

R.H.S.
OF
S.D.

NEWSLETTER

OFFICIAL NEWSLETTER - RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, INCORPORATED 1958
San Diego, California - RHOofSD NEWSLETTER NUMBER EIGHT - AUGUST, 1961 - PAGE 1.

ANOTHER FAIR IS HISTORY

Last month in this column we asked for help from all of our members..... that help never showed up.

In order to open and show our fine locomotive and open observation platform car it takes a number of members. Two or three people can't open up and staff the exhibits all day, they need a break now and then, its even nice to get out to eat, one does get hungry if left in the coach or engine for six to eight hours.

This year, the fair had bigger numbers of visitors than ever before, the society had smaller numbers of members staffing the exhibit than ever before. On the other hand, larger crowds came through the engine and coach. This is a sad situation because a small devoted group of the membership did all of the work this year. The same story holds true prior to the fair, a certain number of workers did the painting and all of the preparations for the fair, many were the same poor soles that did all the long hours during the ten days of the fair.

The streetcar was opened only a few times because of the lack of help. The society will have to organize in a far better manner for the 1962 fair. There is just no reason why the load cannot be spread out to cover a lot of members rather than a small group working long hours at a thing that is supposed to be a hobby and something to enjoy.

The fair is over for 1961 but there will be another one next year, now is the time to start thinking about helping your fellow members in maintenance and special showings of the exhibit. Next year we hope to have all of the local members get a little time in and in that way it is fun for all. There is a great interest by the public to see our exhibit, members should be very proud to show it.

AUGUST MEETING NOTICE

The August meeting of the R.H.S.ofS.D. will be held on the regular meeting night- Monday, August 7, 1961- the first Monday of the month.

The business portion of the meeting will start promptly at 7:30 P.M.

The program for the evening will be an interesting talk on rail travel from coast to coast in 1961.

Our program chairman, Earle Swaine announces an evening of highlights from the recent roundtrip rail vacation taken by Fred Finke. Our good RHOofSD Treasurer, Freddy Finke will tell of the many different railroads he rode, visits to roundhouses, etc.

Regular monthly features of a very nice raffle prize, refreshments served by the Swaine's and ample time for a visit with your fellow members.

AUGUST MEETING, MONDAY, AUGUST 7, 1961
7:30 P.M., upstairs in the safety room of the Santa Fe Depot, Kettner and Broadway, downtown San Diego.

Remember- BRING A FRIEND TOO!!

OUR THANKS To the many members, or is it better to say the FEW members that did shoulder the load of running the society exhibit at the fair.

Our membership left the job of seeing to it that the locomotive and coach were opened daily to the public during the fair, to a very small and limited number of members.

Thank you, all of you sturdy ones that handled the job day after day and night after night. We sure could have used more of our members, WHERE WERE YOU ALL???

The NEWSLETTER is the Official Publication of the RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, INC. (Opinions expressed in the NEWSLETTER are not necessarily those of the R.H.S. of S.D.) The Newsletter is published monthly to inform society members of meeting dates, excursions, work parties, exhibition dates, news of local and national railroad interest, museum activities, etc. The DISPATCHER is published quarterly or oftentimes six issues per year, both publications are mailed to all paid up members of the R.H.S. of S.D. The DISPATCHER is available to non-members at \$1.00 per year. (Newsletter editors, Barbara & Corky Thomson)

The RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, INC. is a non-profit corporation, dedicated to the preservation and memory of all things pertaining to the rich rail history of the Southwestern United States.

R.H.S. of S.D., Inc. is a member of the ORANGE EMPIRE TROLLEY MUSEUM and the UNITED RAILWAY MUSEUM, located at Perris, California.

Address correspondence to: RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, INC.,
P.O. BOX 9351, SAN DIEGO 9, CALIFORNIA.
Newsletter items to: 3204 McGraw Street, San Diego 17, California (BR-3-5081)

THE CHANT MAY WELL BE "ALL NEW FOR SIXTY-TWO"

The first of several meetings of the Constitution and By-Laws Committee met on Wednesday, July 26, 1961. Members of this three man group are Roland D. Anderson, Charles Gerdes and S.L. "Corky" Thomson. At the first called meeting all members were present including Richard Pennick, president of R.H.S. of S.D.

After considering some of the necessary changes and the wording of the original papers, it was decided to start at the top and completely rewrite this all important set of papers. The committee will work out the by-laws and proper wording of the constitution and when properly prepared, the new constitution will be presented to the membership for official acceptance.

