

Dispatcher

Issue #12

Railway Historical Society of San Diego, California

July 28, 1957

RHS of SD GUIDE SHEET FOR COMPANIA DEL FERROCARRIL DE TIJUANA Y TECATE S.A.

Region: Tijuana River area

- | | | |
|--------|----------------------|--|
| K 0.0 | Linea Divisoria | - Leaving SD&AE; entering T&T. Still within the San Ysidro -Tijuana yard. 132.6 miles from El Centro. |
| K 0.1 | <u>TIJUANA</u> | - Elevation 100 feet. Telephone. Grade 0.4% to Garcia. |
| K 0.5 | Abandoned | - Wye on east side of tracks, once used to wye SD&A race trains. Passengers got off at Tia Juana (US) station; walked across border to old race track west of T&T tracks. Same station now called San Ysidro. San Ysidro apparently once located further to the north. |
| K 0.9 | Abandoned | - Original location of Tijuana (Mex.) station. Burned down. |
| K 3.5 | Landmark | - Tijuana River bridge; 1050 feet long. |
| K 3.9* | Abandoned | - Passenger loading ramp to original dog track. Track was located at site of present day school. |
| K 4.1 | <u>AGUA CALIENTE</u> | - Telephone. Siding. Remains of racetrack passenger ramp may still be seen. |
| K 5.1 | Landmark | - East end of San Ysidro-Tijuana yard. |
| K 5.9 | <u>PELEX</u> | - 7-8 car spur serving oil dock and flour mill. Formerly called "Standard." |
| K 7.5 | Abandoned | - ARGUELLO station. 145 feet elevation. |
| K 11.0 | Landmark | - Cottonwood Creek comes in from the north. |
| K 13.6 | <u>GARCIA</u> | - 23 car spur with east lead. Grade 0.9% here to Redondo |

Region: Matanuca Canyon area and Rodriguez Dam

- | | | |
|---------|--------------|--|
| K 16.03 | Landmark | - Tijuana River bridge in Matanuca Canyon. 510 feet long. |
| K 16.68 | Landmark | - Tunnel #1. 186.8 feet long. |
| K 17.0* | Abandoned | - Spur at East portal which once crossed the creek to the south side. Used to deliver materials for construction of Rodriguez Dam. Cable transported supplies up to the dam. Look for the remains of cable towers. |
| K ? | Picture stop | - Tentative picture stop in this area. |
| K 17.15 | Landmark | - Matanuca Creek bridge. 180 feet long. |
| K 17.35 | Landmark | - Tunnel #2. 305.3 feet long. |

Region: Matanuca Valley

"Matanuca" means "hung by the neck!" That's fine, but SD&AE Chief Clerk Grosdidier reports that an "appropriate" tree has never been found by SD&AE-T&T personnel.

- | | | |
|--------|-----------------|---|
| K 19.2 | <u>MATANUCA</u> | - 15 car spur with east lead. 350 feet elevation. |
| K 20.2 | Landmark | - Ex-President Cardinez' ranch. |
| K 27.0 | Abandoned | - EDUARDO station. 570 feet elevation. |

(Continued on Page two) (* Approximately)

Region: Valle de Redondo and Redondo Loop

K 33.9	<u>REDONDO</u>	- Telephone; water station. 765 feet elevation. Siding with east lead. Grade 1.4% Redondo to Hipass.
K 36.0	Landmark	- Horseshoe Curve. 6 degree curvature. 180 deg. cen. angle
K 39.7	Abandoned	- LOMA station and spur both gone. Operated during construction period only.
K 41-42	Landmark	- Balloon Curve. 8 degree curve; 255 deg. central angle.
K ?	Picture stop	- Picture stop for train on Redondo loop. Tentative.

Region: Indian Joe's. (Rolling country)

K 47.0	Landmark	- Rita Curve. 5½ degree curve; 130 degrees central angle. Curve encloses ranch of Tecate T&T Agent Espinosa.
K 47.2	Abandoned	- RITA station and 41-45 car spur now gone.
K 49.7	Landmark	- Tijuana-Tecate Highway overpass.

