

RHS S.D. INC NEWSLETTER

NO 1 JANUARY 1965

NO 2 FEBRUARY

HOLIDAYS.....FUN BUT FRANTIC

Its hard to remember what all has been going on, the holidays seemed to be on us all of a sudden again this past season.

The private car "Cyrus K. Holliday" went to Mexico for two weeks. Three of the owners took their families for Christmas & New Years vacation in Old Mexico.....The S.D.&A.E. took the car from San Diego to Tijuana, over to Tecate and through the Carriso Gorge to El Centro..... with NO RIDERS! The car went empty and was delivered to the Sonora Baja-California at Calexico where the SEC took it down to the Mexicali station for the evening train.

Jack Stodelle was given a highway caravan trip from San Diego to the border for observation of the observation car! Barbara & Corky Thomson found him talking to the crew of the SD&AE freight #452 on a bright Sunday morning and offered the car trip for photographic purposes. The car was observed and photographed as it passed through the international gate at Tijuana, Mexico and more pictures were snapped above Caliente. At Tecate the train did some switching at the brewery and Jack and Corky did some photo snapping. The car was pulled with the platform running forward, right behind the five units of diesel power. While they were off and switching, the C.K. Holliday appeared as the tail car of a westbound train and was photographed as such. After the switching the car went on eastward without any mishaps....such as rock throwing, window breaking mishaps!

The laugh and fun sequel to the story is of a surprise trip for Jack Stodelle to Mexico as his Christmas present. Jack left San Diego right after Christmas with plans to meet the group at Mazatlan where the car was set out for the two week vacation, he rode Pullman going down and was told to relax and not worry about getting up at 3:00 A.M. as the Pullman was to be set out and he wouldn't have to get up until 8 A.M. which sounded real good. In the wee small hours Jack felt the thumping and bumping as they cut the Pullman out of the southbound train, ah, he didn't have to get up and get off at this small morning hour, sleep on Jack boy.-----BUT.... the group in the Cyrus K. Holliday had decided on spending some time elsewhere! They had made arrangements to have the car hooked on the same train! In the morning Jack got up, dressed and went to visit the "Holliday" (Over to Page 2)

FEBRUARY MEETING =

MONDAY, FEB. 1ST, 1965

7:30 P.M. SANTA FE RAILWAY STATION, upstairs in the Safety Meeting Room, San Diego.

Come on downtown to the meeting, listen to the diesel horns with the arrival of the evening train and the horn blowing on the way back from the turntable!

PROGRAM..... A choice at this writing: some 8mm films of local railroading, the Cyrus K. Holliday on the SD&AE enroute to Mexicali, etc.....OR---- some very good 16mm steam movies taken in the east when steam was still around for the taking. Either way, the program will be worth the time to be at the RHSoSD meeting, plus the usual good things in the refreshment dept., raffle prizes and plenty of time to chat railroad talk with your friends.
REMEMBER.....MONDAY, FEBRUARY 1st, 1965.

1965 INSTALLATION OF OFFICERS

The annual dinner was held on Monday, Jan. 4th at the Midway Chuck Wagon where we enjoyed more of that good prime rib, some good slides shown by Don Decker and the installation of officers by James Reading.

Dwight Couch was presented the gavel by outgoing president Earle Swaine.

Door prizes were given out with a record number of winners.....everyone got a prize! Terry Durkin came up with the laugh of the evening when he won a womans shower cap, he was a real sport and modeled the plastic cap for up all, many of the prizes were P.&E.L. cuff links or tie bars, compliments of past president John Barriger.

Attendance was less this year due to some cases of flu and colds but we still had a nice group and a pleasant evening together. If you missed the dinner and would like to attend.... The Pacific Beach & Western annual dinner is all set for Thursday, March 11th, 1965 and the members of RHSoSD are all invited, same good food, door prizes, an engine raffle, and an all around good time for all. A brochure and notice will be mailed, also see back page of this issue of the Newsletter.

