

Dispatcher

Issue #16

Railway Historical Society of San Diego, California

March 15, 1958

CAR BODY 54 SAVED TO BE RESTORED

BY ALLAN COPELAND

The Railway Historical Society of San Diego has recently been made recipient of a most valuable gift---the body of San Diego Electric railway car #54. This valuable relic, donated by Mrs. Dan E. Clower, will be added to the Society's growing collection of San Diego railroad equipment which includes a San Diego & Arizona Eastern 2-8-0 (#104), San Diego and Arizona private car #050, and San Diego Transit System P.C.C. #528.

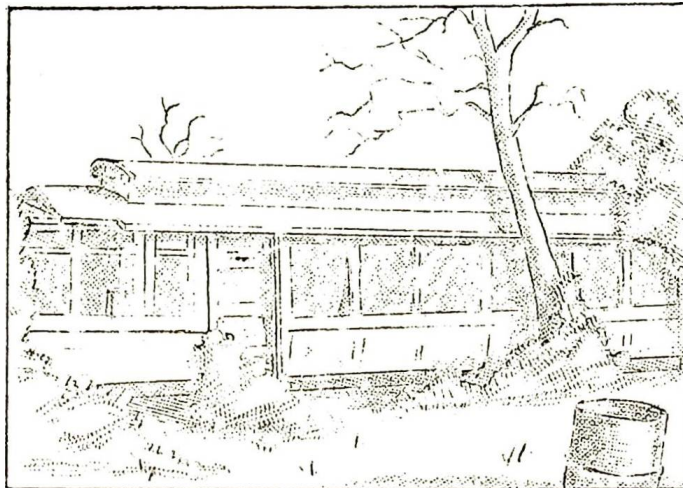
This historic car (or is it cars?) once belonged to the San Diego Cable Railway Company. When this company went bankrupt in the depression of 1892, San Diego's only cable railway was purchased by the Citizens' Traction Co. This company electrified the line and converted all twelve of the cable cars to electricity. In turn, this line was purchased by the San Diego Electric Railway in 1898. SDEry abandoned all but a small portion of the line, as it paralleled its own existing lines.

Four of the 12 cars of the line were scrapped outright by SDEry. The remaining eight were worked over into four double-end electric cars. This was done by cutting away one-third of the old car and splicing it with the remains of another car. This rebuilding was done in 1903. These rebuilt cars were numbered 51-54.

By 1914, with the arrival of SDEry's new "Exposition cars," the company placed cars 51-54 in dead storage. In 1915, San Diego underwent a "jitney blitz" that

sent SDEry's revenues downward. To top it off the great floods of 1916 sent SDEry into the red. As an economy measure these four old cars were sold for scrap.

The body of Number 54 was purchased by H. H. Himebaugh, Mrs. Clower's father, and taken to Logan Heights. The car has been there ever since, but it wasn't until 1955 that this memento of days gone by was "discovered" by RHSofSD member Lyle Judd.



CAR 54 IN RETIREMENT

54 MOVED MAR. 15

At press time plans called for #54 to be moved on the afternoon of Mar 15 from its present backyard location at 2140 Kearny Ave. to a temporary site at the "Bullfrog Haven," near 46th & Nagal Streets.

Robert E. Staite, contractor will do the moving job for a token fee. Mr.

Staite reports that he "hawked" newspapers on Car 54...

PIONEER TRUCKING COMPANY TRANSPORTS 528 TO DEL MAR EXHIBIT SITE

San Diego Transit System street car #528 was moved February 25 by the Pioneer Trucking Company to a Harvest Hall exhibit site at the Del Mar Fairgrounds.

Dave DeVol, Allan Copeland and Tom Latson saw to it that the car was cleaned and polished for the big day.

Jack Stodelle, Lyle Judd, Tommy Mann

and President Corky Thomson handled transit arrangements. Union and Tribune reporters and photographers covered the story.

Pioneer Trucking Company billed the Society only a small token payment. One flatbed and two cranes were the equipment needed.

The track area at the exhibit site extends four feet at each end of the car. The 22nd District Agricultural Association will blacktop the site. Track is more of the shipment obtained two years ago from the El Cajon American Pipe siding on the SD&AE. Ties for 528's track came from the SD&AE.

Reporter Joe Stone "ran" a story in the Evening Tribune relating how Dave De Vol reported the car as "stolen," or at least "missing." Jack Stodelle and Tommy Mann later found that the car had been loaded on the flatbed on the afternoon of February 24 and then taken to the Pioneer lot for an overnight stay.

