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Dispatcher

Issue #17 Railway Historical Society of San Diego, California April 10, 1958

THE FALLBROOK LINE

by RICHARD V. DODGE

SOME SALIENT FEATURES OF THE CALIFORNIA SOUTHERN RAILROAD AND ITS SUCCESSORS FOR THE BENEFIT OF RAILWAY HISTORICAL SOCIETY OF SAN DIEGO EMIGRANTS AT FALLBROOK STATION - AUGUST 11, 1957

It is difficult for you, today to understand how vital it was in the middle of the 19th Century to ambitious communities to have railroad facilities.

Residents of the village of Old San Diego began efforts in the 1850's, later including those of New San Diego and National City, to obtain rail transportation and repeated attempts were made over a period of nearly 30 years, each ending in failure and frustration.

In 1879 the Atchison, Topeka & Santa Fe Railroad was set to build west and, due to the indefatigable energy of Frank Kimball of National City, a deal was carried to a conclusion with the backers of the Santa Fe, investment bankers and capitalists of Boston, Massachusetts. For a large consideration, known as a subsidy, these railroad builders agreed to construct a railway from San Diego to Yuma, Territory of Arizona, and the Santa Fe would be extended south-westerly from Albuquerque to connect with it.

Before grading began, the contract was abruptly cancelled. In the meantime, the Santa Fe had formed a partnership with the St. Louis & San Francisco Railway, more commonly known as Frisco. The latter

had acquired the concessions with land grants covering the building of a line, to be known as the Atlantic & Pacific Railroad, on the 35th parallel of latitude. Now, together, they would build from Albuquerque to the Colorado River and enter California.

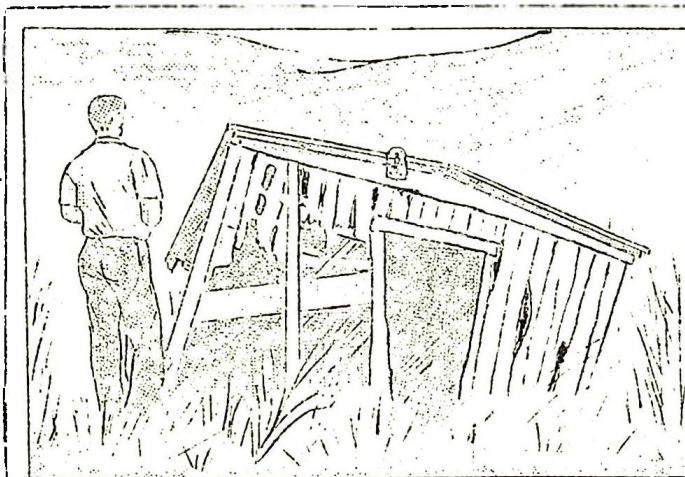
After the initial shock had subsided, negotiations by Kimball were renewed and another contract was executed. In 1880, the California Southern Rail Road

was formed to build from National City north and eastward to San Bernardino, then on to a connection with the Atlantic & Pacific in California. No one knew where that point would be. Do not let anyone or the Santa Fe literature convince you that the line was built down from San Bernardino.

With National City as the

initial terminus, all equipment and materials had to be brought into San Diego Bay by ships. Ties came down the coast. Rails and fastenings were shipped in sailing vessels around Cape Horn from Belgium and Germany. The locomotives and some of the rolling stock came from eastern states either around the Horn or overland to San Francisco and transferred to a boat there.

By January 1881, surveyors, locating and staking the line, had advanced up the coast to what is now Fallbrook Junction, then headed in a generally north-easterly direction up the Santa Margarita River, reaching Hayden's in April of that year. The name was soon changed to Fallbrook for



Old Fallbrook station - 1958

the depot but the Post Office there was known as Howe. Fallbrook Post Office was on the mesa two miles south, where the present town of that name is located.

