

--- NEWSLETTER ---

Published monthly by 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. - - - Corky Thomson, Editor.

Railway Historical Society of S.D., Inc.
P.O. Box 9351, San Diego 9, Calif.

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7861 Normal Ave., La Mesa, Calif.

The Railway Historical Society of San Diego, Inc. is an active member of the ORANGE EMPIRE TROLLEY MUSEUM located Perris, California.....the R.H.S. of S.D. is also a participating member in the United Railway Museum, Perris, Calif. (Mt. Rubidoux Chapter, Pacific Railway Society, Inc.)

Membership in the R.H.S. of S.D. is \$2.50 per person, \$3.50 for Family membership, \$1.50 for Junior members, under 18 yrs.

R.H.S. of S.D. holds regular monthly meeting in the Safety Room of the Santa Fe Railway station, first Monday of each month at 7:30 P.M. unless otherwise notified in the Newsletter.

1962 DUES are due and payable NOW
Get those renewals in and avoid the rush in March. This not only helps the secretary get the 1962 cards out but will eliminate the possibility of missing the Newsletter or the Dispatcher....March is the deadline.
Continuation of our list of paid up 1962 members, we have:

Henry Bugenhagen, Betty Jo Burgeson, Donald Decker, Chet Dutton, Lucy I. Galaski (new member), Warren D. Gent, J.W. Grosdidier, Robert B. Hayes, Leslie Johnson, Ralph Kerchum, William A. Kingston, Dennis Kogan, Geo. Llewellyn, Jerry MacMullen, Tom Matson, Seymour Mickler, Andrew Proctor, Loretta E. Proctor, Charles Rezek, Jane Rezek, Carroll Schneider, Sibley Sellev, John Stedelle, Earle Swaine, Louis Thomas, Ronald Zeiss. We duplicated one or two from last months list but that is a general idea how the renewals are coming in. Those of you that have paid up but are not listed, we will get you on the roll call soon.

NEW YEARS IN MEXICO

The recent New Years weekend saw 27 happy railfans and travelers on the evening train out of Mexicali, in their own Pullman car bound for the lovely town of Guaymas on the Gulf of California in old Mexico.

The trip was a success and everyone seemed to enjoy themselves all the way. There sure is a lot of ribbing and kidding going on in regards to how much fun Excursion Director Wally Duthie had. Eric Sanders seems to be on the inside with the truth of this kidding!!!

Another such trip for 1962-63 ???
Corky has it on the excursion list, 1962.

SANTA FE had full trains and long on cars during the holiday period, looked good to see 12 to 15 car San Diegans. Trains seemed to maintain the time quite well considering the length of some of the trains and longer time required at station stops. Some of the longer trains were rolling behind two unit Alco passenger diesels.

HIDE THE EXCURSION TRAIN TO RAMONA

The Orange Empire Trolley Museum is operating a special train from the Los Angeles Union Station via the A.T. & S.F. Ry. to the famed outdoor play, "The Story of RAMONA" at Hemet, Calif. This special train is primarily for those living in the Los Angeles area but we felt it worth mentioning as it is an excellent idea for people in the auto crowded L.A. basin. The trip is a complete package deal, special train from L.A. to Hemet, the play, a big barbecue dinner and return to L.A.

We hope this very fine style of rail and cultural combination works out and is a sell out, the O.E.T. deserves a hand of applause for this type rail trip. If you wish more information on this trip, write: ORANGE EMPIRE TROLLEY MUSEUM, P.O. Box 501, Ferris, California.

The trip is scheduled for Saturday the 28th of April, 1962.

1962 RAILROAD CALENDARS

There are still available a number of the very fine railroad calendars offered by the MT. RUBIDOUX CHAPTER, Pacific Railroad Society, Inc.

These big picture calendars make any railroaders room look just a bit more railroady. They may be had for \$1.25 each from: MT. RUBIDOUX CHAPTER, P.R.S., 180 "J" St., San Bernardino.

FIRE REPORT

Nothing has been printed here to date as we had no positive word of the damage done to the PIONEER MILL RR. of Mr. Robert Day fame in the Brentwood Hills area. A note from Dick Dodge states that the railroad was burned out during the horrible November, 1961 fire that did so much damage to that area. We have had several reports as to what extremes the fire reached, all of the equipment or part burned? At any rate, the fine little 2 1/2 foot gauge live steam railroad has been put to the torch, the hard way.

CHRISTMAS REPRINT

A note from Dick Dodge included the following letter to Santa as it was written by Fritz Schumacher, we are printing at Dick's request.