In order to avoid underpasses the truck was routed via Kettner, Old Town, Clairemont, 395, Miramar Road and 101 to Del Mar. Even so, one telephone cable and one telephone line were knocked down. And at Del Mar the truck driver learned that the "Southern California Exposition" sign didn't allow sufficient clearance. However, the Pioneer crew (plus accompanying RHSofSD members Thomson, Mann and DeVol) made it and the car was unloaded safely.

508 IS NOW AT PERRIS

Ex-San Diego Transit System street car #508 is now at the Southern California Museum site at Perris. Owner Orange Empire Traction Co. with the help of Jack Stodelle made arrangements for its move on February 28. Pioneer Trucking Co. cranes loaded the car on to a flatbed which came down from Los Angeles.

Ambitious plans are being formulated for the operating museum at Perris. RHSofSD has been invited to participate. Dispatcher will carry the story in a future issue.

DISPATCHER EDITOR INTERVIEWS MRS. CLOWER

Your Dispatcher editor felt that RHSofSD members and friends would like to become better acquainted with Mrs. Nellie Clower, donor of Car 54.

It would appear that Mrs. Dan E. (Nellie) Clower and street car #54 have one thing in common. They both have been a part of the San Diego scene for many years. Trolley #54 dates its origin to 1890 but Mrs. Clower states that she came to San Diego in 1886.

Mrs. Clower's family, the H. H. Himebaugh family, on arriving at San Diego first lived with relatives at 11th & Island. At the time Mrs. Clower was 10 years old. The Himebaughs then established themselves in a 16th Street home located between G and H (Market) Streets. Mr. H. H. Himebaugh went into the real estate at a downtown location.

In about a year the family moved to the new promising residential area of Logan Heights. At 2140 Kearny Ave. they liked the level land and the "protected" location. (The Coronado Strand helped keep the wind away.) Mr. Himebaugh joined prominent San Diegans in becoming a charter member of the Logan Heights Methodist Church.

Mrs. Clower graduated from the University of California with a Bachelor of Letters degree and with teaching credentials. Off and on during the years she taught as a regular teacher and as a substitute teacher. Although her chief interest was in the primary grades her experience included teaching English and history in the secondary schools. Mrs. Clower also did developmental work with Mexican children who were physically handicapped or mentally deficient. She taught in Los Angeles, San Fernando, Alpine, Helix (later Spring Valley) and National City.

While teaching in the Los Angeles area she met and married Mr. Dan E. Clower, a lecturer in psychology and related fields. Mr. Clower also taught agriculture.

Mrs. Clower returned to San Diego in 1926 where she again took up residence at 2140 Kearny. (Her husband had passed away in 1921.)

The Kearny Ave. house was originally intended to be a barn built for a carriage and a horse. But it was immediately used as a residence and it was soon moved from the back of the lot, turned around and placed in its present location.

Mr. Himebaugh had observed the body of street car #54 at the Adams Avenue car barn. Sometime in the period 1914-16 he purchased it and located it on the west side of the 2100 block on nearby Logan

ave. He boarded up the closed sections and used the car as a real estate office.

Three years later (1917-19 ?) the car was moved to its present backyard location at 2140 Kearny. For a time, until his health failed Mr. Himebaugh continued to use it for real estate purposes.

During recent years members of Mrs. Clower's family have used the car as sleeping quarters.

In 1928 Dispatcher Editor Eric Sanders who then lived across the alley, remembers peering over the fence at an old-time street car. And RHSofSD Member Aylmer Keith, who then lived at 2240 Kearny, remembers seeing the car at its two Logan Heights locations.

Mrs. Clower states that she is very happy to donate car 54 to RHSofSD and she also said that she will be very interested in the restoration project.

DATA BY DODGE

51-54 - Built 1902 in SDERy shops. L 33', wgt. 24,000; B 27' G trucks; 2 GE-67 motors; K 10 control; 36" wheels. Wooden cable car bodies acquired from Citizens Traction Co.; rebuilt to double truck California type cars. #51 & 53 retired 1913; #52 & 54 retired 1914.

