

Newsletter Number Eight (8)

RAILWAY HISTORICAL SOCIETY of SAN DIEGO, Inc. - P.O. BOX 9351, SAN DIEGO 9, CALIFORNIA. 92109.
NEWSLETTER NUMBER EIGHT - PAGE ONE - (3 pages) AUGUST - 1963.

DEAR MEMBER:

San Diego, California July 30, 1963

HERE IT IS TIME AGAIN TO RESUME OUR REGULAR FIRST MONDAY OF THE MONTH SOCIETY MEETING DATE IN THE SAFETY ROOM, UPSTAIRS IN THE SANTA FE RAILWAY STATION. WE HAD A LITTLE VACATION IN JULY WITH NO REGULAR MEETING DATE BUT MANY OF YOU WERE ON DUTY AT THE SAN DIEGO COUNTY FAIR SHOWING OFF OUR RAILWAY MUSEUM EXHIBITS.

WE WISH TO THANK ALL OF THE MEMBERS WHO SPENT TIME TAKING CARE OF OUR EXHIBITS AND PRESENTING THEM TO THE MANY THOUSANDS OF 1963 FAIR VISITORS. YOU ALL DID A FINE JOB AND WITHOUT THE HELP OF SO MANY WILLING MEMBERS IT WOULD NOT BE POSSIBLE TO OPEN OUR LOCOMOTIVE, OBSERVATION CAR AND STREETCAR FOR PUBLIC DISPLAY.

WELL, ARE YOU RESTED UP FROM THAT TEN DAYS OF COUNTY FAIR? WE HOPE SO BECAUSE THE AUGUST MEETING IS ALL SET FOR MONDAY THE FIFTH OF AUGUST AT OUR USUAL MEETING PLACE. OUR PROGRAM FOR THE EVENING WILL BE PRESENTED BY MEMBERS ROY & DAISY MILLER. THERE WILL BE SOME INTEREST FOR ALL OF US, ROY PROMISED A VARIETY SHOW OF RAILROADING VIA THE 8mm CAMERA AND FILM, WITH BOTH STEAM AND ELECTRIC ACTION MOVIES. BETTER BE DOWN THERE ON MONDAY, AUGUST 5th FOR AN INTERESTING SERIES OF FILMS ON OUR FAVORITE SUBJECT....TRAINS!!

WE HAVE AMONG US SOME NEW MEMBERS, WE HOPE YOU NEW JOINERS WILL COME DOWN TO OUR MEETING AND GET TO KNOW US ALL. OUR MEETINGS ARE QUITE INFORMAL AND THERE IS ALWAYS PLENTY OF TIME FOR "BULL SESSIONS". WE TRY TO KEEP SOCIETY BUSINESS TO A MINIMUM AND KEEP GOOD FELLOWSHIP, PROGRAMS AND REFRESHMENTS ON THE MAXIMUM. COME ON DOWN ON THE 5th OF AUGUST.

ALSO WITH THE 1963 FAIR AS PAST HISTORY, WE RESUME OUR NEVER ENDING BATTLE OF EQUIPMENT MAINTENANCE AND RESTORATION. REGULAR SATURDAY WORK DATES RESUME AS OF THE 27th OF JULY AT OLD TOWN WITH THE RESTORATION OF STREETCAR NUMBER 54 ALONG SIDE THE WHALEY HOUSE. IF YOU CAN BE OF ANY HELP AT ALL....YOU ARE NEEDED. PRESENTLY THE CAR IS BEING PREPARED FOR A COAT OF PAINT AND WINDOW WORK. THAT IS ON OLD HISTORIC CAR 54 IN OLD TOWN, EVERY SATURDAY.

