennick.

For treasurer, Fred Finke.....we don't know of anyone else that can do any better, but if you think someone can, write 'em in.

Recording Secretary, Barbara Thomson.....there are others that can write, McCleary, Stodelle, Pennick, Calkins, Duthie, Farwell.

Corresponding Secretary, Corky Thomson.....how about McCleary, Stodelle, or any of the above names, or a choice of your own.

THE POINT IS THIS....if you feel any of the above names would fit into the various offices, write them in. Remember too, 1st VP is in charge of Pres. office if absent, handles general publicity & fair staff...2nd VP is in charge of restoration and equipment.....3rd VP is program man, for movies, etc., at the meetings, refreshments too.

We don't care how you vote or for which office, BUT VOTE.....votes must be dated not later than midnight, December 1, 1959. MOST OF YOU WILL FIND YOUR BALLOT ENCLOSED WITH THIS ISSUE, SOME HAVE BEEN MAILED PRIOR TO NEWSLETTER

LIKE WOW, MAN. NEW MEMBERS.....

The Perris trip signed up many new members, and we are always glad to see the membership grow. The following is a list of new members, a few may have been mentioned last month, the bulk of them are all from the 15th trip: Dale Pyle, 3683 Albatross St., S.D. 3 - M.R. Terkelsen, 2775 Lago St., San Bernardino - F.H. Willard, 3725 Oceanfront Walk, S.D. 8 - Roger and Betty Shappee, RT. 1, Box 553, Escondido - John and Mary Joseph, 2167 Reed St., S.D. 9 - F.W. Calvert, 6404 Richard St., S.D. 15 - Wendal and Ann Byers, 3068 Howard Ave., S.D. 4 - F.C. Patterson, 5402 Waring Road, S.D. - George M. Baker, 4298 Hermosa Way, S.D. 3 - Harold Dowell, 2676 Penrose St., S.D. - Charles Seitz, 3786 Van Dyke, S.D. 5 - Jim O'Brien, 1620 7th St., S.D. - Bernie Welch, 1145 28th St., S.D. - R.N. Noonan, Sr., 4615 Del Monte, S.D. 7 - R.N. Noonan, Jr., 4615 Del Monte, S.D. 7 - Don Taylor, 4642 Iowa St., S.D. 16 - Anthony Kebza, 2238 1/2 National Ave., S.D. - T.G. Lindsay, 4776 Mt. Etna, S.D. 17 - Frank M. Strang, 3670 Keating St., S.D. 1 - Arden Bergquist, 915 Klish Way, Del Mar.

We wish all the new members a very pleasant WELCOME to the RHSofSD. All the above names are officially 1960 members.....Which brings up renewals for you older members-----1960 dues are now payable to the treasurer. Our year officially ends on December 31, 1959- 1959 dues cover your membership until March, so start sending in those 1960 dues, \$2.50 for single membership or \$3.50 for family memberships. Please note, you do not have to stay down to these amounts, members are welcome to pay any amount over the regular dues, all dues paid over the regular amount go into the treasury for restoration of equipment, etc. DONATIONS are welcome, any amount will do, it all helps to keep the RHSofSD going. Actually our dues are quite low, so anyone that feels he can afford a little more is welcome to do so. (just got a notice of a new group up north, \$6.00 per year) So start sending in your 1960 dues, sign up a new member, and send your donations to : RAILWAY HISTORICAL SOCIETY of SAN DIEGO, INC., P.O. BOX 9351, SAN DIEGO 9, CALIFORNIA.

MERRY CHRISTMAS AND A HAPPY NEW YEAR.....

It hardly seems like the time to say that, Christmas is still a month away, but it is the last time we will have a chance, other than at the Dec. meeting.....so Merry Christmas to you all and a very Happy New Year from all the officers of RHSofSD and the Newsletter.

SCENIC HISTORIC POST CARDS.....

Three views in color are available from the RHSofSD to members at a special rate, 10¢ for the three cards. Regular price is 20¢ but for our own, we are cutting prices in half, so order a set of cards today, all cards ordered by members will be enclosed with the next Newsletter due to be delivered.