SOCIETY ACTION

DUES COLLECTION AUTHORIZED
INCORPORATION APPLIED FOR
TAX EXEMPTION SOUGHT
BY-LAWS WRITTEN
MEETING PLACE - AND SO ON

The Railway Historical Society has come of age. Dating back to 1949 the Society operated in an informal manner for nine years. With a program which included rail excursions and the solicitation of public funds it became necessary for the Society to apply for incorporation and for tax exemption.

Because of the growing membership and increased attendance at and interest in meetings it became necessary for the Society to formalize its program. The keynote continues, however, to be on informality.

Active members, age 18 and over, will pay annual dues of \$2.50. Included will be full membership privileges and receipt of all publications including the Dispatcher. Members will receive refunds from present subscriptions.

Junior members will pay \$1.50 dues. Included will be all privileges except the right to vote and hold office.

A family membership will be given members of an active member's family for \$1 additional dues. Family members will be granted membership cards and participation privileges but will not receive the Dispatcher or have the right to vote or hold office.

Forms for incorporation have been sent to Sacramento. In a few weeks after incorporation has been granted application will be made to the Bureau of Internal Revenue for tax exemption.

By-laws were adopted by the membership at the March 3 meeting.

The Society decided to meet the first Monday at the Santa Fe station.

1958 RHSofSD OFFICERS ARE -

After acceptance of the offices listed in the new By-laws the membership accepted the slate of officers presented by the Nominations Committee, Fred Finke, chairman. Officers are:

Corky Thomson, president
Jack Stodelle, first vice president
Tommy Mann, second vice president
Roy Miller, third vice president
Tom Matson, recording secretary
Barbara Thomson, corresponding secy.
Fred Finke, treasurer
L. W. McCleary, excursion director
Eric Sanders, historian

Past President Lyle Judd and two members-at-large will serve on the Board of Directors along with the officers.

"CARRISO GORGE, THE MAGNIFICENT" PREVIEWED AT THE CORONET THEATER

"Carriso Gorge, the Magnificent," an SD&A 1920 publicity film given recently to the Society by Carl Eichenlaub, superintendent of the San Diego & Arizona Eastern Railway, was previewed at the Coronet Theater in Logan Heights.

The theater manager gave the film a two month "treatment" prior to the showing. The first portion of the film could not be used.

Scenes in the Carriso Gorge area show train operation and also scenery. A four car and a five car train are shown operating through the Gorge. Locomotives 20 and 27 are featured. Also observed

(Continued page 4, column 2)

HOLTON INTER-URBAN ROSTER ETC."

Additional data relative to the Holton Interurban has been forwarded the Dispatcher by contributors Dick Dodge and Joe Strapac.

From this material the Dispatcher offers the following roster:

Locomotives

- #1 2-4-4T Rhode Island, 1892. Forney type from NYNH&H #not known. Purchased?? Sold to LA&SDB as #4. Scr. 1918.
 - #2 - - - No data. Probably similar to #1
 - #3 4-4-0 Schen.#1223, 1890. Originally SP of Arizona #8; then SP #88; then SP #1310. Sold to HI 1-27-11
 - #4 4-4-0 Schen.#1224, 1880. Originally SP of Arizona #9; then SP #89; then SP #1319. Sold to HI 1-21-13
- Then this unknown...
- ?? 4-4-0 CP., Sacto., #42. Ex-SP #42; then SP #1412. Sold to Holton Interurban Terminal Ry. in August 3. 1920.

(Additional data coming from Roy Miller.)

Dick Dodge and Joe Strapac state that the data presented above and as follows comes from SP files, Equipment Register and R&LHS Bulletin #71.

Dodge writes, "Your story does not agree with the article on the San Diego & Arizona Eastern as given in the SP Bulletin for October 1957, page 29. It states that the Southern Pacific built the line from El Centro to Seeley, which was opened Aug. 29, 1910. It was leased to the H I-U from Jan. 1, 1916 to April 4, 1917, and was leased to the SD&A December 1, 1919. It doesn't sound right. Who knows?

Strapac offers the following present day data. "HI" is the reporting mark and Railway Express Agency operates over the line. A.B. West of Riverside is president.

The Southern Pacific has trackage rights over the entire line. Mileposts run 1 to 10, independent of SP practice west to east.

Strapac lists the following data:

1st main track: 10.42 miles. Yard track and sidings 5.82 miles.
Net income year ended 12-31-56 \$24,639.74.
Junction with Calexico line: MP 0.054.
Junction with Sandia branch: MP 9.755.
End of line: MP 10.439. Total mileage by this data is 10.385. This is 1942 data. Take your choice.

