

Dispatcher

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SOUTH BAY INTERURBANS

BY ERIC SANDERS AND RICHARD V. DODGE

BACKGROUND

To the residents of the South Bay area of San Diego County, California, in the years 1907 - 1916, the sonorous blasts of the air whistles on the electric interurban cars were familiar sounds. Familiar, too, were the cars themselves — the golden yellow trams which sped between San Diego and Otay.

Local passenger service, by means of steam motor trains, was first supplied to the territory south of the City of San Diego by the National City and Otay Railway, which was built by the San Diego Land & Town Company. The latter received the land subsidies which had been donated to the California Southern Railroad (now Santa Fe) and it controlled most of the acreage of the Rancho de la Nacion from Otay north to San Diego. The first motor (steam dummy type) and one coach made the run from National City to San Diego on June 14, 1887. Regular service began on the 16th, when 550 passengers were carried. The tracks were extended and passenger trains began operations to Chula Vista on June 26, to Otay on October 2 and to Oneonta on December 4. A branch to the north end of a bridge to be built over the Tia Juana River in California was completed May 20, 1888. From a junction point at the south bank of the Sweetwater River, tracks were laid to Sweetwater Dam and to La Presa. Trains were running to the base of the dam December 24, 1887 and to La Presa April 2, 1888.

The traffic peak for steam operations was a schedule of 64 trains daily between National City and San Diego. Together with the trains on the competitive line, the Coronado Railroad, and those of the California Southern Railroad, a grand total of runs between those two cities reached the astounding figure of 126. However, by mid-1888, the great land boom had collapsed and service suffered one drastic cut after another.

After the turn of the century, the population again began to grow, traffic increased and the National City & Otay Railway Company embarked on an electrification program. It proposed to meet the transportation needs of Southern Californians who traveled between San Diego and National City, Chula Vista or Otay with modern type interurbans.

SPRECKELS INTERESTS ASSUME CONTROL

Some time prior to July 1, 1906, radical changes in ownership, management and policies had taken place. The National City & Otay was now controlled by the John D. and Adolph Spreckels interests, with Wm. Clayton as Vice-President and Managing Director. F. R. Bowman continued as Superintendent. The Spreckels companies also included the San Diego Electric Railway and the Coronado Railroad, with its steam and electric divisions.

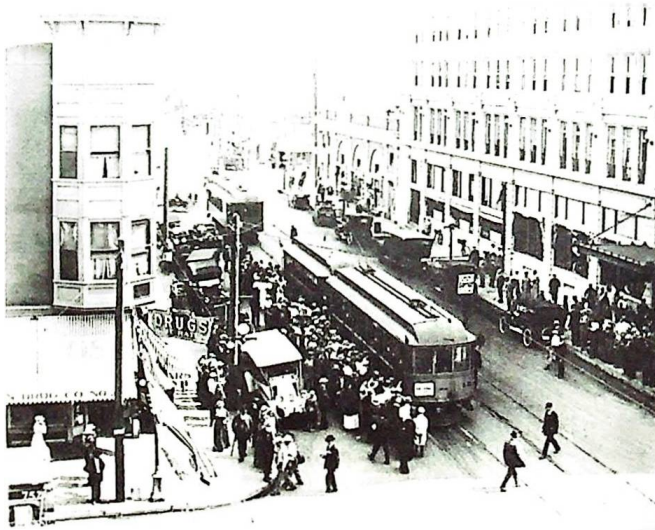
Beginning on that date, a series of work orders, called "Job Numbers," was set up by the San Diego Electric Railway for the National City & Otay, similar to the accounting method used for work chargeable to the electric division of the Coronado Railroad. Electrification of portions of the National City & Otay's tracks followed. Job No. 1 called for the "construction of overhead trolley line from 5th and I Sts., San Diego to 3rd St. (at K St.), Chula Vista, a dis-

tance of 10.3 miles, including bonding of track, feeder wires, etc." Included in the trackwork was the building of a passing track on National Ave. at 8th St., in National City. This work was shown as completed June 30, 1907.

For rolling stock, the company "purchased" from the Coronado Railroad four of its stored steam line coaches, road numbers 1, 2, 3 and 37. Job No. 2 provided for the reconstruction of these cars into fine looking electric interurbans and Job No. 3 covered the equipping of them with trucks, motors, air brakes, etc. Most of this work was accomplished in National City & Otay's shops at 24th St. and 8th (Cleveland) Ave. in National City. Wood working machines were acquired and installed for the purpose.

