

Dispatcher

Issue #20 Railway Historical Society of San Diego, Calif., Inc. October 1, 1958

EDITORIAL COMMENT

This Oct. 1, 1958 issue of the Dispatcher is Issue #20 - a number that Editors Doug Duncan and Eric Sanders hardly expected to see. But Dick Dodge came along as another key editor and contributor of many editorial features. Copy also came from John Gorby, John Andert, Fred Reif, Dick Pennick, Phil Middlebrook, Rex Cuttell, Spencer Menzel and Clive Foss. Allan Copeland and Joe Strapac assisted with editorial and circulation activities. Railfans mailed in subscriptions. And so it went.

Your Dispatcher Editor wishes to give credit to his wife who has been patient and tolerant and who has served as Art Editor.

Thanks to all subscribers who have offered their support and encouragement.

The Dispatcher welcomes the competition of its earlier self, the Newsletter, which is now published as the RHSofSD house organ and is edited by Society Officers Barbara & Corky Thomson.

Fixed publication dates are not yet guaranteed but with the help of the new circulation rates the Editors look forward with confidence to Issue #40.

ANNOUNCEMENT

Effective with this issue the Dispatcher subscription rate is nine issues for \$1. Back issues are available variously for 11, 15 and 25¢.

The increase is necessary because of new postal rates which became effective August 1. Third class mail rates have been raised an amount approximately covered by the subscription increase.

Cost of the Dispatcher and the Newsletter to RHSofSD members will continue to be included in the Society dues.

NEWS IN REVIEW

SAN DIEGO & ARIZONA EASTERN

The Chula Vista and El Cajon freight stations of the San Diego & Arizona Eastern Railway Company were closed down on August 15. Agent Al Benson of the former station was transferred to San Ysidro and Agent G. S. Clark of the latter station was transferred to Campo.

The planned closing of the Jacumba station was protested and the Public Utilities Commission has scheduled an October 24 hearing.

The Chula Vista station building only recently was moved from its downtown location to Boal Siding. Benson stated that he understood the company had planned to construct a team track at the new location. Reports are that the building will be available for lease. The Chula Vista Model Railroad Club has indicated that they are interested in a lease.

The El Cajon station, a former MW and coach, was located at El Cajon in 1921 or 1922 as a temporary station to replace the original station which had been destroyed by fire. Seats from the coach were found in many places including the outside of the Lakeside station.

Agent Clark went to Lakeside in 1926 as station agent. He was also responsible for the "open" station at Santee. In 1937 Lakeside closed down and Clark went to El Cajon.

Most - but not all - LCL in recent years has been shipped by truck from San Diego. However, at El Cajon a small building and a SD&AE MW box car provided for freight storage. Western Union and Railway Express moved out some years ago. Both companies now maintain an off-rail office at La Mesa.

Infrequent outbound carloadings in recent years have included telephone cable reels, prickly pear and scrap iron.

Track facilities at Jacumba now include a short passing track and one spur. Shell, Standard and Union oil docks located at track side no longer receive de-

liveries by rail. Incoming loads today are largely building supplies and LCL.

The Jacumba station still comes complete with small passenger waiting room and the agent's living quarters. W. A. Stewart is the agent.

Over a period of time a simplified train order system has been put into effect on the SD&AE. Westbound trains obtain clearance cards at El Centro and eastbound trains at San Diego and Tijuana. From Tijuana north the entire SD&AE system is considered within yard limits and "each train looks out for every other train." Train orders are issued only to report track and roadbed conditions.

Extra trains operating beyond Tijuana obtain permissive cards at Tijuana, Tecate and Campo. Scheduled trains do not need permissive cards unless they are running several hours late.

A traveling freight agent now handles San Diego area freight problems.

An industrial spur has been constructed west of Encanto.

For two years reports have been current that SD&AE would introduce some sort of radio control.

50# rail between Lemon Grove and Commercial Street is being replaced by 90# rail, thus affording improved traction.

A rail fissure detector unit has completed inspection of SD&AE track.

El Cajon station closing will be noticed by the many squirrels which live under and around the building. Agent Clark noted that down the years grape vines and other assorted vegetation have grown around the building.