Ruling grade westward: 0.347%
Ruling grade eastward: 0.263%
Maximum curve: 12°30'
Total curvature: 138°02'

Date first operated: October, 1904.

Joe Strapac concludes, "This company also constructed 3.616 miles of the Puente Branch, from Studebaker to a point near Los Nietos, which was subsequently purchased by the Southern Pacific Company. This trackage was first operated June 11, 1954.

And Richard Dodge queries, "Have you any record of when "Terminal" was added?"

As usual it takes two issues to present a story. One for the original presentation and one for corrections. At least the Dispatcher staff knows that the publication is read!

That's that for the Holton Interurban---at least until we produce an HI picture issue.

"CARRISO GORGE" Continued from Page 3
 were combo 175, SD&A Coach 210 and one of the three cafe-parlor-observation cars.

Tracks were "broad and secure as a city street." And scenes included the International Tunnel, Tecate and Tijuana. Seen also was the old Tijuana race track. Not shown was the Campo viaduct and the famous curved trestle.

San Diego scenes included the Hotel Del Coronado, Broadway (class 2's and possibly a Birney), Balboa Park and Sunset Cliffs.

The seven minute film was better than expected. Members discussed the possibility of converting it into 16mm.

Approximately 25 were present.

Thanks to the owner-operator of the Coronet theater who donated his services.

CITY OF SAN DIEGO MAY ESTABLISH SITE FOR A RAILWAY MUSEUM

San Diego may yet provide a site for a railroad museum. At least one city official has expressed interest in a rail museum project. Vice Presidents Jack Stodelle and Tommy Mann will join with this official in a search for a museum location. Old Town will be one area to be surveyed.

RHSofSD members have discussed suggesting to the City that the abandoned SDEry-SDTS Balboa Park station would be a suitable site for a rail museum.

Published four to six times a year as the official publication of the Railway Historical Society of San Diego.

Society officers include: Corky Thomson, president, and Tom Matson, recording secretary. Society mailing address is Box 9351, San Diego 9, Calif. Dispatcher staff includes:

Editor: Eric Sanders
Associate Editor: Douglas Duncan
Associate Editor: Richard Dodge
Art Editor: Ellen Sanders
Circulation: Allan Copeland

Dispatcher mailing address is: 7861 Normal Ave., La Mesa. Phone HO 9-1288. Separate subscriptions: 10 issues for \$1. A \$2.50 active or sustaining membership includes a Dispatcher subscription.

EDITOR'S NOTE

Of necessity, Issue #16 is another Society-oriented issue. Read this issue for a summary of the many RHSofSD projects. Now being mimeographed! Issue #17 (San Diego & Phoenix) and Issue #18 (The Fallbrook branch) will be mailed within the month. Hope you like them.

Dispatcher subscribers are urged to participate in RHSofSD activities by taking out an active or a sustaining membership. Dues will cover the Dispatcher and will help defray museum costs. Most operating expenses will continue to be paid for out of the "kitty." So sign up for a RHSofSD membership.

Dispatcher will refund unused subscriptions to RHSofSD members.

For the record, The Dispatcher will operate within the RHSofSD framework as the official publication, but it will also continue to maintain a separate organizational status.

CORRECTION TO THE CORRECTIONS - METRO

Dear Editor:

On page 10 under "additions and corrections" in the January issue (3-2/change Butte St. Yd. to 8th St. Yd.) actually there is a transfer track here between the S.P. and P.E. off the S.P. on Alameda St. where cars are shoved in to be picked up by the P.E. in 8th St. Yard.

R. E. Younghans
AT&SF Ry. Switchman

QUESTION? Who is interested in joining with the Dispatcher staff in discussing "the future of the Dispatcher?"

DISPATCHER RECOMMENDS---

Volume 2 #5

\$1.00

ANGEL'S FLIGHT RAILWAY--Los Angeles
A complete illustrated history of a unique cable railway which daily glides up and down Bunker Hill in the heart of downtown Los Angeles. This line is a remnant of the early transportation of the Los Angeles area. \$1. Order from: Pacific Railway Journal, 2304 Melville Drive, San Marino 9
Also from PRJ: Lt. Lowe, 50¢; Cen. Cal Elec lines, \$2; Denver, \$1. Ask for list.

