

Dispatcher

Issue 25

Railway Historical Society of San Diego, Calif. Inc.

May 17, 1959

COLORADO RIVER EXPRESS

Excursionists today will travel the right-of-way of two railroads, the Ferrocarril Sonora-Baja California and the Compañía del Ferrocarril Inter-California. Except for Sonora-Baja California's terminal track which is located along the Inter-California line between KP 5.78 and KP6.70, rail between the International Border and Pascualitos belongs to the In-

NOTICE

The Dispatcher joins RHSofSD in welcoming everyone to Excursion #10....Want to know where you are on today's trip? On S-BC track outbound look for kilometer posts on the right side, low, and close to the tracks. Every other telephone post carries a number and sometimes the KP, too. There are 16 or 17 to the kilometer. The complete S-BC story with more pictures will be retold in a forthcoming special issue.

ter California, a Southern Pacific subsidiary. At Pascualitos, after operating on Inter-Cal's track for approximately eight kilometers, Sonora-Baja California trains swing on to their own right-of-way which extends to Riito, Puerto Penasco and Benjamin Hill. Confusing? It simply means that our train will operate from the border or the S-BC station (undecided at press time) over Inter-California track to Pascualitos and then from that point the train will ride the rails of the Sonora-Baja California to Riito. The end of the line for the Sonora-Baja California is Benjamin Hill where the line connects with the Pacific Railroad.

Today's excursion train will cover only the northern portion of S-BC's line - Mexicali to Riito - 68 out of a total length of 530 kilometers. The train will travel to the Baja California towns of

Delta, Victoria and Coahuila, then cross the Colorado River and finally terminate at the "Y" just south of Riito in the state of Sonora.

The train will travel across the Mexicali Valley described by Sunset Magazine as "flat farmland cut with canals and irrigation ditches, spotted with tamarisk and cottonwood. Farming is now often modern with trucks and tractors. Housing, however, hasn't always caught up with the new equipment - you'll see shiny new tractors parked next to adobe huts and small sagging sheds." Thatched roofs and reed walls are common. Land is largely given over to cotton, wheat and alfalfa. Winter vegetable crops are also grown.

Between the S-BC terminal and Pascualitos the route is lined with industries, most of them related to cotton and its by-products.

Mexicali, listed with an official 1950 population of 65,364 and an estimated 1959 population of 257,609, is becoming an industrial center. Steel and beer are two products. The city, which boasts one television station and several daily newspapers, is the capital of the state of Baja California. The Governor's Palace is located near the S-BC terminal.

Towns south of Mexicali tend to be quite primitive.

Two scheduled trains operate daily except Sunday each way on the Sonora-Baja California. Trains 1 and 2, daily including Sunday overnight passenger trains, have a consist which includes a cab-type diesel-electric locomotive, modern Swiss-built coaches and headend equipment, conventional ex-Southern Pacific coaches, and a S-BC-owned "coche dormitorio." Cars of the Ferrocarril del Pacifico are sometimes included in the consist, but S-BC equipment does not operate beyond Benjamin Hill, although extension of the coche dormitorio service via the Pacific and National Railroads to Guadalajara and Mexico City is contemplated.

Freight trains 11 and 12, which run

daily except Sundays also operate on an overnight schedule.

DISPATCHER Page 2

Until about four (?) years ago Trains 3 and 4, the "Ranchero" trains provided additional passenger service on the line. For a time these trains operated over the entire route with a stopover in Miito, but following a schedule considerably slower than Trains 1 and 2 (It may have been a Mixed train.). The most recent service of Trains 3 and 4, shown on the November 16, 1955 timetable was a daytime run, Mexicali to Miito and return. Apparently S-BC's diesel-electric motor #2501 (formerly Tonopah & Tidewater gas-electric motor #99) powered the "Ranchero" trains for at least part of the time. Trains 3 and 4 apparently were withdrawn from service on November 23, 1955.