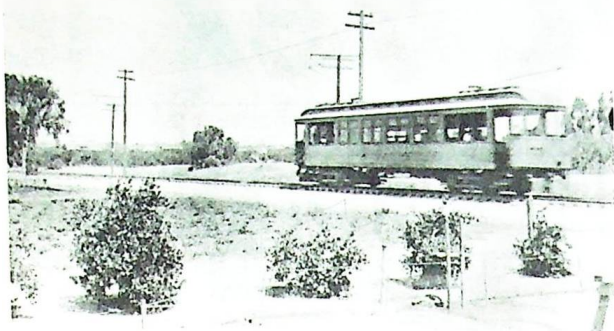
The cars were patterned after the "California" type interurbans used in Los Angeles except that the National City & Otay cars were longer and were wood panelled (instead of wire mesh) in the open sections up to sill height.

A curve had been installed in the southwest quadrant of the intersection of 13th and M (Imperial Ave.) Sts., connecting the National City and Otay main line with the San Diego Electric Railway's track, under Job No. 17.

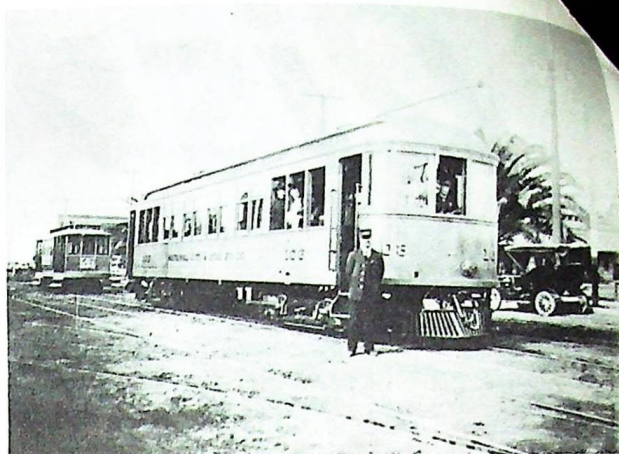


San Diego & South Eastern #107 and trailer on 3rd St. north of Broadway (D St.), San Diego, about 1915. Flags on front end of #107 indicate second section following. Note the second section, car #101, in the rear.

(Collection of R. V. Dodge)



San Diego Southern Railway #101 on 24th St. in National City, Calif. (Randolph Brandt)



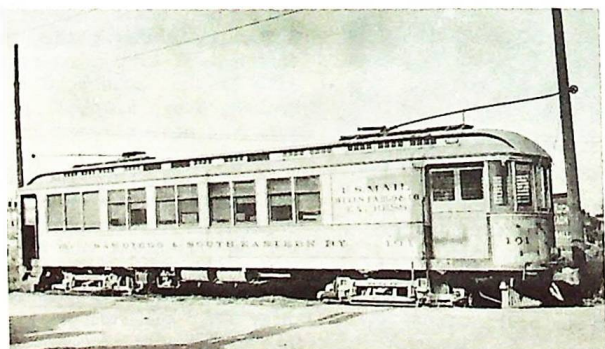
National City & Otay Railway Co. #103 at Santa Fe Station, San Diego. SDEry #56 (?) is in background. (R. V. Dodge)



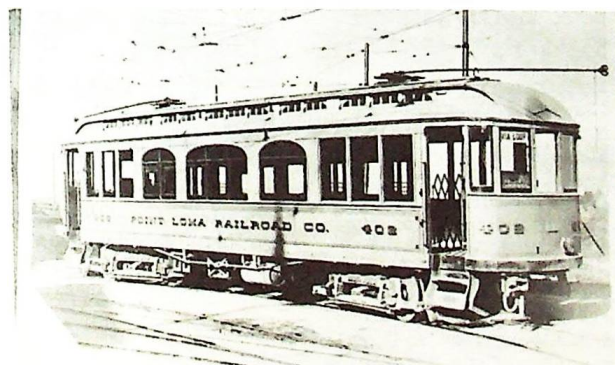
National City & Otay Railway Depot and Shops. Cleveland Ave. between 23rd and 24th Sts., National City, about 1912. (From Union Title Insurance and Trust Company Historical Collection)



San Diego & South Eastern Railway Combo #111 buried in debris of Sweetwater Valley flood, 1916. Car was demolished. (R. P. Middlebrook)



San Diego & South Eastern Railway #101 near 13th and N Sts., San Diego. (R. P. Middlebrook)



Point Loma Railroad Co. #402 at SDEry Adams Avenue car barns. Formerly San Diego Southern #109, the car was purchased by SDEry for the Point Loma Railroad. (R. P. Middlebrook)

The National City News reported that on Monday, August 19, 1907, the first car ever to be operated under its own power made the trip to San Diego. The operation was pronounced successful and the car went to the San Diego Electric Railway's shops at Arctic (Kettner Blvd.) and E Sts. for "finishing touches." Job No. 4 provided for the painting of the four car bodies, using San Diego Electric standard yellow. They were lettered and numbered National City & Otay Railway Co., 101 to 104 inclusive.

Later in August, residents of National City had the opportunity to observe trial daylight operations and the News congratulated Superintendent Bowman for giving National City electric cars that would be a credit to the city. Car #101 returned to National City from the San Diego Electric's shops as the second finished car. The third and the fourth cars were nearing completion.

