

NEWSLETTER No. TWO
1964

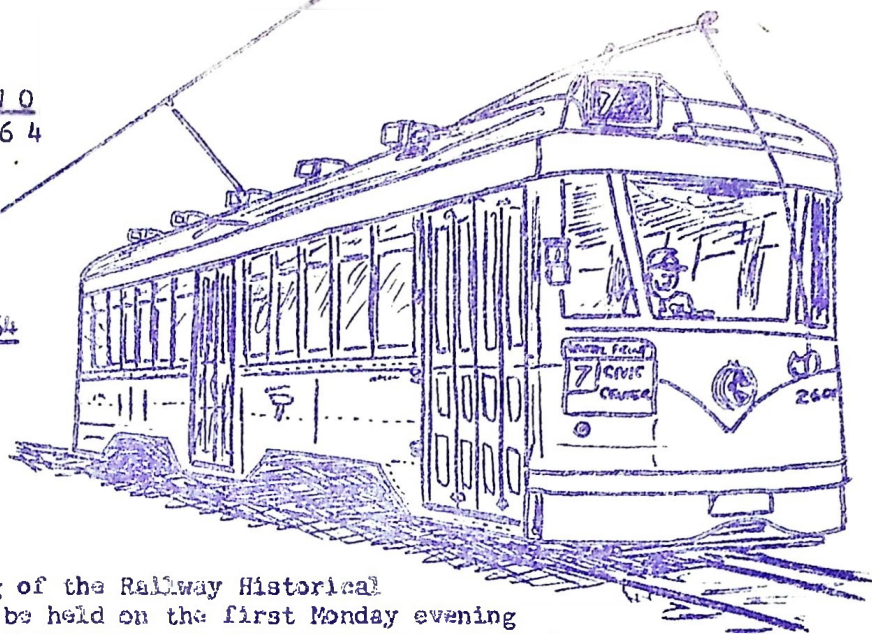
RAILWAY
HISTORICAL
SOCIETY

OF
SAN DIEGO, INC.

NEWSLETTER No. 2-1964

FEBRUARY - 1964

PAGE ONE



FEBRUARY MEETING NOTICE

The regular monthly meeting of the Railway Historical Society of San Diego, Inc. will be held on the first Monday evening of February in the safety room of the Santa Fe Railway Station, San Diego.

MONDAY, FEBRUARY 3rd, 1964 - 7:30 P.M. to 10:30 P.M. - BUSINESS, PROGRAM, REFRESHMENTS.

POLLARD MACHINE & FOUNDRY 0-4-0

On Sunday, January 12th a group of RHS of SD members ventured to Vista, California for a mid-day venture with live steam. The special event was the operation of the 42 1/2" gauge live steamer owned by Mr. & Mrs. Pollard.

Some of the members gathered at the site of our fine old trolley car, #54, alongside of also famous Whaley House in Old Town. Members all agreed the old streetcar was indeed now a thing to be proud of. Car 54 is now having the seats installed and the trolley pole is mounted, making the old girl really begin to look like something after these past years of hard work. (Drop down and see her sometime!)

After looking over the streetcar, the group headed north to Vista and arrived there "on time" at 11:00 A.M. The little 0-4-0 was still in the process of getting up a head of steam. As others arrived the little locomotive was put into operation and everyone enjoyed cab rides and many pictures were being taken.

One by one, the members were given the chance to actually operate the locomotive. It takes about one or two runs back and forth to get the "feel" of the throttle, brake and the smooth running qualities of the engine, after that we all became "old hands" at operating a steam locomotive.

A very delicious lunch was served to all by Mrs. Pollard, a spread of food that just made you want to eat and eat and eat. It was worth the trip just for the wonderful meal!!

(More on the Vista Steam Safari on page 2)

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LAST MONTH.....

The annual dinner meeting was a very enjoyable and successful evening. As usual, the food was terrific and a nice group of 50 to 55 attended. (53 to be exact)

The new officers were installed by our friend and member, Jim Reading.