Temecula Canyon presented formidable difficulties, both to railroad construction and operation. There were seven miles in the upper canyon through rock with almost perpendicular cliffs. A grade of over 140 feet per mile was required for three miles, the summit being at 970 feet elevation. Many low bridges had to be constructed, the line crossing and recrossing the river many times. Hundreds of Chinamen, Chinese coolies or laborers, were brought in to work on the preparation of the roadbed. It was hot, dusty and the wind would blow a gale. One of the Chinese commented: All the same Hellee, you bet.

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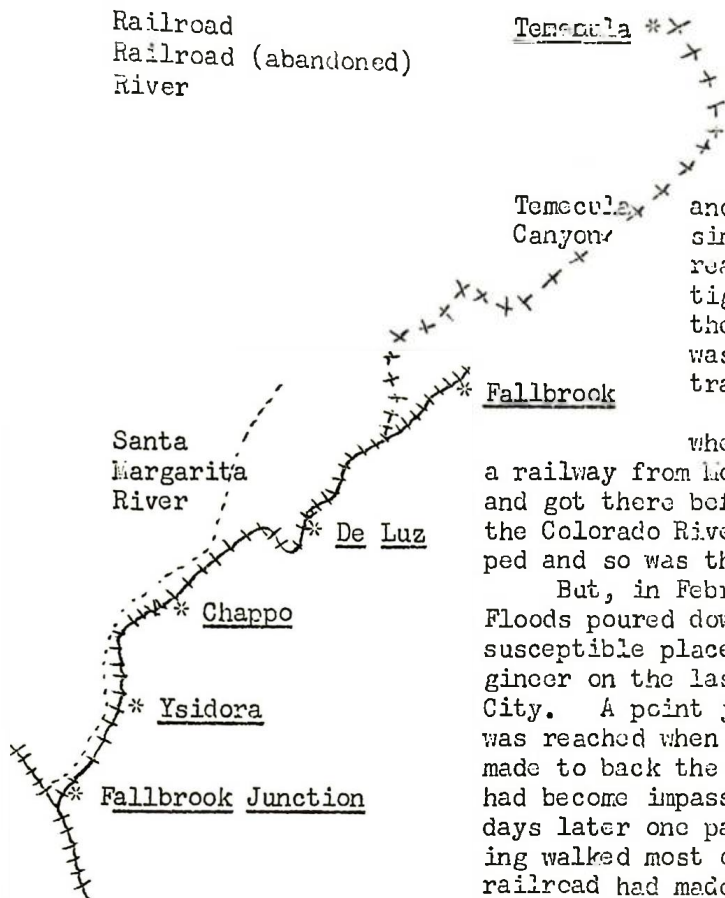
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But the Southern Pacific in those days was not a friendly railroad. Drastic measures were taken to prevent the Atlantic & Pacific from entering California and the California Southern from crossing its tracks at Colton, in order to reach San Bernardino. After much litigation, the California Southern won the right to cross and San Bernardino was entered triumphantly by a passenger train on September 13, 1883.

The most startling event occurred when the Southern Pacific hastily built a railway from Mojave across the desert to The Needles and got there before the Atlantic & Pacific reached the Colorado River. The latter was temporarily stopped and so was the California Southern.

But, in February 1884, it rained and rained. Floods poured down Temecula Canyon and dozens of other susceptible places. R. V. (Dick) Dodge was the engineer on the last passenger train out of National City. A point just down the stream from Fallbrook was reached when a bridge went out. An attempt was made to back the train to Oceanside, but the track had become impassible. The train was stranded. Six days later one passenger got back to San Diego, having walked most of the way. He reported that the railroad had made no effort to rescue the passengers or the mails. The crew remained with the train several days, subsisting, according to Victor Westfal of

Fallbrook, on gophers and the like, then walked back. Much of the California Southern's roadbed was a shamble, eight of the twelve miles through the canyon were completely washed out. Ties and bridge timbers were found floating out in the Pacific Ocean. The railroad, as a separate corporation, was bankrupt.