Regular service began on Sunday, December 1, 1907. Nineteen trains operated each way between San Diego and National City and ten shuttle trains operated each way between National City and Chula Vista.

In downtown San Diego, the interurbans left the National City & Otay track over the curve at 13th and M Sts. and traveled over San Diego Electric Railway trackage via M, 10th, K, 5th and D Sts., to the Santa Fe station near its foot. As soon as 3rd St. was double tracked and the required connecting curves were installed, the route was changed on 5th St., to H (Market) St., 3rd St., to D St. to the depots. No local business was handled in San Diego.

The first timetable for the electric interurban cars provided for a 45 minute headway. One way trip time between San Diego and National City was 35 minutes. Time for the shuttle car service from 24th St., National City, to Chula Vista was an additional 15 minutes. One way fare from San Diego to National City was 10¢; between San Diego and Chula Vista it was 20¢. Commutation books brought the 10¢ fares down to 5¢. During the first two days the interurbans attracted turnaway business.

Steam train service continued relatively unchanged. Three San Diego - Tia Juana schedules were reduced to two; the single Sweetwater Valley train remained on the schedule and freight service continued as before. While the interurbans operated on San Diego Electric Railway trackage to the Santa Fe station, the steam trains continued to operate out of the National City and Otay's Foot of 6th St. station on L St. All steam trains shared trackage with the electric cars: the Sweetwater Valley train to Sweetwater Junction and the Tia Juana trains to 3rd St. Chula Vista station.

The first recorded accident due to electric operation occurred at 8th St. and National Ave., National City, when a man fell from the steps of a crowded car. Fortunately he was thrown away from the wheels but the company, from that time on, required all passengers to ride inside the car. In another accident, #102 jumped the track on the curve at 12th St. and National Ave. Damage was slight but passengers had to transfer around the derailed car and the 1 p.m. steam train from Tia Juana detoured over Coronado Railroad tracks.

In July 1908, the railroad contributed to local pride when it "beautified" the 24th St. station in National City, by planting flowers and shrubs. The News noted that thousands of visitors annually used the station facilities.

N. C. & O. Rly. MERGES WITH THE CORONADO RAILROAD TO FORM THE SAN DIEGO SOUTHERN

The Spreckels interests accomplished economical control on July 1, 1908 when the National City & Otay and the steam division of the Coronado were consolidated into a new company, the San Diego Southern Railway Company. The San Diego Southern had been incorporated in January for the express purpose of constructing a line from San Diego to Ensenada in Baja California, Mexico, and for constructing branch lines to Coronado, La Presa and Lakeside. The Directors were: John D. Spreckels, A. B. Spreckels, John D. Spreckels, Jr., William Clayton and H. L. Titus. The electric cars were relettered but

retained their numbers.

Also, in July, two additional cars were placed in service. Both were built by the Niles Car Co. and they were assigned numbers 105 and 106. The News commented: "These cars are five feet shorter than the old ones but are handsomely fine throughout and each car is equipped with motors capable of 30 or more horsepower than the cars now operating."

The News reported further progress in August with the installation of automatic spring switches on a turn-out on Newton Avenue between 30th and 31st Sts. Northbound cars held to the main line.

On August 10, deliveries of four more Niles cars, numbers 107 to 110 inclusive, took place, according to the same source. The newspaper speculated that the San Diego Southern was preparing for boom conditions since they now owned 10 cars and needed only three. (Three cars were soon "sold" to the San Diego Electric Railway.) On Saturday evenings two cars held down certain late schedules.

Direct through service from San Diego to Chula Vista was inaugurated on or about September 19. The timetable listed twenty schedules daily between San Diego and National City with ten schedules each way operating to and from Chula Vista. Steam schedules remained unchanged.

In the latter part of 1908, the company rebuilt or remodeled the 24th St. barns, the depot and the round house in National City. The depot was converted to "Mission-style construction."

A major change came on February 11, 1909 when the San Diego Southern rerouted all but one of the steam trains from joint use of former National City & Otay main line with the electric cars to the tracks of the former Coronado Railroad. One train only, the Sweetwater Dam - La Presa train, continued to share trackage with the interurbans and then only from 24th St., National City, to Sweetwater Junction. About the same time, the company added two more trains to the Chula Vista schedule, built a park at 24th St., and constructed a new depot at Chula Vista. The 5¢ fare zone from City Limits Station to Terrace was extended to Sweetwater Junction.

Cars numbers 108 and 109 were sold to the San Diego Electric Railway in April, 1909 for use on the Point Loma Railroad which the San Diego Electric had an agreement to operate. They were renumbered 401 and 402 on the books but not on the cars until about 1911. Number 110 was sold to the same company in 1910, renumbered 400 and was fitted up as a sight-seeing car. One authority says that it was painted a chocolate brown color. "Clover Leaf" excursions were operated over the D St.-Brooklyn Heights line to Upas St. (the end at that time), Mission Cliff Gardens, over the Point Loma scenic loop and, later to Ramona's Home in Old Town.

