

Dispatcher

Issue #15

Railway Historical Society of San Diego, California

Jan. 10, 1958

NEXT MEETING DATE IS JANUARY 12

January 12 is the date for the first 1958 RHSofSD general meeting. On this particular evening, a Sunday evening, members and friends will meet at 7:30 p.m. at the Highland and Landis recreation center for an important business session.

Nominations' Committee report will be presented by Chairman Fred Finke and election of officers will follow.

President Lyle Judd states that this is one business meeting members will not want to miss. Preliminary consideration will be given to dues, membership cards, and meeting dates and meeting places. Reports of John Gorby's "Incorporation" committee and Tom Watson's "Constitution" committee will be heard. Committees will offer recommendations for RHSofSD future organization and members will be asked to comment. President Judd suggests that members listen to and contribute to the discussion and then come to the March meeting to finalize the organizational setup.

Because of the legal implications involved in fund-raising, exhibit and excursion activities Judd stated that it became necessary for RHSofSD to formalize its operation.

Also to be presented at the Jan 12 meeting will be Jack Stodelle's report on the 528 project and Tom Watson's report on the plans of the maintenance committee.

Subject to the approval of the membership the Nominations' Committee will present nominations for two additional vice presidents.

If time permits Lyle Judd and Tom Watson's films and slides will be shown.

A THANK YOU FROM PRESIDENT LYLE JUDD

I want to thank all of you who have given so freely of your time toward making this year such a great success. It has been a great year and much has been

MEET THE HOLTON INTER-URBAN

The Holton Inter-Urban Railway Co. was part of an empire built by Imperial Valley pioneer W. F. Holt. The railroad and the city it served, the City of Holtville, were one small part of this California empire. But it is this portion with which we are now concerned.

Holtville's bank, hotel and newspaper were other Holt enterprises. A hydro-electric power plant was also planned. Indeed, Holt established Holtville (called Holton at first) at the site of a 40' drop in the Alamo River in order to further develop Imperial Valley's electric power resources.

The Holton Inter-Urban story should not be completely unrelated to the total railroad picture because W. F. Holt was interested in all valley railroads. It was he who first planned the branch which dips down from the Southern Pacific mainline. Although it was in 1877 when Southern Pacific first opened its Los Angeles-Indio-Niland-Yuma main line, additional railroad facilities were not really considered until about 1900. Recognizing the need for improved Imperial Valley service Holt planned a line from Calexico north to Imperial Junction (first known as Old Beach and known today as Niland). He surveyed the route and actually commenced grading activity. Then Southern Pacific stepped in and completed the project. From Imperial Junction the railroad branch was completed to Imperial in 1903 and Calexico in 1904. From Calexico SP later built the Inter-Cal in 1911 to provide an alternate route to Yuma. Another line, the Imperial & Gulf Branch, was also constructed southeast from Mexicali in 1905. This line is now Mexican controlled and has been extended to Benjamin Hill for a connection with Mexico's main-line railways.

In August 1903, W. F. Holt announced plans for developing the city of Holton. (Continued page five, column one)

accomplished. The excursions have been wonderful and the meetings informative and interesting. I hope you will all get behind project 528 because only by united help can we make it a success.

With the new year you'll have your new officers installed to guide the course of your club and I know you will all get behind them and give them the fine support they deserve.

Sincerely,
Lyle Judd
President

EXCURSION DIRECTOR'S LAMENT

Probably every excursion director must contend with such comments as: that trip cost too much; the trip was too short; why so few photo stops; I wish that trip could be made Sunday because I work Saturday; I wish that trip was scheduled for Saturday because I promised to take the family to see Aunt Susie on Sunday; let's have more excursions; ad infinitum.

And probably every excursion director does not answer every complaint because it is obvious that each excursion must be planned with certain principles in mind. These principles must necessarily be a compromise of several factors, some of which will now be discussed.

The type of railroad operation sometimes dictates the day of the week for the excursion. On a branch line which does not operate Sunday, the trip must be made on a week day even though several excursionists cannot leave work on that day. Such being the case, other excursions are planned for Sunday, even though there may be some who cannot participate on that day.

There are some roads over which the railroad will not or cannot run an excursion. This eliminates the Santa Fe Fallbrook Branch, the SD&AE between Tecate and El Centro, and Kaiser's Eagle Mountain Railroad. The ban on the Fallbrook run is imposed by the Navy security restrictions because the line runs through the USMC Camp Pendleton. Franchise restrictions prohibit the Carriso Gorge line, and owner's policy is the obstacle on Eagle Mountain.

Cost to patrons is an important factor. Assume that the prime excursion could be made at a moderate figure but the site of the excursion is 200 miles away. The secondary excursion, that is, the round trip to reach the prime excursion, may be at such a high cost that but few

people could make the trip. It is obvious that an excursion over the Denver & Aroostook would be out of the question when the trip originates in San Diego. The problem is where to draw the line.

