

Dispatcher

ISSUE 27

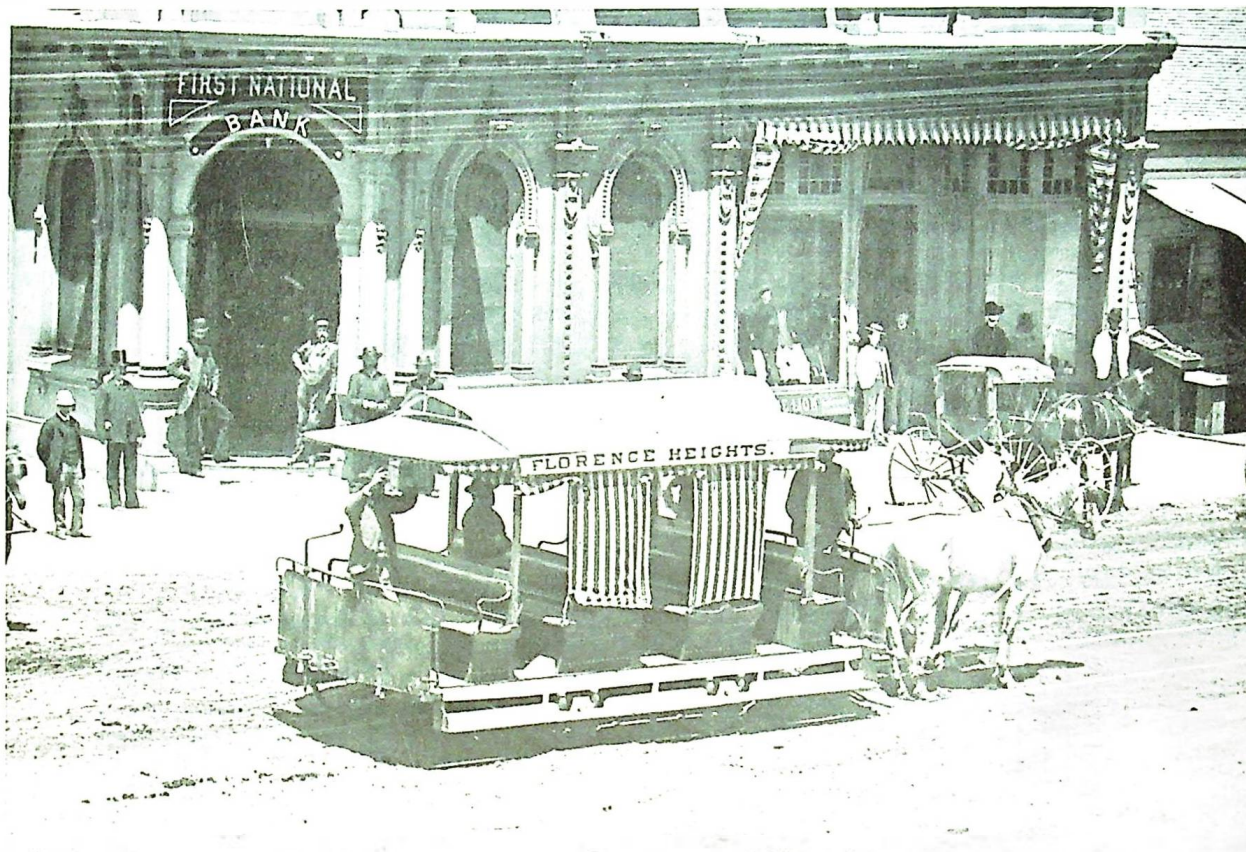
RAILWAY

HISTORICAL SOCIETY OF SAN DIEGO, CALIF.

SEPTEMBER 1, 1959

HORSE TAILS AND BOB-TAILS OF SAN DIEGO COUNTY

by RICHARD V. DODGE



San Diego Street Car Company horse car northbound on Fifth Street in front of the First National Bank, northwest corner of Fifth and E Streets, 1886. Car is a Terre Haute car. Building has been modernized and in 1959 was the temporary location of the Security-First National Bank. (Historical Collection of Union Title Insurance Company)

SAN DIEGO STREET CAR COMPANY

Anyway it did beat walking!

As the great Land Boom developed in Southern California in the mid-1880's, the need for public transportation in San Diego became evident. Not everyone, even in those hectic days, could afford the luxury of owning horses and rigs or even bicycles.

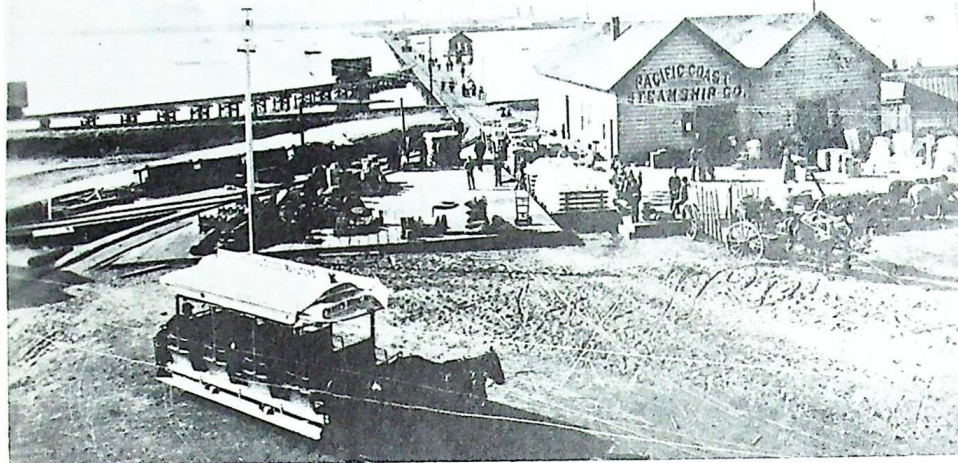
To meet the transit demands, the San Diego Street Car Company was organized, being incorporated April 15, 1886. E. S. Babcock, Jr. and H. L. Story, who, at that time, were engrossed in their daring Coronado real estate project, and other prominent citizens, including O. S. Hubbell and R. A. Thomas, formed the company.