A Pacific Railroad Society excursion train ran westbound on the line on January 1 and 2, 1956 as part of a run from Los Angeles, to Nogales, Benjamin Hill, Guaymas, Benjamin Hill, Mexicali and return to Los Angeles. Another P&S special had also operated on the line on March 8, 1952. Today's special, it is understood, will be the first railfan excursion to utilize S-BC's own equipment, passenger cars as well as motive power.

Special movements of Pullman (and dining?) cars have provided transportation and living accommodations for fishermen bound for Puerto Penasco. These cars have been part of the consist of the Friday and Sunday trains. The cars are set out over the weekend on a siding just feet away from the Gulf waters. Several S-BC passenger trains observed during the first quarter of 1959 had a consist of 10 to 17 cars. Freight trains observed during the same period ran from 20 to 50 cars. The diesel-electric motor now makes regular runs on the line providing commissary service the day after payday. Sales counters have replaced seats in the passenger section.

Rail facilities in Mexicali include the Inter-Cal station and general office building located about three blocks from the border. Between approximately KP 5.78 and KP 6.70 on Inter-Cal's line and paralleling it to the east is the large Sonora-Baja California terminal facility. Officially opened on February 26, 1954 the property includes a modern two-story brick headquarters building, a passenger terminal equipped with both first and second class waiting rooms, and an as yet unopened restaurant. A shelter completed last month protects passengers from the elements at two of the four passenger tracks. Mail and express facilities and the freight house are adjacent to the passenger station. At the south end of the terminal yard is the engine house and passenger yard. A freight yard occupies the central area.

MHSofSD Excursion Committee members who previewed the line on a section car all speak with enthusiasm about the hospitality of the Mexicans. Excursionists are urged to use limited vocabularies and sign language as a means of communicating with local residents. Opportunities for such contacts may be possible at Delta, and at Coahuila a one hour's stop will allow time for excursionists to walk through the main streets, make purchases at the markets, and chat with their friends. Coahuila's main street, unpaved but crowded with townspeople and visiting farmers and field workers, has much to interest the tourist.

Although the special train will not operate beyond Miito it should be noted here that east of this point towns are small and far apart. Puerto Penasco, the popular fishing port at the head of the Gulf of Lower California, is the halfway point. Every evening except Sunday this city for a few moments is the meeting place for all four S-BC trains. After Puerto Penasco comes the crossing of the "Grand Desert," adequately described in the April 1959 issue of Sunset Magazine. Benjamin Hill, the terminus of the line, is a small but growing desert community. Connections with the Ferrocarril del Pacifico are made here and passengers may transfer to trains going north to Nogales or south to Guadalajara and a connection with the Mexican National Railways to Mexico City.

First construction beyond Pascualitos on the present S-BC line was undertaken by a Southern Pacific subsidiary, the Mexicali and Gulf, in 1924. Railhead which reached the Colorado River was intended to help develop and tap the Colorado delta

area. According to one plan the produce was to be shipped to Mexicali and then transported on another line to the gulf town of San Felipe for shipment overseas. The port never developed as expected. In 1929 the F.C. Inter-California del Sur was organized to take over the railroad and by 1931 the line had been extended to Medanos (Flowing Wells).

Inter-Cal's General Manager J. B. Burdick stated that service on the line prior to S-BC takeover consisted of one weekly mixed freight. Not until the years 1937-1949 when the Communications Ministry (SCOP) took over and extended the line through to Benjamin Hill did the railroad begin to realize its potential - but with through rather than local freight.

Inter-California, from its completion in 1909 to January, 1958 served as the "Yuma Short Line" for many trains which included the Imperial Valley produce trains, the San Diego Passenger, the San Diego Freight-Sidewinder, and the Imperial. In January, 1958, the Sidewinder (which includes cars from the SD&AE eastbound freight) was routed to Yuma via Niland, all other eastbound trains were routed the same way, and the track was cut at Algodones. Service on the Inter-California then was limited to one mixed train a week which ran from Mexicali to Algodones and return. This train, known as #357 and 358, was discontinued on March 2 of this year. The coach used on the train still stands on a siding at the Mexicali station. Currently, one of the two locomotives leased from parent Southern Pacific hauls a daily morning freight from Mexicali to Pascualitos and return. A former SP mail car serves as a caboose. The second locomotive handles local switching and interchange.