Unforeseen factors may arise that throw an excursion director's program into a cocked hat. Such is the case right now with us. The U. S. Gypsum Co. Plaster City trip has almost become a tradition for Lincoln's Birthday. We have been informed that, because of roadbed reconstruction, the trip can be made in 1958 but probably not before April. Another good idea turned sour was for a trip south from Mexicali on the Sonora-Baja California Railway. The "Ranchero" day train is no longer operated.

And so it goes and the excursion director never gets off the extra board.

L. W. McCleary

THE DEL MAR EXHIBIT

New Maintenance Chairman
Sets Up Policies
And Operating Procedures

Thomas (Tom) Matson, newly appointed chairman of maintenance for the loco No. 104 and car 050, has set up new policies and operating procedures of maintenance to prepare our exhibit for the 1958 Southern California Exposition and San Diego County Fair.

They are stated as follows:

Instead of members doing the work in one or two work days which is practically impossible, committees will be formed and start working on an initial work day.

Each committee will be able to work by itself and at its own convenience after the initial work day. Committee chairmen will each have a key.

Many important and pressing things have to be accomplished. Afterwards, work on some of the finer points will be considered and started.

At the January 12 meeting of the Society, committee membership will be determined and activities will be planned. Committees may meet briefly at the close of the meeting. Those who do not attend will be contacted by phone.

There will be four committees at the start. They will be formed under the chairmanship of the following members: Seeth L. (Corky) Thomson, loco-tender; L. W. McCleary, roof and exterior of car;

T. Mann, electrical; R. Cuttall, 050 maint.; DeVol, traction; Sanders-Dun Work has already been started by the roof committee. Heavy duty locks with a master key are being purchased for the entrance and exit gates, the gate over the back of the cab, and the electrical box on the underside of the car.

RHSofSD DONATES \$60 TO PBLRC FUND

Proceeds from the Metropolitan Coach Lines excursion to the amount of \$60 were presented to the Pacific Beach Model railroad Club at PBLRC's regular December meeting for the Mission Bay building fund. Present at the presentation were Lyle Judd, L. W. McCleary and Fred Finke. Tommy Mann accepted on behalf of PBLRC.

54 CN RHSofSD' FIRST ELECTRIC TRIP

Metropolitan Coach Lines interurban #5119 on November 10 transported 54 PBLRC and RHSofSD members and friends to Bellflower, Long Beach, Catalina Ferry Terminal and San Pedro. Excursionists visited Morgan Yard but not Fairbanks. Due to operating difficulties a scheduled stop was not made at Watts. Unscheduled was a run over the 8th Street wye. Accident on speed resulted in 5119's returning to Main Street at 4:25 p.m., 30 minutes ahead of schedule.

Also unscheduled was a sidetrip for some fans on the Terminal Island ferry.

L. W. McCleary and Corky Thomson headed up the arrangements committee. Joe Strapac announced points of interest, and Jim Walker and Eric Sanders helped with the scheduling.

PRS and SC-ERA were represented unofficially on the excursion.

The unusually cooperative two man train crew were Robert Henasy, motorman; and Bob Beebe, conductor.

Mileage traveled (87.50 plus incidental switching) included an extra round trip between Dominguez Jct. and Compton made to facilitate switching from the Long Beach line to San Pedro line.

SANTA FE PLANS INDUSTRIAL AREA

San Diego Harbor's South Bay area is definitely in Santa Fe's future. Sixty acres of waterfront will be graded preparatory to being subdivided for industrial use. The Santa Fe-owned land is located south of 24th St., National City. Utilities will be installed. (SDUnion)

can, exhibit.

DISPATCHER Page 3

CHULA VISTA STATION TO BE MOVED

The Chula Vista station of the San Diego & Arizona Eastern Railway is going mainline. From its present branch line location at 350 Third Avenue in Chula Vista's business section it will be moved to a mainline location at Industrial and Moss, just south of Boal siding.

Station Agent Al Benson stated that the station building will be moved minus its wooden loading platform. A high cement foundation for the building is now under construction at the new site.

Building contains a large office complete with a small counter and several storerooms plus at a higher level a large high ceiling room divided into two freight storage areas. The larger portion was leased to the United States Post Office for the 1955 Christmas season.

Currently express is shipped into the station by truck. Direct rail service includes a freight car or two on the team track plus an occasional "personal effects" car. Chula Vista branch is served daily except Sunday by the "Roustabout." Packing houses near the station and at the end of the Third Street track provide considerable number of carloadings.

Present station was built in 1919 by the SD&A. Previously the NC&O-SDS-SD&SE steam-electric station had been located in the parkway area on Third about one block north of the present station. Track in the parkway which led to the old route to National City was abandoned in 1916 after the floods. Sometime after the flood SDERy's street cars operating over S. D. & A. leased track passed but did not stop at the station.