UNCLE SANTA SAM

The Flagpole
New Frontier, D.C.

Dear Santa:

Before you inflate the shirt off my back, please leave me enough for one more train ride. I don't care to be shot through the clouds in a subsidized plane. I'll take Pullman luxury without champagne bath! The ulcers can wait while I enjoy eye-level scenery from a dome car.

This is the season of fair play and good will toward men. Please grant our Congressmen intestinal fortitude to correct the political atrocity of "transportation policy". It takes from railroads that which is freely given to non-rail carriers.

On The Right Track to a
MERRY CHRISTMAS

Fritz Schumacher

OLD PENNSYLVANIA RR CALENDARS

From member Philip Rush, publisher of the SOUTHERN CALIFORNIA RANCHER, we have a note about 20 of the big color railroad calendars of the Pennsy. RR.

The barber at 25th & Broadway has retired, his assistant has taken over and moved the shop around the corner. He has about 20 of the big calendars and will take \$20 for the lot. If any of the members are interested, here is a chance to pick up some very fine RR calendars and pictures. Any takers???

OLD STEAM NEWS

Some of our members aboard the fine steam trip from Cheyenne to Ogden behind U.P. 844, Mr. & Mrs. Calkins and Richard V. Dodge on November 11, 1961.

NEWS NOTES

Seen lettered on the side of a Pennsylvania RR box car: DON'T STAND ME STILL.....Seaboard Air Line RR Co., within the last quarter of 1961, placed orders for 1,250 freight cars, this order of cars to cost \$16,000,000.-----500 of the new cars will be box cars, each having a capacity of 90 tons. Known as "jumbo" cars, they are especially designed for the handling of bulk commodities such as high-grade clays and grain. The remainder of the order includes covered hoppers, open top hoppers, each with a capacity of seventy tons.

The increased capacities tend to confirm the prediction, made by John W. Barriger, President of the Pittsburgh & Lake Erie Railroad, that with heavier car loadings they will operate 20,000 ton freight trains.

R.V.Dodge

The Missouri Pacific is rebuilding and refurbishing all of its passenger car fleet. They will also purchase 50 new baggage cars. This program is expected to take three years.....who is it that said the passenger business is dead??? Seems that some of the roads are taking steps to gain back some of the lost passenger business.....Atlantic Coast Line plans to rework passenger cars also. There have been numerous news items regarding the U.P. and other big roads getting their cars back in shape. Let us hope in this era of jet aircraft that a few will continue to see the wonders of our great country from the window of a modern railroad train and from the enjoyment of this group, our railroads will once again have a good paying passenger business. It may never reach the peak of the past years but there is a definite place for pleasant travel without the need of 600 MPH flights at 35,000 feet. Maybe when our highways get crowded enough, people will relax once again and travel by train.

RUMOR: High level, double deck cars for the San Diego run, similar to S.P. commute cars, and C.N.W.

TRAVEL CLUB OF SOUTHERN CALIFORNIA

Ventura County Holiday, scenic tour via Southern Pacific Special, main line and branch line railroading to the beautiful Santa Clara and Simi Valleys.

Sunday, February 4, 1962 leaving the Los Angeles depot at 9:00 A.M., up the Valley Route, over the old main line to Fillmore and Santa Paula and on to Ventura. Here there will be time to visit the harbor or the Mission of San Buenaventura. Return via main line to Oxnard, follow the S.P. "Daylight" to L.A. via Santa Susanna Pass. Arrival in L.A. at 6:50 P.M. (Passengers may also board train and getrain at the Glendale depot.) FARES: \$6.50
Travel Club of Southern California,
727 West 7th St., Room 951, L.A. 17.

ORANGE EMPIRE TROLLEY MUSEUM, Inc.

To All Members, Associates & Friends:

The Board of Directors has decided that the museum should re-finance the remaining balance of the loan for purchase of the eight acres of land in order to retire our present obligation.

To make a long story short, the O.E.T. is looking for persons wishing to invest some of their extra cash in a worthwhile project. If you have some spare cash earning only 3% or 4%, here is a chance to increase your return and at the same time benefit your museum. We urge you to think about this, if you are interested or have any questions: Contact Paul Diegos, President, Normandy 6-0390 evenings or at Perris on weekends, or write to Paul Diegos at: 2249 Duane St., Los Angeles 39.

MORE NEWS NOTES

The Erie-Lackawanna Railroad is buying 50 General Motors trucks for use as section cars. They are pickup trucks with convertible wheels that retract for normal road driving, similar to many inspection autos used in past on many roads.