Assessments were levied on the stockholders and bondholders had to exchange their First Liens for Income bonds. Then the tracks were rebuilt and trains were running again to San Bernardino on January 6, 1885.

During this period, the Southern Pacific had been forced to enter into a joint track agreement with the Atlantic & Pacific covering the division from The Needles to Barstow and Mojave. Work then began extending the California Southern from San Bernardino through Cajon Pass and the building of a road south from Barstow. The last spike was driven in the Pass on November 9. The Santa Fe's first passenger trains through to and from the Pacific Coast left Barstow and National City on Nov. 15, 1885. Fallbrook was then a station on a transcontinental main line.

It was too good to last. In 1888, the Surf Line was completed from Los Angeles Junction (now Fallbrook Jct.) to Los Angeles and the California Central's line from Los Angeles to San Bernardino was established. Then the first class passenger trains were transferred and soon only mixed and freight trains were operated through Fallbrook.

A consolidation of lines took place in 1889 and the California Southern was merged into the Southern California Railway.

Trains continued to run through Temecula Canyon until February 1891, another very wet month. All railroads in Southern California were washed out. The estimated expense of rebuilding the Temecula "Branch" was tremendous. There was a pretense of finding a route via the San Luis Rey River but no train ever ran again between Fallbrook and Temecula. After the lower reaches were reconstructed, a mixed train operated from Fallbrook to Oceanside.

In 1893, the Atchison, Topeka & Santa Fe Railroad was declared bankrupt and

a receivership followed. Out of it emerged the present corporation, the Atchison, Topeka & Santa Fe Railway Company. After the turn of the century, the Santa Fe took over the Southern California Railway.

The mixed trains rambled back and forth between Fallbrook and Oceanside over so-called "floating" bridges until another fateful day in January 1916. Again the rains poured and the roadbed was so badly washed at and below Fallbrook Station that it was considered to be more practical to abandon that part of the line and to build a new section up the hill to Fallbrook proper. This was accomplished early in 1917.

But 80 ton locomotive number 721, a 2-8-0 or consolidation type, 2 coaches, 4 reefers, 1 box car, 1 tank car and 2 flat cars plus a steel turntable were marooned down by the river. The value of all this equipment was too much to lose, so means of salvaging it were sought. This resulted in a house moving firm obtaining a contract to drag the rolling stock up the steep slopes from the river to the mesa and delivering the train, including one load - the turntable on a flat car, to the new line in Fallbrook. The task was accomplished by brains and brawn, the latter of four horses, by using short sections of track and capstans or vertical winches.

This bizarre train was facetiously called "The Fallbrook Flyer". It left Fallbrook Station, in the canyon, on March 14 and arrived at the junction in the town of Fallbrook on June 10, 1917.

Thus ended the railroad history of Temecula Canyon, except for the activities of a few fans collecting spikes, artifacts and other souvenirs.

Richard V. Dodge, Jr.

August 6, 1957

From a pamphlet
on file in the
San Diego Public
Library.

EVERYBODY IS GOING ON THE

EXCURSION TO

PERRIS

ON TUESDAY, MARCH 5th at 7:30 a.m.

EXCURSION TRAIN WILL LEAVE FROM SANTA FE DEPOT ON D ST.

ROUND TRIP ONLY \$3.00

You will pass over the Coast Line to Oceanside, from which point the road bears to the right, passing through the far-famed Temecula Canyon, Lurrieta, Wildomar, and in full view of the famous Lake Elsinore. Arriving at PERRIS, the largest and best agricultural country in the county, you will take lunch. Teams will be waiting. R. H. More will take charge of parties wishing to look at the mines and machinery. Dr. Perry will entertain the hunting party, showing you 10,000 duck in one view on Lake Neuvo; quail and rabbit in abundance. J. W. Nance will entertain pleasure hunters. Don't fail to go and you will not regret it. We will visit the grain fields and the gold mines in operation. After returning, we offer \$25 for a photograph of the man that says San Diego has no BACK COUNTRY. Business men of San Diego it's your duty to go. Help do away with the idea that farmers have to go north to get cheap land. WE HAVE IT, CLIMATE AND WATER, FROM FIFTEEN DOLLARS TO THIRTY-FIVE DOLLARS. Look at it and you will return thinking more of your BAY CITY.