Region: Tecate Creek-Tecate Valley area

(Grade breaks at two places in the valley.)

K 52.9	Abandoned	- LA PUERTA station and 16-43 car spur now gone. Elevation is 1590 feet. Name should have been "La Puerta del Tecate," meaning "Door to Tecate."
K 54.2	Landmark	- "The Door." The creek, railway and highway go through a narrow pass.
K 55.0	Landmark	- "Rancho La Puerta," a health resort.
K 56.19	Landmark	- Tecate Creek pile trestle. 233 feet long.
K 59.9	<u>TECATE</u>	- Yard limits; telephone; water supply. Elev.: 1690 feet. The end of the RHSofSD excursion.

Region: Rolling hills north of Tecate Valley

K 61.3	Abandoned	- International wye which dipped north into the US for livestock movements.
K 70.23	Landmark	- Tunnel #3. Length: 318.63 feet.
K 70.36	Landmark	- Tunnel #3½. Daylighting followed a fire in Tunnel #3. Two tunnels resulted. Length of 3½ is 896.5 feet.
K 70.9	<u>KP 70.9</u>	- Station KP 70.9 was formerly Lindero. 2120 feet elevation. Spur track.
K 71.40	Landmark	- Tunnel #4: "The International Tunnel." 597.63 feet. Mileage: 87.8 miles from El Centro.

** Data compiled from SD&AE timetables and from information gained from Superintendent Carl Eichenlaub and Chief Clerk J. D. Grosdidier. Other data from Dispatcher.

TIJUANA & TECATE SPEED LIMITS

		<u>WB</u>	<u>EB</u>
K 0.00	to 16.00	30	30
K 16.00	to 17.31	20	20
K 17.31	to 17.97	15	15
K 17.97	to 33.90	30	30
K 33.90	to 40.69	25	25
K 40.69	to 41.70	20	20
K 41.70	to 66.59	25	25
K 66.59	to 67.64	20	20
K 67.64	to 71.41	25	25

MP 15.57 (from SD) is KP 0.00

MP 59.94 (from SD) is KP 71.41

Tijuana to Garcia - 0.4%; Garcia to Redondo - 0.9%; Redondo to Hipass - 1.4%
(from SD&AE Files)

EXCURSION OFFICIALS - T & T OFFICIALS

L. W. McCleary, excursion director
 Lyle Judd, RHSofSD acting president
 C. M. Eichenlaub, superintendent, SD&AE
 Jerry Green, SD&AE trainmaster
 J. D. Burdick, general manager, T&T
 C. Lay, San Ysidro, T&T Asst. G. M.
 L. Jimenez Espinosa, agent, Tecate
 F. Cesena, telegrapher, Tecate
 German Castillo, agent, Tijuana
 Names of train crew not known at press time
 SP Traveling Passenger agent for the excursion: Ed Leahy

TIMETABLE NO. 87
SEPTEMBER 26, 1954

TIJUANA AND TECATE RAILWAY CO.

EASTWARD
SECOND CLASS

WESTWARD
SECOND CLASS

452 Daily Mixed Train		K.P.	Station	M.P.	451 Daily Mixed Train
YL-P	s 8:30am	K 0.1	Tijuana (R)	0.0	s 2:06pm
" "	8:37	K 4.1	2.3 (mi.) Agua Caliente	2.3	2:00
4 cars		K 5.9	1.4/ Pemex	3.8	
23 cars	f	K 13.6	4.6- Garcia	7.8	f
15 cars	f	K 19.2	3.5 Matanuca	11.3	f
WP-spur		K 33.9	9.1 Redondo	20.4	f 1:20
YL WP	s 10:30	K 59.9	16.2 Tecate (TO R)	36.6	s 12:40pm
Spur	f	K 70.9	6.8 KP 70.9	43.4	f

NOTES:

-Times shown are Pacific Standard times.
-Numbers 451 and 452 will operate as Mixed trains between Tijuana and KP 70.9, and handle passengers between those points only. Both trains will stop on flag at Garcia, Matanuca and KP 70.9

-Yard limits: 1P 14.5 at San Ysidro to KP 5.1 at Agua Caliente. Also K 58.9 to K 62.2 at Tecate.