Story soon became President and Milton Santee was appointed Superintendent.

The first franchise granted covered a single track horse car line on Fifth Street, now Avenue, from L Street near the shore of the bay, at that time, to Florence Heights at Fir Street. The rails were specified to be flat iron.

The first Car Barn with Stables, Blacksmith Shop and a Hay Loft was built on the southeast corner of H, now Market, Street and Seventh Street, now Avenue, with a track connection on H Street to Fifth Street. The capacities were given as 15 cars and 100 horses.

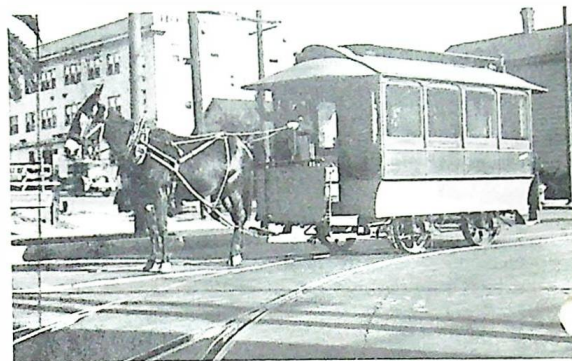
The Los Angeles Times, about June 1, 1886, reported: "There are at the Depot, awaiting shipment to San



Top Pacific Coast Steamship Co., foot of Fifth St., a terminus of the San Diego Street Car Company's Fifth St. line. Taken about 1888. Car was possibly St. Louis built and later converted into an electric car.

Below Picture of a horse car taken 1922 in front of the 15th & C Sts. machine shop of the SDERY. Possibly a St. Louis car. One of series was remodeled into electric car #11 in 1895.

(Both pictures: Historical Collection, Union Title Insurance Company, San Diego, California)



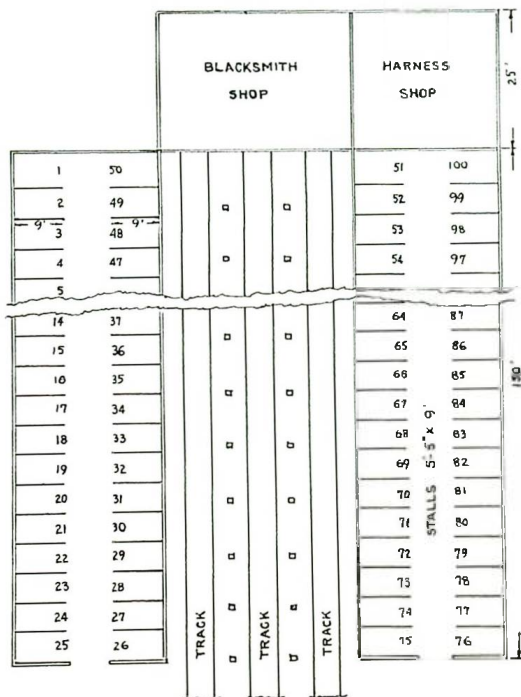
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FLOOR PLAN

FRONT ELEVATION



BUILT 1888

CAR BARNS & STABLES AT ARCTIC & D STS.
(CAPACITY 100 HORSES & 20 CARS)

ORIGINALS BY R.W. CASE
REVIEWED BY R.V. DOOGUE
AUGUST 3, 1987

HORSE TAILS AND BOB-TAILS OF SAN DIEGO COUNTY (Continued)

Diego (via Colton and the California Southern Railroad), six street cars addressed to the care of E. S. Babcock, Jr. of that city. They bear on the upper part of their sides 'FIFTH STREET'. These cars are of the bob-tailed variety, very strongly built with solid non-reversible seats, two single and two double ones. They are all open and protected from the weather and sun by red and white curtains. The makers are Terre Haute Car & Manufacturing Company, Terre Haute, Indiana." 3.

They arrived in San Diego on the ninth. These are shown as numbers 1 to 6 inclusive.

THE CARS START ROLLING

The first horse car was operated on the Fifth Street Line from L Street to D Street, now Broadway, on July 3, 1886 and a grand celebration of the inauguration of street railway traction in San Diego took place on Independence Day. The extension on Fifth Street to Fir Street was opened a few days later.

Two horses were used from the bay to A Street. There a helper horse was hitched on to drag the car up the hill to Cedar Street. Complaints were lodged that the high walkways for the horses constituted an impediment to other vehicles.

The regular crews consisted of a driver and a conductor. The National City Record on September 9 stated "the drivers and conductors now have caps." Nickel plated badges were attached. Uniforms were adopted in 1888, being light gray trimmed with brass buttons.