The Council of National City demanded that a waiting room at City Limits station be partially enclosed.

Beginning in July 1909, U.S. Mail and Wells-Fargo Express were carried on three interurbans daily each way between San Diego and National City. One mail schedule operated each way on the Chula Vista section. Apparently, at this time, Car number 101 was rebuilt into a "combine." However, when it was proposed to extend express service to Ocean Beach over the Point Loma Railroad, ex-Coronado Railroad combination baggage and coach number 5 was converted to electric operation in the San Diego Electric Railway's shops in the first quarter of 1910. It was fitted with interurban style ends, painted to match the others and was assigned number 111, the last member of the San Diego Southern series.

The electric division was lengthened in October 1909 when line crews began the placing of poles and the stringing of trolley wire from 3rd St. station in Chula Vista south to Otay. Another feeder line was installed on National Ave. Late in the year most Chula Vista schedules began operating through to Otay.

In January 1910, the company made application for a franchise to operate on 13th St., from M to K Sts., and on K St. to 10th St., in San Diego. Cars were rerouted after the San Diego Electric Railway laid the track from L to K Sts. and connected it to the existing trackage on K St. Thereby two curves were eliminated.

Playful boys placed ties on the Chollas Valley trestle but no harm resulted. Crews relaid tracks at street level near City Limits station and built a long passing track on National Ave., between Division and 2nd Sts., National City.

NOW IT'S THE SAN DIEGO & SOUTH EASTERN RAILWAY COMPANY

Another corporate change occurred on March 20, 1912 when the San Diego Southern merged with the San Diego & Cuyamaca Railway to form the San Diego & South Eastern Railway Company. The Cuyamaca line, which operated steam trains and a McKeen gasoline-mechanical motor car, named "Cuyamaca," to Lakeside and Foster, was also Spreckels owned, since the San Diego, Cuyamaca & Eastern Railway was acquired in 1909. Increased operating efficiency and economy were listed as the objectives of the consolidation. Again the interurbans were relettered.

The management of the new company placed a second car on the 5:15 p.m. schedule from San Diego and a trailer was added to the 4:25 p.m. train. In June, more cars and trailers were added. Apparently the trailers were former Coronado Railroad passenger coaches numbers 15 to 18 inclusive. All were fitted with air brakes and the interurbans had air hose connections. As the trailers were not equipped with remote operating controls, it was necessary for the motors to run around the trailers or to wye the train at the end of the run. In most cases, the trailer was used on single trip assignments. Time Table No. 3, June 29, 1913, shows that trailers were hauled on trains numbers 11, 39, 6 and 30 daily and on numbers 29 and 28 on Sundays. One express train operated via the Point Loma Railroad through to Ocean Beach via State and India Sts.

In April 1912, the company announced plans to move the car shops from National City to the two lots forming the private right-of-way at the angle in Newton Ave. at 26th St., San Diego. These lots, in 1922, became the San Diego Electric Railway's construction yard, then store and equipment yard, when the tracks on Newton Ave. were abandoned.

By July 12, most, if not all, track on the electric division had been replaced. On Newton Ave., crews placed 75 pound rail on heavy redwood ties buried in crushed rock ballast.

Schedules were increased slightly on Sep. 12, 1912. At that time, steam trains were changed to lay over at the foot of 6th St., San Diego, instead of 24th St., in National City. The fare between San Diego and National City was reduced to 5¢.

A 1914 timetable made the northern terminus of all but one steam train at 24th St., National City, rather than at the foot of 6th St., San Diego. Only one mixed train continued to operate each way between San Diego and National City. Timetables advised steam train passengers to use the interurbans north of National City.

1916 - A DISASTROUS YEAR

The year 1916 was a disastrous one for the San Diego & South Eastern. Rising costs, loss of patronage to the jitney buses and the tremendous expense for repairs made necessary by flood damage combined to bring about the lease of San Diego & South Eastern's electric division trackage to the San Diego Electric Railway for operation and the transformation by the latter company of the interurban line into a suburban line with street car equipment.

Flood damage first occurred on January 22. Bridges south of National City were rendered unsafe and passengers were required to walk across them to a connecting car. Service to Chula Vista and Otay was drastically curtailed. Two washouts took place north

of National City in the Chollas Valley and, for two days, passengers were forced to transfer by automobiles from City Limits to 31st and National Ave., San Diego.

On January 24, the News reported that: "The Sweetwater Valley line was swept away from bank to bank and with the railway went an electric car that had been placed on the bridge at the Junction to help hold that structure in place." Combination car number 111 was found crushed and damaged beyond repair several hundred yards downstream.