Main line trains, according to one report, average 30 cars westbound and 55 to 65 eastbound. Empties are numerous on eastbound trips. 70 cars is about top. The Dispatcher editor on August 20 observed an eastbound train at Boal which had 59 cars pulled by a double-header.

Tom Eastlick reports one Roustabout trip which was somewhat hazardous. An 18 car train left San Diego for El Cajon for a trip which included a slowing down so a truck could get could off the Commercial Avenue track, a "big hole" to save a passenger car at Jackson Street, and a stop to lecture some boys who placed rubber tires on the track at Grossmont Summit.

SD&AE MW car, the former O3-cafe, parlor, observation car, is awaiting scrapping at Calexico. RHSofSD decided it couldn't raise the necessary funds to save the car.

The Roustabout collided with a truck in mid-August in the South Bay area.

From the Lemon Grove Review:

"Ol' 5102 the whistle-blowing locomotive which swoops up and down the San Diego & Arizona Eastern railway tracks, finally got its comeuppance. On one of its seldom trips through the middle of Lemon Grove it derailed itself.

"J. L. Greene, SD&AE trainmaster said the brakeman apparently failed to line the derail during a switching operation Tuesday at 11 a.m. near the old packing shed. The engine spraddled the rails but none of the cars in tow followed off the tracks. No estimate of damage could be given by Greene. The incident occurred on a spur and did not hamper area service.

"Robert Rankin was engineer; Fred Johnson was conductor. A crew got the engine 'off the ground' Thursday."

The August-September issue of the Newsletter noted additional track construction at Lemon Grove.

ATCHISON, TOPEKA & SANTA FE

Del Mar race specials from Los Angeles began operating on July 23 according to Joe Strapac. The Thomsons report that on August 23 two race track specials, two San Diegans, a way freight and a helper all converged on Del Mar at approximately the same hour. Routing and switching was interesting to observe. On September 3 one of the specials collided with a truck at San Juan Capistrano. The truck turned into the path of the train.

Dick Fernick reported that grading has destroyed the remains of the old box car station at the original Fallbrook station site. Whole area has been ploughed up. Society members visited the location last year.

The Dispatcher has heard reports that the San Diegans have had standing loads and have left would-be passengers at Los Angeles.

Santa Fe and Disneyland Railroad has a new train. Description will be given in the Dispatcher. Locomotive was located by Gerry Best and is a Lafourete, Rareland & Longport Railway (La.) 1894 Baldwin Forney type 2-4-4T. (Obser. Car.)

Santa Fe is considering single track and CTC for 112 miles of double track in the Williams-Crookton, Arizona, and Goffs-Ash Hill, Calif., areas. Line changes would reduce freight running times a total

of three hours. (Dodge, San.)

During the truck strike certain Santa Fe freights are carrying local way freight in a way car. Loads are "kicked off" at station stops. (Eastlick)

The Fred Harvey Cafeteria in the Los Angeles Union Passenger Terminal has been closed and slot machines have been installed for the vending of foods, beverages and cigarettes, accent on the latter. And there are ominous rumors about the Restaurant. (Dodge)

The Atchison, Topeka & Santa Fe Railway's Annual Report for the year 1957 indicates that 87 steam locomotives are still on its roster, all stored. No engine was retired during the last half of the year. The surviving engines would be:

2-6-2 #1010

4-8-4 2900-2925, 2927-2929, 3752, 3753, 3765-3784

2-10-4 5001-5035

The latest report from the Santa Fe shows that, of the 87 steam locomotives on the roster, only six engines are "laid up good." The serviceable ones are numbers 2916, 3780, 5004, 5008, 5024 and 5033.

Engine number 3751 was donated to the City of San Bernardino, May 17, 1958.

Engine number 3768 went to Wichita, Kansas, June 3, 1958.

Number 3769 was "Written from accounts" and 1010 is held for disposition (Los Angeles). Number 9419, originally Santa Fe Terminal Ry. #1, then ATSF 2419 and now #5 "Little Buttercup" does not appear in the accounts and is stored. No mention is made of the "Cyrus K. Holliday." (Data from S. R. Wood via Dick Dodge.)