Ticket strips were sold at the bargain rate of six rides for two bits (25¢). Metal tokens were used subsequently. According to the late Addison Laflin, Sr., fare boxes, at first, were installed on the cars. But an article in the San Diego Sun, August 11, 1887, revealed that "Fare boxes on the Fifth Street Line are being removed. Drivers now wear Registers similar to the H Street Line." This indicates that the elegance of conductors was being dispensed with.

ADDITIONS AND OPERATIONS

Work was actively progressing on the building of other car lines. On the opening day, rails were being laid on D Street and, by July 22, cars were running from Fifth Street down to the California Southern Railroad's Depot at California Street. With operations extending on Fifth Street to Fir Street and on D Street to the railroad station, business showed marked improvement.

Traffic hazards soon began to interfere with street car operations. On July 26, a load of hay broke down on the Fifth Street track and the passengers had to be transferred around the disabled vehicle. Incidentally baled hay cost \$10.00 a ton in those days.

Tracks on H Street had been completed from Fifth to Twelfth Streets by July 13 and, using temporary construction, to 16th Street. After the grading of 16th Street was completed, rails were laid on that roadway from H Street to Milton, now National, Avenue, to 22nd Street, now Beardsley Street, to the California Southern Railroad's 22nd Street Depot. Service began on August 21, the route being known as the H Street Line.

As soon as the expansion began to develop into a network, switches, crossings and other special track material were required. The local Standard Iron Works furnished most of the castings. On August 27, the installation of a turntable for the street cars in the intersection of Fifth and D Streets was completed and the switch was removed.

Currently applications were filed for second tracks on Fifth Street and D Street and for new lines on M Street, now Imperial Avenue, and on Fir Street, from Fifth Street to First Street.

Service on Fifth Street was improved in September by reducing the time between trips from 30 minutes to 20 minutes.

On October 10, 1886, it was announced that the D Street Line would be extended from the turntable at Fifth Street to Twelfth Street and to the Russ School at Ash Street. Tracks were laid in D Street but there is no record of the extension on Twelfth Street to the school.

Six new cars, to be built by the Pullman Car Company, were ordered from Chicago about October 11. It was pointed out that they would be considerably lighter than the present cars. Shipment was made in January 1887. The identity of these cars has not been definitely determined.

Beginning October 22, cars on the H Street Line made regular trips to Milton Avenue and 25th Street in Logan Heights. The route was now well patronized.

On Fir Street, grading was nearly completed from Fifth Street to First Street at private expense. Rails were on the ground and service from Fifth to Third Street was started on November 5. Mr. A. E. (Father) Horton, founder of the present City of San Diego, had agreed to furnish the lumber needed for the bridge from Third to Second Street.

On October 26, 1886, the San Diego Street Car Company's system comprised four miles of track, 20 men, 40 horses and six cars.

On that date, Superintendent Santee stated that he was expecting shipments of five miles of rail for the extension of the Fifth Street Line, the H Street Line extension from Milton Avenue and 25th Street to National Avenue and 30th Street and a line down H Street from Fifth Street to the new Coronado Ferry Landing.

CORONADO FERRY AND BEACH

Messrs. Babcock and Story had built a wharf at the foot of H Street as a continuation of Atlantic Street, now Pacific Highway, and put in a slip for their steam-powered ferry boat "Coronado." They had also built a rail line from the landing on the Coronado side, out Orange Avenue to the ocean front. Their work had begun on the construction of the "world's largest seaside hotel", Hotel del Coronado. Two horse cars were used on the Coronado Beach Railroad until a Baldwin steam dummy arrived. The San Diego wharf was sold to the California Central Railway in 1887 and was known as the "Santa Fe Wharf" for many years.

DEVELOPMENTS IN 1887

The track on H Street from Fifth Street west to Atlantic Street and out the Babcock and Story Wharf to a terminus near the ferry slip was constructed. Cars began running on April 8 from 30th Street and National Avenue via 16th and H Streets to the Coronado Ferry. By May 6, the bridge over Switzer Creek on H Street near 16th Street was completed and the H Street track was permanently connected to the one in 16th Street. The City had raised the grade of H Street four feet.

The San Diego Street Car Company had a franchise for tracks on Atlantic Street from H Street to D Street. A controversy arose over an attempt to remove them. This was the first reference found that rails had been laid there. Since the California Central Railway had purchased the Babcock and Story Wharf, it desired to construct a switching lead on Atlantic Street to reach it. The San Diego Street Car Company then obtained a franchise for tracks on Arctic Street, now Kettner Boulevard, from D Street to H Street. Cars started rolling on Arctic on July 9, 1887.