The committee wants it to be understood that the changes are all of necessity and no changes will be made without a vote of the membership. The original papers were drawn up in a rather hasty fashion at the time the incorporation took place. It was the intent at that time to rewrite the constitution according to changes in operation of the society as the membership grew and the society activities progressed.

The committee feels that any changes made will be of great help to the society at present as well as many years in the future. All changes will be printed in the Newsletter and made open to discussion at society meetings prior to the final wording and membership vote of approval.

If you, the members of the society have any suggestions, please make them known to the committee. Write down suggestions and mail them to the committee chairman, S.L. "Corky" Thomson - 3204 McGraw St., San Diego 17, California.

RR LANTERNS At an antique shop in El Cajon, Dressler 4-roundel RR lantern, 2 yellow, 2 blue, in good condition, about 16" high, marked on it is initials "WYNHAR", price- \$25.00 (1198 Broadway, El Cajon)
(from card sent us by Prexy Dick Pennick)

MONDAY, AUGUST 7th - 7:30 P.M., meeting of R.H.S. of S.D. at Santa Fe Depot, S.D.
Business, program, raffle and refreshments, bring a friend.

EXCURSION REPORT

Excursion Director Wally Duthie reports several changes in plans since the last issue of the Newsletter. The proposed trip for this fall on the Senora-Baja California is again in the making. The plans call for another run out of Mexicali on Sunday, November 12, 1961. This will be a one day trip with a limit set on the capacity of riders. We will not have any possibility of overcrowding again, such as the last trip we had down Mexico Bay. This trip may eliminate some of the stops and run down through the sand dunes to El Doctor, the train would return to the wyo with the running being done in reverse to Rilito, after turning the engine a stop would be made on the return trip to visit Ceahila. Keep the 12th of November open for another of those good Ferrocarril Senora-Baja California trips.....close at hand is the L.A. County Fair, there is a possibility of a Santa Fe trip to the fair in September. This would be a special Santa Fe train right out of San Diego, there is nothing definite at present but the trip would be on one of the weekends during the fair in September, the fair is held at Pomona.....This fall, for one bus load of the really true railfans, probably in October, a charter bus to world famous Cajon Pass. This is no simple day of railfan activities, it may require some dull and long waits for train activities, there is no way of us having plenty of trains fitted to our journey. It will be a rather early departure from San Diego using a S.D. Transit air-conditioned coach with rest room and seating for 35 passengers, trip will run up U.S. 395 to the Riverside and Colton area, taking our chances at railroad action where and when we can find it. We will make a pass through San Bernardino, stay according to train action, get morning pictures of the 3751 at Viaduct Park and from there progress up the hill for action shots of freight and passenger trains in Cajon Pass. We will pay a visit to Chard Walker and the Descanso at Summit. The trip will head back to San Diego when we feel we have had a full day of it, this is not advisable for anyone that tires easily or gets uneasy from a long day. We may have plenty of train action and we may not, it will be a gamble, price will be about \$7.50-NEW YEARS WEEKEND, there may be a Pullman trip to Hermosillo or Guaymas via regular Ferrocarril Senora-Baja California train out of Mexicali, contact our excursion director for more info on this three day trip.....Next year-----a return of the National Orange Show trip to San Bernardino, using a more direct route with early return to San Diego, this should be a real good one with improvements learned from the first trip.....ORANGE EMPIRE TROLLEY MUSEUM IS RUNNING A TRIP ON SEPTEMBER 24th of 1961, Los Angeles to Elsinore, with passenger stop at Fullerton, fares are \$4.95 adults, \$3.00 children, write to O.E.T., P.O. Box 501, Perris, Calif.

PACIFIC RAILROAD SOCIETY SILVER JUBILEE

Sunday, August 13th the PRS will run a special picnic train to the beach at San Clemente. The trip naturally is from L.A. via Santa Fe....however, it may be possible for P.R.S. members in the San Diego area to take the San Diegan to San Clemente and return in the same manner. AT&SF # 73 out of S.D. at 8:30 AM arrives at S.C. at 9:45 AM. Return trip will require special arrangements with the Santa Fe to stop #74 in San Clemente at 3:48 P.M. arriving back in S.D. at 5:15 PM....or use train #76 out of S.C. at 7:03 PM, arrive S.D. at 8:30PM. If such a trip interests P.R.S. members in San Diego and RHSoSD members, let Wally Duthie know and possibly arrangements can be made with Santa Fe for our participation with P.R.S. at San Clemente on Sunday, August 13th, 1961.