Application has been filed by the Santa Fe to abandon trains 23 and 24, the Southern Section of the Grand Canyon, through the State of Texas. SF Chief will take over the service. (Dodge)

Santa Fe Public Relations bulletins told of plans to shorten eastbound freights from California and Arizona by one day. Closing times would be moved up and icing more strictly controlled. The Super Chief interiors have been redecorated. "A starlight glow is cast over the luxurious appointments of the Pleasure Dome's main lounge"...The first of 25 of the longest flat cars ever to be built for trailer-on-flat car freight service has been completed at Topeka. Loading surface length is 88 feet and width is 9' 6". Two 40' trailers can be handled....100 "shock control" freight cars have been put into production. AT&SF 10001 is the first.

SOUTHERN PACIFIC

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Dodge reports this Jan. 1958 roster:

0-6-0 Shop Switch: 220, 572, 966

0-6-0 Switch: 1211, 1214, 1221, 1226, 1250, 1258, 1259, 1268, 1272, 1274, 1282, 1284, 1291, 1299

2-6-0 Mogul: 1729, 1744, 1749, 1760, 1765, 1775, 1777, 1782, 1805.

4-6-0 Ten Wheel: 2248, 2381

4-6-2 Pacific: 2475, 2476, 2477, 2484

2-8-0 Consolidation: 2513, 2582, 2728,

2730, 2746, 2758, 2765, 2784, 2786, 2818, 2827, 2831, 2833, 2836, 2837, 2850, 2851, 2854, 2861, 2862, 2863, 2864, 2865, 2866, 2867, 2868, 3400, 3406, 3423

2-10-2 Santa Fe: 3634, 3643, 3660, 3663, 3666, 3670, 3673, 3690, 3706, 3711

4-8-8-2 Articulated Consolidations (Cab in front): 4172, 4186, 4209, 4212, 4218, 4224, 4228, 4233, 4240, 4241, 4242, 4243, 4252, 4259, 4261, 4262, 4274, 4276, 4280, 4281, 4287, 4289, 4292

4-8-2 Mountain: 4312, 4342, 4358, 4360, 4373.

4-8-4 Northern: 4402, 4415, 4420, 4421, 4428, 4430, 4431, 4437, 4439, 4441, 4443, 4444, 4445, 4446, 4450, 4451, 4455, 4458, 4460, 4461, 4464, 4465, 4469, 4488

0-8-0 Switch: 4503, 4507, 4512

Note: Engines 2861 to 2868 inclusive and 4488 are leased - Owned by St. Louis - South Western.

Last year, according to M. R. Gaddis, the Southern Pacific conducted a series of exhaustive tests, using a dynamometer car, in an effort to develop a practical means of reducing "wheel slip" on diesel freight locomotives operating on grades with full tonnage. The runs covered the territory between Tucson, Arizona, and Dragoon and Lordsburg, New Mexico, including Benson Hill east on the north line.

Rail adhesion was checked using various types of sanding, rail washers, ballasted units, adhesion shoes made of aluminum oxide and synthetic resins, also independent application of the brakes.

The results indicated that marked improvements in operating performance could be effected by adding "ballast" to the units, about seven tons each.

Of course, equivalent results could be obtained by reducing the tonnage and operating the trains at higher speeds. (Richard Dodge)

The Southern Pacific has discontinued the local trains between Tucson and Yuma, Arizona, via Casa Grande, due to lack of patronage. This is the southern line, the original main line (Picacho-Wellton.)

Great changes have been taking place on SP's diesel fleet. New common paint scheme for passenger and freight units recently went into effect. Diesel cab units are now solid black, with solid orange where the orange and silver striping was formerly on the nose of the unit. New colors are now on: passenger-6001, 6048; and freight-6257, 6342, 6348, 6351, 6362, 6364 and 6371. Of course, nearly all the diesel switchers have solid orange paint where they once had stripes. I don't know what will be done with the road switchers, but I'd bet they get the same treatment as the passenger units. This all foreshadows the big renumbering which is coming up one of these days, in which all T&NO and SP diesels will be grouped together in a system following that of the B&O, where engines are numbered according to builder and service.