LOCAL NEWS

The name, "San Diego & Arizona Eastern Railway" will again be a familiar name to most San Diegans if railway officials intend to letter overpasses as they have the one over Highway 94 in Lemon Grove. The structure bears the name and a revised insignia, "San Diego Short Line!" Look for it as you drive eastbound.

Older overpasses at Fairmount Ave., Palm City and Old 101 near San Ysidro still carry the old paint job identifying the name and the slogan, "Shortest Line East."

Southern Pacific-SD&AE has closed down its Spreckels building offices. Passenger ticket sales are being handled at the Santa Fe station. Traveling Passenger Agent Ed Leahy has been transferred to Los Angeles. Other offices have been moved to the SD&AE Freight House at 12th and N. The Spreckels Building has housed railroad offices for many many a year.

The SD&AE Chula Vista station building has been moved to Loss and Industrial Sts. Agent Al Benson reported, however, that he's still located in temporary headquarters at the old location.

Old Lemon Grove packing plant has been leased (?) to several new occupants. Many carloadings at this SD&AE location.

Effective March 1 radio control was installed in the Santa Fe San Diego yard. Transmitter is at 22nd St. yard office. Four radio equipped engines, 2311, 2321, 2335 and 2348, were sent down from Los Angeles. All the old 600 hp. engines are gone.

Track laying at the 10th Avenue Terminal has begun or is about to.

Effective this month Pacific West-bound Freight (Shipping) Conference has made San Diego a terminal port. This means vessels may come to San Diego for any size shipment. Also San Diego rail traffic rates for freight originating

east of El Paso will be same as those for other west coast ports.

However, San Diego lost its first cotton shipment to Ensenada.

Star & Crescent Boat Co. has asked for increase in price of tokens. Fare raise has also been asked for by the bus company and the ferry company.

John A. Moon, former superintendent of the San Diego Electric Railway Co., died Feb. 20. He began his street railway career in 1912 as a conductor. In recent years he contributed historical data to Transit Topics.

Only downtown rail ticket office is the Union Pacific facility at the US Grant.

San Diego Transit System has ordered two more charter buses. Five SDTS buses have not been repainted in the two-tone green and white color scheme of the Western Transit Systems. They are two of the old Yellow Coaches (GMC) of the 130 series and three of the five remaining ACF-Brill buses. These last three have been converted into charter coaches but are seldom used. During the Los Angeles strike MCL buses 228 and 230 (GMC, 1954) were stored at Imperial.

Excerpts

1-6-58

FROM SAN DIEGO UNION'S BUSINESS & FINANCIAL REVIEW

Railroad passenger traffic and freight carloadings of San Diego's two railroads declined an estimated 10% in 1957.

The Union quotes Santa Fe as reporting a decrease of more than 11% in passenger traffic on San Diego trains in the first eleven months of 1957 as compared to a similar period in 1956. One million plus passengers in 1947 declined to 824,407 in 1956.

Santa Fe's freight carloadings for the first 11 months totalled 18,496, a decline of 14% as compared to a similar period in 1956.

On the other hand the San Diego & Arizona Eastern reported 7,132 freight carloadings for the first eleven months of 1957, an increase of 6% over a similar period in 1956.

Nevertheless, Willard D. Keller, traffic manager for SD&AE, expects a slight decline in freight revenues for 1957. He stated that 1958's revenues will be about the same as 1957.

Santa Fe expects a slight rise in '58. The Union's report continues. "Three

new industries were located along the Santa Fe in San Diego during 1957. The railroad provided an additional 16,000 feet of trackage including 8,870 feet constructed at the City Of San Diego's expense for the new 10th Avenue pier and spur tracks for four industries in Pacific Beach and National City.

"SD&AE added no trackage in 1957, but excavation began last month for a new spur to serve the Continental Baking Co."

Santa Fe officials report an expected \$200,000 saving in 1958 from the passenger service reduction effected Sep. 29.

The San Diego Union states that Willard Keller credits SD&AE's increase in cotton carloadings to the reduction from 25 to 23 cents a hundredweight on cotton shipments from the Imperial Valley.

In the Union's business review a realtor advertises "Santa Fe Trackage Available in a 600 Acre Planned Development in 'Beautiful Sorrento Valley.'" The Union also mentions preliminary steps made by Santa Fe for its own 60 acre industrial tract on National City's waterfront.

Not included in the report is the Tijuana & Tecate's passenger revenue which must have taken a slight upturn as a result of summer excursion activity!

