

NEWSLETTER NO 4-1965

RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, INC. - P.O. BOX 9351, SAN DIEGO, CALIFORNIA, 92109.

NEWSLETTER NUMBER FOUR (4-1965)

San Diego, California

PAGE ONE, APRIL, 1965

***** APRIL MEETING OF THE RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, INC. WILL BE HELD ON MONDAY, APRIL 5, 1965 AT 7:30 P.M. IN THE SOCIETY MEETING ROOM, SANTA FE RAILWAY STATION.

***** FIVE STAR ENTERTAINMENT WILL BE AGAIN OFFERED BY L.W. "MAC" McCLEARY AND HIS CHARMING WIFE RUBY McCLEARY-----Mac and Ruby McCleary will take us on a Circle tour. We will see the Snake River, the Missouri and Mississippi Rivers, the lakes of Jackson Hole and Montana wheat country. We will see the Kansas City Southern Railroad atop Queen Wilhelmina State Park, the Blue Comet of the Wisconsin and Yesterday Railroad at Green Bay, and a Rock Island 4-6-2 at Peoria. 8,000 miles of trailer travel in 30 minutes! Montana Beef and Gates of the Mountains, Idaho Lava and liberty bell, Oklahoma's domeless capitol, Teton snow, and Canadian cities of Regina and Winnipeg..... All this and much more. COME! BRING YOUR FRIENDS! DON'T MISS IT!!!

An added attraction during the coffee break will be a playback of an on-the-spot recording of the RHSofSD "Escondido Pienle Excursion" of 1963. Hear the Santa Fe rail sounds, the P&H 0-4-0 whistle at Vista, interviews, the Great Train Robbery at Escondido! C O M E ! ! !

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MOUNTAIN OBSERVATION CAR

By Ed Von Nordeck, O.E.T. Excursion Director.

The Orange Empire Trolley Museum was high bidder on one of the famous Canadian Pacific "Mountain Observation" cars. Of the two cars not bid on by O.E.T., one is going to remain on Canadian rails as property of the West Coast Railway Association, and one will go to the eastern U.S.A. for a rail tour group.

For several years I have felt that one of these cars would be the finest car to have for rail excursions. I talked to other groups in 1961, but no interest was shown.

The new O.E.T. car was originally built in 1914 as an all steel coach, and was rebuilt by Canadian Pacific in 1956 as what might be termed a "California" type railroad car (open end sections and a small closed center section). The car is 81 feet 6 inches long and seats 96!

When the bid notice came on the three cars, I again spoke to other groups about preserving the car in Southern California, but again for one reason or another no one was interested. At first it was felt that O.E.T. should not undertake such a project as the purchase and operation of one of these cars because of the other various clubs which were organized for such a thing. After no one in Southern California seemed interested and there was interest among members of O.E.T., the project was looked into. A bid was made and we are now awaiting further details from Customs in Washington, D.C., mechanical data and negotiations on the most favorable rate to bring the car to Los Angeles.

We are considering operating the car in service between Portland, Oregon and Oakland, Calif., on S.P. mail train 19 and from Oakland to Los Angeles on S.P. train 151 since these trains are up for removal the last week of April, 1965. If anyone is interested in this, drop me a note, this would require 25 to 30 passengers. In any event, we desire to operate the car on our first Ramona Rail tour.

In order to pay for the car, we plan on adding approximately one dollar to the over ride of each ticket per trip that the car is operated on. This will pay off the expense of the car and permit a fund for mechanical work necessary from time to time. Now comes the serious end of the deal. We are in need of loans of money at a lower rate than the banks to pay for the car. Total costs add up to \$5,000. YES- donations would be appreciated too, but with the other projects going on at the museum, its a drain on donations. If you would be able to loan some money or as a last ditch item to co-sign a bank loan, drop me a line or call right away.....phone in Perris is (Area Code 714) 657-4785. Ed Von Nordeck, P.O. Box 501 (O.E.T.) Perris, Calif. 92370.

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GASOLINE WORK CAR FUND FOR O.E.T.

By Terry Darkin

There has been a little confusion as to what some of you were donating toward. It is a genuine, operational gasoline motor car, such as is used on all railroads for maintenance of way, signal work, track inspection, etc. Keep the donations coming, it is almost paid for and should arrive soon. O.E.T. will utilize such a car for track work along the right-of-way.