Agent Al Benson moved his office into SP MW 58 (ex SP 2800 observation-business car). SD&AE MW box car 1095 provides additional storage space. After Agent Benson moves into the station at the new location SP MW 58 will go to Dubbers to replace O3, the last of the three SD&AE parlor-cafe-observation cars. It will be scrapped.

Al Benson was the station agent at La Mesa until that station was closed down. However, until recently the station was leased to Pacific Greyhound and Western Union. It has since been removed and is now being restored in Lakeside by a Mrs. Beadle for historical purposes.

SD&AE Superintendent Carl Eichenlaub states that Boal (where the new Chula

(Vista station will be located) was originally called Chula Vista siding. Because of a name confusion between this siding and Chula Vista Junction the former was re-named and identified as Boal, in honor of a construction superintendent. Boal will be re-named Chula Vista.

LOCAL

Look for Fred Reif's picture page of "Old San Diego Trolley Cars" in the December Southern California Rancher. Each issue features a page or two of San Diego history plus perhaps an old time picture. Subscriptions at \$1 per year may be sent to Philip S. Rush, publisher, P.O. Drawer 31, San Diego 12.

Look for the classified add in Trains for January about street cars for sale!

Thanks to Mrs. Velma Locker the Dispatcher is on file in the California Room at the San Diego Public Library's main library in downtown San Diego.

The Budd Co. of Philadelphia has purchased about 10% of Solar Aircraft stock.

An AT&SF spur will serve the San Diego Mill Supply's new salvage yard in Rose Canyon. That's where the PCC's are.

The new Nimitz Boulevard in Point Loma has completely erased traces of part of the route of the Point Loma Railroad. Electric cars formerly cut through the pass now used by the highway.

Camera fans! Retrace now the SDERY #16 right-of-way. Many of the few remaining reminders of the line will disappear because of San Diego's plan to construct a new four lane highway between Pacific Beach and La Jolla. Former SDERY right-of-way will be utilized.

Look for the story and picture of 528 on the county page of the Dec. 27 San Diego Union. The picture of 528 in front of the Adams Avenue car barn was taken by your editor on the occasion of a Bay Area Electric Railroad Association fan trip in 1946. 528 was one of the cars used.

CALIFORNIA

Santa Fe will ask to discontinue the northbound Golden Gate No. 61 and instead add two chair cars at Bakersfield to the northbound San Francisco Chief. Chief then would leave Bakersfield one hour later than now. Santa Fe also wants to discontinue early morning Local Train #6 and transfer its load to the Golden Gate #62.

Santa Fe has petitioned ICC for a Jan. 12 combination of El Capitan and the Super Chief as two trains in one. Hi-Lev-

al cars would be reduced from seven to five. Trains would operate separately during busy seasons. Santa Fe's Golden Gates have been reduced from three Diesel units to two according to Phil Middlebrook. He also reports that the San Diegans may be cut from four units to two. Dick Dodge comments, "Looks like it is high time for loyal railfans to stop driving their own cars and patronize the railroads."

Southern Pacific "Daylight" fares are \$10.50 one way and \$19.10 round trip, plus tax. Southern Pacific, reports Mr. Weitekamp, will eliminate the Shasta Division. Western Division will be extended to Klamath Falls. Imperial & Argonaut now combined Los Angeles to El Paso.

TRACTION

Key System's plans for bustitution of its remaining rail lines change almost hourly. Pacific Northwest Railway Review reports that the changeover will take place sometime between Jan. 1 and Feb. 28. Apparently the State will operate the Key System terminal. Ramps and station track area will be paved. Eventually all bridge lines may use the terminal. Key has ordered 21 new buses.

Pacific Electric's sole remaining car is business car #1299. Of steel construction it was built in 1913 by Pullman as a control trailer. PE purchased the car from SP-Portland in 1928 and rebuilt it into a business car. It was modernized in 1943 and is now stored at San Bernardino.

Metropolitan Coach Lines work cars 00150 and 00157 were purchased for \$600 by the Orange Empire Traction Co., the electric museum group. (Timepoints)

Most if not all 66 of the leased 1700 series St. Louis cars are now in service on the San Francisco Municipal.

Abandonment of Portland Traction Company's Bellrose and Oregon City lines is expected anytime.

British Columbia Electric Railway's last interurban (Harpole-Steveston) goes out in February.

MARITIME

Star & Crescent Ferry Co's. request to raise its North Island token fares from four for 25¢ to 3 for 25¢ has been heard by the P.U.C.

Holton Inter-Urban Constructed

By the end of the year a contract for the construction of a railroad was given to R. A. Holt and Henry Mitchell. From Holton the line would run directly west to a point three miles south of Imperial on the SP valley branch. Immediately to the south the City of El Centro would be built.