THERE WILL BE WORK PARTIES AT DEL MAR ON STREETCAR 528, IT IS TO BE PAINTED. THE LOCOMOTIVE AND OBSERVATION CAR WILL ALSO REQUIRE MORE WORK THIS SUMMER AND FALL. UP AT THE ORANGE EMPIRE TROLLEY MUSEUM IN PERRIS, WE STILL HAVE WORK TO BE DONE ON SAN FRANCISCO STREETCAR NUMBER 171. THERE ARE ALSO MANY OTHER WORTHWHILE PROJECTS TO BE DONE WHILE AT PERRIS SO PITCH IN ON ANYTHING YOU MIGHT BE NEEDED FOR WHILE AT THE TROLLEY MUSEUM. THE O.E.T. IS ALWAYS THANKFUL FOR WORKERS, IF YOU CAN GO UP AND HELP, DO IT....ANY WEEK END.

WELL, THAT SORT OF SUMS UP EVENTS TO DATE, REMEMBER, THE NEXT MEETING OF THE SOCIETY IS ON MONDAY - AUGUST - FIFTH - 7:30 P.M. to 10:30 P.M., IN THE SAFETY ROOM OF THE SANTA FE RAILWAY STATION IN DOWNTOWN SAN DIEGO, KETNER AND BROADWAY. THE MOVIES SHOULD BE GOOD, ROY ALSO USUALLY HAS A FEW INTERESTING AND SOMETIMES HUMOROUS REMARKS ALONG WITH THE MOVIES....THE REFRESHMENTS SHOULD BE GOOD, AS THEY ALWAYS ARE! BRING A GUEST IF YOU WISH, THE MORE THE MERRIER. BRING A BIT OF INFORMATIVE INFORMATION ON YOUR SUMMER WANDERINGS IF YOU HAVE ALREADY BEEN OFF ON A VACATION, ESPECIALLY IF YOU DID ANY TRAIN RIDING OR TRAIN WATCHING ANYWHERE. THERE IS ALWAYS TIME FOR A FEW INFORMAL TALKS ON TRAINS.

SINCERELY.....Your Society Officers.

SAN DIEGO BULK LOADING Since the last issue of the Newsletter approximately 220 car loads of Potash arrived in San Diego via Santa Fe. This shipment was during the last week of June and there were a couple of solid strings of hopper cars on the AT&SF, quite an unusual sight down here. More shipments since and a batch of Alfalfa pellets also due presently. This is quite an additional bit of railroad business for San Diego. Both S.P.(S.D.&A.E.) and the Santa Fe share in this business.

BACK AGAIN FOR 1963 A little extra railroad operation each week at Del Mar with the 1963 horse race season. At least on special a day during the week and usually two on Saturday. Alco #51 has again been placed in race train service, cars are all heavyweight coaches and many are painted in the new all gray color, some now have aluminum roof. An interesting display of older Santa Fe passenger cars can be observed on the Del Mar Race Specials. (No races on Sunday, no special train.)

**** **NEWSLETTER** **** Published once a month for membership information on meeting dates, activities, railroad news, etc. Send news items to the editor on or before the 20th of each month: Saeth L. Thomson, Editor, 3204 McGraw St., San Diego 17, California, 92117.

WANT TO BE A GUEST EDITOR? If you want to try your hand at putting out an issue of the Newsletter, step right up. We will assist you and help out in the printing and mailing. We kind of wonder sometimes if you might want to try a shot at putting out the monthly bulletin but just never stand up and say so. We also wonder if everyone is satisfied with the Newsletter. We know it could stand more contributions from the membership, we hear about a lot of things and read a lot here and there, but we don't get ALL the news. Some issues don't have enough space and others run short of space, it has a few problems from month to month but we try to balance it out. If you wish to try your hand at doing the Newsletter, let us know.

CHANGE OF ADDRESS Member Jonathon Sapp will be leaving us for his new home in the islands, new address after August 3rd will be: 4393 Royal Place, Honolulu, Hawaii.