-Trains must obtain clearance before leaving San Ysidro and Tecate.

EDITOR'S NOTE:

Timetable at left is not quoted exactly as in the timetable as such. Timetable consolidates additional material found elsewhere in TT.)

"ALMOST" ALL-TIME TIMETABLE

YL	KP	Station	Feet Elev.	Est. MP
	K 0.0	Linea Divisoria		0.0
46-115	K 0.1	Tijuana	100'	0.03
46-115	K 1.0	Tijuana	100'	0.6
28-30	K 4.1	Agua Caliente		2.3
4	K 5.9	Standard		3.8
	K 7.5	Arguello	145'	4.9
23-50	K 13.6	Garcia	210'	7.8
15-27	K 19.2	Matanuca	350'	11.3
4	K 26.9	Eduardo	570'	15.6
40-111	K 33.9	Redondo	765'	20.4
	K 39.7	Loma	1000'	25.1
41-45	K 47.2	Rita	1315'	28.8
16-43	K 52.9	La Puerta	1590'	32.2
31-34	K 59.9	Tecate	1690'	36.6
18-25	K 70.9	Lindero	2120'	43.4
		Linea Divisoria		

TIJUANA & TECATE FACT SHEET

The Tijuana and Tecate is a 100% owned subsidiary of the San Diego & Arizona Eastern. The T&T as such was organized in 1921 to meet Mexican government requirements. Prior to that year the Mexican portion of the line had been the (Continued in column two, this page)

TIJUANA & TECATE FACT SHEET Continued
Mexican Division of the San Diego and Arizona Railway.

T&T officials handle the business details of all Baja California deliveries and pickups.

Just for reference. One kilometer equals approximately five eighths of a mile.

At one time the cafe-lounge car was set out at Redondo from its westbound run and then later in the day picked up on the eastbound run.

And from Black's "History of San Diego," the following: "From Redondo the road doubles back, ascending the mountain side on a low per cent grade, turns around again in the shape of a horseshoe, and continues the ascent of the mountain side almost parallel to the two lines of track below it. At the small end of the horseshoe curve (ed. the "balloon" curve) the tracks come almost together. The base of the fill on the upper track touches the base of the fill on the lower track. The curve, however, is very gradual, being almost two miles in length."

Issue #6, "The Impossible Railroad," is the story of the SD&AE-T&T. It's on sale on this train. See the editor.

Passenger service to Tecate began in September 1914.

The first available timetable is as follows:

From San Diego Official Timetables
December 15, 1914

Eastward	Tues.-Thurs.-Sats. only	Westward
8:00 am	San Diego-Foot of 26th.	4:40 pm
8:10	National City	4:30
8:25	Chula Vista	4:18
8:40	San Ysidro	4:00
8:55	International Boundary	3:50
9:15	Tijuana, Mexico	3:35
9:25	Arguello	3:20
9:35	Garcia	3:10
9:50	Cerro Colorado	2:55
10:10	Eduardo	2:45
10:25	Valle Redondo	2:30
10:35	Loma Prieta	2:20
10:55	Dupee	2:10
11:10	La Puerta	1:55
11:35 am	Tecate	1:30 pm

Mr. Andert reports that the equipment for the above train included locomotive #50 and combine #174 or 175. He stated that a January 1916 issue of "San Diego Official Timetables" lists departure days of the above train as Mondays, Wednesdays and Fridays.

One daily except Sunday mixed train operated September 19, 1916 as far as Campo. T&T times on December 1, 1916 were

Lv. Tijuana 8:45 a.m.
Arr. Tecate 10:35 a.m.
Lv. Tecate 12:15 p.m.
Arr. Tijuana 1:50 p.m.

Baja California

A railroad between Tecate and Ensenada or between Tijuana and Ensenada or both may be in Baja California's future. In recent months the San Diego Union has carried brief reports of railway construction being included in long range plans for Baja California's development. Such plans may not materialize for many years.