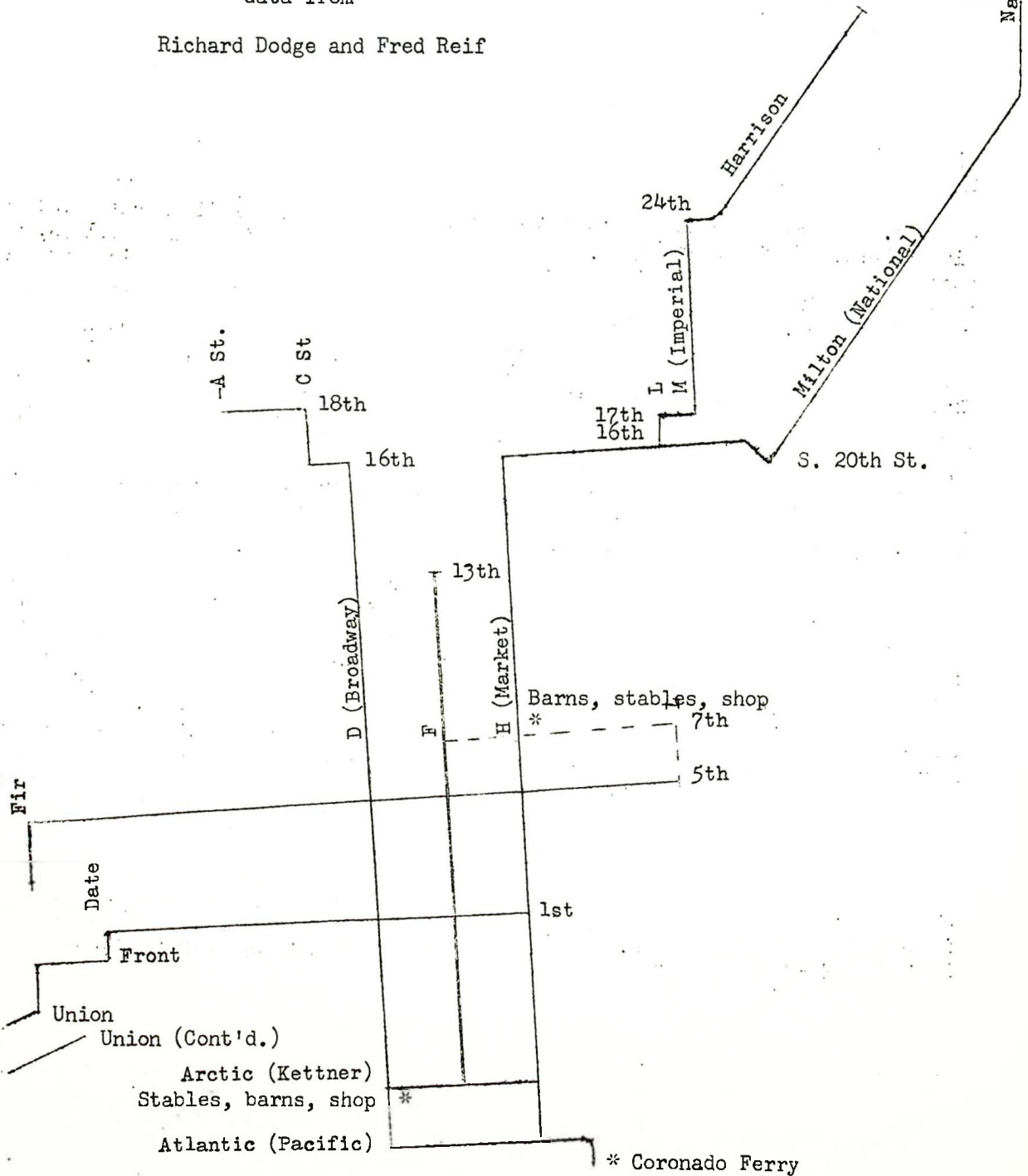
As a hold-over to the Fourth of July celebration, a mischievous boy tossed a lighted firecracker under a street car horse on D Street near the depot. The results were exciting. The youngster probably let out a "Wow!" and hastily disappeared. Being hitched to a street car was no deterrent to a frightened horse. One on the H Street Line ran away on August 1 at First Street. On the 8th, the oil in a lamp in one of the cars ignited, frightening the passengers.

MORE CARS

In that month six new cars were ordered. These were to be built by the J. G. Brill Company of Philadelphia.

The disorder accompanying the wild boom days makes it difficult to determine where the different types of horse cars came from and how many of each were actually acquired. The first shipment, numbers 1 to 6 inclusive were described in the newspapers in sufficient detail to enable identification. The type of cars, numbers 7 to 12 inclusive, received from The Pullman Company has not been definitely estab-

HORSE CAR LINES
of the
SAN DIEGO STREET CAR CO.
San Diego, California
data from
Richard Dodge and Fred Reif



lished. Conflicting stories cloud the deliveries by Brill and the St. Louis Car Co.

According to articles in the San Diego Sun, 12 more cars were ordered on October 14, 1887. This was followed by the release on November 25 that 18 new cars had been purchased, nine open and nine closed, and, on the 27th, it was stated that 18 cars are en route from Philadelphia, meaning from Brill. In January 1888 the first six cars were received, evidently numbers 13 to 18 inclusive.

Then, on February 2, 1888, it was announced that 36 more cars had been ordered with seats back to back, evidently open type, from the St. Louis Car Company.

The 1891 Inventory lists only 30 cars. However, photographs available reveal that there were more different styles in service than the Inventory contained. It is believed that cars from defunct local companies may have been acquired and were probably disposed of prior to the taking of the inventory. These could have included, possibly, two cars from the National City and Otay Railway's feeder line in San Diego, four from the National City Street Car Line, some from the Park Belt Line and, perhaps, trailers from the Electric Rapid Transit Company. Brief descriptions of these roads follow.