Speaking of address changes, PLEASE let the society know when you move, it costs us 4¢ to mail your Newsletter or Dispatcher, 8¢ to have it returned with information on new address and another 4¢ to remail it. That's 16¢ or more per move, per person. It gets rather expensive when five or six of you move around and don't notify us of address changes.

OUT OF THE HOSPITAL.....IN THE HOSPITAL.....

Our president, Earle Swaine is out and up and around again, which we are very happy about but one of our board members took his place. Clifford Skeen went into the hospital for needed repairs, get well soon Cliff. It seems both of these fellows put off operations for society events, Earle wouldn't go until after the May Escondido excursion and Cliff held off until the fair was over.

SHADES OF OLD JOHN SPRECKELS After all these years the private car of John Spreckels has been used as such. Our Treasurer, Fred Finko "camped out" in the private car at the fair grounds this year. Fred had his own private car from closing time each night until the gates opened the next day during the 1963 San Diego County Fair at Del Mar. Fred says the fairgrounds are pretty quiet and almost seem ghostly at 5:00 A.M. in comparison to the mid day crowds and nightly crowds.

SOCIETY BUSINESS BEHIND SCHEDULE If you are a new member and haven't gotten a card or a membership form to fill out, don't be alarmed. The fair, summer, and all the things at this time of year that slow us down on old standard business practices have put a slow down on all society mail, business, etc.

With the August meeting we should once again be getting back on schedule. We know the same problems arise for Eric Sanders in getting issues of the Dispatcher ready, it is always a job but a bigger one during summer months. The Newsletter is a little more of a chore in summer, correspondence doesn't ever seem quite as important.....well, summer is a time of year for many activities and so some have to take a back seat to others.

SUMMER is a grand time to get out doors and help on old car 548! Or so says our 2nd V.P. in charge of maintenance and restoration. Tommy Mann says he needs workers every Saturday for streetcar 54 in Old Town next door to the famous Whaley House. He plans work at car 528 at Del Mar and more at Perris. He can be contacted regarding this work at: 273-8824.

UNION PACIFIC 4-8-8-4 "BIG BOY" Latest word on the fate of the last of the big U.P. steam locomotives has several more being saved and some heading for scrap alley.

Bill Garner reports in the California Southern Express that the 4004 will be saved for Cheyenne, the 4005 to be held for further disposition, the 4012 to be donated to the State of New Hampshire, the 4018 to go to the city of Green River, Wyoming. The 4023 now at Cheyenne will be kept by U.P. Recently the 4003, 4010 and 4020 went to the big steel mills at Geneva, Utah for scrap.

Other U.P. steam power being held for donation are the following: 4-8-4 #833 to be held for future distribution, the 838 to go to Omaha for display, the 844, now numbered 8444 will be kept in operating condition for trips. Challenger 3985 (4-6-6-4 type) will be held permanently by the U.P.

For anyone having never seen a Union Pacific "Big Boy", there is one on display at the Los Angeles County Fair in Pomona, California. Along with the 4-8-8-4 are several other big and small steamers at Pomona, including a U.P. 4-12-2 three cylinder type, Santa Fe 3450, a handsome 4-6-4 Hudson type.

INVITATION Regular scheduled time table operation every Tuesday night at the county fair grounds....or should we say the Del Mar Turf Club, PACIFIC BEACH & WESTERN RAILROAD. Open at 7:30 P.M., Tuesday nights. (HC Scale)

NEWS NOTES BOTH NEW AND OLD: Pacific Railroad Society will operate Santa Fe excursion train from Los Angeles to Carlsbad, New Mexico over Labor Day weekend. Train leaves L.A. on Friday, August 30th, returns Monday, September 2nd. For additional information and brochures, write to PACIFIC RAILROAD SOCIETY, P.O. Box 5279, Metropolitan Station, Los Angeles 53, California.