NEWSLETTER Published monthly by the Railway Historical Society of San Diego. (Incorporated as a non-profit California organization, 1958.) P.O. Box 9351, San Diego, California, zip 92109. The expressions or opinions printed in the Newsletter are not necessarily those of the RRSofSD. All news items, trip notices, etc., should reach the editor not later than the 20th of each month.

1965 MEMBERSHIP REPORT: Added to the list we printed last month are the following-----

Harry L. Martin, Louis J. Haake, "Roger" F. Chappas, "W. F. Lyne, Warren D. Gent, Robert E. Grassl, Jr., Wrigley C. Sullivan, John P. Strawn, Jerome L. Crouch, Robert L. Weaver, John M. Cronston, Eric Thomas W. Hatoon, Eric A. Sanders, John A. Andart, Ralph Kereham, George Z. Guth, Philip S. Bush, Bernard J. Devaney, William H. Peterson, David A. Johnson, M. K. Torkelson, and Donald J. Liebenberger.

1965 renewals and new memberships are now up to 196, which is a good number at this date, most of our members drop in with their renewals as late as September and October.....

THERE ARE ABOUT 35 OF YOU STILL LAGGING BEHIND WITH 1965 RENEWALS....HAIL THAT CHECK OR MAIL ORDER NOW!

This issue of the Newsletter is being mailed to all 1964 members, officially you are no longer a member if you have not paid up and will not be mailed any issues of the DISPATCHER or the monthly Newsletter, check your wallet, is that an old 1964 RRSofSD card you are carrying? Get a bright new 1965 card and be paid up until March of 1966, it will bring you each issue of the Newsletter, Dispatcher, and any special notices, reduced rates on RRSofSD fan trips...and THERE WILL BE MORE TRIPS IN 1965!! plus reduced rates on certain excursions operated by other railfan groups....you have a 1965 card and you have a ticket to all the meetings (the public is invited too, but its more fun to BELONG) the privilege of participation in restoration work and staffing of society equipment (volunteers are always welcome, but members joining in make it more fun) and as a 1965 member you will be helping hold together a local railfan group in the San Diego area which was formed many years ago in save a S.D.E.Ry. 400 type streetcar and has since become custodian of S.D.&A.E. steam locomotive 104 (2-B-0 type), S.D.&A. open platform wooden observation car D50, S.D.E.Ry. car 128, last of the streamlined PCC cars in S.D., former cable car and electric car 54 and up in Harris our big San Francisco car 171.....as an RRSofSD member you are also helping the museum at Harris as we are a group membership in OET.

END YOUR 1965 LUES TODAY, ONLY \$3.50

TRAVEL TOWN Griffith Park, Los Angeles.

On Thursday, April 1, 1965 there will be a Rededication of Travel Town in Griffith Park. The idea of Travel Town was conceived by Mr. William Frederickson, Jr. The dream was translated into reality through the efforts of the late Charles Atkins, Travel Town's developer.

Travel Town was built into one of the Nation's largest vehicular museums, it is the largest such museum under the jurisdiction of a municipality. Ninety-eight percent of the exhibits were donated through the cooperation of all the major railroad companies.

The Rededication will take place at 2:00 P.M. on Thursday, April 1st. For the past several years there has been a complete ridding and upgrading of the railway equipment in the Travel Town section of the park, the many hours and thousands of dollars worth of work have been completed, making this a very worthwhile exhibit.

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SAN DIEGO TRANSIT SYSTEM

The battle still rages on regarding the City of San Diego taking over the transit lines. Outside the city limits local officials don't look on the idea to pleasantly with the feeling that the transit system would not be of much service to them if owned by the City of San Diego. The S.D. Transit officials are in favor of it.

A recent Citizens Committee reported on the proposed sale to the city, they stated in a 30 page report that it is not a good idea for the transit line to be operated by the city. Local businessmen and transit people claimed the report was wrong and would not go along with it. The report stated that such a small percentage of people ride the bus line that it would not be right for the tax payers to support and subsidize the lines. They said certain tax burdens should be reduced and the company would best be operated privately.

Along with current news of the transit system, the death of Jesse L. Haugh was not reported in last month's newsletter. Mr. Haugh was owner and president of City Transit Systems, which operates the San Diego Transit System and the Coronado Ferry Company.