Monday, August 7th - RHSoSD regular monthly meeting, Santa Fe station.
 Fred Pinke will tell of recent rail trip to east coast.

NEWS ITEMS The replacement of steam power on the N&W by diesels probably hasn't worked out exactly as the diesel salomon said, most roads when converting to diesel locomotives have all bragged on the lower number of diesel required to replace a given number of steam locomotives, N&W has just ordered another 30 diesels-----Santa Fe has ordered 50 new diesels also-----S.F. is having delivery on many rebuilt Alco diesels-----S.F. taking delivery of 200 modern cabooses-----S.F. has sold the S.D.&A.E. # 103 to a scrap dealer, plus a number of other 2-8-0 types including the neat and in good condition #2827 at Bakersfield, SP did their own cutting to the 2827, sent the remains to a scrap dealer in Long Beach-----the fancy 4-6-0 type, #2248, last used on the double header trip from Glendale to Oxnard a few yrs. ago with ill fated 1765 2-6-0 slated for the United Railway Museum at Perris by Mt. Rubidoux Chapter, has gone to the scrap merchant as did the 1765. The one ray of sunshine, the scrap dealer stated the engine would not be stripped of any parts and piston rods were not to be cut....Furdy may keep it in tact. S.F. has rebuilt the one and only Budd railcar, it was recently damaged when involved in a wreck, now rebuilt as a single end car it is back in service on the Northwestern Pacific between Willits and Eureka. The damaged end was rebuilt into a baggage section, kind of a poormans RDC-2-----The new locomotives from Krauss-Maffei have been road tested in Austria and the six of these big 4000-HP diesel-hydraulics are due in this country in August, they will be delivered to S.F. and D.&R.G.W.-----Bay Area Electric RR Association has returned one of the "Big Red Cars" to the area where they saw so many years of service, car 1706 of the M.T.A. (P.E.) will be restored to original appearance as Interurban Electric Ry. # 372-----Orange Empire Trolley also will get one of the big red cars, #1528 is going to Perris-----there is some possibility that the one car painted up in M.T.A. green and white may go to Travel Town in Griffith Park, L.A.-----During the last week of June, the San Diego City Council passed a resolution approving Santa Fe taking control of Western Pacific-----Rio Grande changing color style, new method of putting black stripes on is one heavy single stripe rather than the four thin black lines, upper portion is orange, lower is aluminum, makes neat appearing train when finished-----Del Mar Race Specials are again a daily sight-scene on the San Diego Surf Line, every day but Sunday "San Diegans" can be seen carrying green flags for special to Del Mar, Saturday usually brings two big heavy-weight coach trains to Del Mar, lots of switching duties at the "wye". Diesel # 51, the 3-unit A-B-A Alco with GM motors is once again doing the daily run to Del Mar from L.A. Saturday from about 12:30 P.M. until about 2:00 P.M. is a good time to go to the wye area at the south end of the Del Mar trestle, southbound #72 can be observed, two sections of the race special will arrive behind 72, running as 2-70 and 3-70, and northbound #75 comes through at 1:30 PM making for plenty of passenger action with the race trains going through some interesting switching while all the scheduled main line business takes place, add the Oceanside freight or an additional "special" section of the race trains and you have a good bit of railroad activity. If you drive up, follow highway 101 north of Del Mar business area, don't turn for fairgrounds, cross RR overpass, drive north to 26th or 27th street, don't recall for sure which is the right one, but turn right, they dead end at the tracks, parking space is available and you can sit in car or get out and walk over to tracks at south end of trestle to watch action of trains.-----Santa Fe "San Diegan" wins with Carlsbad "Bull Fighter", a fellow tried to play bull fighter with caps and all but didn't quite get out of the way of the "bull", a fast moving train. He was hit in the side and later died at the Tri-City Hospital, the engineer naturally could do nothing to prevent this unfortunate accident, it just proves that it is downright ignorance for anyone to try to play games with a fast moving train....or a slow moving one.....