For further particulars, maps, etc. apply to J. W. Nance, Albermarle Hotel; F. Macpherson, Coronado Hotel; Dodge & Hobson, "The Famous Cigar Store," 1326 D St.

SEE SAMPLE OF ORE AT DODGE & HOBSON'S 1326 D ST.

TO RHSofSD MEMBERS! "Santa Fe Fallbrook Branch" story by R. P. Middlebrook, in the November 1957 issue of the Pacific Railway Journal enclosed with this issue through the courtesy of Donald Duke, editor, and the Pacific Railway Journal staff.

Following data from Joint Time Card No. 1, October 16, 1887
 California Southern Railroad Company - California Central Railway Company
 Collection of W. B. Garner, 501 Arrowhead Ave., San Bernardino
 Additional data appeared in Bulletin No. 80, Railway and Locomotive Historical Society

SAN DIEGO DIVISION

SOUTHBOUND

CALIFORNIA SOUTHERN R. R. CO.

STATIONS	Read Down	Dis. From Bars.	4	6	30	32	34
			San Diego Express	Night Express	Through Freight	Way Freight	Freight
			1st Class	1st Class	2nd Class	2nd Class	2nd Class
		Miles	Daily	Daily	Daily	Daily ex Sun	Daily ex Sun
N San Bernardino		81.0	10:50 am	9:00 pm	4:30 am	6:40 am	
3.5 Lv.							
T Colton		84.5	s 11:00	s 9:15	4:45	7:15	
3.6							
T East Riverside		88.1	11:08	s 9:30	5:00	7:30	
7.1							
Box Springs		95.2	f 11:35	f 10:10	<u>5:42</u>	8:05	
11.0							
T Perris		106.2	<u>s 11:52</u>	s 11:00	6:22	9:00	
12.0							
T Elsinore		118.2	<u>s 12:33</u> pm	s 11:58	7:12	10:00	
4.4							
T Wildomar		122.6	s 12:39	f 12:18 am	7:26	10:18	
4.6							
T Murrieta		127.2	r 12:47 1:07	12:40 1:05	7:42 7:57	10:40 <u>10:55</u>	
5.8							
T Temecula		133.0	s <u>1:18</u>	s <u>1:35</u>	8:17	11:20	5:40 pm
7.5							
Ranchita		140.5	f 1:43	f 2:06	8:46	11:48	6:08
4.0							
T Fallbrook		144.5	s 1:58	s 2:25	<u>9:02</u>	<u>12:05</u> pm 12:20	6:25
6.5							
De Luz		151.0	f 2:23	f 2:55	<u>9:42</u>	12:55	6:55
8.5							
Ysidora		159.5	f <u>2:43</u>	f 3:30	10:18	1:35	7:30
4.7							
T Oceanside		164.2	s 2:54	3:50 4:50	<u>10:40</u>	<u>2:10</u>	7:50
3.1							
T Carlsbad		167.3	s 2:59	f 4:56	10:52	2:26	8:02
2.4							
Stewart's		169.7	f 3:04	f 5:00	11:01	2:40	8:12
6.6							
T Encinitas		176.3	s <u>3:15</u>	s 5:15	11:30	<u>3:15</u>	8:40
6.6							
T Del Mar		182.9	s 3:34	s 5:35	11:59	3:50	9:20
2.6							
Cordero		185.5	s 3:40	<u>5:45</u>	<u>12:12</u> pm	4:05	<u>9:45</u>
7.0							
Selwyn		192.5	f 4:01	f 6:07	12:52	4:50	10:24
9.7							
Old Town		202.2	s 4:20	s 6:30	1:30	5:30	11:05
3.5							
T San Diego		205.7	s 4:35	<u>6:45</u>	1:48	5:45	11:20
1.8							
T 22d Street		207.5	f 4:45	f 6:55	2:00	6:00	11:30
3.7							
N National City		211.2	4:55 pm	7:10 am	2:20 pm	6:15 pm	11:45 pm
Arrive							

