

NEWSLETTER • No 8 - 1962

RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, INC. - POST OFFICE BOX 9351, SAN DIEGO 9, CALIFORNIA.
NEWSLETTER NUMBER EIGHT * * PAGE ONE of FIVE * * ISSUE No. 8 * * SUMMER ISSUE * * AUGUST, 1962

RHS-SD EXCURSION NOTES

SOON....The San Diego Bay Harbor Trip.....
Saturday evening, August 18th, 1962. Two hour
moonlight excursion around our beautiful port.
(see brochure attached to this issue.)

COMING....Streetcar excursion on surface
lines in Los Angeles. Late Sept. or in October.

AGAIN....The well patronized trip to our
neighbors across the border, another journey
from Mexicali on the Sonora-Baja California.
Probable date, last weekend in October or the
early part of November, one day trip.

FALL or WINTER....Hike over Sorrento Hill,
covering Miramar (formerly Linda Vista) and the
old and new route down the south side of the
hill to Elvira. Pictures of passing trains.

CAJON PASS....A charter bus trip to the
O.E.T. at Perris, San Bernardino area railroads
and Summit of Cajon Pass. When the weather is
cool and we have an assured bus load. Contact
your excursion director if interested.

NEWSLETTER??? Thanks to the latest issues of
the Dispatcher, Eric Sanders has taken a good
portion of the load off this issue. See the
many items of news in issue 38, several pages
carry up to date news. Those two issues were
found to be good reading all the way through,
have you had time to enjoy issue 38 and 39 of
the Dispatcher??

SAVED LOCOMOTIVES Santa Fe's big roller bear-
ing 4-6-4 #2903 has been placed in Chicago's
Museum of Science and Industry. Her beautiful
big 80 inch drivers actually rotate!! Another
of the most beautiful locomotives ever built
is the Southern Railway's shining green & gold
4-6-2 type, Pacific of the F4 class. This big
beauty went to the Smithsonian Institution's
new Museum of History and Technology. This is
#1401 built by American Locomotive Company. The
big Santa Fe powerhouse was built by Baldwin.

PTG RED ROLLS Our locally owned private obser-
vation car has been seen on several occasions
recently behind San Diegoan trains, looking real
pretty since being repainted. In the last week
of June the big Pullman observation, "Capitol
Heights" shared San Diego with the ex-Soo line
car. This visiting car is painted in B. & O.
blue and is owned by a private party from Ft.
Wayne, Indiana.

AUGUST MEETING DATE

MONDAY, AUGUST SIXTH, 1962 - 7:30 P.M.

Short business session followed by a
program of films, refreshments, time to
chat with your fellow members, news of
coming trips, vacation trips, etc.

Come on down to the Santa Fe Station, a
short climb up to the second floor and
down the hall to the Safety Room.....

an evening of railroad interest and
tales of the county fair.....

SEE YOU THERE.....SANTA FE DEPOT,
MONDAY EVENING, AUGUST 6th, 1962 - 7:30pm

NO MORE MARKERS Effective July 1st the old
practice of using a pair of marker lamps on
the rear of Santa Fe passenger trains came
to an end. (The trains look a little bare.)

CORN FIELD MEET??? What do you call it when
a train and a weed burner collide? On the
evening of July 6th, an A.T.&S.F. passenger
train carrying 277 Californians to an Elks
convention in Chicago, crashed into a rail-
road weed burner a mile east of Syracuse,
Kansas. The fireman was severely burned by
ignited oil from the weed burner. The engineer
was less severely burned; no other injuries and
no deaths reported.
(thanks to Bob Coys for those two news items.)

UNION PACIFIC 844 This big 4-8-4 steamer is
to be used between Ogden and Cheyenne on the
P.R.S. Labor Day Weekend Excursion. Trip is
to leave Los Angeles on Friday evening, Aug.,
31st, will go over the Sierra, Reno and on to
Ogden for the steam portion of the trip. The
return will be via Union Pacific to L.A. For
information and brochures write: Pacific Rail-
road Society, Inc., P.O. Box 5279, Metropol-
itan Station, Los Angeles 55, California.
(phone, 7 to 10 pm: NORMANDY 2-8771)

RUBENQUIX RIDERS The Mt. Rubenquix Chapter of
the Pacific Railroad Society, Inc. had a good
chance to test out their big open platform
observation car recently. On June 23-24 they
covered around a thousand miles in California
and Arizona thoroughly enjoying railroading.