Also, SP is refinishing all passenger, pullman, and headend equipment with an exterior trim of stainless steel or painted (simulated) stainless steel as the cars come up for shopping. The only exception to this plan is on the Overland route, where the cars are interchanged with the UP and are painted yellow-red-gray, to match UP. This, for instance, will enable SP to put cars from the Daylight pool into the Sunset pool without giving the train a mottled appearance. (Joe Strapac)

Southern Pacific expects to complete the \$49M Salt Lake project by Fall, 1959. (SP Bulletin)

UNION PACIFIC

The Big Boys are back in service again as helpers on Sherman Hill. (Dodge)

Union Pacific will build a new freight depot adjacent to its East Los Angeles passenger station. Capacity will be 80 cars. (Obser.Car)

Canadian sources credit Electro-Motive Division of General Motors with a locomotive now being built for Union Pacific utilizing two 1000 hp. free-piston engines. Also cooking for UP is a coal-fired gas turbine by Alco-GE which is due anytime for testing. Still nothing on those big turbines which apparently are still gathering dust at the GE plant. (Joe Strapac)

WESTERN PACIFIC

Western Pacific's passenger trains now commence their eastbound runs at the Third and Washington Station in Oakland. East-bound checked baggage is transferred by

truck to the baggage car at Oakland Yard. Trains are allowed to stand in the street at the station for fifteen minutes. Western Greyhound buses handle the Zephyr passengers to and from San Francisco.

California Zephyr average load in June 1958 was 92.4% of train capacity, compared with an average load of 95.1% for the same month one year ago.

(WP Mileposts)

Western Pacific in June completed construction of covers for two gondola cars which will be used to transport high grade steel products. Cars are 6001-2.

WP has no intention of getting out of the passenger business. The company feels that prosperous years are ahead for the Pacific Coast area and it intends to solicit all the passenger business it can get. WP asserts that its employees deserve much of the credit for making the California Zephyr "one of the finest trains in the nation." Every busy season since 1949 the trains near capacity operation has made money. The only annual loss, incurred in 1957, was held to \$18,751. Not so favorable is the report on the two Zephyrette RDC car operation. The 1957 loss was \$234,772. Special excursions are welcomed and have included the Shrine-Circus Special, Cinerama Excursion and the Cariboo Country Special.

TRACTION - GENERAL

Bay Area members have purchased Key work cars 1001 (freight motor), 1011 (wrecker) and one other car. Howard Wolfe previously acquired 1218. (Review)

British Columbia Electric Rly. car 1225 ran on Marysville-Yuba City trackage under the sponsorship of Orange Empire Traction. It posed with Bay Area's Birney 62 (ex-SDERy 301). (BAERA Review)

Street car lines which criss-cross Mexico City's main plaza, the Zocalo, will be rerouted. (SD Union)....On June 21 both Chicago last street car line and the Illinois Terminal's St. Louis-Granite City line closed down...Waterloo-Cedar Falls street car closed August 1....North Shore may fold and Chicago, Aurora & Elgin may reopen....Congress St. rapid transit line of Chicago is open

LOS ANGELES METROPOLITAN TRANSIT AUTH.

Loop on the north end of the S line went into service on June 26. With the

completion of turning facilities at the North and the narrow gauge division may go all PCC....Almost all LATTA offices are now in the former LARY-LATL building. Much ex-LATL rail equipment is now painted LATTA colors (same as SDTS)..... September 14 may be the date for PCC's on the S line.

PACIFIC ELECTRIC

Persistent scuttlebut has it that PE will soon merge into the parent SP system.

SAN DIEGO ELECTRIC RAILWAY

La Jolla's Electric Avenue, part of the old #16 interurban route, may be renamed. Much of the old route may be incorporated soon into a new highway. Get your pictures.

TRANSIT AUTHORITY IN SAN DIEGO

San Diego's rapid transit dreams received a setback August 14 when the Metropolitan Transit Fact Finding Committee made its report. No mention was made of the formation of an Authority. The report recommended limited subsidization of present privately-owned facilities. Recommendations had to do with suggestions for facilitating bus operation through provisions for loading on freeways, for bus lanes on downtown streets, for construction of park-ride facilities, for an opinion survey, and for underwriting costs of certain new bus routes. The report pointed out the difficulties involved in economical and efficient transportation in the San Diego area.