Mexican National Railways officials recently announced that the Northwest Railway, now being built, will eventually provide a link between Ciudad Juarez and the West Coast. Plan is to ship Mexican West Coast farm products to Kansas City

and Chicago. (SD Union)

Baja California's ferry service reportedly began the first week of this year. One run is between San Felipe and Santa Rosalia, peninsula towns, and Guaymas on the mainland. Another service connects La Paz with Topolobampo, Sonora. (San Diego Union)

San Quintin, Baja California, did have a railroad. Trains actually ran. Original plans called for a line from San Diego to San Quintin.

And there was a three foot gauge railroad in Santa Rosalia---not to mention a line, five miles long, in the Los Angeles Bay area.

The Dispatcher will bring you the story in the near future.

Middle AND NORTHERN SOUTHERN
CALIFORNIA NEWS NOTES

by Joe Strapac

Ventura County Railway will run its only steamer during the summer starting about June 15.

In 1940 76% of the passenger traffic between Los Angeles and San Francisco was over rails. In 1957 it's less than 22%.

Pacific Electric's 5000 class PCC cars are being sold to a Mexican concern. The deal is already complete but delivery has not begun yet.

SP's West Basin Drawbridge, long a landmark to Harbor residents, is being torn out. It was hit by a tanker in Dec. '55 and was taken out of service after being found unsafe. Built in '07 destruction work started on June 1.

Nearly all the land for Espee's new Palmdale Cutoff has been purchased.

Bellflower abandonment has been authorized by the PUC providing the Metropolitan Coach Lines works out several employee problems.

Union Pacific will run its turbines as the mainline power on the California & Utah Divisions, while the GP9's head east to dieselize the Eastern District. The 40 turbines will replace approximately 100 geep units now running in pool service out of Salt Lake.

Addition to above SP item. - SP and Santa Fe are working out trackage agreements over Santa Fe from Colton to either Cajon or Hesperia, where SP will build a new line west to Palmdale.

UP's "Challenger," is a separate train again this summer.

INTERIM COMMITTEE TO STUDY NEED
FOR SAN DIEGO TRANSIT AUTHORITY

The San Diego Transit Authority is not yet in existence. However, the State Legislature directed an Interim Committee to study San Diego County's transit problem.

San Diego Mayor Charles C. Dail has organized a 90 member committee which will study all phases of metropolitan rapid transit. The study will supplement the work of a recent citizens' transit committee.

In San Diego the San Diego Transit System and the San Diego Chamber of Commerce opposed creation of an authority. However, in Los Angeles SDTS' sister system, the Metropolitan Coach Lines and the Los Angeles Chamber of Commerce approved the creation of the Los Angeles Metropolitan Transit Authority.

San Diego County's state legislators were asked to withdraw the proposal that a San Diego Transit Authority be created until more data is obtained on the local level.

Indications are that local authorities headed by Charles Winder, city rate consultant, will press for completion of the study.

RAIL

Santa Fe has asked the PUC for permission to discontinue one of the six round trips between San Diego and Los Angeles. Plan calls for the elimination of 2nd 71 and 2nd 72. As a result of protests by county officials Santa Fe is reported to be reviewing the SD-LA schedules with the view of submitting an improved time schedule.

Linda Vista is no longer on the Santa Fe map. The station "atop of the hill" has been renamed Iramar.

A crossing gate has been installed at Santa Fe's Rosecrans St. crossing.

Santa Fe passenger coach #1203, the middle coach of the three coaches used on the RHS of SD Escondido excursion, is now in use on the National City freight. Because of time and distance from home base the yard crew is entitled to a caboose. Still a switching job, however. It's not a train.

San Diego & Arizona Eastern Consolidation #105 was scrapped by Purdy Co. on February 2 according to Joe Strapac.

SD&AE's "roster" now includes SP 5449, an EMD SD 9, and an Alco 900 hp. in the 4640 series. (Strapac)

US Highway 80 underpass at Coyote Wells has been increased to four lane width. Apparently, SD&AE trains are already using the new structure which has replaced the original narrow railway overpass.

A \$203,375 project, the installation of railroad tracks to serve warehouse and berthage areas, has been authorized by the Harbor Commission for the 10th Avenue pier. Santa Fe may do the job.