After the dinner and installation was over, Gladys Skeen performed her last duty as program chairwoman (1963) and presented our own "CARRISO GORGE THE MAGNIFICENT" and a wonderful color and sound film courtesy of the Union Pacific, "LAST OF THE GIANTS" the story of the famous 4-8-8-4 Union Pacific "Big Boy" steam locomotive. Following the movie portion of the show, member Donald Decker showed some very excellent slides of Rio Grande narrow gauge on the Silverton and Durango area. He also had some very interesting pictures of our local salt works railroad on the south end of San Diego Bay. All of the slides were of very fine quality and we all complemented Don on his photography.

After a thoroughly enjoyable evening we closed the annual dinner meeting at about 11:00 P.M. with a new year and a new group of officers to carry the society through for the year 1964.

We might also mention the fact that some of our newest members were with us and we are hopeful to continue seeing them at future meetings and activities. If you missed the dinner, you missed a swell evening, ssssoooooo- don't miss the next meeting, MONDAY, FEB. 3rd.

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The Railway Historical Society of San Diego, Inc. P.O. Box 9351, San Diego, California, 92109.
 The RHSofSD Newsletter, c/o Corky & Barbara Thomson, 3204 McGraw St., San Diego, Calif. 92117.
 The RHSofSD Dispatcher, c/o Eric Sanders, 7861 Normal Avenue, La Mesa, California, 92041.
 (RHSofSD is a member of Orange Empire Trolley Museum, P.O. Box 501, Perris, California, 92370.)

ON OUR FRONT PAGE: Los Angeles Railway #2601 as copied from the latest post card available at the trolley museum in Perris. The 2601 was one of two "Peter Witt" type experimental cars built in 1930. A Sunday visit to the museum will show you many, many more, plus rides on the last of streetcar service in the southland. You energetic members are always welcome at the museum to help work on the many projects, any of you with a little spare folding green stuff are always welcome to donate to the many expenses of the museum projects. The Orange Empire Trolley Museum is "THE" museum spot of Southern California, help it financially, with any actual work you can do or by visiting and giving a boost to the O.E.T. members on the fine job they have done to date and the many things they are still planning to do. There is a well stocked book store with all the good railroad books, buy your books from O.E.T. and help the museum. There has been much said in recent years about museums, remember this, there is an active museum at Perris, there is a well stocked exhibit of engines at Travel Town in Los Angeles and there is a nice display of large steam power at the Pomona Fairgrounds....but, the only actual operation is at Perris, the ORANGE EMPIRE TROLLEY MUSEUM. Help them, support their projects, they have the land, the equipment and the interest. (O.E.T., P.O. Box 501, Perris, Calif. 92370)

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MORE ON POLLARD C-4-0 (continued from front page)

Approximately 35 to 40 persons visited the steam operation on Sunday, Jan. 12th. We had hoped to see more of our members but the size group we had was actually best suited to the operation of the locomotive. We hope to have another outing at Vista later in the spring or early summer. Some of you that were unable to attend will have the chance to go next time.

For all the members, and Corky Thomson, we say many thanks to the wonderful day we had through the courtesy of Mr. and Mrs. Pollard. It was a lot of fun and we will all be looking forward to another event with that charming little C-4-0 steamer.

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FEBRUARY MEETING PROGRAM "Grand Canyon of the Colorado River" The color slide program by Mac McCleary will include in the preliminary round, the brief pictorial of the Ghost of Patagonia. (Some teeth of the Ghost will be among the raffle prizes.) The main event will feature the Grand Canyon of the Colorado River. We will travel several trails into the canyon of Arizona's National Park, following the footprints left by Mac. We will get a hiker's view of parts of the canyon never seen by those who walk along the rim trail. We will see areas once frequented by pre-historic Indians, we will traverse geological time to the Pre-Cambrian, we will experience five of the seven life zones of the northern hemisphere, and finally we will reach the river that was first successfully explored by white men in 1869. For a hiker's version of canyon scenery along the Colorado River in Arizona, come to the RHSofSD meeting on Monday, February 3rd where refreshments and a canteen of water will be available after the show. (REMEMBER, 1st Monday night in February, Santa Fe Station, upstairs in safety room.)

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EXCURSIONS???

Where to go, when, why??? HOW?? A spring rail excursion is a problem. We had hoped to repeat the Escondido picnic trip in May, or take part in the Fallbrook Avenida Festival in the last week of May...or try a spring trip to Perris and the O.E.T. museum. Presently there is another trip planned from San Diego in May and it kind of throws a bind into our plans. If we run a trip ahead of the excursion planned by the local museum group, it may foul their trip financially and if we attempt a trip after their trip, we stand little chance of filling a train. San Diego just isn't big enough to sell two excursion trains within a few weeks of May.