SOUTHERN PACIFIC DINERS

S.P. has been experimenting with automat type dining cars. Last August they put such a car on the San Joaquin Daylight between L.A. and Oakland. The customers seem to like the idea. Each car has nine vending units and offer a variety of meals and snacks. There is also a change making machine, customers may eat at a table or take their meal back to their car and eat, food is on a disposable tray.

S.P. is now rebuilding two light-weight cars for this service.

MERGERS

The latest news is the big merger plans for NEW YORK CENTRAL and the PENNSYLVANIA. There are many pro's and con's on this one. If they merge, it will be the largest railroad in the country.

PACIFIC RAILROAD SOCIETY

The P.R.S. has a new editor for the society WHEEL CLICKS. With the resignation of Edith Hounsell in December, President Knapp appointed Dick Donat to serve as editor for the remainder of the club year.

RHS of SD PROGRAMS

You can help! With the new year we have a new Program Chairman, in the position of 3rd Vice President, Charles Rezek. It will be the job of Mr. Rezek, to present to you, the membership, an interesting and informative program at our monthly meetings.

This is not a simple task, pleasing everyone each month. If you can offer any assistance in presenting a program, such as slides, movies, etc., of a fairly high quality, please contact Mr. Rezek. In the past, members have brought pictures to meeting when there was a program all set up, please help by checking in advance.

EXCURSION REPORT

With the new year, you have a new Excursion Director, let you get to know me by way of the Newsletter, if you don't already know me. I am one of your past officers, president, Corresponding Secretary, editor of the monthly Newsletter....and now, back on the list as excursion director.

I have played a part in the past few years by helping Wally Duthie in various capacities on excursions, so the job isn't a complete blank to me. I know from experience with Wally, that it isn't an easy job, there are many problems to what appears to be the simplest of trips.

I do not wish to carry this burden entirely on my shoulders, I have to make many activities to place all of my time and efforts toward running the society excursions. Sounds like I just don't feel like doing much?? No, but I do feel that any activity concerning the society is not a one man deal. I hope to form a six man committee to assist me in the 1962 excursions. It will spread the work load and I hope make the trips just a little bit easier and better for all concerned. I don't mean to imply that Wally didn't have some dandy trips, but as he stated in the last issue, we have learned a lot, fought an up grade battle, so there is no reason for not making the trips a little better, run a little smoother and make everyone a little happier.

If you have the time to spare, and are willing to take on the responsibility of carrying out a specific job in operating an excursion, then you are needed. Besides a six man committee, we will need other excursion helpers.

The 1962 list of trips has been turned in to the Board of Directors, the approved trips will be my job.... WITH YOUR HELP. Please contact me as soon as possible if you are interested in working along with us on trips. We can try to set a good record for 1962, something for the 1963 group to try to out do. I hope for good backing on the ticket sales from members this year!!!
Seeth L. "Corky" Thomson,
1962 Excursion Director.

CAR 171 at O.E.T. - Perris

Its time again members, the streetcar at Perris on the Orange Empire lot is ready for cleaning and painting. We will have to get a work party started on some weekend this spring, possibly several weekends will be needed to do the proper job on the 171.

Contact 2nd VP Tommy Mann if there is some particular date in March or April best suited for you to get away to Perris and paint the streetcar. If anyone has any suggestions, please be at the February meeting, Monday the fifth of February.

A recent note from Jim Walker of the O.E.T. reminds us of the nice type weather for working.....so get the cleaning rags ready, limber up the old paint brushes and get ready for the actual date of restoration work.

NUMBER 104 & 050....528

The above need of work on car 171 at Perris brings to mind our equipment located at the Del Mar Fairgrounds.... there will be some spring cleaning due on these three items too. The engine was painted last year, but there is always plenty of clean up and touch up work on all of the equipment. Keep in touch for future work parties.

MUSEUM???? RNSofSD

No we haven't forgotten the dreams of our own museum here in the San Diego area, but these things don't happen in the twinkling of an eye, they take a lot of time. Our museum might still be many years away but that doesn't stop us from wishing for it and continuing to work toward it. Give us time and there will be an operating museum in or near San Diego....and if all else fails, there is always time to work with the groups in the Perris area. A trip to Perris is a good way to get a first hand idea of the problems and work involved in a museum project.

FEBRUARY MEETING -

MONDAY, FEBRUARY 5th, 1962 -
SANTA FE RAILWAY STATION -
UPSTAIRS IN THE SAFETY ROOM -
7:30 P.M. -

PROGRAM: "QUAYMAS" Narration and slides by members, Wally Duthie, Eric Sanders and Delight Couch.