The track across Chollas Valley washed out a second time and passengers had to transfer to "Green Line" buses at City Limits or travel by automobile to San Diego Electric Railway's Route #1 cars at 31st St. The paving on the "dyke" (Main St.) was relatively undamaged so vehicular traffic could get through. Immense damage was also experienced at Otay, as a result of the failure and collapse of the Lower Otay Dam on the 27th.

After a weekend of construction activity, repairs had been effected to such an extent that rail service was resumed by January 31 from National City to San Diego. Resumption of train operations south of National City was physically impossible at that time. Despite the near-record rainfall, service on the San Diego & South Eastern was totally suspended for only a few hours.

The timetable in effect Jan. 1, 1916 listed 33 trains each way between San Diego and National City with 21 schedules being continued each way on the National City-Chula Vista-Otay segment. On January 31 post-flood service called for 28 schedules each way between San Diego and 24th St., National City. All other service including steam operation was suspended.

Other troubles were plaguing SD&SE. Offsetting a seven cent fare raise were losses resulting from a patronage decline caused by a mass movement of jitney buses from San Diego to National City. Bus regulation was demanded and company authorities stated that the jobs of 55 SD&SE employees who resided in National City were threatened. The company was also concerned at the cost of repairing facilities damaged by the floods. Officials, too, spoke of the need for improving freight service.

SD&SE in February extended 16 of the 28 schedules from 24th St. to Terrace. Bus regulation continued to be an issue. A new service was inaugurated when SD&SE began operating steam trains via San Diego & Arizona Railway tracks and a new spur to the "Potash Plant" of the Hercules Powder Co., just south of the Sweetwater River. (SDERY street cars operating MU were to handle this service before the year was out.)

Although the SD&SE was refused permission by the State Railroad Commission to discontinue some passenger schedules, an April 8 date was set for a hearing on SD&SE's track problems. During the hearing, according to the National City News, a proposal was made to the effect that a high speed electric line be constructed to the border by means of an extension on National Ave. or by a "bay shore" route from 8th via a La Punta-Nestor cut-off.

In decisions announced in May the Commission directed the San Diego Electric Railway Company to operate the line from 32nd St. in San Diego to 24th St., National City. The Commission further directed SD&SE to rebuild the "Coronado Belt Line" between 24th St., National City and F St., Chula Vista. SD&SE was also ordered to construct new track on F St. to provide entry into Chula Vista. SD&SE would provide freight service on the line and would also lease the track to SDERy so the latter company could operate the passenger service. National City was asked to regulate the jitney buses out of company territory. SDERy fares were set at 20¢ to National City and 40¢ to Chula Vista.

SD&SE was authorized to abandon the "old route" across Sweetwater Valley, the entire lines to Sweetwater Dam and La Presa, the line from 3rd Ave., Chula Vista to Otay, and the Tia Juana main line below La Punta (NC&O Jct.). The Commission further directed the San Diego & South Eastern to construct track on 32nd and National in order to provide SDERy with connecting trackage for the planned street car service to the "potash

San Diego & South Eastern's golden yellow trams were replaced on June 1, 1916 by the San Diego Electric Railway's pay-as-you-enter class 2 street cars when the latter company took over the electric operation. SD&SE interurban crews were added to the SDEry payroll. Mail service was discontinued. Headway continued to be 35 minutes except during the noon hours. 3rd and E was designated the San Diego terminus.

But San Diego & South Eastern was not yet out of electric interurban operation! On June 26 SDEry announced suspension of service because of lack of cooperation of and disregard of agreement on bus regulation by the National City Board of City Trustees. The announcement stated that no cars would be operated beyond 31st St. (#1 line). Company officials stated that they felt National City did not want the street car service.

SD&SE's interurbans were immediately returned to service on a rush hour only basis of 10 southbound schedules and 12 northbound schedules. And two days later (June 28) SD&SE restored its full pre-SDEry service. In a final flurry SD&SE on July 4 operated two car trains and one northbound train carried 225 passengers.

Agreement was reached between the street car company and City officials so on July 8 the class 2's again took over, in multiple unit when traffic demanded.

Ownership of Cars 101-107 stayed with SD&SE until Oct. 1, 1917 when the remaining company properties were purchased by the San Diego and Arizona Railway Co. In 1918, Pacific Electric purchased the seven cars from SD&A along with the other three cars which had been sold earlier to the San Diego Electric Railway for Point Loma service.

South Bay interurban service has long been past history. Here and there, however one meets a resident who knew the service as a passenger or as an employee. One such person, an ex-National City woman, recalls riding the interurbans from her National City home to junior college in San Diego. She reports that students rode the cars on book tickets sold for as low as 2¹/₄¢ per ride. Travel wasn't easy those days - even for students. Downtown routing and station stops were subject to changes - sometimes with little if any notice.