Orange Empire Trolley Museum at Perris is a very good place to go by rail, it offers us lots of main line railroading, some branch line and a very interesting place to visit. This is probably going to be set up for a fall trip rather than the originally planned spring trip. Figure on O.E.T. by train in October of 1964, a local less expensive trip this spring is still to be worked out. We will keep you posted as plans mature.

Golden West Rail Tours trip to San Diego with "hi-level" cars came in on Sunday, Jan. 26th using Alco 56 (all painted up pretty) and observation car 1509 on the rear.

GET WELL DEPARTMENT: Daisy Miller is on the mend from her recent heart troubles, we wish her all the luck in the world for a speedy recovery. Roy has retired from the naval hospital at Oceanside and they have bought a trailer and will live in Fallbrook. Down here in San Diego our old friend Carroll Schnader has been ill again and is on the mend, good luck and make it a quick recovery. Our president isn't sick but he has heart problems too, Earle old buddy, take it easy and keep that ticker running smoothly.....anyone else been sick?? If so, we wish you a quick recovery. We don't always hear the news of an ill member until it is too late to wish them a bit of luck and best wishes, so any of you not feeling so good...."Get Well".

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STEAM SOUTH OF THE BORDER

All steam operation on the Centro Division (between Felipe Pescador and Irapuato) came to an end in October (1963) with Hudson #2708 making the last steam run. The beautifully trimmed 4-6-4 will be preserved and placed on display in a special memorial park.

The Augascallientes shops have been converted to service diesel locomotives and the shop forces have been cut back from 700 to 200 men. Only six steamers remain outside the shops. Three of these; 2-8-0's #1141, #1171 and 2-8-2 #2115 were steamed up. 2-8-0 #1171 occasionally assists a diesel in switching around the shops. The other two live steamers will be sent south for assignment on one of the three southern divisions south of Vera Cruz. The three dead steamers; #2520 a 4-6-2 type, 2-6-0 #672, and ex-Chicago & North Western 2-8-0 #1571 will be scrapped in Augascallientes or sent to Mexico City for storage.

The Queretaro Division extending from Irapuato to Mexico City is mostly steam powered. All freights are steam but diesels handle the passenger runs and most of the mixed trains. All steam power consists of QR-1 class 4-8-4's or 2100 series 2-8-2's. This division is the northernmost point for steam but it will be all gone by 1965.

With the conversion of the Augascallientes shops, all major steam repairs and overhauls for the southern divisions are now handled at Veracruz. All trains on these divisions are steam powered except for the main passenger trains. (Ron Zeiss, 1/5/64)

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WEST SIDE LUMBER #3 SAVED: That novel looking little narrow gauge Heislner geared engine at Tuolumne, California has been purchased by the Roaring Camp & Big Tree RR at Felton, Calif. The locomotive will be converted back to narrow gauge, it is presently using standard gauge trucks for work on the mill spurs. When placed in service on the R.C.&B.T. line it will be pulling the public on this new line near Santa Cruz and will share honors with the Shay.

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C.E.T. PRIVATE CAR EXCURSION: The date will be Saturday, Feb. 15th, the train....three cars! The special railfan trip will use one diesel unit, one heavyweight combine, one coach and open platform observation car #1509. Pico-Rivers to Barstow and return, connections with the San Diegan at Fullerton. \$10.00 per person, limited to 130 persons....a real fun trip! Have you purchased your ticket? C.E.T., P.O. Box 501, Perris, California, 92370. Hurry, its late.