Holton became Holtville in 1904.

Grading camps reached Holtville early in 1904, and by March all grading had been completed. Two locomotives were ordered for summer 1904 delivery. Construction work then slowed due to a labor shortage.

The big day came on Sept. 15, 1904, when regular train service was established over the Holton Inter-Urban between Holtville and Imperial. Apparently the road had track-age rights over three miles of SP track from the junction north to Imperial.

Equipment included two locomotives (details unknown), a passenger-baggage combine and some freight cars. Within the first five days of service six carloads of freight arrived in Holtville. The first outbound load was a consignment from C. S. Lombard's ranch to Redlands.

Opening day ceremonies in Holtville included a community dance and a concert by the Imperial band. A special train operated from Imperial to Holtville and return.

Imperial Valley's first lettuce crop was reported to have grown in HIU country.

A \$5000 30-passenger Hall-Scott gasoline motor car was placed in service in 1908. It was numbered #5. At the time railroad personnel included J. A. Cole, agent, and J. D. McCary, telegraph operator. Engineer Charles M. Tyner retired in 1916 after eight years of service.

Newspaper accounts in 1918 reported the operation of the "only car of its kind in the world" running on the Holton Inter-Urban.

The car was fitted with wheels that ran on railroad rails and with a mechanism that allowed it to operate

on the highway. Thus the HIU made daily door-to-door deliver-

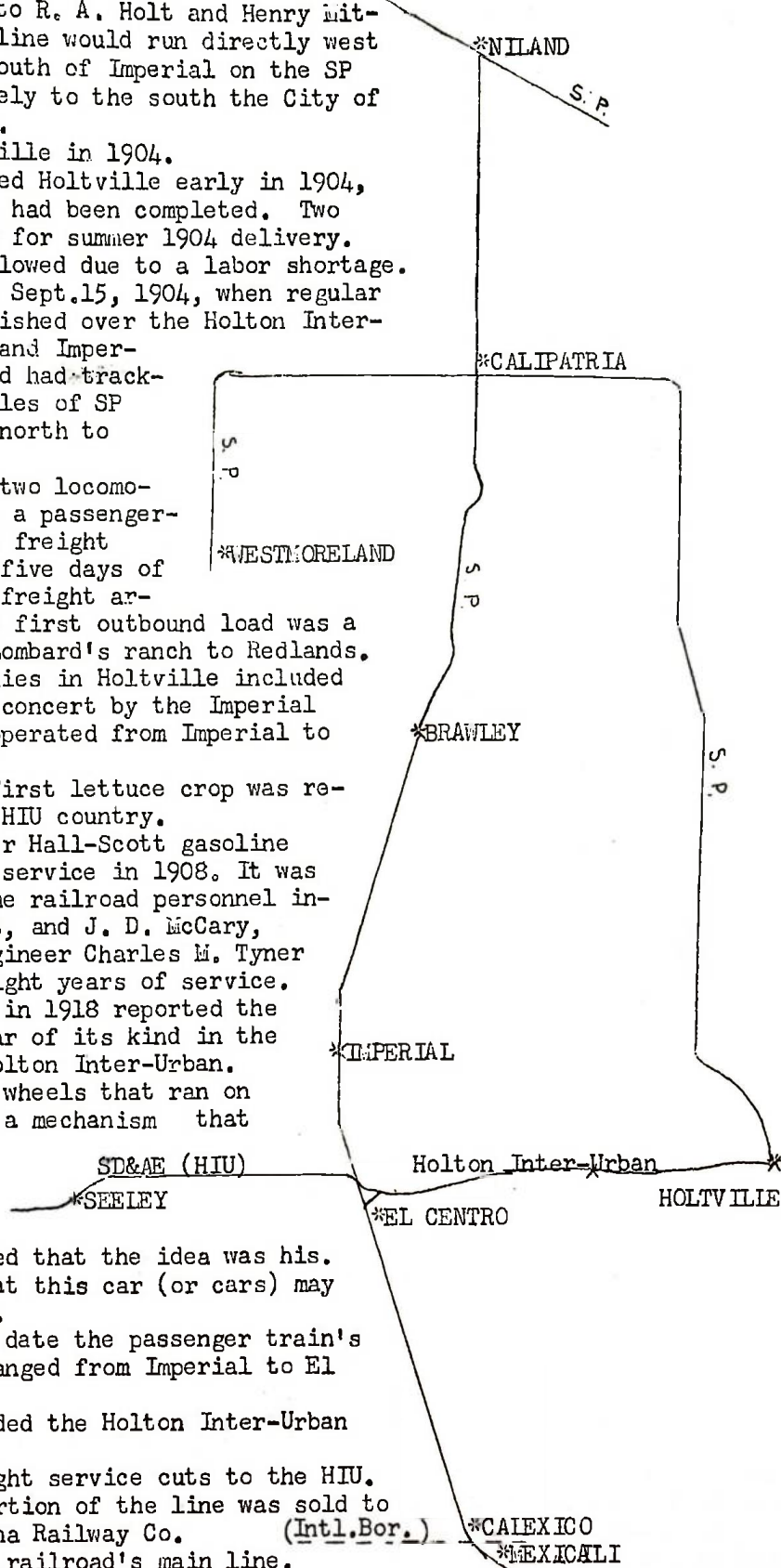
ies. W. F. Holt admitted that the idea was his. One report indicates that this car (or cars) may have carried passengers.