1962 SAN DIEGO COUNTY FAIR

Many thanks to the members who did all the hard work prior to the fair getting the old observation car ready. Not having a complete list, we won't name all the workers, but might say this, the exhibits at the fair were well prepared, many hours went into the calling and painting on the O50.

Members helping to staff the exhibits were as follows: Fred Finke, Wally Duthie, The Bergquist Family, Bea Walker, Tom Hankore, Wendal Myers, Ann Myers, Gladys Umbarger, Clifford Skeen, Rex Cuttall, Seward Tuthill, Alan Ricea, Ed Palmer, John Andert, Dwight Couch, Gene Lindsay, William Owens, Bob Coye, R. Bulzer, John Hoagland, C.D. Taylor, Eric Sanders, Marion Charles, Louis Haake, John Garby, S. Bollinger, Tom Matson, Gary Johnson, The Rider Family, Mr. & Mrs. Schnader, Mr. & Mrs. Ernest Major, Roy & Daisy Miller, Charles Rozek, Jane Rozek, Earle and Anida Swaine.

This is an impressive list of membership participation. I had felt a bit guilty this year not being able to take part in the paint and patch work before the fair and during the fair my duties as general manager at the P.B. Model RR exhibit took most all of my time. In past years there were the same old group of us doing the same chores each year, but this year the members did a fine job of supporting our exhibits at Del Mar. My personal thanks to all that helped.

Corky Thomson, Editor.

A WORD FROM THE BOSS V.P. IN CHARGE

As V.P. in charge of staffing the railroad exhibits during the fair at Del Mar, may I, on behalf of the R.H.S.o.f.S.D., sincerely thank each of you for your wonderful cooperation.

Especially do I wish to thank those of you who helped Tommy Mann and I on the work parties for many weekends before the fair. We had many compliments on our display due to your willing efforts. Thank you very much.

Earle A. Swaine, 1st V.P.

We goofed....forgot to list Eddie Junghans and Tommy Mann in the above list! (Ed.)

THE SPRING FAIR IS OVER AT BALEGA PARK, THE COUNTY FAIR IS OVER AT DEL MAR.....

HEY GLADYS!! Some of our poor members still haven't got their membership cards....we know you have been busier than three people ought to be but some of our members kind of want to be included this year!

POST CARDS FOR SALE Two different views of Canadian National #6167 4-8-4 steam locomotive. A MUST for all railfans, six post cards for 30¢ postpaid. Write to: Steve Zawacki, 19366 Fenelon Ave., Detroit 34, Michigan.

WONDERFUL That is the word for Volume 25, No. 6 June 1962, Issue No. 279 of Western Railroader. 25 years of history and photos about the Pacific Coast Chapter, Railway & Locomotive Historical Society, Inc. This is a swell bit of reading, reminiscence, picture looking and taking a long look back at some mighty fine trips with steam.

THE SILVERTON Still running with those fine little narrow gauge steamers, daily between Durango and Silverton, Colorado. After Sept. 5th train will run tri-weekly to Sept. 26th. This spectacular trip costs but \$5.50 for a round-trip and makes an excellent day for the railfan, leaving Durango at 9:15 am and returning at 6:00 PM. (mentor, John Hart was there this summer, how many more R.H.S.o.f.S.D. people made it?)

ADD MEMBERSHIPS These Dispatcher subscribers have stepped up to regular memberships:

- *Bernhard D. Bunje, 1709 Montgomery Drive, Vista, Calif. (PA-4-3371)
- *Charles Walker, 811 Mantie Court, San Diego 9
- *Gary Johnson, 3825 Atascadero, San Diego 9
- Also add to the roster these 1961 members, not as yet listed for 1962:
- *John W. Barriger, President, Pittsburgh & Lake Erie Railroad, Pittsburgh 19, Pennsylvania.
- *Thomas W. Sefton, 3910 Henry St., San Diego 3
- Change of address:
- *Anthony J. Kobza, 3554 Boundary St., S.D. 4
- *Frank H. Ropinske, Rt. 1, Box 1550, San Marcos.