It is known positively that closed cars were used on the First Street Line around 1895. Also, from the San Diego Electric Railway Company's records, it was discovered that the closed body of Car No. 25 was remodeled into electric car No. 11 and that four of the four double bench open car bodies were converted into electric cars Nos. 12 to 15.

ELECTRIC RAPID TRANSIT COMPANY

As far as has been determined, San Diego pioneered with the second electric street railway on the Pacific Coast. Leo Daft was the first with his Pico Street Line in Los Angeles but San Diego's J. C. Henry's System was a vast improvement over the original Daft layout.

Henry employed four-wheeled motor cars similar in appearance to cable car dummies. Overhead trolley wires were used with the running rails forming the negative return. Unfortunately, instead of adopting and improving pole trolleys, he invented a "troller". This was a frame carrying four grooved wheels which were pushed against the wire. The trollers were towed along by a flexible cable attached to the roof of the car.

Arrangements were made with the San Diego & Old Town Railway Company to use its tracks, to be constructed out Arctic Street from D Street to Old Town. Other franchises included a line on Third Street, to A Street, to Fourth Street, to the north line of Horton's Addition, Upas Street. And another on G Street to Derby Heights. An old map shows the proposed route from Arctic Street on G Street, to 21st Street, to B Street to about 34th Street.

Electric motors began operation on Arctic Street on November 19, 1887 and were pronounced a huge success. It was expected to extend the Old Town Line on Arctic Street to E Street to a terminus uptown.

But the Electric Rapid Transit Company had entered into a contract to build the Fourth Street Line out to the campus site of the proposed College of Arts and Letters and to serve the University Heights Addition. Promptly the electrical equipment was removed from the Old Town Line and construction was pushed from the foot of Fourth Street over what are now University Avenue and Normal Street to the road to El Cajon, about four miles. Some service was started on December 31, 1887.

Intermittent operation continued through 1888 and into 1889. By June of the latter year the losses were amounting to twenty dollars a day and that was the last heard of Electric Rapid Transit operation in San Diego. Its small trailers could have served as horse cars.

NATIONAL CITY & OTAY RAILWAY

The San Diego Land & Town Company had constructed a steam motor system with the name National City & Otay Railway Company to develop and sell its land holdings in the San Diego, National City and Chula Vista territories. Tracks had been built in 1887 and 1888 from San Diego to Oneonta, Sweetwater Dam and La Presa, and to Tia

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Horsecars Continued

Juana, California.

But its depot in San Diego was on L Street near Sixth Street, a little distance out of the retail district. It was thought advisable to establish an uptown ticket office at Seventh and F Streets and to build a car line from that location down Seventh Street to L Street.

After the Electric Rapid Transit Company cancelled its operating agreement with the San Diego & Old Town Railway Company, the latter undertook to improve its road by laying heavier rail. The National City & Otay arranged to buy some of the old rail and, when it was available, laid it in Seventh Street. Two open horse cars had arrived by February 17, 1888 and the first run was made over the feeder line on March 8. Rides were free to motor line patrons.

The final announcement came on February 21, 1889 that "the Seventh Street car line will be abandoned." It is not known what disposition was made of the two cars.

NATIONAL CITY STREET RAILWAY COMPANY

About the time the National City &

Otay's feeder line was projected, Messrs. F. E. Chase and J. C. Crenshaw were given franchises for a horse car line on National City's streets. In reality, it was to be a feeder for the Coronado Railroad, which planned to compete with the National City & Otay. By March 1, 1888, contracts had been let for rails and ties. The rolling stock had been ordered earlier. The San Diego Sun of February 7 reported that two new horse cars of the "bob-tail" variety are in the railroad yards for the National City Street Railway. The National City Record announced that the cars will operate on April 28, 1888 and they did.

The route, according to F. W. Reif's data, was from the foot of 23rd Street, to Seventh, now McKinley, Avenue, to 14th Street, to Second, now Hoover, Avenue, to Eighth Street, to Highland Avenue to approximately Second Street, some two and one-half miles.

About October 1, Mr. Crenshaw was asked to appear to explain why the line is not in operation. Mr. Crenshaw agreed to run one car. On the 23rd, he said that the line will be in operation in a few days. Two light one-horse cars had been ordered. On January 30, 1889 it was asserted that more cars and better service have been found to pay.

But it did not last. By March 3, the final runs had been made. . . .

PARK BELT MOTOR LINE

The owners of the Steiner, Klauber, Choate and Castle Addition were promoting it as a sub-division named City Heights. It lay east of Boundary Street, beyond the City Limits, extending from Juniper Street to Olive, now Meade, Avenue. A contract was negotiated with Messrs. Babcock and Story to build and operate a steam motor line to promote sales and develop the tract. The City and University Heights Motor Railroad was organized but it was generally referred to as the Park Belt Motor Line.

Engineers were locating the route in September 1887. It began at 18th and A Streets in San Diego, crossed diagonally the southeast quarter of City, now Balboa, Park, continuing out to Boundary Street, then looping through City Heights to the intersection of Steiner Street, now University Avenue, and Stockton Street, now Marlborough Avenue. A separate route for

the return line was adopted to serve University Heights and other sub-divisions to Fifth Street to Upas Street.

The San Diego Street Car Company obtained additional franchises on D Street from Twelfth to 16th Streets, to C Street, to 18th Street, to A Street, for the Park Belt connection.