Mr. Haugh passed away on February 8, 1965 and is survived by his wife, Edith, and a daughter, Mrs. Waldo Greiner, and two sons, Richard and James. Richard Haugh is vice-president, secretary-treasurer of the system, James Haugh is general manager of S.D. Transit.

ORANGE EMPIRE TROLLEY MUSEUM

Construction of an 18x40 foot bookstore is gaining with the recent donation of 600 cement blocks and construction of foundation forms.... The proposed shop-carbarn building has been a dream and a needed addition. A green light has been given to the project with the very generous donation of \$1,000 by Pacific Railroad Society. (PRS is a member group as is RHSoSD) The \$1,000 already on hand for this project means work can get started soon. To top the donation off, a large building has been donated, it is a 40x60 foot steel sheathed building and can be unbolted and dismantled for moving. Funds can be used for cement foundation work. The proposed building at the museum will be 60x60 feet with room for two tracks and working area, this will tie in with the recently acquired transfer table..... It is nearly the deadline for the all-electric PCC fund, money is still needed to purchase streetcar #165. It has been two years since the Los Angeles streetcars were abandoned and it has been the hope of many to save one of these PCC's, another \$800 is still needed..... The O.E.T. "dollar-A-Project" system was set up to obtain funds in small amounts from a large number of persons and eliminate anyone from being obliged to come through with a large amount. It is designed to accumulate funds for future projects as well as current ones. One way to help with this is put aside any 50¢ piece you get in change during the month, it is surprising how much accumulates, if the amount needed per person is not reached in this way, it is easy to add a dollar or two when the funds are needed. If each member and outside group members would contribute a little each month it would be the financial boost needed to see some of the projects over the hump and finance new ones..... Plenty of work for you to do if you pay a visit to Perris, good weather this time of the year. Sunday streetcar operations for the public too. Send a dollar for your favorite project and if you get the chance, drop by some weekend and get a little well needed OET exercise on one of the many work projects..... Current projects of need: tracks for the Commodore; P-3 Fund; N.O. P.S.I. Loan; S.C.R.T.D. Insurance; MG Set; Carbarn; Steam locomotive; Grader & Trucks; and the Sacramento Northern locomotive fund.

May 23rd will see the Newport Beach horseless carriage club visiting the museum.

With the end of Northern California electric operations on the Sacramento Northern, the museum is interested in the sub-station equipment and one of the electric freight locomotives but it will be expensive.... donate now!

EXCURSION NEWS

Sunday, April 4 Pacific Railroad Society, Box 5279, Metro Sta., Los Angeles, 90055-
"Springtime in Solvang" S.P. train leaves L.A. Union Station at 8:00 AM, Glendale at 8:20 AM, arrives Santa Barbara 11:30 AM, trip to Solvang on special bus from Santa Barbara. FRS excursion #163 allows you time to browse and shop in the quaint shops at Solvang, the arrival time back in L.A. is 9:45 PM. Train goes via valley line to old main line thru Santa Paula, returns on regular coast line from Ventura over Santa Susanna Pass.....

Saturday, April 10 Bay Area Electric Railroad Association & Pacific Locomotive Assoc., sadly announces the "Last Run of a Sacramento Northern Electric", special train will leave Yuba City at 10:00 AM and will proceed to cover all the available electrified trackage in the Yuba City-Marysville area. The train will be powered by one of the last S.N. active electric locomotives, write B.A.E.R.A., 294 Union St., San Rafael, Calif. for tickets.....

SUNDAY, APRIL 25th, 1965 Railway Historical Society of San Diego, Inc. presents a "Spring Wild Flower & Palm Springs Aerial Tramway Tour" traveling from San Diego northward on US-395 to state 71 at Temecula, eastward through the high valley country and down the scenic route into the Coachella Valley on state 74. Visit and shop in Palm Springs or take the famous Aerial Tramway trip. Special charter bus will leave Santa Fe Railway Depot at 8:00 AM and make pick ups at U.S. Grant Hotel and points north, including a stop at Escondido. Fares for RHSoSD members are: \$8.00 adults, \$5.00 children 4 to 12 years of age. (children under 4 no charge as long as held by parent on bus.) SEE SPECIAL ORDER ON BACK PAGE FOR THIS BIG SPRINGTIME SCENIC TREAT, SUNDAY, APRIL 25th

MAY 14-15-16 Orange Empire Trolley Museum P.O. Box 501, Perris, Calif., 92370-
"Las Vegas Special" leaves Los Angeles at 6:00 PM Friday, May 14, 6:30 PM at Pomona, 7:05 PM at Riverside and 7:25 PM from San Bernardino. Trip includes roundtrip rail fare, all you can eat buffet on special Union Pacific train, the fun of dancing in the special rummage car with orchestra, special "bonus" deal for casino, downtown lounge show, one dinner, one breakfast, two nights hotel accommodations, midnight show and drinks on the "strip".....all this for the one low fare of \$59.00 per person. Special train leaves Las Vegas on Sunday at 11:30 AM, arrives at East L.A. station 6:00 PM. The 1st Twenty ticket orders get to ride the private car "Mt. Rubidoux" plus everything else!!