NO CALICO IN '62 Due to the high cost involved in operating a special train to the ghost town at Calico, with the general economy at a low here in San Diego, it has been decided to pass up the proposed trip on Oct. 28, 1962.

If things pick up in San Diego we will make another attempt in the spring or fall of 1963. We have the choice of a Santa Fe train direct from San Diego to Barstow or Union Pacific out of East Los Angeles utilizing charter busses to connect with the train. Cost is about the same either way, approximately \$15 to \$16 for adult roundtrip fares.

Excursion Director, Corky Thomson regrets conditions making this trip inadvisable, but looks forward to the trip in 1963. He continues his request for trip suggestions and thanks those of you that have written in suggestions. See you on the bay....Saturday....August 18th!!

Once again by rail he has been rembling
With the hopes of a steam engine he is gambling
By train on his latest vacation
Enjoying rail service across our nation
His trip from the west to that eastern hodgepodge
Is yours for the reading compliments of RICHARD V. DODGE.

OBSERVATIONS IN JUNE

By Richard V. Dodge

Heading for Troy, New York, the departure was made from San Diego on Santa Fe train 75 on Monday, June 4th. At El Toro the train was stopped, a highway patrolman delivered a message and we proceeded slowly by the El Toro Marine Corps Air Base. West of the track a trainer or a drone plane had made a bolly landing but had come to rest before reaching the right-of-way. Trucks and crews were standing by. (Editors note: this is the spot where a jet fighter plane over shot the field and hit a San Diegoan train and derailed it some time back.)

Out of Los Angeles, Union Pacific train 104, the City of Los Angeles with Challenger combined had 21 cars and it was powered by 4 passenger diesel units.

No advance information was given to the passengers but, at Ogden, the train was "broken up" and consolidated with cars from the S.P. City of San Francisco. All the sleeping cars were assembled to form the 1st section. There was much confusion when the announcement for the loading of the all-Fullman section was broadcast on the public address system. Coach passengers swarmed out onto the platform and milled about looking for cars 1028, 1029, etc., which were not there. The chair cars from the Southern Pacific had not yet been switched.

One couple that had first-class accommodations was having coffee in the coach diner, they missed the first section and had to ride the second section until it overtook the first at Cheyenne. They were then able to change to the proper accommodations.

Several steam engines were seen parked near the roundhouse at Cheyenne.

What appeared to be the G.M. Aerotrains was standing in the La Salle Station in Chicago, apparently in service on the Rock Island.

On the New York Central, advantage was taken of riding in a single room in the Sleeper (Slumper) Coach on train 28, the New England States, on a coach class ticket, to Albany, N.Y.

The N.Y.C. has evidently found its all-rron Sleeper Coaches are profitable or, as is more probable, that they tend to reduce the deficit. In addition to the ones which have been operated for several years on the Twentieth Century Ltd. and the New England States, three more trains, in each direction, have been equipped recently. These run between New York and Cleveland, New York and Detroit and New York and Cincinnati. (The Denver Zephyrs of the Burlington carry two Slumper Coaches during the summer months and there was no single room available out of Chicago on June 18.....Santa Fe, Union Pacific and Southern Pacific. PLEASE

At Troy, it was saddening to find that the railroad station had been torn down. **NOTE!!** It used to be a busy place in the days of steam. And what do you suppose now occupies the site? A municipal parking lot! Only one track remains to provide a connecting link for interchange of freight.

The graduation exercises at Rensselaer Polytechnic Institute were impressive ceremonies with 899 young (mostly) men receiving degrees of various sorts. This compares with about 120 in 1912. However 3/4 members of the latter class returned to celebrate their 50th reunion.

Sunday afternoon, the tenth, was spent in riding the trains in the subways of New York City. A number of tokens was purchased at 15 cents. Then it was discovered that you need only one providing that you do not come up for air. After you experience the sensation of being hurled through dark space, you can imagine vividly how an astronaut must feel.