Indications are that the Sonora-Baja California may soon take over Inter-California's remaining service. No announcement has been made, however.

El Centro has become the center of operations for the lower section of Imperial Valley and Calexico has become the southern terminus for a switching service out of El Centro.

YOUR TRIP LOG

COMPANIA DEL FERROCARRIL INTER-CALIFORNIA

- KP 0.00 Linea Internacional. Interchange with Southern Pacific. Inter-Cal's two locomotives are stored overnight on the U.S. side of the border.
- KP 0.47 Mexicali. Location of Inter-California station and, one block away, the General Office. Freight yard. One passenger coach and one mail car "caboose." Right-of-way runs through industrial area.
- KP 5.78 SCOP-Sonora-Baja California terminal - north lead. To the left are the passenger station, baggage and express building, freight house, and the general offices.
- KP 6.70 SCOP-Terminal -south lead. At this end of the Sonora-Baja California terminal is the engine house. Also the passenger yard.
- KP 6.89 Packard. Station building and siding. Industrial area for cotton and by-products.
- KP 12.70 Gonzalez Ortega. Only a siding.
- KP 14.78 Pascualitos. Terminus of present-day Inter-California although track continues straight ahead to Algodones. Small yard.

AT THIS POINT OUR EXCURSION TRAIN TURNS ON TO SONORA-BAJA CALIFORNIA TRACKAGE

FERROCARRIL SONORA-BAJA CALIFORNIA

- KP 0.00 Pascualitos. Station. Empalm yard complete with track crew headquarters, two old coaches, stockpiles, and section cars. YL 0.00 to 2.5.
- KP 9.70 Lobo. First curve. Sign board. Section car track. Herds of goats.
- KP 15.40 Alamitos. Only a shelter. (L)
- KP 17.00 "Bad lands" to KP 23.00. Scrub brush - saline.
- KP 19.00 Cerro Prieto. 40 car passing track on right.
- KP 20.00 Canal crossing.
- KP 22.50 Highway crossing.
- KP 25.00 Laguna. Sign and track for section car on left (?). Cotton - wheat - alfalfa. Homes with thatched or tar paper roofs, adobe and reed walls.
- KP 31.50 Delta. 19 car passing track on right. Station on left. Canal crossing to the south. Interesting elevated track for section cars at south end.
- KP 35.00 Curve to the left.
- KP 39.00 Pescaderos. 9 car passing track on right. Station on left. Corn.
- KP 40.00 High embankment to KP 42.00
- KP 43.00 Victoria. 51 car passing track and industrial spur on left. Station on right. Cotton gin to southwest. Road crossing at KP 43.30.
- KP 46.50 Curve to left
- KP 47.50 Curve to right.
- KP 49.00 Rio Colorado. Station on left. Marshy and sandy. North portion of bridge is steel. Railway bridge converted to rail-highway single lane bridge. Railroad operates bridge as a toll route for automotive traffic. Low water in the Colorado. Irrigation removes much water.
- KP 49.70 Curve to left.
- KP 51.50 Curve to right.
- KP 53.00 Mezquital. 14 car passing track on right, also cattle pen. Shelter on left. Alamo trees, low shrubs.
- KP 57.10 Coahuila. 26 car passing track on left. Station on right. Largest town visited. Business street on left. See Hotel Fenix, adobe homes, etc.
- KP 60.00 (approximately) Baja California - Sonora state line.
- KP 62.60 Riito. 56 passing track on right. Station on left. "Y" just south of town on left side. Formerly terminus of Trains 3 and 4.

FROM THIS POINT THE RIGHT-OF-WAY CONTINUES TO PUERTO PENASCO at KP 239.2 AND BENJAMIN HILL AT KP 522.9.