The cards are: 1. double header on passenger train in Carrizo Gorge, S.D.&A.E. steam power(#104) crossing big timber trestle, 2. downtown San Diego with 400 class and PCC #528 on Broadway, 3. a scenic view of the Carrizo Gorge and the S.D.&A.E. tracks, trestles, etc. Members may order cards from the society post office address. Cards are also available at 20¢ per set from the DISPATCHER, 7861 Normal Ave., La Mesa, Calif. Funds will aid publishing future issues of the Dispatcher.

FIELD TRIPS PLANNED.....

It is still the desire of some of the members to have some weekend hikes along old railroad right of way and present trackage, in and near San Diego. Some such ideas haven't worked out, but maybe they just weren't publicized properly. If there is a certain area you would like to hike over, write or call the Newsletter. (800-3-5081)

NEWS, TRIPS, ETC. - - - Perris trip is over, but the idea was good and the trip was good. It proves what we can do when we want to, even with the odds against us only a few days from the trip, we managed to sell enough tickets to run the trip, lets have better news coverage next time.....and a better showing of membership ticket purchasing. - - - - - Future trips to the north that have been suggested, are Cajon Pass, Cushenberry Spur (Hesperia), via our good neighbors the Santa Fe. - - - - - Sonora Baja Calif. in March of 1960 - - A trip to San Juan Capistrano via Santa Fe, a tour of the mission and a side trip to Escondido could be had in May, price could be held down within reason and give us a sample of high speed main line, rustic branch line and a very nice destination, the mission. - - - - - Other ideas are being investigated. Members are urged to send in their ideas for trips.....

The steam ride behind Ventura County #2 a 2-6-2 will be history when you read this issue, only sorry to say that we were not able to go to Oxnard for this trip, STEAM.....a rare one indeed. Member Dick Pennick just mentioned the possible chance of someone using that engine, the truth of the matter is that when Dick mentioned it, the R.M.L.R.S. was working on the trip, although we knew nothing about it at the time.....Golden West Railfans is going to Barstow with tour of shops (Santa Fe) and a trip to Calico on Sunday, Nov. 29, not too late for that one, \$10.95 from L.A. or drive to San Bernardino and get on for \$7.95, leaves L.A. at 8:30 AM, San Berndo at 10:07 am, tickets care of Barney Root, 180 J St., San Bernardino or 408 S. Spring St., L.A. 13 (room 416)

Have you sent a donation for S.P. 1765, the old steamer that the Mt. Rubidoux Chapter is saving....to operate!!! More Information can be had from the chapter, 180 J St., San Bernardino.

Saw all kinds of old steamers in parks here there and everywhere in this big state of ours, ~~was~~ sad to see them but good, would rather see them on the head end of a train, in action. They are saved, that is the important thing. S.P. is still playing games with paint and lettering, saw just about every style they have tried on our trip from one end of the state to the other. On passenger cars, the latest we saw was a real narrow band of red, silver car, black lettering, almost like Sunset colors but just different enough to notice. In spite of the steel strike, there were lots of freight trains everywhere, helpers too, in the mountains. The all mighty diesel still gives way to the loads when they come to the hills, Tehachapi had helpers, Cajon had helpers, Donner had helpers, the Cascades had helpers, Western Pacific had 5 units on the head end, shorter train, S.P.&S. diesels operating down to Klamath Falls in Oregon, S.P. is piggy-backing loaded auto highway transports, saw several loads of new Chevrolets, loaded on conventional highway trailers, then loaded on big flat cars, makes quite a sight. All auto loads seen were going north.

~~Road~~ the cable cars in San Francisco, still a treat as always, still as many people jammed on them, every run. The big cars are still a wonderful sight to see, PCC cars going down Market Street, one right behind another.... they really take you through the Twin Peaks Tunnel too, fast and efficient. On most old trolley lines that have been abandoned, rather than use the stink buggies, nice quiet electric coaches, those trolley busses really get around, in place of the present busses here in San Diego, the trolley bus would have been very quiet and odorless, my hat is off to San Francisco for saving the streetcars and using trolley busses.....S.P. 4294 looks real nice in the park next to the C.P. Huntington at Sacramento depot.....thats a real rare combination, that little kettle along side the huge 4-8-8-2 cab in front.

Chased the Sierra Railroad on Sunday, Oct. 25th after watching it wind up the day after a trip on Saturday....after dark with steam turbo generator sounding very wonderful....Sunday, we followed the fan trip by highway, took some good running shots, visited Westside and the 3 foot Shays, #10 was getting her boiler washed. (more next month)