The application for permission to double-track Fifth Street from L Street to B Street and for a single track extension to Upas Street was renewed on September 6, 1887. The use of T-shaped rails was decried and "good" flat rails were called for. When the second track was laid, the turntable at Fifth and D Streets was removed.

The first train "girdled" the Park on July 6, 1888, operating around the loop. A horse car left Fifth Street on D Street, carrying a dash sign reading "This Car for Park Belt Motor Road", and ran to 18th and A Streets. There the horses were unhitched and a steam motor coupled on. According to the recollections of old timers, one of the dummy type motors of the Coronado Railroad was used. However, a newspaper note indicated that one of the little saddle tank engines, formerly operating on the Third Avenue Elevated Line in New York City, had arrived for use during the construction of the track, presumably later numbered Coronado Railroad number 8.

The train climbed through City Park, down into Wabash Canyon and up the east bank and out to the terminal at what is now Marlborough and University Avenues, then dubbed "Phantom City". The return was made over the route roughly paralleling University Avenue to Fifth Street, thence down to Fir Street. There the motor was cut off and horses took over to complete the grand circle to D Street. Some schedules were routed in reverse order. The San Diego Street Car Company held a contract to operate the Park Belt Line for a term of ten years and the cost of the road was transferred to its accounts. Service continued into 1889 and quietly folded.

ESCONDIDO STREET CAR COMPANY

Another possible source of a horse car or two was the line built in Escondido from the California Central Railway's, now Santa Fe's, Depot on Grand Avenue to the hotel location on the hill to the east. The San Diego Sun on February 20, 1888, relayed the message that "In another week we shall have our street car line in operation....Cars are on the way." If it did operate, it was extremely short lived.

ADDITIONAL ITEMS IN 1887

It was announced that additional car storage and stable facilities will be constructed on the southwest corner of Arctic and D Streets, similar in design to the H Street Barn, the storage space to accommodate 20 cars, the number of horses remaining the same. New shop buildings were erected at California and E Streets. It was proudly proclaimed that "San Diego street cars are superior to Los Angeles".

In December work was started on the laying of track for an additional route on F Street, west from 13th Street. When completed, the cars operated from 13th to Arctic Streets on F Street, to H Street, to the ferry landing. Notice was given that the H Street Line would be extended on National Avenue from 30th Street to a point 60 feet beyond 31st Street.

THE CORONADO BELT LINE

Messrs. Babcock and Story had extended the Coronado Beach Railroad down the peninsula, now known as the Silver Strand, to Coronado Heights, near the present Imperial Beach. There another big real estate promotion was started and free transportation was furnished for the prospective purchasers of lots. Coronado Heights was advertised as "The Pasadena of San Diego."

Then it was decided to continue building through South San Diego and Chula Vista to National City to belt the bay with a steam motor road. With an interchange with the California Southern, excursion trains could then be running through from Los Angeles to Hotel del Coronado, via San Bernardino.

The San Diego Street Car Company already had a franchise for a motor line

DISEMBLER 1899

on H Street from Fifth Street to the City Limits and had proposed to build via Cholila Valley to National City. It was claimed that H Street had been made 100 feet wide to accommodate a motor road. Much opposition developed to the operation of steam engines on that thoroughfare. Consequently the route was transferred from H Street to N, now Commercial, Street and the tracks would be the connecting link of the belt line into San Diego.

The San Diego Sun reported on November, 20, 1887 that the contracts for the building of the N Street railroad from Eighth Street to the City Limits will be let within a week. A total of over 1,000 tons of steel rail had been ordered from Liverpool for the line from San Diego to Coronado.

It was not until March 1888 that the official proclamation was made that the Babcock and Story belt line will be known as the Coronado Railroad. The N Street Line was taken over.

The first train from San Diego to National City ran on April 17, 1888 and the last spike was driven on June 13, completing the Coronado Belt Line.

THE SPRECKELS INTERESTS

Back in 1887, John D. Spreckels had visited San Diego and Coronado at the height of the boom and had recognized immediately the long-range growth possibilities of the areas. Babcock, hard pressed financially at the time, had little difficulty in persuading John D. and his brother, Adolph B., to accept shares in the Coronado Beach Company. In its publication of August 10, 1889, the San Diego Union disclosed that "John D. Spreckels admits he has purchased H. L. Story's interest in the Coronado Beach Company. The purchase includes a one-third share in the Coronado Railroad, the San Diego & Coronado Water Company and the San Diego Street Car Company.

EVENTS IN 1888

A newspaper article on January 28 informed the public that "improved flat-top rails" were being strung for new lines on First Street, north from H Street, and on Twelfth Street. It was pointed out that it will be impossible to operate out First Street farther than Cedar or Date Street on account of the grade. In April the route was changed to Date Street, to Front Street, to Fir Street, to Union Street, to Brant Street, to Laurel Street. As far as is known the line terminated at Union and Ivy Streets. The stretch on First Street was laid with Johnson 38 pound flat rails.

It is doubtful if much work was done on the Twelfth Street Line. As proposed, it would have been a horse car feeder line for the Coronado Railroad. The route selected was from the Russ School on Twelfth Street, to H Street, to 9th Street, to its foot at N Street.

As competition increased, the San Diego Street Car Company realized the need for a carline to Golden Hill. The F Street franchise called for tracks to 21st Street but the extension was not made.