At an undetermined date the passenger train's western terminus was changed from Imperial to El Centro.

In 1911 Holt extended the Holton Inter-Urban westward to Seeley.

The year 1919 brought service cuts to the HIU. The El Centro-Seeley portion of the line was sold to the San Diego and Arizona Railway Co. (Intl. Bor.) and became part of that railroad's main line.

And due to the inroads of the auto stage business, the HIU on October 11, 1919 discontinued its rail passenger service.



W. F. Holt's plans for an Imperial Valley railroad empire did not come to naught. On January, 1926, Southern Pacific purchased the company and continues to operate it today. Holt's other plans to build lines to Calipatria and Westmoreland were carried to completion by Southern Pacific.

Today the Holton Inter-Urban Railway Co. continues its corporate status. However the line it operates is listed in the Los Angeles Division S.P. timetable, and its trains are operated as part of SP's valley service.

For years to come the Holton Inter-Urban will continue to transport Imperial Valley's agricultural products that feed the nation's hungry millions.

EDITOR'S NOTE: Readers are invited to submit additional data about the HIU. What are the facts about the line's locomotives? Are readers acquainted with construction details? And how about other rolling stock and the buildings.

REFERENCES: Primary reference for this story was: Otis B. Tout, "The First Thirty Years-A History of Imperial Valley," Mr. Tout stated that his material is not copyrighted and that editors and writers may use his material. It should be said that Mr. & Mrs. Tout gathered much of their material from Imperial Valley's newspapers. Other references included: "Southern Pacific's First Century" and a line here and there from books in the San Diego Public Library California Room which dealt with Imperial Valley. Your editor hopes that he will have an opportunity to use newspaper and library files in the Valley at some future time.

HIU'S HALL-SCOTT GASOLINE MOTOR CAR

Holton Inter-Urban's #5 had its motor mounted in the baggage section up front. It was connected to the driving wheels on the rear truck by universal joints and a long drive shaft through a gear case. The axle-mounted transmission provides for four selective speeds in either direction which allows "for large flexibility of control for handling switching, hauling trailers over grades, and doing other heavy work. At the same time a high-gear ratio is provided so that the car may be operated at high speed on level tangent track."

The motor is six cylinder and is rated at 150 horsepower.

During one sixth month period the car traveled an average of 74 miles per

day and operating (exclusive of personnel), maintenance and repair cost was seven and one half cents a mile.

REFERENCE: "Self-Contained Railway Motor Cars and Locomotives," American School, Chicago, 1920. Owned by Doug Duncan.

HOLTON INTER-URBAN RAILWAY COMPANY

Westbound leaves Holtville 8:00 a.m., 12:00 noon, 4:00 p.m. daily; arrive in El Centro thirty minutes later.

Eastbound leaves El Centro 9:00 a.m., 2:00 p.m., and 5:00 p.m. daily; arrive Holtville thirty minutes later.

Freight days: Tuesdays, Thursdays and Saturdays.

Jan. 20, 1908

REFERENCE: Blair's Railroad and Steamship Directory, June, 1909.

From the June 1955 Official Guide

HOLTON INTER-URBAN RAILWAY COMPANY

P. D. Robinson, Gen. Mgr., Pacific Electric Bldg., Los Angeles, 14, Cal. El Centro to Holtville (11 miles), Freight service only. Feb. 1955. Connection: with So. Pacific Lines and San Diego & Arizona Eastern Rly.

From Recent Southern Pacific Employees' Timetable Mileage

713.7	El Centro	
707.6	Meloland	44 cap.
704.5	Rico	54 cap.
703.5	Holtville	

From Moody's Railroads - Current

10.42 main line track
.97 additional main line track
4.85 yard track and sidings.

From a British newspaper (Doug Duncan)

"The death knell sounded in 1955 for a dirty, inconvenient but perversely lovable old friend with moments of magnificence re-echoed again at Southampton's Star Hotel yesterday.

"I felt that in forecasting the inevitable demise of the steam locomotive, Mr. W. H. Scutt, who is district traffic superintendent for British Railways, shared with me a sneaking regret.

"Steam engines have served us well... ..!and so it goes, the world over....."