SAN DIEGO DIVISION

NORTHBOUND

READ UP

CALIFORNIA SOUTHERN R. R. CO.

STATIONS	Dis. From N. C. Miles	35	33	31	5	3
		Freight	Way Freight	Through Freight	Night Express	Los Angel. Express
		2nd Class	2nd Class	2nd Class	1st Class	1st Class
		DlyexSun	DlyexSun.	Daily	Daily	Daily
San Bernardino 3.5 — Arr	130.2		5:50 pm	3:32 pm	6:40 am	1:00 pm
Colton 3.6	126.7		5:35	3:17	s 6:25	s12:40
East Riverside 7.1	123.1		5:20	3:00	s 6:15	s12:32
Box Springs 11.0	116.0		4:25	2:12	f 5:42	f12:10 pm
Perris 12.0	105.0		3:40	1:32	s 5:12	11:52
Elsinore 4.4	93.0		2:35	12:33 12:10 pm	s 4:23	s11:13
Wildomar 4.6	88.6		2:20	11:53	s 4:03	s11:04
Murrieta 5.8	84.0		2:00	11:20 10:55	3:42 1:50	s10:55
Temecula 7.5	78.2	5:10 pm	1:18	10:30	1:35	s10:45
Ranchita 4.0	70.7	4:23	12:32	9:30	f12:47	f10:21
Fallbrook 6.5	66.7	4:00	12:05 pm	9:02	s12:20 am	s10:08
De Luz 8.5	60.2	3:23	11:25	8:30	f11:45	9:42
Ysidora 4.7	51.7	2:43	10:56	7:50	f11:05	f 9:22
Oceanside 3.1	47.0	2:10	10:40	7:30	s10:50	s 9:12
Carlsbad 2.4	43.9	1:30	10:16	7:05	f10:43	f 9:02
Stewart's 6.6	41.5	1:19	10:00	6:56	f10:37	f 8:56
Encinitas 6.6	34.9	12:53	9:35	6:30	s10:20	s 8:45
Del Mar 2.6	28.3	12:25	9:00	6:00	s 9:55	s 8:28
Cordero 7.0	25.7	12:12 pm	8:40	5:45	9:45	f 8:20
Selwyn 9.7	18.7	11:30	7:58	4:50	f 9:05	f 7:56
Old Town 3.5	9.0	10:50	7:05	4:15	s 8:35	s 7:40
San Diego 1.8	5.5	10:30	6:45	4:00	s 8:20	s 7:30
22d Street 3.7	3.7	10:20	6:30	3:50	f 8:10	f 7:20
National City Lv	0.0	10:00 am	6:15 am	3:30 am	8:00 pm	7:10 am

All trains must approach South Switch of Y at San Bernardino under complete control.

ADDITIONAL DATA

Not shown in the timetable as reproduced on the two preceding pages are passenger trains 8, 10, 12, 14 and 18. These trains and #16 (Santa Ana Express) and #36 (Santa Ana Freight) operated over California Southern track from San Bernardino to Colton and East Riverside. From there these trains continued over California Central track to Riverside. Trains 16 and 36 continued on to Santa Ana. In the opposite direction schedules show Trains 7, 9, 13, 15, 17 and #11 (Santa Ana Express) and #37 (Santa Ana Freight).