RHSofSD NEWSLETTER, published monthly by the RAILWAY HISTORICAL SOCIETY of SAN DIEGO, Inc. P.O. BOX 9351, SAN DIEGO, CALIFORNIA, 92109.

1965 Officers: Bright Couch, President; Jack Stodellie, 1st V.P.; Walter Silberhorn, 2nd V.P.; Gladys Skeen, 3rd V.P.; Robert Coyle, Secretary; Fred Finke, Treasurer; Barbara Thomson, Corresponding Secretary; Corky Thomson, Excursions; Clifford Skeen, Historian; Earle Swaine, Charles Rezek and Donald Dicker, Directors.

FARES DUE PLEASE =

1965 Memberships coming in....well over 50 of you have renewed for '65 and they are still coming in. The sooner you renew, the less work for the people in charge of new cards, listings, etc. Many thanks to the members who have included a little extra for the Restoration Fund and for the standard gauge motor car to be donated to the Orange Empire Trolley Museum. Every little bit helps. A list of the donors will appear in the next issue of the Newsletter, if you want to see your name....send in your 1965 renewal and add a buck or two....see back page for form.

MOTIVE POWER....S.P. is buying Alco Century series diesels, has a batch of the huge EMD GP-35's and is running the new Alco built diesel hydraulics, 3 of them.....Santa Fe has been in and out of San Diego with numerous GP-30 and GP-35 units, they mix them now, 1200 and 1300's, also some 900's get down here now and then and plenty of good old GP-9 and P-7 units. The SD&AE is using the usual mixture of S.P. units, everything and anything that S.P. might operate out of the L.A. diesel pool.

ALONG THE TRACK.....Santa Fe has had a huge "Brownhoist" combination crane and pile driver at work up in Rose Canyon for the proposed line change at Elvira which is part of the new freeway ground moving job. The new line will cut out the present sharp curvature in the canyon. Welded rail is already on the ground awaiting roadbed and ties, some bridges need changing and the creek will be cement lined around the curve by the new line. A temporary crossing is in for work equipment on the freeway project, a wig-wag has been installed.....Up on the back county line to Escondido they have spread new ballast on just about all of the line. This is first class looking track after ballast is put down and there is need for upgrading the line, plenty of new industry along the Escondido ran. 700 series GM diesels work that line.....

PRIVATE CAR..... it is reported the private car "Car Eleven" is for sale, want a car of your own, bids start at 20,000!!

MORE COTTON.....more and more cotton is coming to the port via rail, SD&AE gets most of it.

"HOLIDAYS" Continued from page one.....

Where oh where was the Cyrus K. Holliday? After ten Mexicans and four translations he discovered the car had been coupled on while he had been uncoupled. The private observation car was on its way to Acapulco on the same train Jack had ridden. After breakfast and a little time to enjoy life he was able to get a lone seat on a southbound jet and flew down and arrived ahead of the C.K. Holliday. End of story, other than the fact that he spent the rest of the time enjoying himself and he didn't loose the car on the northbound journey. Jack rented Pullman space on the same car that the vacationing RHSofSD members Bob and Shirley Farnell were riding. Other southern California railfans were also met down south during the Christmas holidays.

The Cyrus K. Holliday survived the trip in excellent shape and gave no problems while traveling in Mexico.

Back home here we had long San Diegan trains, two specials for servicemen going home on holiday leave and up at Porris the O.E.T. sounded in another new year with streetcar bells, interurban whistles and a general air of trolley museum fun at new years eve.

January brought back the usual winter slow down in passenger traffic. The Santa Fe has cut the two unit A-A Alco passenger diesels into single "A" units for San Diegan service. The lone A units remind us of many years ago when old EMD #7 pulled the first streamlined lightweight trains between San Diego and Los Angeles. The single unit diesels are holding the schedule with 5 and 6 car trains. Without them running as double enders back to back it requires turning each single unit upon arrival at San Diego. The hostler runs them from the depot at Broadway, down to the freight yard and turns them on the turntable. The table is getting more use now, every train with a lone diesel unit! They used to turn the REC when it was running as one unit, that was back in the early fifties, the Cyrus K. Holliday has used the table too and now and then a switcher is turned.