The former SDERY Mission Beach subway and waiting room has been demolished. Opened in 1924 the Mission Beach Amusement Co. was a John D. Spreckels enterprise which helped provide passengers for SDERY La Jolla line.

MARITIME

The State Division of Highways announced that either a toll highway bridge or tube between San Diego and Coronado is feasible. Four lane high level bridge will cost \$29M; a two lane tube \$32M. Tube plan would call for a second tube in 10 years. U.S. Navy has objected to the bridge. Ferry company would be purchased for \$2,200,000.

Star & Crescent Boat Co's. tug, "Laguna" and Coronado ferry, "Silver Strand," were forced to return to harbor on May 20. Heading toward Craig Shipyard, San Pedro, for an overhaul the two crews when off Encinitas decided to return because of rough water.

Matson Line's "Matsonia" will call at San Diego August 10. Approximately 300 of 700 passengers will disembark here.

Star & Crescent's new excursion boat, "Marietta," is now in regular service. More details later.

AIR AND HIGHWAY

Route G, Fletcher Hills Bus of SDTS, has been discontinued....Pacific Southwest Airlines, headquarters in San Diego, will purchase two French Caravelle jet airliners for their San Diego-Los Angeles-San Francisco run....Western Air Lines has been authorized to fly direct from San Diego to Denver....United Airlines is now operating a second non-stop flight to San Francisco.

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Society officers are: Lyle Judd, acting president; Dick Pennick, recording secretary; Mrs. Barbara Thomson, mailing secretary; F. R. Finke, treasurer; and L. W. McCleary, excursion director.

Editor: Eric Sanders
Associate Editor: Douglas Duncan
Art Editor: Ellen Sanders
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Contributor: Richard Dodge

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AN EXCURSION EDITORIAL

Welcome to the sixth railfan excursion of the Railway Historical Society of San Diego. Knowing that you are real railfans and interested in all types of railroad equipment and operation, we hope that you will enjoy this trip in a foreign country and on railroad equipment assigned to normal operation.

The Society members are people with various interests in connection with railroading, and today's excursion is intended to satisfy at least one of their interests.

Traveling in a group has certain advantages over independent travel. One is the opportunity to discuss phases of railroading that might not otherwise receive consideration. Another is the opportunity to make new friends. But please do not seize the opportunity, because of group travel, to take liberties with regulations of our host railroad and host country. Be sensible, act safely, have a good time, and join with us on the next excursion.

L. W. McCleary
Excursion Director

RECOMMENDED

The DENVER & INTERURBAN (Ft. Collins Division) and the FORT COLLINS MUNICIPAL RAILWAY is the subject of the latest Pacific Railway Journal. Top quality story and pictures. Send your dollar to Donald Duke, 2304 Melville Drive, San Marino, California.

An all-time roster of locomotives and brief history of the VIRGINIAN RAILWAY is available from Dispatcher subscriber Joe Strapac, 716 So. Chester Ave., Compton, Calif. 50¢.

And don't forget SD&AE Employees' timetable #74, May 7, 1939 of the SAN DIEGO & ARIZONA EASTERN is available from the Dispatcher. 50¢.

LATEST EXCURSION NEWS

The Sales and Advertising Dept. of Cerveceria Cuauhtemoc, S. A. (the Tecate Brewery) has invited excursionists for "light refreshments." See McCleary for details.

For you to think about!

Tijuana	100,000 population
Ensenada	50,000
Tecate	6,000

SOCIETY NEWS

Ed Shedaker, RNSofSD president, has been assigned to the Desert Center highway maintenance station. At the last meeting he submitted his resignation. Lyle Judd is acting president. Ed hopes to return soon.

L. W. McCleary announced that Sep. 22 is the date of the seventh railfan excursion. Feature will be a eight hour trip over the electric lines of the Metropolitan Coach Lines of Los Angeles. Save the date.

Eric Sanders, hastily given charge of exhibit arrangements for Del Mar, reports that the railroad exhibit was open more hours and more guides greeted more visitors. On one Sunday (2-9 p.m.) over 5000 visitors walked through the exhibit. Donations totalled about \$128; Dispatcher-post card sales reached \$86. Under Bill Gallandt's leadership RNSofSD member spent considerable time cleaning and painting the locomotive and car.

