

# Dispatcher

25¢

ISSUE 32

RAILWAY

HISTORICAL SOCIETY OF SAN DIEGO, CALIF.

JUNE 24, 1960

## LOCOMOTIVES AND CARS OF THE SD&AE

LOCOMOTIVES ... JOE STRAPAC

CARS ... ALLEN COPELAND



San Diego & Arizona Eastern Railway Co. Locomotive No. 1 in the San Diego yards, March 1948. (Eric Sanders)

### HISTORICAL BACKGROUND

The San Diego and Arizona Railway Co. was incorporated December 15, 1906 by the Spreckels interests with the avowed purpose of building a railroad line from tidewater at San Diego, to Yuma, Arizona, where connection would be made with the Southern Pacific.

Construction began in September 1907, and, by 1914, the track reached Tecate, Baja California. About this time World War I began in Europe and construction slowed down. However, work did go on — and then it almost came to a halt when the United States Railroad Administration took over all major railroads in 1917. The USRA was not in favor of any new construction during the war, but was persuaded to exempt the SD&A from this policy. Construction continued — through solid rock

in the "impossible" Carriso Gorge — to a belated conclusion on November 15, 1919 when John D. Spreckels drove the golden spike, and through service to the east was inaugurated on December 1, 1919. In the meantime, on October 1, 1917, the SD&A was consolidated with the San Diego & Southeastern Railway, which added valuable feeder lines to the north and east.

So the San Diego and Arizona remained until the depression, when the Spreckels interests sold out their portion of the SD&A to the Southern Pacific, which re-incorporated the company as the San Diego & Arizona Eastern Railway on February 1, 1933. The locomotives not previously disposed of were then relettered, adding the word "Eastern", retaining their SD&A road numbers.

Most of the losses incurred during the depression were recovered during the hectic war years, when traf-

fic skyrocketed. Soon after passenger service was discontinued on January 11, 1951, all operations were dieselized using leased SP locomotives. Various abandonments and service changes were made over the years --- details appear in Dispatcher Issue No. 6.

Due to space restrictions, only the locomotives of the San Diego and Arizona proper will be listed in this issue --- locomotives of predecessor companies will be identified in a later issue.

The San Diego and Arizona owned only four locomotives (1, 50, 101 and 102) until the merger of October 1, 1917, when locomotives 2, 5, 21, 22, 23 and motors 41-43 were added to the roster.

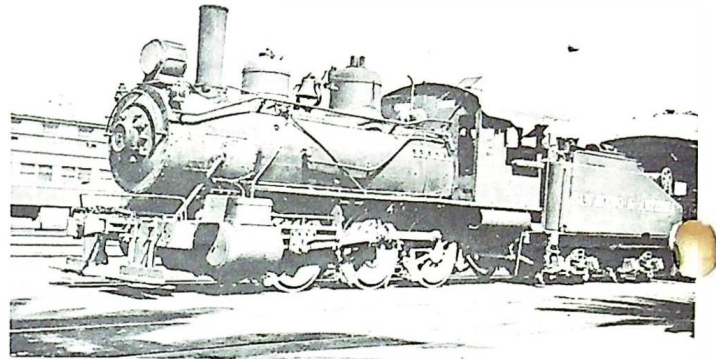
Soon after the mainline was completed, the company felt a need for additional locomotives. Per-axle weight restrictions and the many curves seriously cramped the possibilities for high-capacity power. The motive power stable was enlarged in the period 1919-1921 with the addition of five 4-6-0's (20, 24-27) from defunct Nevada mining roads, an 0-6-0 (2nd 2), and four 2-8-0's (103-106) purchased from the Southern Pacific. Two 2-6-0's were leased from the Southern Pacific of Mexico between 1918 and 1921 for construction purposes. In January, 1920 4-6-0's 21-23 were renumbered 10-12. The final addition was number 3 which graced the roster for less than five years, between 1936 and 1940.

Much of the following material originally appeared in Railway & Locomotive Historical Society Bulletin #71, published in November 1947. Since then, much new material has come to light and the original roster as it appeared in the Bulletin has been extensively revised.