California Southern trains 3, 4, 5 and 6 also operated over California Central tracks between Los Angeles and San Bernardino as follows:

Train #4 As C.C.#55 Lv. Los Angeles 8:30 am; Arr. San Bernardino 10:35 am

Train #6 As C.C.#63 Lv. Los Angeles 6:00 pm; Arr. San Bernardino 8:05 pm-meal stop

Train #3 As C.C.#58 Lv. San Bernardino 1:30 pm; Arr. Los Angeles 3:35 pm

Train #5 As C.C.#50 Lv. San Bernardino 7:10 am; Arr. Los Angeles 9:15 am.

Trains listed above, according to Mr. Garner, used the Marceline cut-off instead of the Pasadena line.

DAILY EXCEPT SUNDAY

BY JOHN ANDERT

Fallbrook Mixed Train schedule (daily except Sunday as of Jan. 9, 1916) was:

Public TT 1-19-16 Lv. Fall. 7:45 am; Arr. Ocean. 8:55; Lv. Ocean. 4:05 pm;

On this schedule the Fallbrook train was through routed to and from Escondido as shown below:

Lv. Ocean. 11:05 am; Arr. Escond. 12:30; Lv. Escond. 1:45; Arr. Ocean. 3:30 pm.

Also on the Escondido line a regular passenger train consisting of a 4-4-0 passenger engine, an open combination baggage-express and smoking car and an open passenger car left Escondido in the morning daily except Sunday as follows:

Lv. Escond. 8:00 am; Arr. Ocean. 8:50; Lv. Ocean. 9:00; Arr. San Diego 10:20 am.

Lv. S.D. 4:05 pm; Arr. Ocean. 5:20; Lv. Ocean. 5:25; Arr. Escond. 6:15 p.m.

Escondido-Oceanside segment only operated on Sundays.

Although the floods of January and February, 1916, knocked out the Fallbrook branch my first Santa Fe schedules to show that the line was out of commission were: the public timetables of 10-15-16 and 2-1-17 indicating that service was temporarily discontinued.

A San Diego newspaper item dated July 9, 1917 is as follows: "Fallbrook trains again operate - First rail communication since flood of 1916 given northern county section. Rail communication with San Diego's back country was re-established yesterday when the first train from Fallbrook arrived at 11:15 am with 18 passengers from that city and way stations, besides a considerable quantity of freight in the shape of poultry, fruit and other fresh products.

The regular daily except Sunday schedule put in effect on July 10, 1917 was:

Public 7-22-17 Lv. Fall. 7:00 am; Arr. Ocean. 8:50; Lv. Ocean. 4:12; Arr. Fall. 6:00 pm.

When railroads were controlled by the United States Railroad Administration during the first world war the two round trips a day to and from Escondido were cut to one a day, eliminating one crew and shifting the starting point of the Fallbrook crew to Escondido with daily except Sunday schedule as follows:

Public 9-22-18 Lv. Escond. 7:45 am; Arr. Ocean. 9:00; Lv. Ocean. 11:45; Arr. Fall. 12:55 pm.

and returning: Lv. Fall. 1:30 pm; Arr. Ocean. 2:35; Lv. Ocean. 4:55; Arr. Escond. 6:25 pm.

The schedule as above was the pattern of the service for Fallbrook and Escondido until several years later when schedules were changed for earlier departures and arrivals from and to the points as shown. Note that the layover point was shifted to Oceanside.

Public 5-10-25 Lv. Ocean. 11:30 am; Arr. Fall. 12:40 pm; Lv. Fall. 1:15; Arr. Ocean. 2:15

With the above schedule in effect the same crew made the Escondido round trip later in the day leaving Oceanside at 3:15 pm and arriving in Oceanside at 7:15.

It was about 13 years later (in 1938) when a schedule was placed in effect that cut the mixed train service to Fallbrook to tri-weekly trips on Tuesday, Thursday and Saturday. The schedule below shows the time with daily except Sunday service to Escondido:

Public 2-20-38 Lv. Ocean. 12:05 pm; Arr. Fall. 1:00; Lv. Fall. 3:15; Arr. Ocean. 4:15

The same crew left Oceanside at 3:00 pm and arrived back in Oceanside at 5:55 pm after a round trip to Escondido.