TO CLEAR UP A FEW POINTS

It was requested recently that the Board of Directors decision as to cooperation with the newly formed independent museum group be published in the Newsletter. It seems there has been some difficulty in regard to a letter of the society intentions being, or not being sent to the new S.D. County Ry. Museum group, or that a letter was sent but did not state our intentions properly. Here are just a few notes from the minutes as a refresher on this situation:

On April 9, 1961, a Museum Committee of the RHOofSD was called by Chairman Alan Diamond, stating that he needed a letter of intention as to our needs and intentions regarding the Rancho Ramona Oaks location. A Mr. DeVault wanted this letter by the 22nd of April, in view of this fact, it was suggested to have a special board meeting on April 11, 1961. At this meeting of the Board of Directors, it was unanimous that a letter of intention and our needs be written. The Museum Committee was given full authority to go ahead with their plans, and, the Corres. Secretary, Mr. L.W. McCleary was advised to write the letter of intentions as requested by Mr. Diamond. It was after this action that the new group was formed and the Board of Directors was informed that they did not wish to work with the Museum Committee. A request was made for cooperation with the new group. At the Board of Directors meeting of May 24, 1961, this was discussed and, as the new museum group paralleled our own Museum Plan, therefore the Board of Directors of RHOofSD decided as follows; In serving the will of the majority, your Board of Directors recognizes the necessity for careful planning, strong organization, the establishment of effective systems and procedures, and, finally, the controlled administration and execution of such plans. In the best interest of the RHOofSD we should continue to direct all effort toward our established purpose within our present framework.

(Editors Note) In a phone conversation with Gladys Umbarger, RHOofSD Recording Secretary, it was pointed out that the RHOofSD at this time will follow their present search and plans for an operating museum, a newly formed Museum Committee will soon meet when vacationing members return to the S.D. area. The RHOofSD sees no reason to back the newly formed organization at this time, with both groups seeking the same goal.

Your Editor of the Newsletter seeing the situation from both sides, having been to the first meeting of the newly formed museum group and having been active with all persons involved for many years.....looks at it this way, and I hope everyone will for awhile until the situation is better understood by all-----

It seems a few of our members got the feeling that the board would not go along with museum plans, the board on the other hand is the elected working group, working and making decisions for the rest of the 160 members of RHOofSD. The board cannot just decide to do something without the proper backing of the general membership, they are there to protect the interests of the society and its members. I think any worthwhile project, properly presented to the board and the membership, usually is passed with little trouble.

The newly formed S.D. County Ry. Museum has a group of RHOofSD members in the initial membership, naturally they will have other members as their group gets things rolling. On the other hand, these are RHOofSD people, their goal is an operating museum and I think if either the new group or the Society is lucky and finds land, there will be a natural combination of effort by both groups. It is mush to early for anyone to be taking sides or pitting one against the other, in recent conversation with members of the new museum group it is quite evident that they are at present working on but one major goal, that is acquisition of land, something that is all important for any museum. If one or the other of these two organizations is fortunate and finds suitable land, there well may be no new group or there will be two organizations working as one toward a mutual goal of saving stationary and operating railroad items. Let us all be tolerant of the other fellows goals and let time iron out the museum problems.

Cards from Ed V.P. Tommy Mann state that he has seen little of any steam power so far on the line, last card was from Sulphur Springs, Ark. Drops us a line from Rice Lake, Wis., Macgregor, states that a steam engine was used for

A nice letter from Joan Earley, wife of NRSofSD member, Doug Earley, formerly of San Diego, states that it is

Doug Harley, formerly of San Diego, states that it is
to get Doug to write. Joan adds that they have just
they do a lot of fishing and rail exploration, Doug has
artifacts, including a switch lock in what appeared to
ern station near Lizard Head Pass, Doug has also located
oses. The letter also invites anyone to let them know
the area, the Harley House is open to overnight guests.
Farmington, New Mexico) If there are any questions in
e regarding present day railroading and past history,
ite and if Doug can come up with the answers they will
. Enclosed in the letter was a brochure on the coming
AN RR CLUB. Narrow Gauge Steam, Sept. 9, 1961 from the
ington to Silverton. Adult fares are \$12.00, children
a Juan RR Club, 3905 Knollcrest Dr., Farmington, N.M.)

The famous observation car "Perrosequinologist" will be placed on S.F. train #90 and #91 for a roundtrip to Jose. The group will visit the annual run of the big steam railroad owned by Seymour Johnson at Goleta. I run as Mr. Johnson has sold his estate. Locally a assistants from the Pacific Beach Model RR Club will go, August 4, 5 & 6, 1961. The live steam outing is by children under 16 years will not be admitted.

SAN DIEGO In a letter from member Robert Ceye, he states that the Harbor Commission authorized Santa Fe to install 3,107 ft. of track to serve a new warehouse at the 10th Ave. Marine Terminal, at a cost of about \$70,000.-- San Diego City Council passed a resolution approving Santa Fe control of the Western Pacific, on the grounds it would maintain competition over the routes as the Southern Pacific already parallels the S.F.-Utah and the connection at Bieber with the Great Northern.---- Work on Broadway crossing includes some changes in tracks, track 1 will be cut off just above Broadway to become a stub, track 4 will be removed entirely. Work is slow due to traffic over the crossing, only one half can be worked on at a time and each evening the entire crossing must be put back in service, requiring filling in and digging out.---- Bob states that our V.P. in charge of publicity should be given a hand for getting a plug on TV-8 and in newspapers when the narrow gauge US Gypsum car arrived at Gillespie Field.