NOTICE TO THE WOMEN MEMBERS AND WIVES OF MEMBERS:

Those wishing to do so.....please bring a dozen homemade cookies to the February meeting. There ought to be some good cooks and bakers in the group, so you gals bring a dozen good homemade cookies!!!

You fellows, don't feel left out, you are going to get your turn too!

UNION PACIFIC "BIG BOY" 4014

The Railway and Locomotive Historical Society have come up with another one for the fairgrounds at Pomona.....

UNION PACIFIC "Big Boy" # 4014, a giant 4-8-8-4 type.

The locomotive was due in via the Union Pacific to Los Angeles on Saturday, January 6, 1962. A phone call from L.A. on Sunday afternoon 1/7/62 confirmed the report of the arrival of U.P. 4014. She had been turned over to the Pacific Electric for delivery to the L.A. County Fair at Pomona.

The 4014 was well photographed by some of our L.A. friends, they stated she looked great and were very happy about the great articulated finding its way to the west coast.

At this time she is in her new home at the Pomona location....a good reason for going to the fair in September via RNSofSD special train!!

The U.P. 9900, a 4-12-2 three cylinder and AT&SF 3450 a 4-6-4 and several smaller engines are at Pomona.

DISPATCHER!!!!!! Eric Sanders recently mailed the first Dispatcher issue for a good start in 1962, as Eric stated, "we don't promise just when you will get an issue but you will get them," and there are more good issues in the future. We hope the Dispatcher Editor will be able to keep them rolling, they are always interesting and good reading....but a lot of work and TIME. Do them as you are able to Eric....the Dispatcher is always worth waiting for.

SOUTHERN PACIFIC C-T-C

S.P. is installing centralized traffic control on 102 miles of track between Fresno and Bakersfield and hope to see it completed and in service by May, '62. The entire project is to be done sometime in August.

CTC allows a central control panel to govern all train movements in each direction. A dispatcher sits at a large control panel and is able to locate the trains by lights along the track diagram in front of him. By the use of the new 1.6 mile passing tracks, trains may meet and pass without stopping, there will also be two miles of double track north of Bakersfield.

With the Fresno-Bakersfield portion of CTC in service it will complete double track or CTC single track all the way to Mojave and increase the capacity of trains on the line and move them faster.

ANOTHER RECORD CHRISTMAS MAIL

The railroads moved 6,250,000,000 gift packages and greeting cards during the holiday season. All of the major lines handled the mails with extra trains and long mail trains. Mail cars, postal and baggage cars and express refrigerator or box cars were used in the record haul.

SANTA FE 2903 (4-8-4) has been donated to the Museum of Science and Industry in Chicago. This guarantees one more of the beautiful big steamers from the torch.

STEAM ISN'T DEAD YET

The age of steam is still here, an order for six WOOD BURNING 2-6-0 type steam locomotives of 2ft, 5½" gauge have been built in Japan for Indonesia. These neat little 2-6-0 types are superheated and measure 41ft, 3 inches loco & tender. Built by Japan Rolling Stock Mfg. Co., who are also building some 0-4-4-2T mallets, 34 tons, for Sumatra.

FROM TRAINS MAGAZINE, we see that the Chesapeake & Ohio has donated their 14th steam engine, 2-8-4 #2789 to a park in Peru, Indiana. St. Louis National Museum of Transport will also get Bessemer & Lake Erie 2-10-4 and Maine Central 4-6-0 at Waterville, Maine, preserved in front of the depot, will be moved to a traffic loop...still saved!!

FEBRUARY 25, 1962 - Golden West Railfans will operate a Southern Pacific trip to Vandenberg Air Force Base from L.A. Leave L.A. at 8:30 A.M., return at 8:30 P.M., fare: \$14.75, kids 5-12 \$7.75. Golden West Railfans, 215 W. 5th Street, Los Angeles 13, Calif. (ROOM 323)

SECOND REPORT ON OUR OWN ORANGE SHOW EXCURSION....SUNDAY, MARCH 18, 1962

The train has been arranged for by our good neighbors down at SANTA FE. Brochures will be mailed soon...BUT, don't wait for the brochure to start planning your one day rail excursion.

Fares and departure time will be completed by the time this issue is in your hands, APPROXIMATE: RHS of SD members riding from San Diego: \$11.75 Departure time 8:15 or 8:30 A.M., return at 8:30 P.M. same day.

Special family rates will be tried on this excursion for the public.

More information at meeting of the society...MONDAY, FEBRUARY 5, 1962.

PAY THOSE 1962 dues.....NOW.