Rumbo Al Sur			DISCRITO DE PASQUALITOS		Rumbo Al Norte		
12 Segunda Clase Local	4 Primera Clase Pasaieros	2 Primera Clase Pasaieros	HORARIO No.5		1 Primera Clase Pasaieros	3 Primera Clase Pasaieros	11 Segunda Clase Local
Diario Excepto Domingos	Diario Excepto Domingos	Diario	En vigor a las .01 Hs. del 16 de Noviembre de 1955		Diario	Diario Excepto Domingos	Diario Excepto Domingos
s 15.30	s 9.20	s 19.20	Pascualitos		LL 6.08	LL13.30	LL 8.50
b 15.45	p 9.35	b 19.35	9.6 Lobo 9.7	9.7	b 5.53	p 13.13	b 8.30
b 15.54	p 9.45	b 19.42	5.7 Alamitos	15.4	b 5.46	p 13.03	b 8.21
b 16.03	p 9.53	b 19.47	3.6 Cerro Prieto	19.0	b 5.38	p 12.55	b 8.15
b 16.12	p 10.03	b 19.54	6.0 Laguna	25.0	b 5.31	p 12.45	b 8.06
b 16.27	p 10.16	b 20.05	6.6 Delta	31.5	b 5.23	p 12.34	b 7.05
b 16.58	p 10.29	b 20.17	7.4 Pescaderos	39.0	b 5.10	p 12.22	b 7.34
b 17.14	p 10.39	b 20.25	4.0 Victoria	43.0	b 5.02	p 12.14	b 7.18
b 17.23	p 10.49	b 20.35	6.0 Rio Colorado	49.0	b 4.50	p 12.04	b 7.04
b 17.36	b 10.54	b 20.43	4.3 Mezquital	53.3	b 4.41	b 11.56	b 6.46
p 18.02	p 11.07	p 20.53	3.8 Coahuila	57.1	p 4.33	p 11.46	p 6.40
p 18.20	LL11.14	p 21.10	5.5 Riito	62.6	p 4.20	s 11.34	p 6.22
LL23.20		LL 0.24	Puerto Pnasco	239.2	s 1.00		s 1.10
LL 9.48		LL 6.54	Benjamin Hill	522.9	s 19.00		s 15.00

A 1959 Timetable lists Riito in another time zone. Trains 1 and 2 maintain same schedule. Not shown above: Lv. Mexicali 18.55; arrive Mexicali 6.30.

LOCOMOTIVES HELP THE DISPATCHER CORRECT THIS INACCURATE ROSTER!!

Present#	Earlier#	Bldr.	Type	Bldr.	Date	Wheels	Class	Type
2101	23035	1500	Cab	EMD	Sep. 1949	B-B	FP7	Passenger
2102	23036	1500	Cab	EMD	Sep. 1949	B-B	FP7	Passenger
2103		1500	Cab	Alco?	1949??			Passenger
2201	23037	1500	Cab	EMD	1948	B-B	F7	Freight
2202	23038	1500	Cab	EMD	1948	B-B	F7	Freight
2301	7121	1600	Hood	Alco	Oct. 1956	B-B	FA2	Freight
2302	7128	1600	Hood	Alco	Oct. 1956	B-B	FA2	Freight
2303	7129	1600	Hood	Alco	Oct. 1956	B-B	FA2	Freight
2501	diesel-electric motor "La Paloma", Blt. Sterling-Viking? Commissary car.							

Note: Locomotives purchased new. Motor #2501 was Tonopah & Tidewater #99

PASSENGER CARS AND MAIL-PACKAGE CARS

1st Class: 5101 - 5108* Swiss built
 2nd Class: 5201 - 5210* Swiss built
 Mail-Exp.: 5501 - 5506* Swiss built
 Conventional passenger cars: 5301 - 5309*
 Conventional passenger cars still lettered
 with SP insignia include: 1013, 1170,
 1189, 1871, 1843, 1972, 2056, 2169, 2310,
 2311