<u>STEAM ON THE PICKERING??</u>	It is reported in the Central Coast Ry. Club paper, the Ferroequinologist, that the Pickering Lumber Co.
is using #33 in the woods	at Soap Creek in Tuolumne County. The 33 is a 1922
Lima Shay. Diesels do the	line hauling of empties and loads.

U're going, are you?? HHS&SD August meeting, Monday the 7th, S.Fe. depot.

ORANGE EMPIRE TROLLEY MUSEUM NEWS

One of the red cars from the MTA (P.E.) has been purchased from Natl. Metal & Steel Corp., the car was bought by an OET member and will be placed on permanent loan to the OET at Perris.....June "Dollar a Project" helped, more money still needed. If you haven't sent a dollar, or more, the present projects are in need of funds: HARBOR INSURANCE, MORGAN YARD, RED CAR PARTS, PLYWOOD FUND, SPAN WIRE FUND. If you care to help, mention your favorite project when sending your donation to Orange Empire Trolley Museum, P.O. Box 501, Perris, California.....more poles have been set, track 3 has been wired, attention has been turned to extension of the loop, 400 feet of trolley wire to be strung, more rail to be laid soon. O.E.T. needs more steady workers, seems many of the regulars are in the service and many may soon be transferred, there is a need for more of the civilian members to get out and start being on the regular worker roster. The museum has purchased many spare parts for interurban cars from the inventory of the Long Beach line, final arrangements are being made for removal of the 1,000 feet of spur on Terminal Island, rail will be used to move latest red car from end of Santa Fe track to museum yards.....O.E.T. to run fan trip in September-----Special Santa Fe train from L.A. to Elsinore using the 3rd District and freight only Elsinore branch, heavyweight cars and 2 open baggage cars, stop at Fullerton for additional passengers, fares are \$4.95 for adults, \$3.00 for children under 12, accompanied by parent, tickets after 9/18 will be \$5.50, more info in next issue. Jim Walker has a comprehensive survey of all known electric railway museums, 20 pages, 50¢ - c/o O.E.T., P.O. Box 501, Perris, California. You can also order all current publications from: Howell-North, Pacific Ry. Journal, Superior, Kalmbach and Snydam Products....write for what you want, all profits from book sales go to the museum. The Morgan Yard switches will need \$300 and only \$71 has been received to date, you can help with the "Dollar a Project". ORANGE EMPIRE TROLLEY MUSEUM - P.O. Box 501, PERRIS, CALIFORNIA.

MOUNT RUBIDOUX CHAPTER - Pacific Railroad Society

The restoration project on streetcar # 1559 saw more paint applied to the interior recently, complete restoration of the car is now planned within the next three work sessions at Perris. The Chapter has now renewed the lease with Santa Fe on the one mile of right-of-way at Perris. This is a part of the old original California Southern. Within the next few months it is planned to lay several hundred feet of track on the right-of-way. The Chapter offers twelve issues of the CALIFORNIA SOUTHERN EXPRESS for only \$1.00, very informative and current events of rail activities in the San Bernardino-Riverside-Cajon Pass territory: 180 "J" Street, San Bernardino, California.

SAN DIEGO & ARIZONA EASTERN COMBINE # 175

Well....the San Diego museum minded failed again, where is the SD&AE combination coach #175??? WHERE- at the active area of Southern California.... PERRIS, CALIFORNIA!!!! The combine was bid on by Finkelstein Supply Corp. of South Gate, O.E.T. now has the car at Perris, they felt it was well worth the price to save it from the scrappers torch.....why didn't the San Diego crowd get the car??? It doesn't really matter now, for it is in safe hands and will be completely restored at Perris by Orange Empire Trolley Museum!! Now about our members getting in on this, they need donations to pay for it....maybe a generous donation from the society treasury at the August 7th meeting???????? The RSEofSD ought to help out with some man power on the restoration of the old SD&AE 175 combine.....and lets all send a cash donation....NOW. Send your donations to the RSEofSD so we can make one big donation to O.E.T. Railway Historical Society of San Diego, P.O. Box 9352, San Diego 9, Calif.