SAN DIEGO TRANSIT SYSTEM

Route H buses will be extended Sep.17 one and a half miles from Cabrillo Hgts. to Mission Village Road and Fermi Avenue in Mission Village.

MOJAVE NORTHERN

Mojave Northern is operating steam. MN is the railroad department of the Southwestern Portland Cement Company, with headquarters on the north side of Victorville. The company has three Davenport O-6-OTs, built 1917-1920, utilized as follows as of 9-3-53: #1, plant switcher, operating over about $\frac{1}{2}$ mile of track in spotting operations. #2 is a reserve engine for #1 and is possibly al-

ternated with it. #3 has (or had) its valve gear down. Steam power is operated Monday through Friday, and the management is very cooperative toward railfans. Anyone planning to visit this operation should contact the company at Post Office Box 937 Victorville, California.

MEXICO

The San Diego Union of June 25 reported that the Mexican Department of Communications had allotted \$6M for completion of the Chihuahua Pacific Railroad which runs from Chihuahua to Topolobampo, a distance of 956 miles.

Lineas Aereas de California (California Airlines) will offer twice weekly service each way on an Ensenada-Durango-Tepic-Mexico City run. C4's will be used.

MARITIME

The passenger and car decks of the San Diego & Coronado Ferry Company's M.V. North Island were damaged by fire Sep.8 at the drydock of the National Steel & Shipbuilding Corporation. Fire started from sparks from welders' torches which were being used in the removal of metal fenders from the sides of the ferry. Damage was considerable. Ferry is the former Southern Pacific-Golden Gate ferry, the "Golden West." Ferry will be repaired.

Star & Crescent Boat Company is planning an excursion service in Mission Bay.

The "Star Of India" may be removed to Broadway Pier where will be built a maritime museum. Star & Crescent plans a ticket office in the same portion of the pier.

Broadway Pier and B Street Pier will be limited to general cargo when the Tenth Avenue Terminal goes into operation sometime this year.

Matson's Lurline can be rented for \$25,000 per day. Interested?

The Army's newest amphibious support vessel, the beach discharge lighter Lt. Col. John U. D. Page was floated on June 22. The 338 ft. vessel was constructed by National Steel & Shipbuilding Corp. at a cost of \$2,404,822 and is the largest self-propelled vessel built in San Diego.(Union)

Grace Line's Santa Malta left San Diego July 9 with a record 1,119 bales of Imperial Valley cotton plus a 500 ton load of cargo trucked in from Los Angeles. Cotton was destined for Bogota.

Panamanian coal-burning steamer Catasha arrived in San Diego on July 20 with 1200 head of New Zealand cattle. Steamer had a "rakish" look. Looked good! Cattle will go to packing plants or to Imperial Valley after the quarantine period. Many unexpected problems were encountered,....Pacific Coast Steamship Company's old wharf - the portion that was still standing - was torn down. Building, located at the Foot of Fifth Street, was purchased in 1940, following a series of ownerships, by the Buel-Town Co. The Buel ranch in Campo will be adorned with gingerbread and four old ships steering wheels taken from the building.

STRAPAC ON LAMTA, SN SF, KEY

Ex-MCL cars are now renumbered as follows: 300-318 to 1500-1514; 402-437 to 1515-1545; 450-459 to 1600-1608; 498 to ?; 5111-5167 to 1800-1815.....Sacramento Northern uses an electric motor for switching in the Yuba City-Marysville yards. They own three electric motors, two are being stored dead (and apparently under cover) at Sacramento. The engines are rotated during inspection periods. Key System cars are out of Bridge Yard and are stored on the former Westbound main line to San Francisco. Many cars have been scrapped. SF Many has two Iron Monsters and two pieces of MW equipment, a crane and a work motor, at Elkton-Geneva. There are also 106 PCCs working there. At Washington-Mason cable barn there are 12 California cars and 27 single-enders. Here is a copy of the official roster, dated 7-21-58:

GENEVA CARHOUSE - PCC Cars

Numbers	Motors	Seats	Total
1001-1003	GE-1198	60	
1004-1005	WH-1432C	60	
1006-1015	GE-1220	60	
1016-1040	WH-1432K	58	40
1101-1166	GE-1220A1	53	66

106

WASHINGTON & MASON - CABLE CARS

49-60	Double end	12
501-527	Single end	27
		39

Remaining older cars were not listed.