The journey from Baltimore, Maryland, to Pittsburgh, Pennsylvania, was accomplished by means of the Baltimore & Ohio's "Speedliner". The consist was two R.D.C. cars out of Baltimore. The head one is a combination and also has a comfortable dining section. At lunch, crab cakes, delectable dish of Baltimore, were served. The third car was picked up at Washington, D.C. The performances would have been on time had it not been for an hour's delay due to the clearing of wreckage of two derailed freight cars at Brunswick, Maryland.

That evening came a memorable ride over the Pittsburgh & Lake Erie RR as the guest of our gracious member, Mr. John W. Barriger, President. This covered the main line from Pittsburgh to Youngstown, Ohio, and over the Erie-Lackawanna to Cleveland.

Observations in June Continued from page three.....

Returning to Pittsburgh the next day, a cursory inspection was made of Mr. Barriger's Reference Library. You should see it!! Three office rooms are filled with metal bookstacks. Name any railroad book and the chances are that you will find it, including Rails of the Silvergate. He also has many large photograph albums, full of railroad scenes.

Pittsburgh has the largest system of electric streetcar lines left in the country. It was planned to stay over for a day or so to ride the principal routes. Then it was learned that Mr. Barriger had presented to Mr. C. D. Palmer, President of the Pittsburgh Railways Company, a copy of Rails of the Silvergate and had informed him that the author wanted to take some rides on his trolley cars, all of which are P.C.C. Not only was a cordial reception accorded the above-mentioned author by Mr. Palmer but he called in Mr. J.E. Sigmon to act as a personal escort. V. I. P. !!

The first route selected was the #36 from Pittsburgh to the suburb of Drake. It should be a juice fan's paradise. Mr. Sigmon pointed out many unusual features which otherwise would not have been observed. The operator gets out at a pole on which is mounted a black box. He opens the door, looks at his watch and twists a couple of dials. The result, as was seen later in the Dispatcher's office, is a record of the time in minutes on a chart. A clock stamps the correct time in full. Another device on some suburban cars is an ordinary tumbler switch which is mounted by the fare box. When thrown to "on" position, the track brakes are energized just enough to bring them in contact with the rails and leaves, gravel, etc. are swept off.

The South Side of Pittsburgh is reached chiefly by crossing the Smithfield Street bridge over the Monongahela River. Then the cars on most routes pass through a private tunnel under Mount Washington. At the north portal a strip of electric lamps has been mounted vertically. During heavy travel hours, an officer directs traffic at the intersection. Each inbound car waiting in the tunnel causes a lamp to be lighted and the traffic officer can tell at a glance how many cars are backed up in the tunnel.

Another device is a derail switch which is operated by the controller of a car approaching the north portal. The station and headquarters at this point is named South Hills Junction. As the inbound car starts towards the tunnel, its speed must be slow enough to allow the electric switch to function and close the derail. Otherwise the car lands on the ground.

The P.C.C.'s are numbered in the 1200, 1400, 1600 and 1700 series. Most of them do not have wheel brakes. The 1700's have standee windows. The ones of the latter group which are used on the suburban lines to Drake and Library have an auxiliary headlight mounted on the roof. Longitudinal seats are installed on each side from the front door to the center door and transverse or cross seats from that point to the rear end. The cars, being of single end type, are turned on loops which are provided at the ends of the lines. No wyes are used.

The system of "Inbound Pay as You Enter" and "Outbound Pay as You Leave" is in effect. (This method was tried out for some time on the San Diego Electric Ry. in the 1920's.) The basic fare is 30 cents.

In the Accounting Dept., a demonstration was made of how the coins are separated using a revolving screen. It is similar to the grading of different sizes of crushed rock.