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

Editor: Eric Sanders
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EDITOR'S NOTE

We've devoted Issue #15 to a news roundup. We've included more Society news than usual because we believe non-members are interested in Society activities. We've also included a year-end roundup of general news.

We make no promises - we've learned better. However, we are working on a Fallbrook issue. We're also working on two multilith issues; one to celebrate the addition of 528 to our Del Mar exhibit; the other - we'll keep it a secret. The Fair issue this time will probably feature pictures of various kinds of early and modern San Diego local transit.

As of December 28 the Dispatcher paid circulation totals 111. To that number we add about 30 complimentary issues in order to obtain total circulation.

Sale of back issues has been so great that we are almost sold out.

To all Dispatcher readers your Editor offers his most sincere wish for a Very Happy New Year. May each one of you have a profitable year.

Letters To the Editor

We're always happy to hear from readers. All comments cannot be published, but there are times.....

Dear Editor:

I read the little piece in Feb. issue of Railroad Magazine about the Dispatcher issue which featured an article and pic-

tures of the San Diego & South Eastern Interurban line. I had the pleasure of riding on this line from San Diego to National City on July 4, 1915, then rode to Tia Juana behind engine No. 4 (I believe), at least she was an O-4-2 saddle tank and ran backwards pulling six or seven open platform wooden passenger cars. The train was loaded and I rode on the bottom right rear step of the first car and, expected to see the rest of the train leave us at almost every rail joint as the couplers were not in line vertically, and were engaged no more than 1½ to 2". Those were the days....

L. C. Rowe, Daly City, Cal.

Subscriber Bill Garner, San Bernardino, writes that he likes the Dispatcher and its San Diego railroad articles. He states that he's acquainted with Dodge, Middlebrook, Andert and Stodelle.

It appears that Bill dates his Santa Fe seniority to June 12, 1926 at National City. In 1928 and 1929 he put in six months at the San Diego freight house.

He writes, "I was sent down there to relieve the agent's wife (Mrs. Jerrauld) as clerk during vacation time. I well remember the little open end combo that was hooked on behind a 3700 and brought over to National City as the "express train." A little express and baggage was all we got on it. There were no passengers, except the wife and me when we went to San Diego and rode the train rather than the electric cars.

"Then too, there was the little old switcher that used to come over. It looked as though it would climb up on top of the wharf flats it would be pushing. Of course, the old fireless cooker was in the tie-treating plant.

"No, I did not take a single picture, and sure regret it now. Then too, the relics I saw in the old depot, and I could no doubt have had then for the asking, old timetables by the hundreds. Jerrauld never threw anything away. Well, it was too late when I realized the worth of the things."

C. E. Bell of Barstow writes, "We lived at 32nd and M Streets in 1912 in San Diego. Our house was right next to the track of the Cuyamaca Line. There were long freights and almost eight trains a day to Lakeside. Four trains operated through to Foster where connections were

made with stages to Ramona, Julian and the Valley.

"The steam trains on the San Diego Southern were also operating to San Ysidro, Sweetwater, Nestor, but passenger traffic was handled by the interurbans. They had nice large cars and made good time. The terminal was at 4th and Broadway.

My brother and I got to know all the engineers and firemen on the San Diego & Cuyamaca. We would spend all our spare time down at the yards at 13th & N. The depot was also there. The old depot in use during 1911-12 was at 12th & N on the south side of the track where the present rip track is. It was of brick and stone.

We would ride around the yard in the switch engine cabs (strictly against the rules but in those days, 1912, the 16 hr. law wasn't even in effect). Sometimes we would get a ride in the cab to our home at 32nd & N Streets. The train used to get a lot of workers from the Gas Company and Trucking Co. at that time and take them out for a 10¢ fare. They made a regular stop at 25th Street (a depot was there), also an unofficial stop at 32nd & N Streets where we would get off. We were really thrilled.

Later after my father passed on, we moved to the town of Santee and we rode the trains every weekend to town. They used to have a 12:30 a.m. train to Foster on Saturday night only (they called it the 'Rummy Special') - it had so many drunken cow hands from El Cajon Valley and Lakeside.

My favorite engine #11 would draw this assignment as it was small and traffic was light on Sunday coming in.

Best of luck to your Society.

GO, GOING, WENT, GONE.

by Tom Eastlick

Among attractions seen in the Redwood Empire district of Northern California early in August were the SP ferries Berkeley, San Leandro and Eureka.

Nearing the Oakland Mole aboard the Berkeley with her stained glass windows and white sides glistening in the morning sun one had a full view of a depressing sight, the Eureka, last of the walking beam boats, tied up alongside the San Leandro. While the San Leandro is now the work horse of the run, the Eureka has made her last regular trip across the bay. Happily it was learned the decision has been reached to place the Eureka on per-

manent exhibition in the museum at Aquatic Park in San Francisco. It is rumored that the historic service of the ferries might come to a close in the fall.