Steam crane 00192 in July was thinning out the poles on the now-abandoned Bellflower line. All overhead is down.

PENNICK ON SMVRR, PC

Here are some notes on the Santa Maria Valley Railway trip, April 20:

As you know, the old PC n.g. served the town of Santa Maria until 1941, when a flood washed out the line between Obispo and Maria, stranding equipment at Santa Maria. Although most of the equipment was salvaged, vestiges of the n.g. still remain. The old and sagging Santa Maria depot still stands adjacent to the old r-of-w, in use by Coast Counties Warehouses, on Depot St. Nearby, rusted 3' gauge track protrudes from the sidewalk, while another segment stretches down the street towards town. Behind the depot lay a stack of n.g. switch frogs and --- two rusted HARP SWITCH STANDS! And they still move freely. Some that Ward Kimball missed when he purchased some of the ng track for his Grizzly Flats R.R. Spikes were also to be found along the old roadbed.

In Santa Maria, adjacent to the yard trackage, there stood, sans trucks, a decrepit PC n.g. boxcar No. 1504, with much of its lettering still discernible. Evidently this was one of the boxcars acquired from the F & CC, as the "Gold Belt" symbol was still visible under the weathered paint after 40 years! I now have two OC n.g. towel racks! North of Los Olivos, the roadbed was still visible along the road and here and there warehouses still stand.

Engine No. 100, 2-8-2, still sits on a side track in front of the Santa Maria engine house, boarded up but still entirely steam worthy. The old warehouse at Gates is out of use and is up for sale. A tender from some scrapped SLV engine is now SMV Water Car No. 126 and sits on a siding in the fields near Betteravia Jct. (Editor's note: PC - Pacific Coast; F & CC - Florence & Cripple Creek.)

OF SPECIAL NOTE: Two San Diego County railroads not specifically identified in Issue #19, "San Diego's Wheels of Steel," were the South San Diego Railway and the Mexico and San Diego Railway. The former road operated a gas car between South San Diego and Imperial Beach; the latter line operated two battery cars between Imperial Beach and South San Diego and La Punta.

EXIT THE FERRIES

It is all very confusing, but apparently the Southern Pacific ferry, the San Leandro, made a final, a final-final, and then a final-final-final round trip. At least so reports a reporter for the San Francisco Chronicle. Immediately after the final scheduled run on July 29 the ferry returned to Oakland Mole to pick up 200 San Francisco bound Shasta Daylight passengers. Seems that the train was late so another trip was made, arriving at the Ferry Building at 12:30 a.m. (now it's July 30).

Then on July 30 at 10:10 a.m. an "invited guest" run left the Oakland Mole and arrived at 10:30 a.m. at the Ferry Building. Arthur Fiedler's Municipal Band marched aboard. The ferry eased out and circled in mid-bay while a fireboat and the Chamber of Commerce's Great Golden Fleet of two yachts did their stuff. During the ceremonies a wreath and a model ferry were thrown overboard. At 11:20 a.m. the ferry arrived at Oakland Mole and guests departed. Some minutes later the ferry sailed out, made a wide circle and nosed into the pier adjacent to one housing the Berkeley.

On July 29 the San Leandro transported 25,000 fares between San Francisco and Oakland, the largest number to travel by ferry since the Golden Gate bridge was built.

As the last scheduled (July 29) run was completed one heard out in the darkness the words: "We'll take a cup of kindness yet. . ."

(From San Francisco Chronicle)

Editorial from the August 9, 1958
San Diego Evening Tribune

EXIT SAN FRANCISCO'S FERRIES

There is something undeniably sad about the passing of old institutions to which millions of people have long been accustomed and attached.

The retirement of San Francisco Bay's last big, double-ended ferryboat is a good example.

When the San Leandro traced her final wake across the bay recently, she wrote the end of a chapter that began more than a century ago, when San Francisco was just becoming a city.

It was a romantic chapter, in retrospect, filled with misty recollections of

Christmas carols on deck, the savory aroma of meals aboard while the fog swirled outside, the gay summer's-end ceremony when thousands of straw hats were hurled overboard. . .