## ABBREVIATIONS

|       |                                    |
|-------|------------------------------------|
| AT&SF | Atchison, Topeka & Santa Fe        |
| BR&P  | Buffalo, Rochester & Pittsburgh    |
| B-G   | Bullfrog-Goldfield                 |
| LV&T  | Las Vegas & Tonopah                |
| LN&S  | Minneapolis, Northfield & Southern |
| NWP   | Northwestern Pacific               |
| SD&A  | San Diego & Arizona                |
| SD&AE | San Diego & Arizona Eastern        |
| SD&C  | San Diego & Cuyamaca               |
| SD&SE | San Diego & Southeastern           |
| SDS   | San Diego Southern                 |
| SP    | Southern Pacific                   |
| SPofC | Southern Pacific of California     |
| SPdeM | Southern Pacific of Mexico         |

- 2 0-6-0 Schenectady (4138). 9/1893  
(2nd) Class S-1 51"-18"x24"-91875-130-16850  
Ex-SP 1046. Acquired from the SP 11/23/20.  
Scrapped 9/1940.



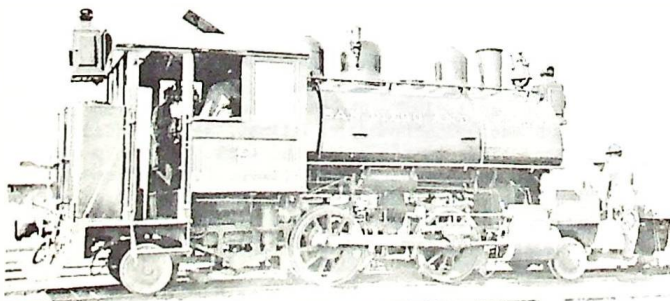
SD&A 2nd2 Switching at Union Depot, San Diego, October 8, 1935. (R. P. Middlebrook)

## Motive Power

- 1 0-6-0 ALCo-Pittsburgh (46689) 10/1909  
Class S-23 51"-18"x24"-107000-175-22700  
Acquired new during construction of road.  
Scrapped (LA) 10/12/51

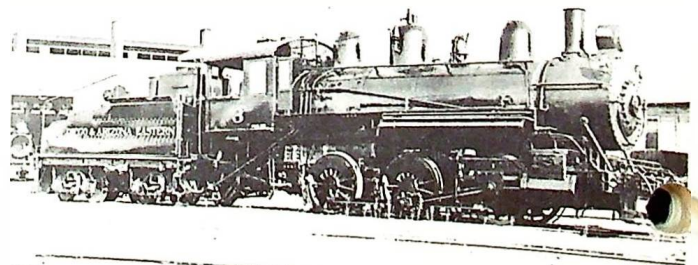
Picture on page one.

- 2 2-4-2T Porter (4812), 2/1911  
Class S 44"-14"x20"-83900-59900-170-12875  
Ex-SD&SE 2, SDS 2-100. Acquired by SD&A in  
merger of 10/1917. Sold Scofield Engineering  
Co. 1919. Resold U. S. Navy Destroyer Base  
(San Diego), 1919



SD&A 2 In the San Diego yards. Date unknown. (R. P. Middlebrook)

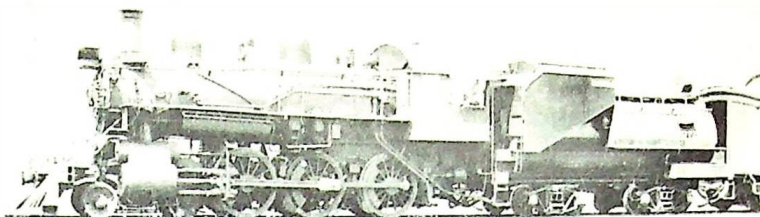
- 3 0-6-0 Baldwin (20900). 9/1902  
Class S-5 57"-19"x26"-145140-180-25190  
Ex-SP 1096. Acquired from the SP 7/21/36  
It originally weighed 129900#. Returned to  
SP, 1940. Sold Harbor Belt Line #3, 10/1940,  
resold Pacific Electric No.1508, 5/1941