In Sausalito, to the north, the collapsing hull of the wooden steam schooner "Lassen" was to be seen, and one of the Richmond-San Rafael ferries, recently laid up by the new bridge, rested peacefully at the water's edge.

Near Geyserville the Northwestern Pacific passenger train, Diesel propelled of course, rolled smoothly along the river, a sharp contrast to the olive-green and steam of yesterday.

A pleasant ride from Willits to Ft. Bragg on the "skunk" revealed no steam except two little logging locos on display at Union's Ft. Bragg offices and Cal-Western #14 and TPL #38 lonesomely resting in a lumber yard near the NWP depot.

Scotia, the home of the Pacific Lumber Company, was more rewarding with #29, 37 and 35 in the roundhouse (all steam). Only 35 is now in use, however, and was standing by for the week, while a Diesel took her run. Probably the #35 will handle the logger frequently this year but her days are numbered. TPL has put ex-Dolbeer and Carson #5, a Heisler, on display near the company offices.

A trip into the Dolbeer and Carson Company's old woods on Elk River offered little but the cook house and some trestles as a reminder of a once fascinating little outfit.

After a look at some Diesels in the NWP Eureka roundhouse, the writer, completed his observations with a run out the Arcata & Mad River Railroad to Korbex. At Korbex a Diesel was switching. (There are many mills along the main beside the parent company's Korbex plant.) A & IR #7, a Shay, was all remaining to remind one of steam on the unforgettable Annie & Mary. #7 was resting behind the company offices awaiting a decision of Arcata's city officials who have been offered the old girl as a token of the past.

Go, going, went, gone.

AT DEADLINE

SD&AE-SP offices have been moved from the Sprockols Building to the SD&AE Freight House. Ticket office reported to have moved to the Santa Fe station...SP and AT&SF will honor each other's tickets-N. & Cen. Cal

A Federal Maritime Board contract has been awarded San Diego's National Steel & Shipbuilding Corp. for construction of two 10,450 ton passenger-cargo type vessels at a total cost of \$24,278,550. The two 18-knot vessels will be built for the American Export Lines, Inc. of New York.

Matson Lines' Matsonia called at San Diego on August 10. Company officials are reported to be considering feasibility of the company's offering limited passenger service out of San Diego. A record number of visitors inspected the 26,150 ton vessel.

Northwestern Pacific will reconstruct its freight slip at Tiburon.

GENERAL

Northwestern Pacific will bypass Tunnel 26 in Eel River Canyon.

Look for Southern Pacific locomotives 1237 0-6-0 at Salinas; 1727 2-6-0 at Dunsmuir; 2825 2-8-0 at San Bernardino; 1629 2-6-0 to Gene Autry.

Latest merger plan calls for Missouri Pacific and Texas & Pacific to combine. Also considering mergers are: Great Northern-Northern Pacific-Chicago, Burlington & Quincy-Spokane, Portland & Seattle, and New York Central-Pennsylvania.

MEXICO

The Monterrey-Torreon line of the National Railways of Mexico will be completely rehabilitated to improve service and safety.

Additional step in modernization of the former Sputhern Pacific of Mexico is Pacific railway's plan to construct a new passenger terminal at Sonora....New? line to Mazatlan is now under construction. \$120M has been expended to date on modernization. Guadalajara-Hermosillo reconstruction (at \$112M) is now complete (San Diego Union)

The freighter Nico was loaded with a 9,900 ton cargo of wheat, largest shipment ever made from the port of Ensenada. New dock facilities for ocean-going vessels were used. The 1956-57 harvest of wheat will be shipped to Manzanillo and then transported (train or truck?) to Guadalajara. (San Diego Union)

No more news yet about the proposed rail facilities for the Tijuana-Ensenada area.

MERGER GIVES LOUISVILLE & NASHVILLE SEVERAL NEW PASSENGER TRAINS

The recent merger of the Nashville, Chattanooga and St. Louis Railway into the Louisville & Nashville resulted in six passenger trains and six mixed trains being added to the Oct.1, 1957 L & N timetable. Continued in service by the L&N were the former N.C.& St.L trains "Dixie Flyer," "Dixieland" (every third day), "Georgian," and Trains 3-4 on the Nashville-Atlanta run; "City of Memphis" and Trains 1-2 on the Nashville-Memphis segment.

L&N wound up with seven mixed trains instead of its original one.

Merger added to L&N a direct connection from Memphis to Nashville and Atlanta, and trackage in South Central Tennessee below Nashville.

Last NC&St.L timetable was the "Summer and Fall 1957" issue. Both roads responded to the Dispatcher's request for merger data.

FOR THE RECORD: REMAINING RAIL STATIONS IN METROPOLITAN SAN DIEGO

Santa Fe: San Diego, National City and Miramar.

