

NEWSLETTER No 4 - 1964 R.H.S. S.D.

RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, INC. * NEWSLETTER NUMBER 4 * APRIL, 1964 - PAGE ONE.

*** NEWS ALONG THE IRON TRAIL ***

SOUTHERN PACIFIC is taking delivery of the new German Krauss-Maffei locomotives styled in a road switcher appearance. They will get 15 of these new Diesel-Hydraulic locomotives. Five or six of them have been reported at Taylor Yard in Los Angeles. The original cab type units are numbered 9000, 9001, 9002. The first pictures available of the new style K-M's shows 9005. A phone report from L.A. stated they were numbered in this series. S.P. is also buying the K-M units originally purchased by Rio Grande. The report in TRAINS that these units from the Rio Grande would be used for parts is said to be a mistake, the units are being overhauled and are getting S.P. paint jobs.

The new batch of K-M locomotives are twin engined, with each developing 2,000HP for a total of 4,000HP per unit. They use two Maybach 16-cylinder engines, pressure charged and inter-cooled. The locomotive units are 67 feet long, 15 feet 6 inches high, 10 feet 6 inches wide.

It is not known how the Rio Grande units will be numbered as yet. It was reported in Los Angeles at Taylor Yard that the K-M diesel hydraulics will see regular service between the Kaiser connection at Ferrum (near Salton Sea) where the Eagle Mountain RR delivers the loads of ore to S.P. for the haul to the mill at Fontana and the export ore to L.A. harbor. If the K-M's are assigned to this territory, many of the Southern California railfans will have a good chance to see and hear these strange big locomotives in action.

(There is a very fine article on the Kaiser operation and S.P. handling of the ore in the current issue of WHEEL CLICKS published by the Pacific Railroad Society.)

SAN DIEGO & ARIZONA EASTERN has sent the little 70 tonner #5108 off to scrap. Several of these little diesels have already been cut up. The El Cajon trains are using two and often three of these locomotives but there will be larger power eventually. One of the GP-18's on one occasion handled the train with apparently no great difficulty and it made it over some of the remaining light rail. The east-west trains continue to use a combination of S.P., Cotton Belt and T&NO diesel power, including low nose "geeps", wagon tops, etc. More recently some of the newest S.P. power has been used, GP-35 units of 2400HP. These are currently working out of L.A.'s Taylor facility and are quite new. Four units are normally used on 451-452.

MORE NEWS ON PAGE TWO.....

APRIL R.H.S. of S.D. MEETING.....

MONDAY, APRIL 6th, 1964 - 7:30 P.M.

SANTA FE RAILWAY STATION, SAN DIEGO.....

UPSTAIRS IN THE SAFETY MEETING ROOM.....

SHORT BUSINESS MEETING, REPORTS, ETC.

PROGRAM: FILMS REFRESHMENTS & PRIZES

"Be There, 4/6/64, Bring a Friend".

WORK PARTIES ON DEL MAR EQUIPMENT

If you are able to turn out for some work some weekend in the near future we are looking for volunteers. Dates are difficult to set due to weather at this time of the year but the work is there and it will have to be done before the 1964 fair.

A phone call to Tommy Mann, 273-8824, and an offer to help is the first step. If you can't reach Tommy you might try giving Earle Swaine a call, 295-4889. If we get an idea of how many might be able to help with sanding, painting and cleaning, definite days can be established to do the work. For you trolley fans there is streetcar 528, for the steam enthusiast there is locomotive 104 and for the rolling stock crowd there is car 050.

We need good workers, we need able workers, we need help, if you can't do it, look for a prospective new member interested in such interests as maintaining railway equipment. Many of our former workers are in the service, have moved, are involved with college studies, or just out of the habit. We need new blood to help keep up the equipment, we need a shot of renewed interest in some of the regulars and we could do with a little help from some of the old crowd responsible for getting the equipment in the first place.

This business of saving railway equipment is a wonderful thing but it requires a strong group of interested people, it requires many hours of time by these people and it requires dollars from the treasury. The dollars come from your dues but the dollar goes a shorter distance now so it requires more dues paying members. Sell an interested railfan friend on the idea of joining and participating in our hobby. The more interested members, the more enjoyment is found by all of us in being able to share these fine old railroad items.

R.H.S.of S.D.Inc. "NEWSLETTER" published each month. Corky & Barbara Thomson, Editors. The official, unofficial bulletin of the Railway Historical Society of San Diego, Inc. Send news items on or before the 20th of each month.

CLIPPINGS FROM MILLER

By Roy Miller

Up in Bakersfield Mr. & Mrs. Henry Raub celebrated their 25th anniversary aboard their private railroad car. On a trip to nowhere in their backyard can be a daily venture, they have two railway cars in their yard, one is an open platform observation car.