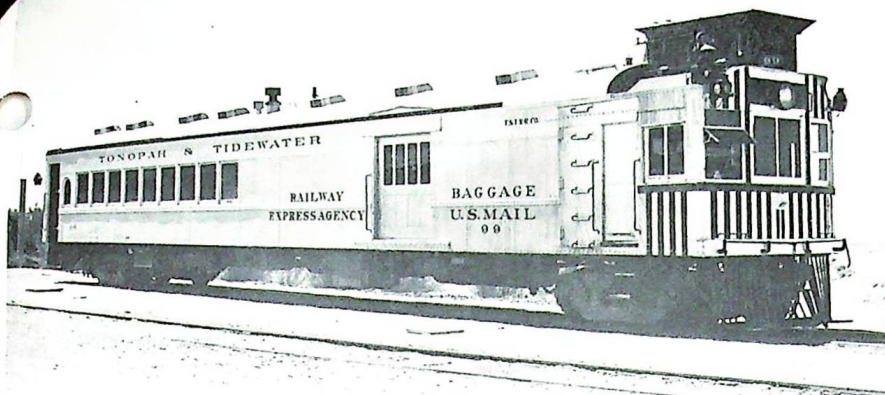
Coche dormitorio (formerly U.S.): Rio
 Magdalena, El Sonorense, Baja California

* Possibly higher

FREIGHT CARS

Box cars: 7711 series, 62 cars
 Stock: 7721 series, 6 cars
 Flat: 7741 series, 6 cars
 Gondola: 7734 series, 44 cars
 Tank: 7761 series, 5 cars
 Caboose: 7722 series, ?

In each instance the series number pre-
 cedes an individual car number. Appar-
 ently the individual numbers are not
 consecutive.



Top. Tonopah & Tidewater gas-electric #99 at Death Valley Jct., 1940. Is now S-BC diesel-electric #2501. (John Carrick, Los Gatos, picture)

L1. S-BC #23035 (2101?) and Pacific Railroad Soc. Excur. Train, 3-8-52.

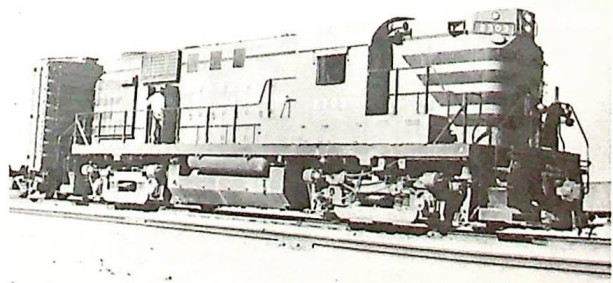
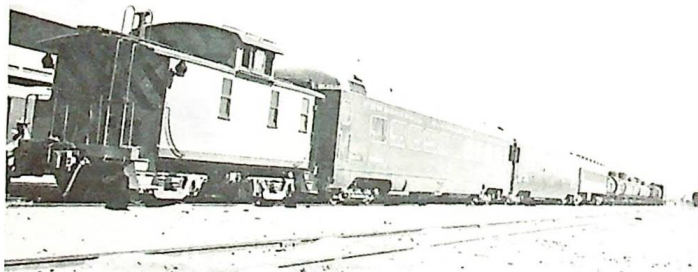
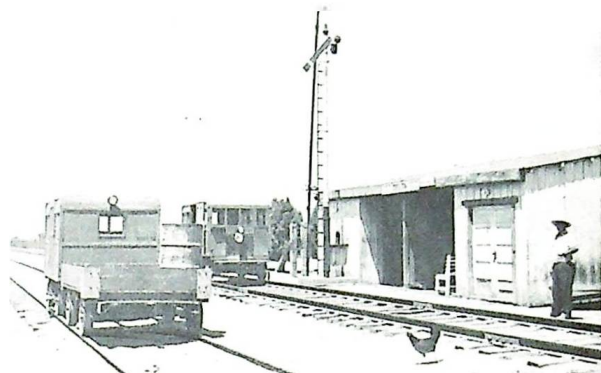
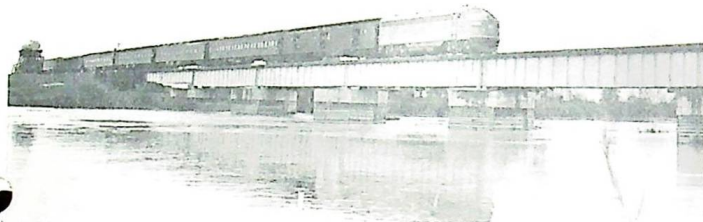
R1. Delta station, April 19, 1959.