In that department, Mr. John Baxter, a juice fan, was introduced. He is a member of the Pittsburgh Electric Ry. Club, Inc., Pennsylvania Ry. Museum Assoc., Inc., and also a member of the Bay Area Electric Railroad Association. He told of the operating (soon, it is hoped) museum project underway at Arden, Pennsylvania, south of Pittsburgh. The writer learned that there was a group of old trolleys there but did not inquire sufficiently as to their whereabouts. On Saturday, he rode a bus to Washington, Pa., then, as the local buses run hours apart, took a taxi to Arden. The cars were there but they were all in a house and could not be photographed. One of the boys had made a destination sign for the front of a P.C.C., it read: MALFUNCTION JCT. A power house has been erected in which a diesel engine and a direct current generator, not yet mounted, are stored.

The museum is a natural as it is located on the right-of-way of the abandoned interurban line. A quarter of a mile or so of track and overhead is still in place. There is an unusual two-gauge, three track which was used jointly with the Pennsylvania RR. The gauges are standard, 4ft8½ inches and the broad gauge of the electric cars, 5 ft., 2½ inches.

Also Mr. Baxter announced the running of a rail fan excursion on Sunday, June 17. We rode all day on car #1431 covering many lines in the North Side and the South Side.

Observations in June Continued from page four.....

One of several solo trips was over route #56, Pittsburgh to McKeesport. Notices were posted that a hearing for the discontinuance of the electric car service would be held in July. The ride, like many others, was a scenic treat, passing steel mills, then running on private rights-of-way through restful green woods and crossing three bridges over rivers. Operating on some streets in McKeesport is tight. There is just clearance enough if the wheels of the automobiles are parked against the curb.

The Pittsburgh Railway runs a sight-seeing bus tour in which a ride up Mt. Washington is made on the Castle Shannon Incline. This funicular is ancient, very wide gauge, and the cars have large level platforms capable of carrying a horse and wagon. In the old days there were a number of these inclined planes.

In Chicago, the first ride was taken on the subway train north to Howard Station. You do not get the rocket sensation in Chicago as the tunnel is all lit up. The train emerges from the subway and climbs to the elevated level before reaching Belmont Station. A Chicago, North Shore & Milwaukee electric train passed through Howard Station. It was thought that it was a last look but it seems that the abandonment of service has been postponed.

Rode the California Zephyr to Oakland and returned to San Diego via Barstow. It was noted that the westbound trains on the Santa Fe were running late. A freight wreck was mentioned but the details of mashed potatoes near Needles were meager. After an overnight stay at Barstow, walked to the station, looked at the train board, noted some trains were posted as being late but that the Grand Canyon, #123, was shown as being on time. A train pulled in when the Grand Canyon was due. You thought that it was strange that it did not have many head endcars. As it was headed for Los Angeles, you boarded it. It was unusual to have a nice chair car. The train left on the advertised but pulled out of San Bernardino one-half hour ahead of time. You thought that perhaps the schedule had been changed. Then you woke up going through Upland and inquired as to what train you were on. It was the Super Chief, running three hours late.

There were too many passengers for the six coaches on train #76 to San Diego. A stop was made in the Los Angeles Coach Yard and another chair car was switched into the San Diegan.

Travel Broadens!

(Editors note: Dick Dodge sent this "incomplete" story of his trip east, stating it was probably too lengthy for Newsletter. I think it was a first class bit of information, how about you?)