The SD&AE sent the EMD switcher back and is once again using all little G.E. 70 tonners for local work. The 5114 is one of the older units now in local service. The mainline is powered by mixtures of S.P. diesel units and was running 5 units every day for quite some time, then they dropped to 3 and 4 units but recently have again been running 5 units each day on trains 451 & 452.

The potash and pellets continue to come by rail to the Ninth Ave. Terminal.

S.P. FREIGHT LINE....the proposed line from Palmdale to Colton was originally planned to come in and join the Santa Fe tracks through Cajon Pass, present plans call for a completely independent line, all the way. A new railroad from Summit down Cajon Pass and over to the SP near Colton! The new line would swing in right at Summit and cross over the present Santa Fe tracks. If this line is built, and it is all staked out, it will be a major new railroad of considerable miles and a real engineering work. Cajon Pass may echo to a variety of heavy locomotives in years to come as S.P. hydraulics and Santa Fe-Union Pacific lines run side by side through the hills.

The Orange Empire Trolley Museum is in the need of cash donations or large loans. Some very important projects of a very costly nature have hit the museum hard. The big L.A. Transit lines transfer tables were donated....but the removal and hauling cost like blazes, other projects are in the works and need cash support. **IF YOU CAN HELP THEM FINANCIALLY...O.E.T., P.O. Box 501, Perris, California, 92370.**

The private car trip on the Cyrus K. Holliday will be run on the first Sunday we can get the entire group wishing to go together, pending the possible use on the March 20th trip, no date has been picked for February as yet. How many wish to go to Disneyland? We hope to cut the cost per ticket somewhat below our original \$15 figure. Drop a card with your wishes, dates, for a San Diegan trip with a private car.

BIG TRAIN TO LAS VEGAS PLANNED....If you want a good deal, the proposed Shriners Special to Las Vegas will leave right from our own Santa Fe depot here in San Diego, proceed north to San Bernardino and the U.P. will take over for the remainder of the trip, watch for details.

EXCURSIONS Golden West Railtours ran a nice hi-level train from San Diego to L.A. after a arriving earlier in the day from the north, travelers from the special stepped off the hi-level cars and into waiting S.D. Transit busses for a view of Sea World on Mission Bay..... That was on Sunday, January 17th, coming up on Saturday and Sunday, February 6th & 7th is the much looked forward to O.E.T. Santa Fe excursion to Blythe and Ripley which will cover a variety of Santa Fe trackage and lines. The trip seems to be a sell out and should prove a very enjoyable outing to the many railfans aboard..... Our excursion picture is over changing here in San Diego due a number of things, equipment, dates, other trips, etc. The proposed May 2nd rail trip to Perris will probably be postponed to a later date. Santa Fe is putting many of their lightweight streamlined cars into the shops during April and May and can promise no equipment other than some of the older heavy-weight cars. They are fine for the true railfan but the general public that helps make the train trips out of San Diego possible....they like a little more style and comfort.

PLANNED....not positive at this writing: Rail trip to San Bernardino (Orange Show) and beyond that point out the Redlands line, trip would use regular San Diegan from San Diego to Fullerton, connect with O.E.T. excursion train at that point. Possibly we would use the Cyrus K. Holliday on rear of both San Diegans used. If it works out, **SATURDAY, MARCH 20th.**

PLANNED....Palm Springs Aerial Tramway, by our own chartered bus, date pending outcome of the O.E.T. San Bardeo trip. (**MARCH or APRIL**)

PLANNED....Bus trip to L.A. Live Steamers and possibly Grizzly Flats RR owned by Ward Kimball. Probably in May. (O.E.T. by rail in **OCTOBER**)

cut along line for handy mailing application form...

mail to:

**RAILWAY HISTORICAL SOCIETY OF SAN DIEGO
P.O. BOX 9351, SAN DIEGO, CALIF. 92109.**

New membership, renewal, donation, etc.