Another article revealed that rails were on hand for additional street car lines on Sixth Street and on Seventh Street.

Messrs. Keller and Morphy had proposed to build a cable car line from 31st Street on K Street, to Sixth Street, to C Street, to India Street, to Ivy Street; with a loop back via Ivy Street, Union Street to C Street. In May, the San Diego Street Car Company attempted to forestall this competition by starting to lay tracks in Sixth Street. Keller and Morphy began a suit to restrain the tracklaying from L Street to C Street, claiming that the San Diego Street Car Company's franchise had lapsed. The order was served on H. L. Story, President, and the Sheriff stopped the work on June 27, 1888.

In that month, a reporter directed attention to the fact that youngsters, 4 to 5 years old, climb on and jump off the cars on D Street. This is a dangerous practice which must be stopped.

On June 3, the horses on H Street car number 16 became frightened and dragged a drunk from Fifth to Sixth Streets. On the 23rd, another car on that line was derailed on the curve at 16th Street, turned over and rolled down the bank. (This may

have been car number 19 which is missing in the 1891 roster.) On July 23, H. L. Story received a citation (traffic ticket) for allowing a car to speed on Fifth St. in Florence Heights exceeding eight miles per hour.

A horse was killed, on November 5, by its car on H Street between 14th and 15th Streets.

It had been planned, as soon as Logan Avenue was graded by the City, to change the H Street Line from Milton Avenue to Logan to do away with the heavy grade at 16th Street. This was not accomplished during the life of the organization.

An announcement was made on November 13 that cars were being operated on the tracks which the National City & Otay Railway had abandoned on Harrison Avenue, when all its trains were operated via the Newton Avenue line. The route appears to have been from 16th Street, on L Street, to 17th Street, to M Street, into Harrison Avenue at 24th Street, to 28th Street. Evidently the line was not profitable. Service was discontinued and the National City & Otay Railway took up the tracks in mid-1890.

A bulletin advised the patrons that the F Street cars will run to 7 p.m. only.

THE BEGINNING OF PAVING PROBLEMS

In November 1888, the City of San Diego began the paving of lower Fifth St. Disputes arose over the costs to the street car company. A strip 18 feet wide was finished from L Street to K Street. On December 11, the City Council moved to revoke the street car license on Fifth St. on account of the failure to do the paving. By the 28th, the company was paving the areas occupied by its tracks.

The City forced the paving of D St. from California to Fourth Street with macadam in June 1889.

By 1892, a total of 2.99 miles of equivalent single track was in paved streets. The pavement consisted of rock macadam with a 2 inch wearing surface.

STATUS

The mileage of the system as given as of December 31, 1888 was:

Fifth St. Line now	2 miles
D Street Line	$1\frac{1}{2}$ miles
H Street Line	$3\frac{1}{2}$ miles
F Street Line	$7/8$ miles
First Street Line	$3/4$ miles

The total was listed as 9 miles, including trackage on Arctic Street and 22nd Street. The cost was entered as \$300,000. 100 men were employed.

CHAOS IN FRANCHISES

The probably incomplete summary, given below, of rail lines built or proposed indicates the confused situation in street railway franchises in the downtown section of San Diego during the peak of the Great Boom.

ON NORTH AND SOUTH STREETS, EAST FROM THE BAY

Atlantic Street: San Diego Street Car Co., California Central (San Diego Central) Railway, Billy Carlson's railroads.

California Street: California Southern Railroad

Arctic Street: San Diego Street Car Co. Old Town & Pacific Beach Rly., Electric Rapid Transit Co.

Indie Street: Keller & Morphy Cable RR Road

Union Street: Keller & Morphy Cable Road, San Diego Street Car Co.

First Street: San Diego Street Car Co.

Third Street: Electric Rapid Transit Co., San Diego Cable Car & Land Co.

Fourth Street: Elec. Rapid Transit Co.

Fifth Street: San Diego Street Car Co. and Park Belt Line operation, Elec. Rapid Transit proposed.

Sixth Street: San Diego Street Car Co. Keller & Morphy Cable Road

Seventh Street: San Diego Street Car Co. National City & Otay Railway Co.

Ninth Street: San Diego Street Car Co. for Coronado Railroad, San Diego Cable Car & Land Co.

Twelfth Street: San Diego Street Car Co.

ON EAST AND WEST STREETS, NORTH FROM THE BAY

M Street: San Diego Street Car Co. for Coronado Railroad. Shared with San Diego, Cuyamaca & Eastern in 1889.

L Street: National City & Otay Railway Coronado Railroad

K Street: Electric Rapid Transit Co., Keller & Morphy Cable Railroad

H Street: San Diego Street Car Co.

G Street: Electric Rapid Transit Co.

F Street: San Diego Street Car Co.

E Street: Electric Rapid Transit Co. San Diego Cable & Land Co.

D Street: San Diego Street Car Co.
O Street: Keller & Morphy Cable Road
A Street: Electric Rapid Transit Co.

It was published that San Diego had 43 miles of street and suburban railways. "Thus do we fool our eastern decriers who are impatiently waiting to see San Diego's boom collapse." They did not have to wait much longer. The Coronado Belt Line, completed in June, and the Park Belt Motor Road, which opened auspiciously on July 6, 1888 with champagne and everything, were too late to reap a harvest from the boom speculations.