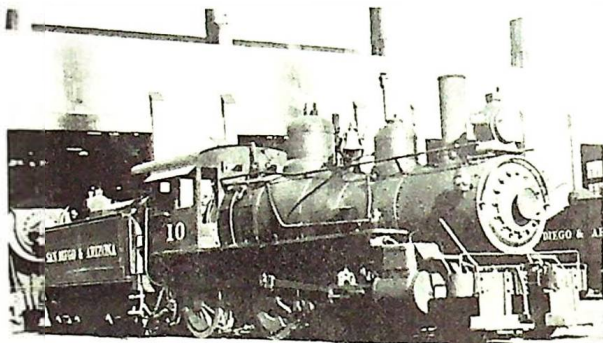
SD&A 3 At San Diego Roundhouse. November 15, 1936. (R. P. Middlebrook)

2-4-ZT Porter (5111),  
7/1912. Class S 44"-14"x20"-  
83900-59900-170-12875. Ex-  
SD&SE 5. Acquired by SD&A in  
merger of 10/1917. Identical  
with 1st No. 2. Sold Mojave  
Northern No. 4, 1923.

See picture 1st No. 2

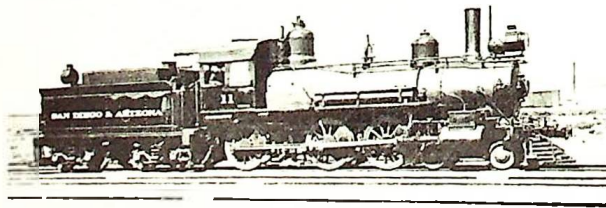


- 10 4-6-0 Schenectady (2470), 7/1887  
Class T-12 57"-18"x24"-97600-73400-160-18550#.  
Ex-SD&A 21 (renumbered 1/1920), SD&SE 21,  
SD&C 2115, SP 2115-1685, SPofC 227.  
Acquired by SD&A in merger of 10/1917.  
Scrapped 11/15/1938.



SD&A 10 Stall 4, San Diego Roundhouse,  
about 1935. (Collection of D. I. Duncan)

- 11 4-6-0 Rogers (2883), 12/1881  
Class T-13 57"-18"x24"-85800-65600-140-  
16230#. Ex-SD&A 22 (renumbered 1/1920),  
SD&SE 22, SD&C 2112, SP 2112-1674, SPofC  
196. Acquired by SD&A in merger of 10/1917.  
This was the oldest locomotive to carry a  
SD&A number and the first SD&A locomotive to  
be scrapped. Scrapped 12/1925.



SD&A 11 in the San Diego yards. Nov. 6, 1919.  
(R. P. Middlebrook)

- 12 4-6-0 ALCo-Pittsburgh (52984), 2/1913  
Class T-56 57"-18"x24"-123400-95400-170-  
19700#. Ex-SD&A 23 (renumbered 1/1920),  
SD&SE 23. Acquired by SD&A in merger of  
10/1917. This locomotive was used in later  
years as Mexicali Y Golfo No. 12 and SP 12.  
Scrapped (LA) 10/31/1947.

For picture see SD&A 23

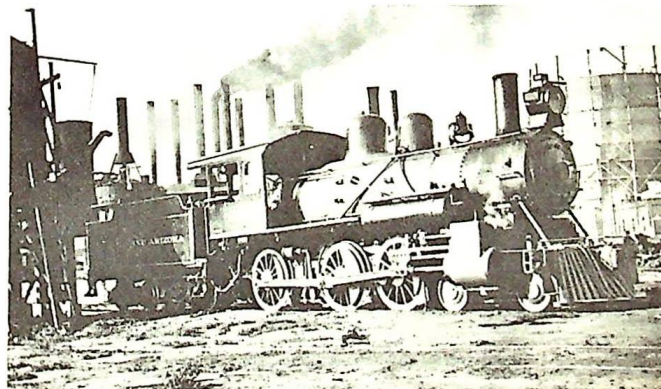
SD&A 20 On the main line, National City.  
1920-1924 period. (J. W. Grosdidier)