NEWS NOTES FROM HERE AND THERE

From Northern California comes the sad news of the final days of electric operation on the famed Sacramento Northern in the Marysville-Santa City area. The electrification to be abandoned is 600 Volt DC overhead and includes the portion of Western Pacific main line through Marysville, the only transcontinental track to be electrified in California. No actual date of abandonment had been set at this writing but that date has probably been decided by now..... While electric operations die in Northern California, there is talk of studies of electrification of the new S.P. Palmdale Cut Off, the 15 mile link between the valley lines and the Coast Route at Colton. Wouldn't that be something to see, electric locomotives through our Northern California Cajon Pass! There has been talk of electric power someday taking over from the present day diesels but that will probably be many years from now if it happens..... Up the coast at San Onofre the new atomic power plant is taking shape on the beach. A Santa Fe spur extends down to the new plant for hauling supplies and eventually to take out the 100ton concrete and lead blocks of radio-active waste. These huge blocks will be hauled on special flat cars to the Atomic Energy Board for special treatment to clean and prepare the atomic waste for reuse. The huge reactor will arrive from the sea on a barge, which will be sunk at the proper level on the beach to move the reactor up on the beach and into place. This big new electric power plant is quite impressive from passing Santa Fe "San Diegan" trains or while driving by on US-101..... Speaking of the Santa Fe and our San Diegan passenger trains, they are trying once again to drop some of the service between San Diego and Los Angeles. The railroad wants to cut service to a two round-trip a day service. Currently all but a few trains have quit hauling a baggage car, express service is limited now. Passenger trains during the week are rather short, two cars being the record so far, three car trains are common in mid-day trains, an Alco unit serves as power. It makes you wonder just how "good" the railroad wants to make the service, we view very poor C.T.C. meets or "red boards" frequently when there is no need for a poor meet or the complete stopping of a train at a red signal when there is nothing on the line for miles. North and Southbound trains meet at Del Mar at approximately 12:30 or 12:35 PM daily, we have observed both trains sitting at a red signal at each end of the siding & main line for as long

CONTINUED IN NEXT COLUMN=====

S.D. COUNTY FAIR NEARS

There will be some clean up and paint up work at Del Mar soon. The equipment must be slicked up for the annual fair. This year it is an eleven day run due to July 4th being on the final Sunday. Fair dates are Friday, June 25th through Monday, July 5th, 1965.

You are invited to volunteer early for a day at the exhibits, or more if you desire, if members will send in their names and possible days they could attend the fair and help staff the exhibits it would greatly speed up the process of listing names and days. Send a card with your pick of days you would like to help at the train exhibit. (locomotive 104, observation car 050 and the streetcar 528 exhibit.) Members will be supplied with a pass.....only if they intend to help out. PLEASE- if you plan to help, be there when you are expected to be. There should be plenty of time for "breaks" if plenty of members volunteer.....start thinking about it NOW. O.E.T. plans an excursion train from L.A. to Del Mar on the 26th or 27th.

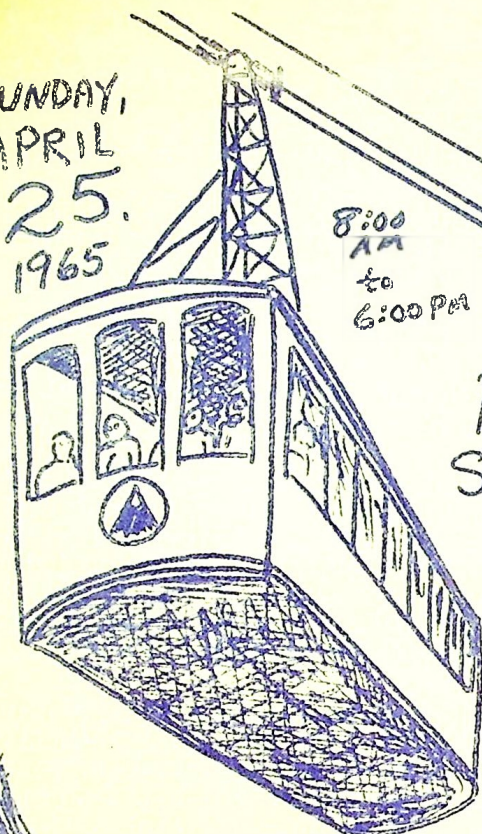
BOARD OF DIRECTORS MEETS ON WED., MARCH 31st.
(Meeting room in Santa Fe Depot, members welcome)

