

SOUTHERN PACIFIC COMPANY:

The SP was one of the railroads which provided free transportation for the National Christmas tree. The tree, from California's high Sierra, was donated by the Pacific Gas and Electric. It rode over the SP from Colfax, California to Salt Lake City, on an 85 foot piggy back flat car. (SP Bulletin). A free breakfast is now being served to Lark Pullman passengers. The Continental breakfast includes a choice of fruit juices, breakfast rolls, and coffee, tea or milk. The breakfast is also available to chair car passengers at a cost of 25 cents. (SP Bulletin)....In 1966, the road carried 46, 000 carloads of sugar beets....Last month 35 cars were piled up at Burbank Jct, tying up both the Coast and Valley routes into LA. More recently a test train was operated near Ventura to try to find out the cause of the wreck. Officials said that this train could also be wrecked.....Snowsheds which at one time covered 40 miles of the Donner line have now dwindled to a little over 3 miles. The line was closed during January when several diesels were derailed in the remaining sheds.....

SAN DIEGO AND ARIZONA EASTERN RAILWAY COMPANY:

In the first 11 months of 1966 the road reported 10,431 carloadings, 87 less than for the same period in 1965. Trains on the main line are shorter than a year ago, the average is now about 25 or 30 cars out of San Diego. The El Cajon line traffic has dropped off to only about 9 or 10 cars to train, compared to around 20 a year ago. Much crushed rock ballast has been placed between Grossmont and El Cajon.

ATCHISON TOPEKA AND SANTA FE:

A large passenger train was into town last month consisting of five diesel units, 13 pullmans(ATSF, GN, UP), a ATSF snack car, two diners and a baggage car.. (Dispatcher).....Recently seen leaving town a very short passenger train 2 Alco units and 2 coaches.....Christine was in town too. Number 51, the Alco re-engined with EMD power plants.....The first week in February brought very heavy movements of Potash through the port of San Diego. The unloading is a very interesting bit of railroading, using San Diego's only "hump-retarder" operation...

LINDBERGH AIR TERMINAL:

The new air passenger terminal on Harbor Drive is to be dedicated and placed in service this month...Nearly 2,000,000 passengers passed through the terminal in 1966, despite the strikes of last summer.....

RAILWAY HISTORICAL SOCIETY OF SAN DIEGO:

An excursion from San Diego to the Orange Show in Pomona is planned for March 11, 1967. It will use San Diegans between San Diego and Los Angeles. An optional trip over the remaining portion of the Redlands loop. Officers for 1967 are: Clifford Skeen, president; Mrs. Gladys Skeen, first vice president; Donald Decker, second Vice president; Alden Morse, third vice president; Tommy Mann, recording secretary; Barbara Thomson, corresponding secretary; and Fred Finke, treasurer.

SOUTHWEST RAILWAY LIBRARY:

Officers for 1967 are: Douglas Duncan, president; Jack Stodelle, vice president; Eric Sanders, secretary; and John Andert, treasurer. Meetings are held irregularly the third Friday of the month at the Santa Fe station.

FORT AUTHORITY TRANS-HUDSON:

A New Jersey commuter group has called for the dropping of the Alden Plan, a proposal for improving mass transportation in New Jersey. The plan was to bring Jersey Central trains into Penn Station, replacing the ferry service now used. Railroad spokesmen said that there would be fewer trains operating under the plan and that the trimming of trains would be necessary to trim operating deficits. The commuter group termed the plan "proposed degradation," and said that the plan would increase travel time, provide a poor and inadequate pattern of service. According to the article (above) in the November 23, 1966 Evening Times of Trenton, N. J. Pennsylvania-Jersey Central service would be consolidated in January. More hearings were due on the 24th of November.....