The interurbans, she said, were faster than the SDEry city cars (SDEr cars had only two 50 hp. motors), but the interurbans' high steps made it difficult for a woman passenger not to lose her dignity. Most male students sat in the open smoking sections which were equipped with the then-familiar wooden seats. On some days, though, they were lucky to find a seat at all. Many were tempted to walk down Broadway to the terminus. The girls, though, were forbidden to walk below 3rd St. Didn't really matter, however. Sailors of World War I days could always be counted upon to yield their seats to the girls.

This then is the story of the South Bay interurbans. This is the story of the golden yellow trams --- but wait! Perhaps you'd like to take a ride on one of the trains. The Dispatcher invites you to do just that in the story that follows.

LET'S TAKE THE 9:15 TO OTAY

Waiting for us at the foot of D Street in San Diego, is San Diego & South Eastern's Train #15, consisting of one of the interurban cars. Looking to the north you will see the Santa Fe station, the old wooden depot with its square steepled tower. On each side of the latter you will note a neat monogram of CSRR and the year 1887. It was built by the California Southern Railroad. Adjoining the station, to the east, work is in progress on an attractive structure of Mission type architecture to replace it. On the opposite side of D St., you will observe the famous "Los Banos" (the baths), which has a fine salt water plunge, and the Paint Shop of the San Diego Electric Railway Company. Behind them are the power plant buildings of the latter. On Arctic St., near C, is the depot of the Los Angeles & San Diego Beach Railway from which steam trains and

the McKean "submarine" cars depart for Old Town, Pacific Beach and La Jolla.

We climb aboard our car and sit on a "cherry slat" wooden seat in the front open section. To the rear we note that passengers are also occupying the ratan seats of the center closed section. Our car (let us assume it to be #109) has a standard railroad pattern roof. Interior woodwork including the doors is in a "cherry finish." The ceiling is of maple. Seats are Hale & Kilburn 34 inch "Walkover" type.

At 9:15 a.m. our train departs and the conductor immediately begins collecting fares. As #107 travels east on Broadway, passengers view the San Diego Hotel, the Spreckels Building and Theater, the Broadway Building, the Elks Building and the Union Building. Yes, the Court House was there, too! At 3rd St. where more passengers board the train, many with tickets purchased at the SD&SE ticket office in the Union Building to our right, our car turns south. As we turn we see the Plaza and San Diego's famous U.S. Grant Hotel. After turning east on Market our car makes its third downtown stop - this one at 4th and Market. The train then proceeds to 5th to K to 13th. At this point we have a meet with Train #18 which is proceeding inbound after an 8:25 a.m. departure from Otay.

After turning south on 13th our train is on SD&SE track. At the M St. crossing our car will yield the right-of-way if necessary to M St. street cars. Now comes 13th and N. Here is another SD&SE station and the crossing of the Eastern division line. Ready to yield the right-of-way, if necessary, to Eastern Division trains, our car crosses N, swings on to the single track mainline and heads south on street level track on undeveloped Newton Avenue. An occasional home faces the street and tracks in this new promising residential area. Whistles and bells sound the way across all roads and streets which cross this and other SD&SE trackage. At 26th St. where Newton Ave. jogs the car momentarily cuts through a lot on its own private right-of-way. Here - in the future will be built the new SD&SE shops and yard. Now the track on Newton is on a raised center-of-street roadbed.

Between 30th and 31st Streets our interurban turns through a spring switch into a siding. Northbound trains hold the mainline. No meet is scheduled this time, however.

After crossing 32nd St. #109 proceeds on its own right-of-way and turns west descending alongside a bluff. At the foot of the grade the car turns left and heads south across the Chollas Creek trestle. Railway crews have been known to stop late evening trains on this trestle so they could collect fares in cars loaded with homeward bound (and sometimes hilarious) revelers. To the west of the track (located on what became Dalbergia St.) is the new salt works; to the east is the beginning of a shanty-town development. The line soon crosses the track of the former Coronado Railroad but the interurbans have the right-of-way over SD&SE freight trains which now use the track.

Across the valley is City Limits (Division St.) and our train is now 25 minutes out and 4.9 miles distant from the Foot of D. After a meet with Train #20 (which left 24th St. at 9:30 a.m.) our train proceeds up through a cut and down National Ave. past a long siding to the 8th St. stop where is located a SD&SE office and another passing track. On our right is the three story Steele Building, a National City landmark.

After stops at 11th and 12th the train turns west on 12th St. to a stop at 4th Ave. Then comes the San Diego & Arizona crossing across which our conductor flags the interurban. Our car turns south on Cleveland to 24th St., arriving at 9:50 a.m. and 6.8 miles out of San Diego. Elapsed time at this point is 35 minutes. Here at the SD&SE operating headquarters the conductor signs the register and many passengers transfer to steam train #73 which will leave in five minutes for Marmarosa, Palm City, Nestor, San Ysidro and Tia Juana. All steam trains except one Sweetwater Valley train go south from here over the tracks of the former "Coronado Belt Line." The interurbans and the single Sweetwater Dam - La Presa train turn east on 24th St. past the SD&SE yards and buildings. From this point, too, the steam trains operate to San Diego's 6th and I station over the "Belt Line." These latter trains are mixed or freight trains.