Plaster City narrow gauge car must be moved, last plan was to take it to Perris, a check with P.S.R.M.A. membership disclosed it not being worth their taking it. (want a car!)

NEWS NOTES...CONTINUED from column one.....

ten to fifteen minutes on occasions. The southbound train unable to reach the Del Mar depot, only a couple hundred feet away. This is poor use of CTC, often the signals are set for red at the north or south signal of Morongo passing track and main, we can observe these poor conditions and listen to the diesel horns blow, on some rare mix ups even the freight trains are brought to a grinding halt out in front of our house for a red board to nowhere.....On a more pleasant side of Santa Fe coast line operations is the new line change in Rose Canyon. The new welded rail is in, the secondary main (passing track) has been lengthened, using the old main line trackage, relocated. Sore spot in the job was when vandals turned the tamping machine loose and it derailed in the mainline turnout causing delay to trains and damaging the tamper. Welded rail has been dropped alongside the present rails from Old Town to downtown San Diego. This new "silent" rail will soon be installed. New signals are installed at Elvira on the new line change and are easily "watched" by highway traveling railfans. P.B. Model RR Club members can keep better track of evening freight moves with the new signals close to the highway. The AT&SF is running 1200, 1300 & 900's multiple now.

SUNDAY,
APRIL
25.
1965



8:00
AM
to
6:00 PM

PALM
SPRINGS

R.H.S. of S.D. Inc.
PRESENTS

"SPRING WILD
FLOWERS
and

AERIAL
TRAMWAY TOUR"

SUNDAY, APRIL 25th, 1965

Railway Historical Society of San Diego, Inc., will sponsor a one day charter bus excursion from San Diego to Palm Springs and a ride on the world famed AERIAL TRAMWAY from desert to mountains in minutes, up into the beauty of Mt. San Jacinto..... Join us for this scenic day of travel through north San Diego County and high valley country, mountains, desert and pines.

Special charter bus will depart from Santa Fe Railway station on the Kettner Boulevard side at 8:00 AM, additional stops at Third Street side of U.S. Grant Hotel, points along US-395 (on request) and at the Santa Fe depot in Escondido at 8:45 AM. (Please state where you wish to board bus.)

Complete roundtrip will include bus transportation, Aerial Tramway trip, meals are additional. For those wishing to visit and shop in Palm Springs we will drop them off in the downtown area where all of the famed shops are, the bus will pick them up again later. Plenty of eating places in Palm Springs too. For those taking the complete trip, our bus will deliver them right to the front door of the Aerial Tramway Valley Station and pick them up again after the memorable trip up the mountain. Excellent food available for lunch high up among the high pines of the Mt. San Jacinto country.

Cut along line and send check or money order
along with self-addressed stamped envelope to:

Name _____

Address _____

I will board bus at place indicated:

SANTA FE STATION in San Diego _____ 8:00 AM

U.S. GRANT HOTEL in San Diego _____ 8:05 AM

SANTA FE DEPOT in Escondido _____ 8:45AM(Approx.)

SPECIAL: Please stop enroute at: _____

My phone number is: _____

(Make checks payable to: RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, INC.) further information.
(Bus transportation will be modern charter coaches from California Bus Tours, San Diego, Calif.)

(No charge for children under 4 yrs., however they cannot occupy a seat on bus, must be held.)

ESCONDIDO FARES: \$8.00 adult, \$5.25 child. RHSofSD members deduct 50\$ adult fare, 25\$ child.

RAILWAY HISTORICAL SOCIETY of SAN DIEGO, Inc.
P.O. BOX 9351, SAN DIEGO, CALIF., 92109.