L2. Freight train #12 at Mexicali, March 25, 1959. Not a mixed train.

R2. RHSofSD previews Riito. 4-59.

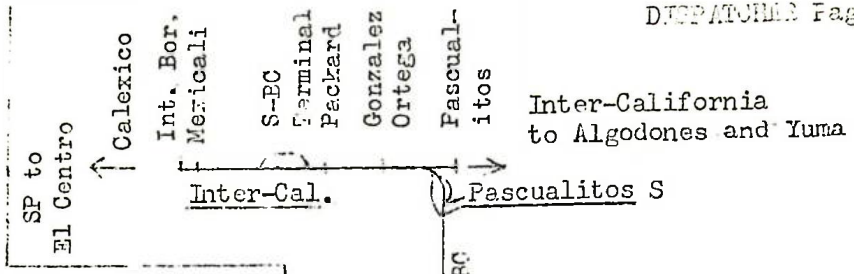
L3. Mexicali station, Feb. 1955.

R3. S-BC #2303 at Mexicali, 3-59.



RAILROAD OFFICIALS

General Manager:
Raul Sanchez Diaz
Supt. of Transportation
Pablo Covarrubias
Traffic Manager
Raul Bustamante
Inter-Calif. Gen. Mgr.
C. L. Burdick

EXCURSION OFFICIALS

Wally Duthie, RHOofSD Excur. Director
L. W. McCleary, RHOofSD President

FOR YOUR INFORMATION

SCCP means "Secretaria de Comunicaciones y Obras Publicas," the operator of S-BC. This operation is separate from that of the Mexican National Railways.

One kilometer equals .62137 of a mile.
Border to S-BC Station: 3.60 mi.
S-BC Station-Pascualitos: 5.59 mi.
Pascualitos-Riito: 38.90 mi.
S-BC Station-Riito: 44.60 mi.

Mexican Money

One peso (\$1): 8 U.S. cents
12 pesos to the dollar
Centavos

50 centavos equals 4¢ U.S.
25 centavos equals 2¢ U.S.
Centavos come in 1,5,10,20,25,50

A few phrases

quanto: how much
gracias: thank you
buenas dias: hello, good morning
buenas tardes: good afternoon
hola: hello /change
no tengo Cambio: I haven't
perdone Ud.: pardon me
uno, dos, tres, cuatro, cinco,
seis, siete, ocho, nueve, diez.
el tren: the train
el boleto: the ticket
empalme: junction
indicador; guia: time table
puente: bridge
riel: rail
llegada: arrival
salida: departure
viaje redondo: round trip
rumbo; ruta: route
refrescos: refreshments
el conductor: the conductor
locomotora: locomotive
carro comedor: dining car

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9.70 Lobo and curve

15.40 Alamitos

19.00 Cerro Prieto

25.00 Laguna

31.50 Delta S

35.00 Curve

39.00 Pescaderos S

43.00 S Victoria

49.00 Rio Colorado
curve

53.00 Mezquital

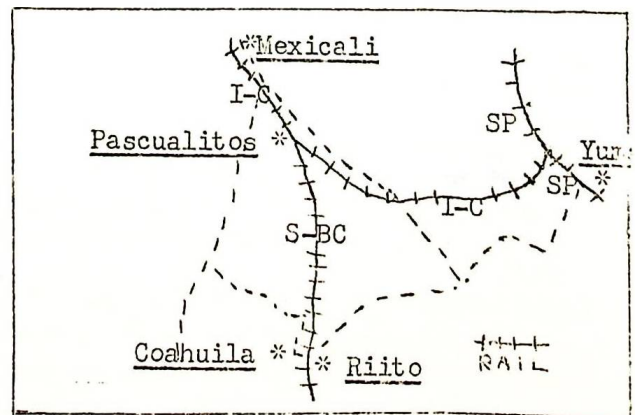
57.10 S Coahuila

60.00 State Line

62.60 Riito S
"Y"

S indicates station

to Puerto Penasco
Benjamin Hill and the
Pacific Railroad



THE 171 STORY

San Francisco Municipal Railway street car #171 is now located on Orange Empire Traction Co. track, Perris, California. RHSofSD, owner of the car, has affiliated with the Museum and has contributed \$100 to the general fund.