Just west of the 24th St. headquarters is the two story Santa Fe station built by the California Southern Railroad in 1882 (still standing in 1957).

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SOUTH BAY INTERURBANS. Continued

Our train is unique in that it has a 30 minute wait at 24th. During this wait, #22 arrives at 10:10 a.m. on its inbound trip, (It left Otay at 9:45 a.m.) and at 10:20 a.m. Train #17 arrives from San Diego. A few of the latter train's passengers transfer to our car which leaves as soon as passengers are seated.

Now our train travels up-grade on 24th St. It's side of the street track bounded on one side by eucalyptus trees. Terrace is the next stop. Then down alongside the bluffs overlooking Sweetwater Valley our train descends to the bridge which crosses the river. At Sweetwater Junction is a long siding and the junction of the line to Sweetwater Dam and La Presa.

Continuing south across the valley the train then climbs through a cut in the south bank of the river to a residential section north of Chula Vista. The route is now via 2nd to E to 3rd and then a few blocks south on 3rd to the Chula Vista station (near the present day SD&AE station). On 3rd the track is center of street.

3rd St. station is 1.1 miles south on 3rd. Here we find the citrus packing plants which ship over SD&SE freight trains.

From 3rd St. station SD&SE alignment follows the main road (3rd St. extended) south and then veers slightly to the west across some rolling hills and finally emerges on 4th St. (present day Fresno St.) in Otay for the final stop. Here in Otay one notes the Otay Watch Works building which rumor has it may be used as a power plant.

At Otay our train is 70 minutes out and 13.3 miles distant from the Foot of D. Ten

minutes after arrival our car will return to 24th St., National City as #26.

Thus you have completed a journey over the southern-most electric interurban line in California at a time when the services rendered were big improvements over those furnished in the steam motor era. The interurbans contributed greatly to the development of all the South Bay communities.

Editors' note: A thank you to Fred Reif for construction data, to J.C. Andert for schedule information. As noted much of the material came from the National City News file in the National City Public Library. San Diego Union files were also used. Reference was also made to an article by R. P. Middlebrook and G. M. Best in Bulletin No. 71 of the Railway and Locomotive Historical Society, Inc. Credit also Mrs. S. Dadmun.

ELECTRIC DIVISION ROSTER

101 - 104 Class

Rebuilt & motorized Coronado Railroad coaches. Apparently St. Louis built. Original length approximately 38 feet.

CRR	Coach	NC&O	SDS	SD&SE	To PE 1918
	1	101#	101	101	413
	2	102*	102	102	410
	3	103*	103	103	411
	37	104*	104	104	412

Rebuilt in 1909 as a combo. *Coaches Specs. L 51'6"; W 8'8"; H 12'1 $\frac{1}{2}$ ". Wgt. 55,900. Cap. 56; Motors: 4 37 $\frac{1}{2}$ GE67. Gear ratio 15:69. Control K-10. Trucks: 2 Brill #27E1.