Please send _____ tickets for the "SPRING
WILD FLOWER & PALM SPRINGS AERIAL TRAMWAY"
excursions on Sunday, April 25, 1965.....

Enclosed is payment of \$ _____ for the
following: _____ adult tickets @ \$8.50
_____ childrens tickets @ \$5.50

~~(PALM SPRINGS ONLY: \$8.00 adult, \$5.25 child)~~
Paid up members & family members of RHSofSD
deduct 50¢ from adult fares, 25¢ from child
fares: \$8.00 Adult, \$5.25 Child (4 to 12yrs).

Return to San Diego will be approximately
5:30 PM. Contact Corky Thomson: 276-3266 for

MORE NEWS NOTES.....

Sierra Railroad steamer #3 has been used for more movie work by Warner Bros. The three spot is most widely known in TV from the action shots for Petticoat Junction. The recent work by #3 was for the film "The Great Race" which will star Tony Curtis and Jack Lemmon, it is about a Paris-New York race in 1908..... Nothing new to report of the proposed steam operation along the Silver Strand south of the Hotel del Coronado. Sierra locomotives 34 & 36 were to be used for this tourist type line..... After all the fuss, the outcome of ownership and control of Western Pacific Railroad by the Southern Pacific or the Santa Fe doesn't go to either of the big roads. Ruling on the Western Pacific says the road should remain a private company, NOT to be taken over by one of the above named roads! So, Western Pacific will remain just that, the WESTERN PACIFIC..... As reported elsewhere in this issue, Santa Fe has again requested dropping some San Diegoan service, they want to operate one train each way in the morning and one train each way in the afternoon, two roundtrips daily. They say the service will be losing 1 million a year if it continued running at present rate of loss..... The local port has handled hundreds of box car loads of cotton in past months, potash shipments come in bunches, but plenty when it comes. Currently a new and largest shipment of alfalfa pellets is coming up, something like 450 tons of the stuff. This will come via S.D.&A.E. The Santa Fe also has brought some pellets in from the Ellythe area.....SD&AE service out to the El Cajon-La Mesa area still averaging 4 or 5 trains a week.

DATES AND THINGS TO REMEMBER:

MONDAY, APRIL 5, 1965 - RHO of SD MEETING, SANTA FE STATION, PROGRAM TO BE PRESENTED BY MAC & RUBY McCLEARY..... "Be There"

SUNDAY, APRIL 25, 1965 - RHO of SD EXCURSION TO PALM SPRINGS AERIAL TRAMWAY via bus. Use the ticket order blank at bottom of page under excursion notice.

UNPAID MEMBERS FOR 1965, GET THOSE DUES IN THE MAIL AND DON'T MISS OUT ON ANYTHING. Use the blank on last months Newsletter or just send your check and your name and address to the Society box address....\$3.50 for regular membership, \$2.50 for juniors under 18 yrs., \$4.50 for the family package.

IF YOU WISH TO GO ON THE PALM SPRINGS TRIP BUT DON'T WANT TO TAKE THE AERIAL TRAMWAY. Look close at form, the rate is less, some of you expressed the desire to browse and shop in Palm Springs, \$8.50 for everything or \$5.00 if you just visit Palm Springs. (RHO of SD members deduct 50¢ from fares, see order form.)

WORK ON STREETCAR #4 AT OLD TOWN, SATURDAY IS WORK DAY, CONTACT WALLY SILBERBORN FOR INFORMATION ON THE RESTORATION OF CAR #4.

SUNDAY, JUNE 6, 1965 - PRIVATE RAILWAY CAR TRIP, SAN DIEGO-LOS ANGELES. (tentative date)

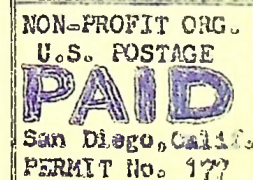
LOCAL SAN DIEGO YARD LIMIT EXCURSION ON THE SANTA FE IN AND AROUND SAN DIEGO AREA-COMING (no date set or fare, probably during summer.)

RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, Inc.
(A California Non-Profit Corporation)
P.O. BOX 9351, SAN DIEGO, CALIFORNIA, 92109.

PRINTED MATTER

Postmaster: RETURN REQUESTED

Support the Orange Empire Trolley
Museum at Perris, California.



Lee B. Adams
4880 Beaumont Dr.
La Mesa, Calif.

TIME VALUE PUBLICATION