In the 20s and 30s, the San Leandro and her gaily painted sisters carried some 20 million passengers a year between San Francisco Bay cities.

And then the magnificent Golden Gate and Bay bridges arched their tracery across the horizon -- and the end of the ferryboat era was in sight although a few years of life remained.

If San Franciscans took it hard, the feeling is different only in degree, whether one lives in Sandusky or San Diego: Something old and familiar is gone, and these are times when one looks for things to hold on to.

And just to make sure that some things are unchanged, we intend to take a ride on San Diego's own bay ferries this weekend.

IT ISN'T TOO LATE

San Francisco's ferries live in books and in ferry lanes of other harbors.

RHSofSD Member Jerry MacMullen's book "Paddle-Wheel Days in California" includes a description and an appendix on California's ferries.

Specifically dealing with San Francisco's ferries is the volume, "Of Walking Beams and Paddle Wheels." George Harlan and Clement Fisher are the authors. The Dispatcher highly recommends both volumes.

Several former San Francisco ferryboats continue to operate in the Puget Sound Area. Wonderful rides on long ferry routes are a common experience to many Puget Sounders.

Although the trip is short the San Diego & Coronado Ferry Company service and the Star & Crescent Boat Co. run both offer interesting rides. Two former San Francisco ferries, the "Golden Shore" and the "Golden West", see service on the San Diego-Coronado run.

The "Islander" continues to ply back and forth between San Pedro and Terminal Island. And don't forget the Balboa Island ferry and the steamer to Catalina.

Can a Dispatcher subscriber give us the status of the ferry that operates on the Benicia-Martinez run? Is this service still available?

1. 2-4-4T Rhode Island 1892 Sd. LA&SDB #4, 1906.
Scr. 1918. Ex NYNH&H #__, Purchased 1904.
2. Purchased 1904. No other authentic data.
3. 4-4-0 Schenectady #1223 1880
Ex SP 1310-88, SPofA 8, Purchased 1/27/11
4. 4-4-0 Schenectady #1224 1880
Ex SP 1319-89, SPofA 9, Purchased 6/21/13
5. 4-6-0 Rhode Island #27747 4/1903
Ex FtS&W 22-10, Purchased about 1915.
6. 4-4-0 Schenectady #1225 1880
Ex SP 1412-48, Purchased 8/3/20
7. 2-6-0 Cooke #64390 5/1923
New

PRINCIPAL SPECIFICATIONS OF LOCOMOTIVES

1.	No data											
2.	No data											
3.	63" driv.	17x24	cyls.	83300	wt. eng.	51700	on dr.	140	b.p.	13100	t.e.	
4.	"	"	"	"	"	"	"	"	"	"	"	"
5.	"	"	18x26	"	143000	"	"	?	"	?	"	"
6.	69"	"	18x24	"	95300	"	"	59830	"	150	"	14370
7.	50"	"	"	"	134000	"	"	?	"	?	"	?

NOTES: Former numbers read from left to right, with latest number on left. Abbreviations: LA&SDB: Los Angeles & San Diego Beach; NYNH&H: New York, New Haven & Hartford; SP: Southern Pacific; SPofA: Southern Pacific of Arizona; FtS&W: Fort Smith & Western. HI-U locomotives were operated after SP took over in 1926, but during the depression were shipped to Yuma. Apparently all HI-U locomotives were scrapped, though #7 may have gone to some short line or logging company. This roster is regrettably incomplete. Anyone who can complete any of the entries is invited to contact the editor or yours truly. (Editor's note: "Yours truly is Joe Strapac.")

THE DISPATCHER

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EDITORIAL COMMENT

The Dispatcher has added the Canadian Railroad Historical Association, the Iowa Chapter-NRHS, and the Lehigh Valley Chapter-NRHS to its exchange list.

Many Dispatcher subscribers have become RHSofSD members. The list includes: Fred Beesley, Harold Bright, Charles Ellison, Everett Jones, Richard Main, Russell Mann, Norman Weston, Sibley Sellow, Murray Smith, Charles Underhill and Richard Willis. RHSofSD membership now totals about 75 paid - quite a jump from the 31 non-paying members. Dispatcher paid circulation now totals about 140. Welcome to all new subscribers. Now be "contributing subscribers" and send in Southern California rail news items.