Travel Town in Los Angeles is progressing with many new plans and ideas. A museum building will be built, present locomotives will be arranged better, the old Arcadia station will be installed and remodeled. The entire area is to be fenced and the Hawaiian narrow-gauge rail line will be built into a circle.

Railfans enjoyed an unusual type trip in the snow of Northern California recently. The trip was with steam power on the McCloud River Railroad near Mt. Shasta. A steam locomotive pushing an old wedge snow plow trailed by two cabooses full of railfans! The group rode S.P. rails to Shasta from the San Francisco area.

Looking for an old saddle tank steamer? Up in the Dawson country of Alaska on the bank of the Yukon River lies a narrow gauge locomotive, the little tanker at one time hauled its trains of coal to supply steamboats.

PROYECTO INTEROCEANICO

By the end of 1964 the historic narrow-gauge steam railroad system, formerly known as FERROCARRILES INTEROCEANICO, "Mexico-Cuautla-Puebla", will be torn up and its steam engines sent to scrap.

All steam in Mexico will soon be a thing of the past and replaced by diesels.

To attempt to halt the progress of railroads is absurd. However, we feel most deeply that one at least of the steam railroads of Mexico should remain as a link with the colorful past. The aim is to develop a line as a tourist attraction as well as retaining it as a useful means of transportation to the many isolated village which depend on it.

Numbers are important. Therefore, we are now appealing to you to join our fight to save this railroad by sending letters or a signed petition directly to us. These will undoubtedly impress the Minister of Communications and Lic. We know that you will sympathize and that we can count on your help.

PROYECTO INTEROCEANICO, Florencia 32, Mexico 6, D.F. (Cora Van Millingen, President)
Telefono 25-63-23

NEWS ALONG THE LINE

SANTA FE trains have had an unfortunate number of grade crossing accidents recently. A southbound San Diegan hit a cattle truck in Orange County, killing some 60 cattle and doing damage to the locomotive, the engineer and the fireman were injured. The Oceanside local, a short freight with one GP-9 hit a car at a crossing in Cardiff killing the driver of the car and seriously injuring his wife. Another San Diegan hit a car at Washington Street in San Diego.

SOUTHERN PACIFIC has a new diesel repair shop in Los Angeles and the older diesel shop is reported to have been opened up for through servicing. The old shops are being done away with for more and more piggy-back service at the Alhambra location. The present coach yard is also to be moved over to the "bull pen" at North Broadway. (the old freight yard) There is also plans to utilize the Pacific Electric right-of-way as an eastbound main line and the present east-west S.P. main line to Alhambra as a westbound line. This would ease traffic through the present bottle neck. The double tracking on Beaumont hill is reported to be about completed, this will also speed up the movement of trains in that area between Indio and Colton. S.P. is really on the go!

SANTA FE will operate another special train movement during the Easter vacation for children from the Los Angeles area to visit San Diego and the famous zoo. Plans call for turning the extra long specials at the wye in the Marine Base. (Washington & Pacific Highway) Recent grade crossing accidents and locomotive failures have placed lone "A" units on the regular San Diegan streamliners giving them a rather under powered look. Potash movements continue to keep the tonnage moving on this segment of the Santa Fe system, plus the regular daily freight.

RIO GRANDE narrow gauge is getting more NEW steel old time coaches for the Durango to Silverton service. Two trains are planned for 1964 service to handle the crowds!! Service is scheduled to start on June 3rd and will run to September 30th. Another car is being converted for snack service and a K-28 Mikado #476 has been overhauled for work on the trains. When business demands, a ten and an eleven car train will be available. They will run one hour apart and handle 1,000 persons per trip.

PACIFIC BEACH & WESTERN the little 7½ inch gauge live steam railroad has about 300 feet of track down now and two turnouts. Track laying and right-of-way grading continues on the 1st and 3rd Sunday each month. The place is the south dike parking lot of the fairgrounds at Del Mar. Visitors and visitors are welcome!

EXCURSION NEWS

Where, when and how.....

*** "Good News Iron Horse Rambles In '64"

The Reading RR announced more steam trips for 1964 behind 4-8-4's. May 2nd, 16th & June 14.

*** "Pioneer Express" is rolling for Pacific Railroad Society in Los Angeles on April 5th. Trip via S.P. from L.A. to Bakersfield with photo stop at famed Tehachapi Loop, visit to famous Pioneer Village in Bakersfield. Fares are \$10.95 adults, \$6.95 children, train will leave L.A. at 8:00AM, Sunday, April 5th, 1964. P.R.S., P.O. Box 1264, Hollywood, Calif. 90028.

*** Ramona pageant via Santa Fe train from L.A. to Hemet will be sponsored by Orange Empire Trolley Museum again this year. Special train will run Saturday, May 2nd, 1964. For brochure: O.E.T., P.O. Box 501, Perris, Calif.