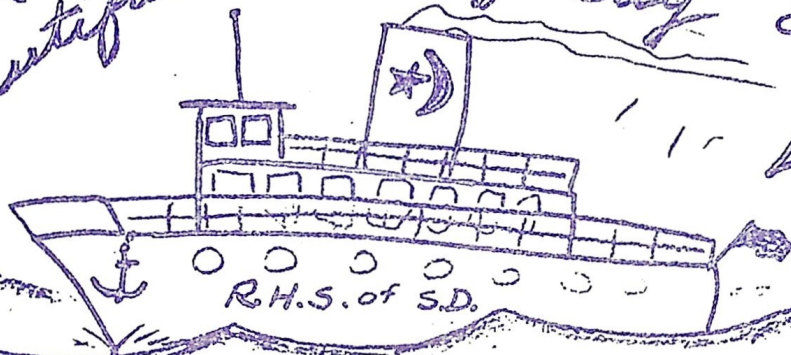
NEWS NOTES: More automat type meal cars on S.P., now used on City of San Francisco.....S.P. is inquiring about bids on more diesel-hydraulic type power.....Norfolk & Western has ended overhead electric operations on the Virginian.....Union Pacific is running gas-turbine locomotives into Los Angeles. They are also now equipped for multiple operation with diesels. In the California Southern Express it was reported that the 29, 30, 60, 65, 70 & 75 have been seen so far. The 29 & 30 are the two unit 8,500 hp type. These turbines are being used for freight service and are reported to be shut down out in the Pomona area due to noise.....Pacific RR Society celebrated the Descanso's 22nd anniversary of the placement of the streetcar at Summit on Cajon Pass, July 4th. A monument has been erected and was dedicated that day.....Ventura County Railroad # 2, a little 2-6-2 type used on fan trips has had its ICC certificate expire. The 40 year old locomotive may not be repaired, leaving work on the line to a little G.E. 70-ton diesel. The V.C.R. has purchased a small diesel from the Garden City Western in Kansas. It is a 45-ton Whitcomb, rated at 330 hp, new number is Ventura County #3.....from the pages of Trains we note a superb tonnage train was recently pulled by the Pittsburgh & Lake Erie, a train of 224 cars, gross weight of 23,380 tons! Santa Fe is reworking some of their 2300 series switchers for M.U. operation, one was noted in a freight recently here in San Diego, not known if it was dead for the shops or hooked up and working.....Chard Walker reports one of the new GE-U25B diesels on the Santa Fe recently, numbered in the 600 series.... Passenger business appears to be quite good on certain trains here in San Diego during the mid-week and definitely heavy on week-ends. San Diegan of 16 cars once again reminds us of better days in years gone by, will passenger business make a come back?

If you don't have your 1962 card for RHO of SD membership but you still get the Dispatcher and Newsletter...you are a member! We will do our best to iron out the missing card deal OK???

RAILWAY HISTORICAL SOCIETY
OF SAN DIEGO, INC.

PRESENTS

"A MOON LIGHT
HARBOR CRUISE"
On Beautiful San Diego Bay



SATURDAY EVENING,
AUGUST 18th 1962
8:00 P.M. to 10:00 P.M.

HERE IS YOUR CHANCE TO ENJOY A SPECIAL CHARTER CRUISE AROUND BEAUTIFUL SAN DIEGO BAY.....
AND.....HELP FINANCE THE RESTORATION OF OUR GRAND OLD STREETCAR NUMBER 54. ALL PROCEEDS TO
BE USED IN COMPLETION OF CAR 54. COME ENJOY THE FRESH NIGHT AIR, SEE THE SPARKLE OF LIGHTS
ON THE WATERS OF OUR FINE HARBOR..... SATURDAY EVENING, AUGUST 18th, 1962 - 8:00 to 10:00 P.M.

Our own special harbor cruise will cast off from the foot of Market Street (at Harbor Dr.)
at the Star and Crescent Company landing. (Not the Broadway Pier.) Departure time is 8:00 P.M.,
we will have a full two hours on the bay, returning at 10:00 P.M. Come join your fellow R.H.S.
of S.D. members and help restore our former S.D. cable car to the glory of its days as one of
the electrics on the San Diego Electric Railway. Here is your chance to do YOUR bit with this
restoration project and also enjoy an evening out on the bay. This trip is for everyone, so
invite your friends, relatives, railfans, boat enthusiasts, they are all welcome.

FARES ADULTS....\$3.50 CHILDREN....\$1.75 (5 to 12 yrs.) FAMILY....\$9.00 (Includes: Mom &
Dad and two youngsters 5 to 12 yrs.)
Send ticket orders with CASH, CHECK or MONEY ORDER, AS A FAMILY GROUP, additional kids
stating number wanted, adult; children, etc., with a at regular \$1.75 each.
self addressed, stamped envelope.....TO:

RAILWAY HISTORICAL SOCIETY of SAN DIEGO, Inc., P.O. Box 9351, San Diego 9, California

(No refunds or cancellations after Wednesday, August 15, 1962)