RECEIVERSHIP

The eventual collapse of the Great Land Boom hit the local transportation companies hard. With the population dwindling, the horse car lines struggled along through the last half of 1888. Heavy rains in December added to the difficulties. "Street car service was more or less demoralized."

The National City Record of February 14, 1889 brought to light the fact that the San Diego Street Car Company had failed to pay the interest due on its bonds and, on petition of a New York bank, Milton Santee was appointed Receiver. He promptly announced that "the change in management will not stop the wheels."

More creditors filed claims in November.

The National City Record of February 6, 1890 published the news that "Milton Santee has resigned as Receiver, preliminary to a transfer of the entire road and stock to Messrs. Babcock and Sturgiss, who now hold a majority of the stock." This evidently lacked confirmation and was followed on the 20th with the advice that Mr. James Flint has been appointed Receiver.

Through all the vicissitudes, the cars were kept running until the Spreckels Brothers formed the San Diego Electric Railway Company and the properties of the San Diego Street Car Company's system, including those of the Park Belt Motor Line, were purchased by Mr. A. B. Spreckels at a Receiver's Sale on January 23, 1892 for the sum of \$115,000.

Included in the transaction were the following items:

Trackage of the San Diego Street Car Company 10.76 miles (consisting mostly of 16 and 20 pound T-rail and 38 pound Flat rail)

Trackage of the Park Belt Motor Line

DISPATCHER Page 11

10.11 miles (30 pound T-rail 7.94 miles, 40 pound T-rail 2.17 miles)
Car Barn and Stables at 7th & H Sts.
Car Barn, Stables, Corral and Repair Shop at Arctic and D Streets
30 street cars
147 Horses
40 sets of double harness
108 extra horse collars
Miscellaneous equipment, hay and horse feed
Office furniture

The San Diego Electric Railway maintained horse car service until the lines were either electrified or abandoned, the First Street line being the last to be converted in 1896, with a change in routing.

"And the merry tinkle of the horse car bell" in San Diego "was heard no more."

Richard V. Dodge
July 25, 1959

EDITORIAL COMMENT

The roster of the San Diego & Arizona Eastern Railway Co. will probably be run in the first 1960 issue rather than in the final 1959 issue. In the latter issue the Dispatcher will feature the Perris Excursion, current rail news and short features written by several Dispatcher subscribers.

--- A sincere thank you to the Railway Historical Society of San Diego, Inc. for providing us with an almost-new Rex Rotary mimeograph. Readers will note a few bugs - we had trouble with lines 1 and 2 on most pages - but we'll iron them out. There may be slightly increased "off-set" because the editor decided that ink impressions caused by dry pages hitting wet pages is so slight that slip-sheeting (placing of a neutral page between each page of the press run) is not necessary. This change in procedure for this one issue saved the editor about eight hours assembly time.

By the way, if we fail to meet our quarterly schedule be assured that subscription periods will be adjusted. Perhaps we'd better play safe and include in this mailing the greeting, "Merry Christmas and Happy New Year."

Thanks to readers for many interesting comments and letters. We do appreciate the many comments given and news items submitted.

SAN DIEGO STREET CAR COMPANY

ROSTER OF EQUIPMENT

(As of December 31, 1891)

<u>Serial No.</u>	<u>Builder</u>	<u>Type</u>	<u>Date Acquired</u>	<u>Capacity</u>	<u>No. of Cars</u>	<u>Cost Per Unit</u>	<u>Cost Of Order</u>
1 - 6	Terre-Haute	Open	Rec'd. June 1886	24	6	\$ 1500	\$ 9,000
7 - 12	Pullman	?	Rec'd. after Feb. 1887	16?	6	\$ 1500	\$ 9,000
13 - 18	Brill	Open	Rec'd. Jan. 1888	16-32?	6	\$ 1500	\$ 9,000
20 - 31	St. Louis	?	Rec'd by June 1888?	16-32?	12	\$ 1500	\$ 18,000
Hand car						\$ 200	\$ 200

Above data obtained from Inventory of Receiver's Sale. Dated January 13, 1892. Prepared by the San Diego Electric Railway Company, June 10, 1918 for 1918 Rate Case.

Notes:

1. Car #19 seems to be missing. See text.
2. Cars 1 - 6. Bob-tail. Non-reversible seats, two single and two double. Red and white curtains.
3. Evidence in pictures of the period indicates that the San Diego Street Car Company had other types of equipment. These were probably cars acquired from the National City and Otay Railway, the National City Street Railway, the Coronado Railroad, the Electric Rapid Transit Company and the Escondido line.
4. Above data is obviously incomplete and possibly inaccurate. Readers are invited to submit additions and corrections to Richard V. Dodge, 934 21st Street, San Diego 2, or the Dispatcher, 7861 Normal Avenue, La Mesa, California.
5. Closed body No. 25 was remodeled into San Diego electric car No. 11. Four double bench open cars were converted into San Diego Electric street cars Nos. 12 to 15.

National City & Otay Railway Company's Seventh Street horse car line: 2 horse cars, open type.

National City Street Railway Company's line: two horse cars, bob-tail, one horse. Perhaps additional cars.

Coronado Railroad: two horse cars

Escondido's line: no details.

Pacific Coast Steamship Co., foot of 5th Street used horse power for freight operation.