Lindberg Field's 1957 report includes a 47% increase in air freight and 17 per cent increase in air passengers as compared to 1956. Freight increased from 186,987 to 275,137 tons. Air passengers increased from 582,300 to 679,803. Air Express increased from 56,930 to 57,113 tons; air mail from 96,250 to 110,085 t.

The San Diego Union quotes Harbor officials as estimating a season's total of cotton bales at 220,000; an expected 20% over last season's 160,401 bales. Seven additional shipping lines are now calling at San Diego.

AS SPACE PERMITS

CAB Examiner recommended that Continental Airlines include San Diego in a new Los Angeles-Dallas run. CAL would be the sixth regular airline to serve San Diego.

FOR TRACTION FANS. Portland has closed down....Vancouver's last inter-urban probably has closed...Key System is still operating-with some 15mph speed restrictions...No changes in LA...Except that Metropolitan Transit Authority on March 3 did take over MCL and LATL. Only action to date is a dispute with the city about payment of franchises fees.

Car BODY 3A WAS MOVED March 15 from 2140 Kenney and is now parked on some Terry Mann-processed SDRAR lies at Bullfrog Haven - just east of our body SHEL 100g and just south of tracks of SDRAR-El Cajon line. Executive Committee Chairman Dave De Vol has already "topped" the open sections. Proprietor of Bullfrog Haven is Neilson M. M. Neiseman. Mr. Neiseman's father, now retired, was a SDRAR engineer. The Haven is near 46th and Royal Streets. Dick Pospisil assisted with the topdressing." Joe is now

ALL THOSE INTERESTED, members and non-members, are invited by President Corry Thomson to come to the April 7 meeting of the Society. An interesting program is planned. Look for the sliding at the Safety Door of the San Diego Santa Fe station. Time 8:30 p.m. Sincerely, you're invited. Board of Directors will meet before then.

MEMORANDUM TRANSIT AUTHORITY OF LOS ANGELES plans removal of all unused rail in city streets. All our lines are to go according to recent reports. Then in time will come a brand new rail rapid transit system. In the meantime look for new coaches, a new color scheme, and consolidation of some bus routes.

BIS-MITHS readers are invited to send in news items about rail activities in San Diego County and in Southern California. Don't hesitate. Mail items needed!

LENN HAS OVER A DOZ OF TRAKS down on his ranch at Old Woman's Springs and will soon have three others down. He originally planned five others, but wants to get working first and plans to take his engine out blow by March 1 as he is anxious to run it. He purchased three 50 gallon gauge flat cars and trucked them down. He also has three cone cars. He wants to put an air pump on the engine yet and we now have a lamp light for him. It calls it "Gottenwood Shortline." (Bill Warner)

STRAPAG'S CORNER by Joe Strapag. 1. After some recent tests, the Santa Fe has decided to assign five unit 37 class diesels to the combined SUPER CHIEF-EL CAPITAN on the days when the consist is larger than usual, but not enough to run two sections (about 13-15 cars). The 37 class is to be used because of their hill-climbing qualities.....2. Southern Pacific moved their three GFA machines from the Beaumont section area to 6th and Main Streets, Los Angeles. Machines were moved by truck. There was no interruption of CTC service, since SF has the "Dreadboard" test rig which can duplicate any CTC code necessary.....3. An unconfirmed report states that the former Santa Northern Railway has an ex-AMSP 700 class 2-8-0, plus two diesels at Victorville. I say "former" because the property is no longer a common carrier. North chugging!

AND SHARP-G, yes that SIMAS roster is still being prepared. Just can't catch up

THE NARROW GAUGE NEWS, INC. of Alamosa, Colorado, has been sold by railroad owner R. W. Richardson. With the announcement of the sale came the final issue of Narrow Gauge News. Having chronicled the events of Colorado's narrow gauge kingdom in complete manner since June, 1949, the free distribution publication will be missed by railfans throughout the country. The Dispatcher joins with railfans and railroad publications in saluting Bob Richardson for a job well done. His writings will be missed. Museum equipment will be divided between Richardson and the new owners.

ANNOUNCEMENT. Remember that Dispatcher readers may receive a subscription as part of the ENSAFED dues payment. These people will receive refunds for unused portions of the original subscriptions. Of course, those who do not wish to join ENSAFED may continue with the direct subscriptions. However, Dispatcher does urge those who are sympathetic with the Society and its activities to join by sending in \$2.50 active or sustaining dues.....Remember, Issues 12 and 14 in about one month!