On Thursday, May 14, 1959 car 171 left the Geneva Car Barn and ran across the street to a point just south of the scale at the San Francisco Elkton Shops. Muni men removed the trolleys and trolley-bases. Then the bells, one life guard and both route signs (route number boxes) were removed. From a ramp built over the scale the car was loaded on Paxton Truck Lines, Inc. low-bed semi-trailer no.16. The car was chained down and truck-tractor no. 97 pulled the load to the nearby San Francisco City College parking lot.

It was found that the load was 6000 lbs. overweight. On Friday the hind end was jacked up, one truck removed and the car end then let down on wooden supports. During backing onto the Elkton Scale the right front wheel of truck-tractor no. 97 broke through a plank and fell into the scale pit. Municipal Railway Crane 0130 came to the rescue.

On Tuesday, May 19 the main load arrived at Perris. On Wednesday, May 20 Paxton delivered the hind end truck and an RHSofSD crew, supervised and assisted by Orange Empire experts, went to work. Because the truck was reversed it had to be reloaded on OET's 1922 Mack Truck. Then the street car truck was unloaded on the ramp. Later it was again rolled off the ramp and on to semi-trailer no.16 and placed under the hind end of 171. During the six hour (5:30 to 11:30 p.m.) operation the ramp had to be readjusted several times, much cribbing had to be constructed, and considerable jacking (of the truck, rail and both ends of 171) was necessary. But along about 11:30 p.m. with the aid of a block and tackle and the winch on the Mack truck the job was complete and 171 was on DET track. And thus it joined twenty odd cars from up and down the Pacific coast. (Compiled from BAERA Review and RHSofSD Newsletter reports and staff observation.)

SOCIETY BRIEFS

Second Vice President Tommy Mann, recuperating from a heart attack, is

telephoning members seeking fair hosts and work crew members....President L... McCleary and wife and First Vice President Jack Stodelle and family are on extended vacations...Donations to the 171 project may be mailed to Jack Stodelle, 4666 Ashby Drive, San Diego 15. \$5 gives the donor a life pass and \$15 gives the donor an operating permit....Corky Thomson issued a special Fair issue of the Newsletter....Harold Bright also suffered a heart attack. Condition not known but all wish him well....Tommy Mann is recovering nicely....Roy Millers are looking over short lines in the South.... Third Vice President Bill Snyder presided at the June meeting.

COLORADO RIVER EXPRESS EXCURSION

Over 300 persons rode the May 17, 1959 "Colorado River Express," according to Excursion Director Wally Duthie. In a seven car train (three first class, three second class and one mail-refreshment car - all Swiss built) powered by EMD cab-type 2102, fans journeyed south to Riito on the Ferrocarril Sonora-Baja California. Two San Diego Transit System and three Pacific Greyhound buses transported many excursionists to and from San Diego. Two Mexican first class buses shuttled fans between the International Border and the S-BC terminal.

A dinner complete with native Mexican music floor show closed the day's activities.

Photo fans were pleased to find diesel-electric motor #2501 (and train) at the station. Opportunities for pictures of local inhabitants were many. At Coahuila a dust storm interfered with activity. In between stops hundreds of bottles of beverages were consumed.

RHSofSD CALENDAR

June 26 - July 5 Open House for the Railroad Exhibit at the Del Mar Fair Also the P.B.R.C. Model Railroad.
July 6 - RHSofSD General Meeting, 8 p.m. San Diego Santa Fe station
July 26 - Members only excursion on a San Diego 2 1/2 foot gauge railroad.
August 20 - 23: NIRA Convention, Balboa Park, hosts are the San Diego Model Railroad Club members

Issue 27 Long news summary

Issue 28 San Diego Horsecars???

