

Railway Historical Society Of San Diego

Newsletter #3 May 5, 1952

IMPROVED PASSENGER SERVICE ON SANTA FE

BUDD CARS TO OFFER TWO ROUND TRIPS DAILY

Increased passenger service on the Los Angeles-San Diego Santa Fe run is shown on the new Santa Fe Employee's timetable. Actual operation of the added service will not begin, however, until delivery of two Budd railcars. The new cars, #191 and 192, are expected around May 15th. Wooden seats will be replaced by modern seats thus decreasing the seating capacity by ten seats. The RDC type is not known. The new cars will be operated along with the present train service. Schedules are listed below:

	81	71	73	75	83	77	79
	Budd RDC	Stream	Stream	Local	Budd RDC	Stream	Stream
Leave SD	6:15a	6:45a	10:45a	11:45a	12:15p	2:15p	6:15p
Arrive LA	8:30a	9:30a	1:30p	4:00p	3:00p	5:00p	9:00p
	86	80	72	74	82	76	78 Local
Leave LA	7:10a	9:00a	10:30a	2:30p	3:30p	6:30p	10:30p
Arrive SD	9:55a	12:45a	1:55p	5:15p	5:45p	9:15p	3:45a

Trains #80 and 83 are local trains making three stops plus several flag stops and operate on a 2 hour 45 minute schedule. Trains #81 and 82 are non-stop and operate on a 2 hour 15 minute schedule. Train speeds from San Diego to Fullerton average:

#80	49.1 mph
#81	63.3 mph
#82	56.1 mph
#83	49.1 mph

Only two RDC cars are on order.

..... information from R.P. Middlebrook

NOTES ABOUT THE "SURF LINE"

Phil Middlebrook supplies the following data relating to Santa Fe's freight service.

- 1st SDX Leaves San Bernardino 6:00pm
Arrives San Diego about 11:00pm
Turns right back for San Bernardino
Motive power: 200 class diesel
- 2nd SDX Leaves San Bernardino 10:00pm
Arrives San Diego 8:00am to 2:00pm
Goes back on crews' rest
Does local work
Motive power: 2600 or 2800 class engine
- Night Coast Leaves Los Angeles about 9:00pm
Arrives San Diego about 2:00am
Turns right back
Motive power: 100 class 4 unit diesel

Motive power for the "San Diego" is a 4 unit GM and 3 unit elec. #5 and 4 are used when in running condition. 4A is now in Topeka having new motors installed and its horsepower is being raised from 1800 to 2450. #4 and 5 will probably get the same treatment when #4A returns.

#2695 is on a work train hauling dirt from a secondary near Linda Vista to a bridge near Cudahy's where a fill is being made.

Santa Fe switchers used locally are: 2301, 2302, 2373, and 2377. Steam standby engines are: 3751, 3756, 3757, 3758, 3759, and 2921. Thanks to Phil for the above information!

LOCAL NEWS NOTES

SAN DIEGO AND ARIZONA EASTERN

(Duncan and others)

Odd arrangement of trains operating between San Ysidro and the Salt Works and San Diego have been noted.

Motive power includes road switchers: 5101, 5102, and 5113. Road power continues to be 5247 and 5248 although replacement diesels are expected soon. Local switchers are used for helper service on this side of the hill but steam helpers are used on the desert side. A local freight continues to operate between El Centro and Plaster City.

PE 1652, brought south to help to move the celery crop, has been returned to Los Angeles.....Coach SDAE 208, along with numerous old time coaches and observation cars, is still in the yard. The old-timers are work cars now, of course.....Did the Chamber of Commerce special operate over the S.D. & A.E.?

Paper boxes moved into the Adams car barn----now its paper storage in the SDAE maintenance of way building.

SAN DIEGO TRANSIT SYSTEM

(Duncan, Judd)

Just in case you didn't know! The eleven remaining FCC cars are now stored in a lot at Imperial. All class 5 cars plus the three work cars are now stored on the Allied Salvage Lot. Twelve 400's apparently are being scrapped. Rumor has it that some cars have been sold to a New York exporter.

ECONOMY BUS LINE

This indie bus outfit has been given permission to operate on a loop route at the Homeland terminus.

MOUNTAIN STAGE LINE

After a change in ownership and hard times generally this line is now operating again once a day (weekdays) from San Diego to Julian. The line has just received permission to offer some sort of service to Laguna resorts and to the Banner Queen Ranch.

SAN DIEGO AND CORONADO FERRY COMPANY

Any more news about the proposed new and larger ferryboat?

ODDS AND ENDS COMPILED FROM VARIOUS RAILFAN PUBLICATIONS

LATL may soon place buses on the #7 line.....P.E. ditto on the San Fernando Valley line and the Santa Monica Blvd.-West Hollywood Line..... diesel switchers are now being used on the Portland Railway and Terminal but electric passenger operation continues.....a diesel switcher now operates on the Salt Lake, Garfield, and Western. A gas car (Aberdeen & Rockfish), two demotorized former electric cars, and two open trailers will be available

for summer passenger service.....due in part to a fire which damaged electrical and wheel facilities at the North Salt Lake Shops the Bamberger Line has cut rail passenger schedules to three a day. Mr. Haugh in testifying to the San Francisco Municipal officials (Board of Supervisors, etc) in regard to a possible lease of that system suggested that he would scrap all rail service except for a token cable operation. Trolley coaches would go, too. Diesel buses would take over!.....Timothy J. Manning, another ex-NCL executive, is said to be "interested" in the Marin County lines of Pacific Greyhound.

Pardon us for the emphasis on electric service in the above comments!

WHO is interested in taking the first weekend trip on the new RDC cars? Can we get up a party? If interested, call one of the fellows listed below. Most of us can make such a trip on a Saturday or Sunday. Hope service begins on one of those days!

ATTENTION → RHS of SD MEETING

Thursday evening, May 15, 1954, 7:30pm
Home of Mr. & Mrs. Lyle Judd
2419 29th Street
San Diego, Calif.

PROGRAM

Possibly a repetition of Dick Dodge's talk

THE NATIONAL CITY AND OTAY RAILROAD

NOTES

1. Please save the date.
2. Make reservation by calling
Lyle Judd ----- T 4770
Doug Duncan --- R Q333
Eric Sanders --- H9-1288
3. Dues or a kitty?
4. Make a note of the date, May 15th, Thursday, 7:30pm.
WE'LL BE SEEING YOU

"NEWSLETTER" communications to Eric Sanders, 7861 Normal Ave., La Mesa, Calif.
Published when we get around to it!