California Western, that little line serving Willits and Fort Bragg, California with the most scenery per mile in the state has purchased a "NEW" railcar for passenger service. This gives them three "skunks". The new car is actually a used car from the Salt Lake, Garfield and Western. The railcar is 64 feet in length and presently seats 57 persons. The California Western may make some changes in seating and baggage accommodations. The gasoline engine will be replaced by a diesel.....The judge recently ruled it allowable to operate steam engine number 8 of the Feather River Short Line. The ICC claimed engine was being run without the proper boiler inspections required by ICC. The judge said it is a railfan type operation and does not come under ICC rules. Fire up number 8 fellows! She is a 2-6-2 type and has been at Quincy Railroad but was moved to the Plumas County Fairgrounds pending court decision..... SOUTHERN PACIFIC will get three Diesel-Hydraulic locomotives from American Locomotive Co. They will be 4,300 horse-power each, delivery is scheduled for 1964.....The famous Keddle "Y" on the Western Pacific has been placed back in service after many years. Current use of the "wye" on the trestles will speed up freight moves up the "Inland Gateway" to Great Northern connection at Boiber.....E.N.D. announced their super diesel recently, now the news of a power house from Alco for Union Pacific has been announced, 16,500 hp. The new diesels will be 16 foot high, 10 feet wide, 84 feet long. The super diesels are coming, drastic changes in motive power seem to be shaping up.....Southern Pacific has a new freight car, new cars are common news now with such orders as 300, 100 ton, 4000 cubic foot capacity covered hopper cars for Santa Fe from Pullman-Standard, 50, 60½ foot, 100 ton box cars from the Santa Fe car shops at Topeka and 50, 70 ton Airslide hopper cars from General American. Lots of cars, big in size and capacity, special type loading etc. Well, to get back to the new cars for the G.P., they are termed the "Giant with the Gentle Touch". S.P.'s experimental Hy-Cube car has proved worthy in service. Designed to handle special shipments of automobile parts that are bulky but fragile, the car has been used between General Motors in Detroit and the G.M. plant at Oakland, Calif. Christened the "Hy-Cube Hydra-Cushion" freight car, it is 94 feet long!!! The special 17 foot high car has two 20 foot double plug doors for easy loading by fork lift. The auto parts are loaded into individual racks and are locked in by bulkheads..... More S.P. doings, they moved a bridge up in Nevada! Usually the trains ride over the bridge but this time the bridge rode the train. A 256,770 pound bridge was moved by two 90 ton railroad cranes and placed on four flat cars for the railroad journey to a new location. The S.P. retired the bridge after rerouting the river it crossed, it was given to Washoe County to replace a washed out highway bridge over the Truckee River. The bridge is 30 feet high and 150 feet long and had to be balanced precisely for the railroad journey to the new location..... BACK HOME in San Diego the summer business has its big days on Santa Fe "San Diego" trains, recent long one was #77 with 19 cars heading to L.A. Trains of 15 cars are common on the good schedules and average of 8 cars on others. The Orange Empire Trolley Museum "4th of July Excursion" from Los Angeles to Del Mar for the fair turned out to be a money loss for O.E.T. The old story, not enough good publicity when needed, they were shy a few to many fares but ran the train anyway. Over 200 made the trip on the heavy-weight Santa Fe train with good old 1509 open end observation on the rear. Unusual problem: one gondola car on siding at the Del Mar wye. Solution: couple said car to front of diesel and push car out of way. When time for train to return to L.A., car was towed out to same spot and uncoupled. It reminded us of the Escondido excursion, we couldn't run the diesel around the train until some "freight" switching was done by Alco #51.....That O.E.T. excursion loss didn't help the current money raising projects at Perris. Join their DOLLAR A MONTH project, send a buck or two for needed items and projects: Orange Empire Trolley Museum, P.O. Box 501, Perris, California.

This issue being sent to some of our old members, friends, other railfan groups, historical groups, etc. We hope some of you old members come back in, we welcome you new members and we welcome any physical or financial help from anyone, member or not wishing to help with society projects. We need the physical help and we need the financial help, how about YOU.