QUARTERLY NEWS SUMMARY

"With their fires long burned out and the lonesome wail of their whistles stilled, the last of Santa Fe railway's steam locomotives have reached the end of the line." So begins a news release from Santa Fe announcing final closedown of the steam roster. We'll run the complete story in the next issue. But here are the specifics from Dick Dodge:

24 were sold (for scrap) and delivered off the premises in April. These were: 2901, 2902, 2904, 2908, 2909, 2914, 2916, 2918, 2920, 2922, 2923, 2924, 3763, 3766, 3767, 3769, 3774, 3775, 5004, 5015, 5019, 5023, 5025, 5031.

53 others have been sold but not delivered.

10 will be retained.

Held for possible donations: 2903, 2912, 2913, 2921, 5011, 5017, 5030.

Held for Exhibitions and Posterity:

1010, 2925, 5021 plus the Cyrus K. Holliday and Little Buttercup.

Also, Diesels 2400, 2401, and 2402 have been scrapped.

DISPATCHER EDITORIAL BRIEF

With Santa Fe first reaching the Coast through the California Southern at San Diego and National City, shouldn't one AT&SF locomotive be placed on exhibition in this area? How about Balboa Park or Del Mar or even RHS of SD?

SANTA FE NEWS BRIEFS

Big Time! Two freight trains operated on the Escondido branch Monday May 18. The first train of 11 cars ran straight through to Escondido. The second train, also with cars for Escondido, stopped at way points. A work train with three ballast cars operated on the branch early Wednesday morning (May 20) probably bound for San Marcos. The spur at the Buy and Save Market warehouse is now in at San Marcos (May 29). (Bob Weaver)

The "San Bernardino Turn" is running in two sections, except on the quiet nights, Friday and Saturday, when there is one "Berdoo Turn." Running out of Oceanside, the Fourth District local now switches Galivan to Pacific Beach. Southward from Fullerton to El Toro is covered by the Fullerton Switch Run. No change in the daily "night coast turn."

Added to Timetable 168, in effect April 26, 1959 are the 800-20, DL-600,

and the 900-44, SD-24, series. They're allowed 75 mph. and 1800 tons in dynamic braking, twice a CP-7 with pressure maintaining's rating. (Frank Carlin)

Carload of flour derailed just south of Miramar Road in late March. Heavy repair equipment was necessary. On March 30 the evening San Diego bound passenger broke in two near San Juan Capistrano at a 50 mph. speed. No injuries and no damage. (San Diego Union). Additional cars were added to the San Diegans on March 27, 28 and 29.

Passenger traffic in San Diego declined in 1958 to 636,984, down from 682,433 in 1957.

Total inbound and outbound carloadings on both AT&SF and SD&AE jumped to 29,772 in 1958 from 28,093 in 1957.

SAN DIEGO & ARIZONA EASTERN

Half the 452's motive power and 18 cars were left at Campo when the "pop" on the 5323's air pump stuck open on April 11. One unit, a DF-118 SD-7, took its rated tonnage, the remaining 40 cars, over the Laguna's 1.4%. One engine crew, with a bad air pump in steam days, would have stayed at Campo. (Frank Carlin)

Two sidings now on the El Cajon branch near 47th & Euclid. Latest is Western Pipe and Supply, 4925 Market St. (Lyle Judd).

OTHER

Southern Pacific has closed all LA area ticket offices except Torrance, Long Beach and Los Angeles. (Note: SP's San Diego office was closed earlier.)

El Centro's freight offices have been moved to the former passenger depot.

A bridge to replace the San Pedro-Terminal Island Municipal ferry Islander has been financed and should be in use by 1963 or 1964. Present plans call for a suspension bridge with a clear span of 1500' between towers. It will have four lanes, single deck, and vertical clearance of 185'. (Joe Strapac).

Recently observed at Purdy, LA, 4340, 4357, 4418, 4464, 4450, 1291, SD&AE 106, PE 1622, PE 1503, PE 008.

At National Metals SP 3654, LM 7200, LM 4282. (Copeland?)

We have interesting AT&SF news releases, word about the Benicia-Martinez ferry, and other news - plus Schumacher features. So let's get started on Issue 27 - a news and short feature issue. "30"