On March 23, 1938 the first San Diegan was placed in service running on a 2½ hour schedule between Los Angeles and San Diego and making two round trips daily. It was also noted for this time that one way fare between Los Angeles and San Diego was \$1.80. Week day round trip was \$2.50; week end round trips \$2.00.

On Oct. 27, 1940, the Fallbrook-Escondido-Oceanside mixed train service was eliminated on legal holidays.

On June 8, 1941, the second streamliner was placed in service between the cities of Los Angeles and San Diego with a running time of two hours fifteen minutes.

With increased business at Camp Pendleton due to World War II, two crews were assigned to Oceanside, one for the Fallbrook run and one for the Escondido run just as it is at present. Also the Fallbrook service was increased to daily except Sundays and holidays with the scheduled time shown below.

Public 7-5-42 Lv. Ocean. 11:45 pm; Arr. Fall. 1:00 pm; Lv. Fall. 2:00; Arr. Ocean. 3:25.

Public timetable as of Jan. 24, 1947 shows the Oceanside to Escondido and Fallbrook schedules for freight service only. The Los Angeles Division Employees' Timetable #130 of June 8, 1947 still shows the Fallbrook and Escondido trains as scheduled freight trains with the following schedule for the Fallbrook branch:
Employees 6-8-49 Lv. Fall. Jct. 10:35am; Arr. Fall. 11:59; Lv. Fall. 2:00pm; Arr. Fall. Jct. 3:09 pm.

On the Los Angeles Division Employees' Timetable #135 effective Jan. 16, 1949 the scheduled freight trains were eliminated in the Fallbrook and Escondido districts meaning, I suppose, that these freights now run on irregular schedules as at present.

FALLBROOK DISTRICT

Capacity of siding 50' cars	Ruling Grade Asc.	WESTWARD	TIME TABLE No. 152 April 24, 1955	EASTWARD	Ruling Grade Asc.	Miles
			STATIONS			
48	66.0		Fallbrook Jct. 6.0		62.7	0.0
12	26.4		Chappo 2.4		0.0	5.9
46	132.0		Jofegan YL 6.7		79.2	8.4
6	105.6		De Luz 1.8		0.0	15.1
28			Fallbrook YL			16.9
from Employees' Timetable						

STATIONS SHOWN ON OTHER TIMETABLES

65		TABLE 60	64	No. 63	11-21-32	No. 64
Mixed		10-28-45	Mixed	PM		PM
Exc. Sun			Exc. Sun	fl2:05	Lv. Oceanside	Ar. 2:15
				fl2:16	Lv. Ysidora	Lv. fl:55
11:45 am	0.0	Lv. Oceanside	2:15	fl2:25	Lv. Chappo	Lv. fl:45
fl2:19	9.0	Lv. Chappo	fl:55	fl2:30	Lv. Ranch House	fl:40
fl2:25	11.4	Lv. Stock Pen	fl:45	fl2:50	Lv. De Luz	Ar. fl:21
fl2:50	18.1	Lv. De Luz	fl:40	1:00	Ar. Fallbrook	Lv. fl:15
1:00	19.9	Ar. Fallbrook	fl:21			

VERY SPECIAL ANNOUNCEMENT. As announced elsewhere the Pacific Railway Journal donated copies of the "Fallbrook Branch" to Society members. Author R. P. Middlebrook is a prominent San Diego railroad engineer and railfan. Non-member subscribers may order Pacific Railway Journal, Vol. 2 #4 "Santa Fe Railway-Fallbrook Branch" from PRJ, 2304 Melville Drive, San Marino 9, Calif. Cost is 50¢. Good pictures-good story-fine map. Order through the Dispatcher or direct to Pacific Railway Journal.