Membership: \$3.50 per year (regular)
\$2.50 " " (junior, under 18)
\$3.50 " " (sustaining)
\$4.50 " " (family plan)

NAME: _____

ADDRESS: _____

(Please include ZIP number in address)

Enclosed is my check, cash, money order for the total sum of \$ _____ to cover the below checked items:

1965 RHS of SD Membership.....\$ _____ ()
Donation to Restoration Fund..\$ _____ ()
Donation to Fund to buy
O.E.T. gasoline work car.....\$ _____ ()

New Membership () Renewal ()

**SPECIAL SECTION: PACIFIC BEACH MODEL
RAILROADERS CLUB ANNUAL DINNER AND
INSTALLATION OF OFFICERS, THURSDAY,
MARCH 11, 1965 - Midway Chuck Wagon.
\$3.50 per person, make checks payable
to P.B. Model RR Club, P.O. Box 9351,
San Diego, Calif. 92109.
Enclosed is check for dinners.**

STEAM RAILROAD ON THE STRAND??

Plans for operating a tourist type steam train along leased trackage of the San Diego & Arizona Eastern were recently announced. The train would operate from Coronado by the hotel, approximately three miles of track south to the State Beach Park on the Silver Strand.

Persons involved in the narrow gauge train at Felton, California are reported to be working toward this local operation.

Two steam locomotives possibly to be used are Sierra locomotives which at one time were to go to the proposed scenic line in Arizona. Other steam locomotives are being considered for the operation. Several open type cars would be used. No new plans have been reported at this date but if the operation is to be run it is to start this coming summer.

MOTOR CARS IN MEXICO.....Terry Durkin and other railfans have made special arrangements to have a trip over rails of the Sonora Baja-California line south of Mexicali. Three or four motor cars are planned for the one day, Sunday tour. Among the rail riders scheduled for the trip are Eric Sanders, Kent Anderson, Terry, and former members: Walt Hayward and Dick Pennick.

WEATHER FINE FOR WORKING.....Now is the time of year for a Saturday or Sunday trip up US-395 to Perris, Calif. The Orange Empire Trolley Museum is ready for tourists or workers....or both!

If you can't do much, do a little, they can use weed pullers at this time of year, painters, gardeners, sweepers, or you name it. If you are spare a Sunday, go up and browse around, see if there isn't something you might do to help in the progress of a real operating museum. There is streetcar operations on Sunday, go ride one!

PERMANENT MUSEUM SPACE NEEDED

Somewhere to store and display many, many items of historical interest, that is what we need in San Diego. An outdoor operating type museum sounds great but requires time, money and help which we don't seem to have locally.

Roy Miller brought up the fact that there are photo collections, spikes, historical papers and collections of all types regarding railroading in this area.....but no way for them to be seen and appreciated. There must be a good place, a safe place, to display and keep these priceless items.

Many will donate their collections if they know the items will be used properly and preserved.....and not fall into the hands of some individual that will hoard them away.

This is the present goal we must work toward, a good permanent display of railroad history in this area.

PACIFIC BEACH & WESTERN RY. The P.B. Model RR Club is soon to have their 16th anniversary and installation of officers. All local railfans and RHSofSD members are invited to attend. The dinner will be held on Thursday, March 11, 1965, at 7:30PM, Midway Chuck Wagon Restaurant. The dinner, door prizes, tax and tip is all in one package, \$3.50 per person. If you missed the RHSofSD dinner, this is sort of the second section, so come on down for the dinner and plenty of social time to talk trains and such. You can use the handy form on the back for your renewal, etc., also the PB&W dinner, make the dinner checks separate from RHSofSD dues, payable to Pacific Beach Model RR's Club. Same P.O. Box address, 9351, San Diego, 92109.

FEBRUARY RHSofSD MEETING, MONDAY, FEB. 1st.

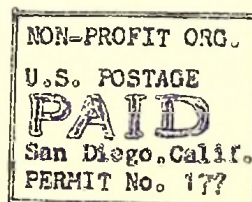
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TIME VALUE



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