CALENDAR

July 28	Tijuana & Tecate Excursion
Sep. 1	Regular meeting
Sep. 22	Metropolitan Coach Lines excursion
Nov. 3	Regular meeting
Jan. 5	Regular meeting
Feb. 12	Plaster City excursion

SD&AE LOCOMOTIVE ASSIGNMENTS. Locomotives assigned to the San Diego El Centro run are 5305, 5306, 5307 (all Alco 1600hp jobs) and 5446. SP #226 handles the Plaster City run. Local switchers continue to be 5101, 5102 and 5119. Mainline trains often require a double header. Incidentally, westbound trains average 25 cars; eastbound 50 cars.

T&T EXCURSION RETURN TRIP TIME will depend on when #451 arrives in Tecate---and that in turn depends on the time of the El Centro connection with the "Sidewinder." From Tuma the "Sidewinder" brings a quote of cars for the San Diego bound train.

BAJA CALIFORNIA TOWNS ARE GROWING!

TIJUANA with an official population of 70,000 actually has reached the 100,000 mark according to Tijuana Chamber of Commerce tabulations. This Mexican "free port" is dependent to a great degree on the tourist trade revenue. That isn't the entire story, however. Tijuana is also a trading center for a fast growing agricultural area. And within the city factories produce paint (the Corona brand which is used on copper), mattresses, detergents, clothing, tile and cigarettes. Silvermiths and other tradespeople ply their trades. And, of course, Tijuana business firms produce many of the staple products.

TECATE, population 6,000, has a brewery! But it has more than that. Cottonseed is imported from the Mexican area and is processed in a local plant. A winery, a shirt factory and a cardboard plant also supply jobs for Tecate residents. From the brewery the beer is transported by truck to Baja California points and by truck and SD&AE trains to interior Mexican points.

A RAPID TRANSIT SYSTEM FOR GREATER LOS ANGELES. A bill signed May 30 by Governor Goodwin Knight provides for the formation of a seven-member Los Angeles Metropolitan Transit Authority which will be empowered to lease revenue bonds for the purchase of existing transit systems and for the construction of new facilities. MTA had previously been authorized only to construct a monorail system. MTA will operate outside the authority of the California Public Utilities Commission. According to the Los Angeles Times the Authority would first purchase the Los Angeles Transit Lines and the Metropolitan Coach Lines at a cost of \$33,000,000. The two systems would be merged into a single unit. Purchase of the Long Beach Motor Coach Company and the Pasadena City Lines is also contemplated. Both companies are part of Pacific City Lines, a subsidiary of the National City Lines of Chicago. Purchase of L&L and MCL will be completed about January 1, 1958 reports the Los Angeles Examiner. Management of the existing lines will be used for the first year of MTA's operation.

DEMURRAGE CHARGES will be increased reports the San Diego Union. After two days of free time the rate will be \$4 a day for the first four days after "free time" and \$8 a day thereafter. After four working days time (including the free time) Saturdays and Sundays will count. Shippers by releasing cars within 24 hours may be given credit for demurrage credited to other cars.

THE OFFICIAL REGISTER OF PASSENGER TRAIN EQUIPMENT, published annually at only 60¢ per copy for 120 pages by the Railway Equipment & Publication Company, 424 W. 33rd St., N.Y.C., New York. It shows all pertinent information on the passenger equipment of all the railroads and private car companies in the United States and Canada. It also shows RDC and electric MU equipment, so it is quite interesting, plus business cars. SD&AE has three passenger cars, 174, 175 and 203. (Joe Strapaz)

SHOP TALK. A comprehensive story of the San Diego Electric Railway Company, is being prepared by the Pacific Railway Journal. The story is written, of course, by our own Dispatcher staffer, Richard V. Dodge. We'll let you know when this bulletin is available. In the meantime we recommend that you order the Fort Collins issue of PRJ as discussed in a story on page six of this issue....The Dispatcher has on hand right now copy for several issues. There's the Canyon & Colorado, Paper Railroads, the Cuyamaca Story, the National City street car-horse car, that is.. All we need is a typist and mimeo help!