*** The local Pacific Southwest Railway Museum Association, Inc. will sponsor a special Santa Fe train from National City to Oceanside and Fallbrook on Saturday, May 16th, 1964. The train will leave National City at 8:30 A.M. with stops at San Diego (9:00am) and Del Mar, Encinitas, Oceanside. Train will go to Fallbrook for photo stop and return to Oceanside where passenger will board special bus to go to Camp Del Mar (Camp Pendleton) for Armed Forces Day demonstrations. Trip back to San Diego and Natl. City after completion of the activities. Train will consist of diesel power with modern light-weight chair cars, open door baggage car, snack car and open observation. Fares: \$6.50 adults, \$4.00 children, family plan also available. Reduced rates at northern points. Contact George Geyer for brochures; 7421 Tweed St., Lemon Grove, Calif. 92045.

*** PERRIS BY RAIL....Sunday, October 25th. Railway Historical Society of San Diego, Inc. Fall excursion via Santa Fe, San Diego to the Orange Empire Trolley Museum by train. Visit the trolley museum and ride the streetcars!

ADDITIONAL NEWS, NEW & OLD

San Diego railfans have had a chance to view a variety of new diesel power on the S.D. & A.E. lately. New EMD GP-30 (2250HP) road switchers, GP-35 (2500HP) units and some of the big new G.E. U25B (2500HP) road switchers. Four of the new U25B units were seen recently leaving town with a big long train on #452. This is a real chunk of horsepower for the SD&AE.

Santa Fe had the biggest year on record hauling school children down to visit our big San Diego Zoo. The record crowd of some 3500 kids came down from Los Angeles on some long special trains, Thursday, March 26th. Equipment included old heavy-weight cars, streamlined light-weights and hi-level cars. In the afternoon it looked like one continuous passenger train from 4:30 to 5:30 PM as the sections of #77 rolled north from San Diego. The actual #77 was running as its own second section with one of the specials ahead of it carrying the green.

Latest reports have it that the I.C.C. has ruled in favor of the little Feather River Ry. The new Oroville Dam project on the Feather River will flood the present line, the state has not wished to rebuild a new connection for the F.R.Ry. The I.C.C. says the line is needed as it hauls plenty of freight and will be hauling more in the future. The line is owned by the Georgia-Pacific Corp. and hauls finished lumber from the mill at Feather Falls, California. The little road has diesel power but also has two operating standard gauge SHAY geared steamers.

The Cyrus K. Holliday made another run to Las Vegas recently, leaving on Friday, March 20 and returning early Monday, March 23rd. The former twin to the Cyrus, Mt. Rubidoux Chapter car #54 was down for a visit on Sunday, March 15th on the tail of the San Diegan from L.A. and San Bernardino. (It will be named and repainted soon, to be announced this month.)

Four unit #31 seen on San Diegan, 3/30/64.

ADDITIONAL 1964 MEMBERS

Add to your membership list (included with March Newsletter.)

101. MILLER, Roy B. - 3909 Reche Road, (space 52) Fallbrook, Calif. 92054
102. MILLER, Daisy - 3909 Reche Road, (space 52) Fallbrook, Calif. 92054
103. DUTHIE, Wallace F. - 3380 Granada Avenue, San Diego, Calif. 92104 (CY-5-3403)
104. COWIN, Jeffis Kenneth - 1701 Glasgow Ave., Cardiff, Calif. 92007 (753-6629)
105. ZEISS, Ronald - 3906 Mt. Everest Blvd., San Diego, Calif. 92111 (277-8194)
106. OWENS, W. H. - 10707 Jamacha Road, (space 10) Spring Valley, Calif. 92077 (463-0083)
107. CHARLES, Marion T. - Via De La Valle, Rancho Santa Fe, Calif. 92067 (756-1730)
108. SANDERS, Eric - 7861 Normal Ave., La Mesa, Calif. 92041 (469-1288) (Editor, DISPATCHER)
109. TUTTILL, Seward - 1744 Sunset Cliffs Blvd., San Diego, Calif. 92107
110. HATZ, Warren - 2445 Juan St., San Diego, Calif. 92110
111. HATZ, Celea - 2445 Juan St., San Diego, Calif. 92110
112. MOUNT, Charles J., M.D. - 512 No. Larchmont Blvd., Los Angeles, Calif. 90004 (HO-7-5754)
113. TERKELSEN, M. R. - 175 Highland Drive, Los Osos, Calif. 93401
114. MILOT, Ronald - 2345 Presidio Drive, San Diego, Calif. 92103 (CY-8-8447)
115. COOK, Robert L. - 3032 Arrowhead Ave., San Bernardino, Calif. 92405