105 - 110 Class

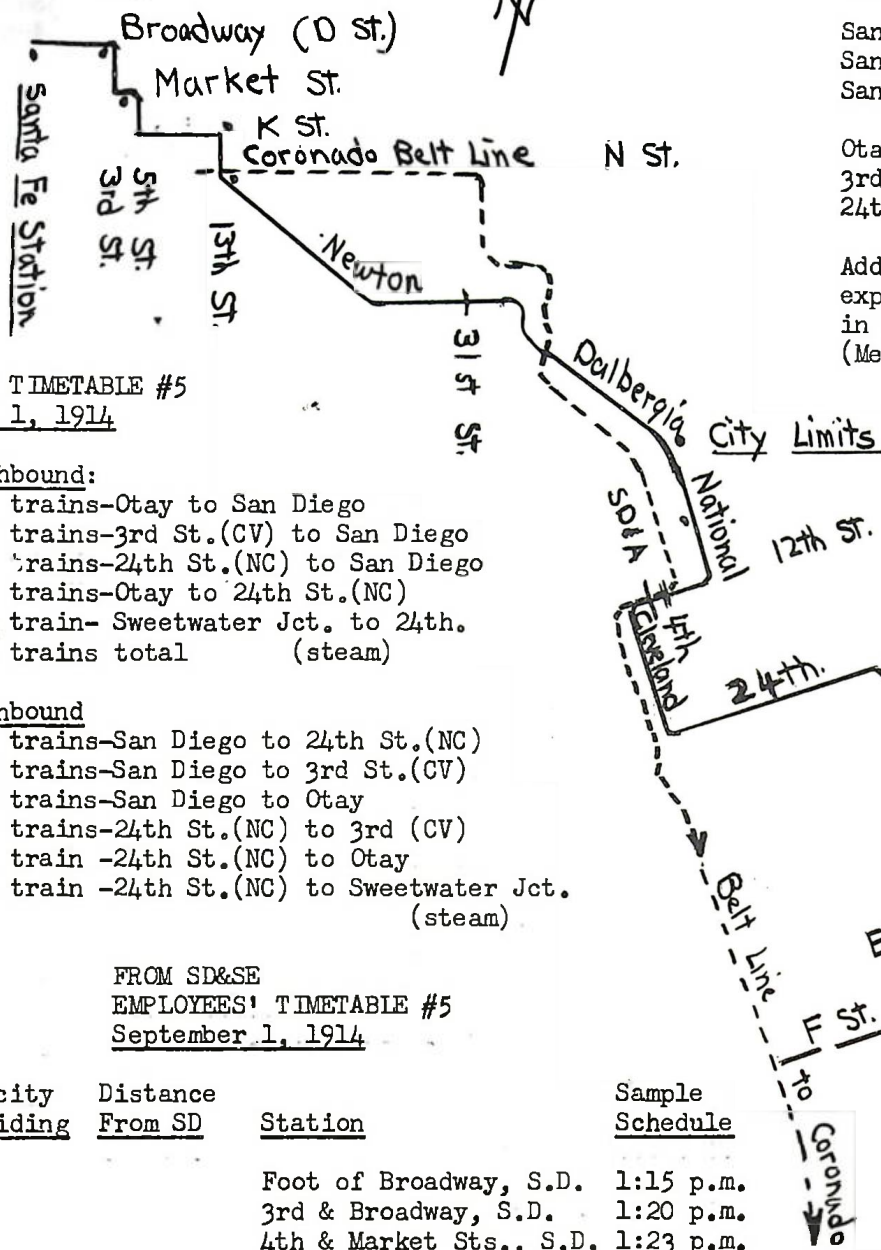
Built by Niles in 1908.

SDS	SD&SE	PLRR(SDER)	PE in 1918
105	105		419-sold SD&A
106	106		414-sold SD&A
107	107		415-sold SD&A
108	-	108 (1909)	
		401 (1911)	416-sold SDER
109	-	109 (1909)	
		402 (1911)	417-sold SDER
110*	-	400 (1910)	418-sold SDER

* Remodeled by SDERy into sightseeing car when purchased by that company for PLRR.

111 (Combine)

Originally CRR combine #5. Rebuilt and motorized in 1910. Destroyed 1916 Flood. Trailers Former CRR coaches 15-18. No data available.

SAN
DIEGOSAMPLE TRIP TIMES

San Diego to Otay 60 min.
 San Diego to 3rd 50-55 min.
 San Diego to 24th 35 min

Otay to San Diego 50-60 min.
 3rd to San Diego 50-53 min.
 24th to San Diego 30-35 min.

Additional time allowed for
 express schedules. Train 15
 in story was an express.
 (Meaning mail and express).

FROM TIMETABLE #5
Sep. 1, 1914

Northbound:

- 11 trains-Otay to San Diego
- 3 trains-3rd St.(CV) to San Diego
- 17 trains-24th St.(NC) to San Diego
- 3 trains-Otay to 24th St.(NC)
- 1 train- Sweetwater Jct. to 24th.
- 35 trains total (steam)

Southbound

- 15 trains-San Diego to 24th St.(NC)
- 3 trains-San Diego to 3rd St.(CV)
- 13 trains-San Diego to Otay
- 1 trains-24th St.(NC) to 3rd (CV)
- 1 train -24th St.(NC) to Otay
- 1 train -24th St.(NC) to Sweetwater Jct.
- (steam)

FROM SD&SE
 EMPLOYEES' TIMETABLE #5
September 1, 1914

Capacity Of Siding	Distance From SD	Station	Sample Schedule
		Foot of Broadway, S.D.	1:15 p.m.
		3rd & Broadway, S.D.	1:20 p.m.
		4th & Market Sts., S.D.	1:23 p.m.
	1.5	13th & K Sts., S.D.	1:28 p.m.
2	1.7	13th & N Sts., S.D.	1:30 p.m.
2	3.4	31st. St., S.D.	1:35 p.m.
2	4.9	City Limits	1:40 p.m.
	5.3	8th Ave., N.C.	1:42 p.m.
	5.8	4th Ave., N.C.	1:45 p.m.
Yd.	6.8	24th St., N.C.	1:50 p.m.
4	8.0	Terrace	1:55 p.m.
8	8.7	Sweetwater Junction	1:59 p.m.
2	10.1	Chula Vista	2:05 p.m.
2	11.2	3rd St., C.V.	2:08 p.m.
3	13.3	Otay	2:15 p.m.

CHULA
VISTAOTAY

Steam only
 to Coronado Belt line
 and Tia Juana line