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HAVE YOU PAID YOUR 1964 DUES??? If you have, disregard this notice, if you haven't, get on the ball and get your money in soon. Dues are payable on or before the first of March each year, \$2.50 regular membership, \$3.50 family membership, additional donations to the Equipment Fund may also be included with dues. (Donations are tax deductible) **USE THE HANDY FORM.**

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RENEWAL APPLICATION FOR 1964 MEMBERSHIP

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

Name: _____ Phone No. _____
 Address: _____ Age: _____ Birthdate: _____
 Zip # _____ ()\$2.50 Reg. ()\$3.50 Family

Please renew my membership for 1964, enclosed is ()Check ()Cash ()Money Order \$ _____
 enclosed is additional donation to Equipment & Restoration Fund \$ _____
 (Make checks payable to Railway Historical Society of San Diego, Inc.)
 Receipts will be mailed with 1964 cards in March. TOTAL \$ _____

RESOLVED ODDS & ENDS OF RAILROAD NEWS: That big blue Missouri Pacific private observation car number 11 is due back from the Santa Fe shops at San Bernardino. The car has been completely refurbished and is to return to San Diego on Feb. 5th. Her first trip will take owners to the city by the golden gate, San Francisco via Santa Fe "San Diegan", S.F. "Lark" and returning on the S.F. "Daylight" and back to San Diego on the Santa Fe. This trip will be Feb. 14th, 15th and 16th.....Rain-Spang, three little G.E. 70 ton diesels fighting the 3% grade up Commercial Street on the S.D.&A.E. on a rainy Thursday morning. The consist was about 20 cars, most of them big 50 footers, loaded.....Track Laying, the Pacific Beach & Western 1 1/2 mile division is now to the point of laying 7 1/2 inch gauge trackage at Del Mar. The P.B. Model RR Club hopes to have some form of gold spike ceremony on their anniversary in March. When the new railroad is completed they will hold a once a month operation and offer rides behind miniature live steam locomotives and gasoline powered diesels. Work parties are held twice each month on the first and third Sunday.....O.E.T. Reasona Trip, Sat. May 2nd, from L.A. to the colorful pageant at Hemet via Santa Fe special train. For further information, write to the Orange Empire Trolley Museum.....Derailed San Diego occurred around the wee small hours of Monday, Jan. 27th when a northbound Santa Fe freight had just left the 22nd Street yard. A rail broke by the guard rail on the turnout to Sullivan/Hardwood spur. The motive power was "A" unit #201, roadswitcher #2662 and 720 and "A" unit #282-C, one diesel unit and three cars derailed and came to a grinding stop across Market Street. The crossing was cleared around 7am and the final rerailling was S.F. box car #574078, a big roller bearing hydra-cushion car. Conflicting stories at the scene, but it appeared the rear "A" unit, #282-C was the only unit on the ties and it climbed up to pavement level at Market Street. The rail fractured opposite the frog and the flanges split the frog causing the derailment. A track crew placed new rails while the last car was being jacked up, the 282-C supplied air for the big jacks, the other three units were parked between "F" and "G" Streets.....Potash trains were long and heavy again during the middle of January with some large shipments being moved through the bulk loader at the Tenth Ave. Terminal. Eight unit power as usual. From the S.D.&A.E. a large heavy duty flat car of the double truck at each end variety delivered a large generator to the south bay power house. Also new on the S.D.&A.E., shipping cotton on flat cars equipped with box car height bulk heads at each end, similar to shipments of plaster board.....Big Shiny 51 the 3 unit Alco passenger diesel recently derailed at Oceanside is back from the shops, all polished and painted, looks like a new locomotive.....Bad News for local San Diego passenger service is the report from the postal service of switching mail to trucks between San Diego and Los Angeles. This may well put the San Diegan service to a once a day run in each direction. All we can do is hope for continued mail service by train. Watch the local papers for results of this problem. The Post Office claims they can save via truck!!!.....Piggy Back truck on flat car is becoming more and more active into San Diego on Santa Fe and S.D.&A.E.

NOTE: 1964 membership cards will be mailed with March issue of the Newsletter- paid your dues??

FEBRUARY 1964 R.H.S.O.F.S.D. NEWSLETTER

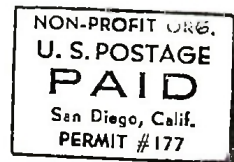
RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, INC.
 P.O. Box 9351, San Diego, California, 92109, U.S.A.
 (A Non-Profit California Corporation)

--- PRINTED MATTER ---

Postmaster: RETURN REQUESTED

A FINE VALUE PUBLICATION

R.H.S.O.F.S.D. meets on Monday, February 3rd, 1964
 7:30 P.M. at the Santa Fe depot, San Diego, Calif.



Puget Sound Railroader
P.O. Box 1362
Broadway Station
Seattle, Wash.