SD&AE: 8th Street San Diego, Chula Vista, San Ysidro, El Cajon. Lakeside (abandoned), La Mesa (being restored in Lakeside)

SDTS: Balboa Park (abandoned)

THOUGHT! Associate Editor Doug Duncan remarks, "Wouldn't that Balboa Park station make a good museum site!"

Goe Strapac's Column

The current outlook on the Metropolitan Transit Authority (Los Angeles) is that the Authority expects to purchase Metropolitan Coach Lines and Los Angeles Transit Lines on or about Jan.15 for \$34,995,000 on an agreement made Nov.26 with both systems.

Southern Pacific's Palmdale Cutoff is in the news again. Late reports have it that construction will start in Spring, will take 12 to 18 months, will cost \$15M and will be 48 miles in length. Route is Palmdale-Littlerock-Pearblossom-Llano-Summit-Cajon-San Bernardino-Colton. 600 cars a day may be diverted over the route.

Watch for a timetable change on the

Los Angeles division in January or February.

Union Pacific's new 8500 hp. turbines are not here yet, but when they arrive, they will eliminate helpers on the Cajon and Kelso hills. They are a lot quieter than the old design (Nos. 51-75) and can be used in populated areas.

Corrections & Additions

TO THE MCL STORY IN ISSUE #14

At the request of the editor, Joe Strapac has forwarded the following corrections and additions to the MCL story as published in Issue #14. The Dispatcher suggests that readers make a notation on Issue #14 to refer to Issue #15 for corrections and additions.

Numbers refer to pages and columns.

- 3-2 End of Ramp. Correct. The North now extends from State Street yard (Where the San Bernardino freeway crosses the Los Angeles River) to Covina-Pomona-San Bernardino-Riverside-Redlands.
- 3-2 Butte Street Yard. Change Butte St. Yard to 8th St. Yard. This yard is for storage, MW and freight house use. No interchange here.
- 3-2 Amoco. Add and correct. To the left is Butte St. Yard (Out of sight) with the SP connection to the North. SP has trackage rights on the UP on the E side of the river. PE pays SP a rate for the 2 3/4 m. transfer and SP pays UP by the car. Complicated isn't it?
- 4-1 Compton. Add: In a lumber yard to the left are four wooden city car bodies of doubtful ancestry. Rumor has it that they are either Glendale & Montrose or Fresno Traction cars.
- 4-1 Dominguez Jct. Diverging route interlocking operated from tower. Tower also operates Cota.
- 4-2 E Wilmington Jct. Correct. The drawbridge is out. Hit by a freighter in 12-55, it was declared unsafe and was dismantled in the summer of 1957. It was built in 1907.
- 5-2 Signaling on the Metro. Substitute "interlocking" for "protection" in

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this section. Also add: South Watson, Flint Jct., E. Wilm. Jct. operated from W. Therard tower.

ADDITIONAL CORRECTIONS CONTAINED
IN SUPPLEMENTARY SHEET DISTRIBUTED
TO ALL NOV. 10 EXCURSIONISTS

Page 4, Column 2.

The names of the two Long Beach yards have been reversed. Merely cross out FAIRBANKS and print MORGAN; and cross out MORGAN and print FAIRBANKS. Then strike out the item: Morgan is MP 20.98 and re-write in correct Morgan section. The first yard, the Long Beach car storage yard, is Morgan, MP 20.98. The second yard, the maintenance and repair yard is the Fairbanks Yard.

Page 4, Column 1

In WATTS (MP 7.40) you'll find the term Los Angeles Pacific. This should read Los Angeles & Redondo. Also Redondo Beach via Playa del Rey should read Redondo Beach via Gardena.

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On the map reverse the names Fairbanks and Morgan.

Editor's comment! No comment!

NATIONAL CITY STREET-CAR LINE TIME CARD
(Refer to story in Issue #13)

Cars leave CSRR Depot & Highland Ave. every twenty minutes and make connections with Motor road trains at Land & Town Co's office. Line extends on 23rd St. (Motor Depot) to 7th Ave. (International Hotel) on 7th Ave. crossing 22, 21, 20, 19, 18, 17, 16 (Post Office), 15th Sts., on 14th St. crossing 4, 5, and 6 Aves., on 3rd Ave. (Ed.) crossing 9, 10, 11, 12, 13; on 8th St. (School) crossing National (School, P. E. and Congregational Churches) to and out Highland Ave. Fare 5¢. Editor's note: Taken from collection of pamphlets, circulars, etc. bound in several volumes and on file in California Room of the Public Library. The Editor has not checked the above on a map. He just thought the material would nicely fill in this space. For what it's worth we pass it on to you!

YES, NON-MEMBERS ARE ALSO WELCOME
TO ATTEND THE JANUARY 12 MEETING!