- 20 4-6-0 Baldwin (29727), 12/1906  
Class T-57 63"-21"x28"-162000-135000-190-31650#  
Ex-B-G 12, Bullfrog Syndicate 14. Purchased 1919  
from the Hyman-Michaels Co., and rebld. by SP at  
Los Angeles with a new boiler. Leased to SP and  
renumbered SP 2385, 6/19/1941. It operated on  
the SD&AE, however, after 4/24/1943, and was  
changed back to SD&AE 20, 9/1948.  
Scrapped (LA) 9/15/1950

21 (see locomotive No. 10)

22 (see locomotive No. 11)

23 (see locomotive No. 12)

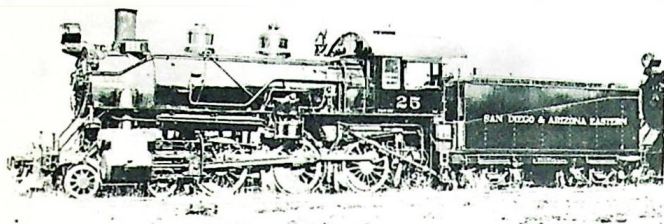


SD&A 23 in the San Diego Yards. March 8, 1917  
(R. P. Middlebrook)

Not SD&A until October

- 24 4-6-0 Baldwin (31093). 6/1907  
Class T-58 63"-21"x26"-188300-141400-200-  
31650# (as built this class had 57" drivers  
and 34200# TE). Ex-LV&T 7. Purchased 1920.  
The entire T-58 class was unsuitable for the  
heavy passenger service for which they were  
purchased, due to relatively light weight.  
Scrapped 9/1940

- 25 4-6-0 Baldwin (32250), 11/1907  
Class T-58 (same dimensions as 24).  
Ex-LV&T 9. Purchased 1920.  
Scrapped 9/1940

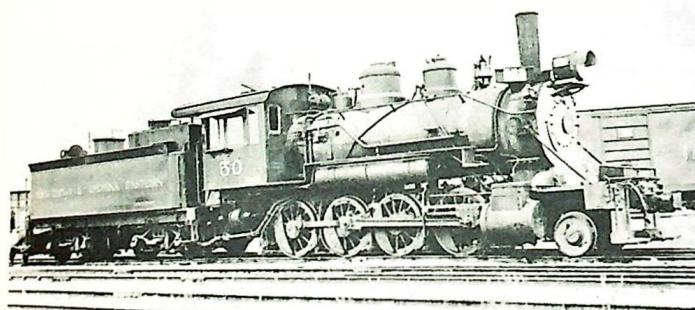


SD&AE 25 April 14, 1942.  
(R. P. Middlebrook)

- 26 4-6-0 Baldwin (32251), 11/1907  
Class T-58 (same dimensions as 24)  
Ex-LV&T 10. Purchased 1920. Renumbered SP  
2386, 6/20/1941, renumbered SD&AE 26 9/1948.  
Scrapped 10/12/1951

- 27 4-6-0 Baldwin (32360), 12/1907  
Class T-58 (same dimensions as 24)  
Ex-LV&T 11. Purchased 1920.  
Scrapped (LA) 12/7/1950

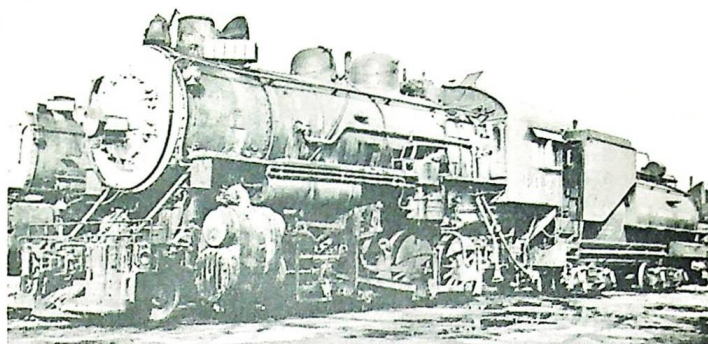
- 50 2-8-0 Baldwin (35953), 1/1911  
Class C-31 50"-20"x24"-137000-122000-180-  
29400# Acquired new during construction  
of road. Scrapped (LA) 12/14/1950



SD&AE 50 in the San Diego yards.  
(D. I. Duncan)

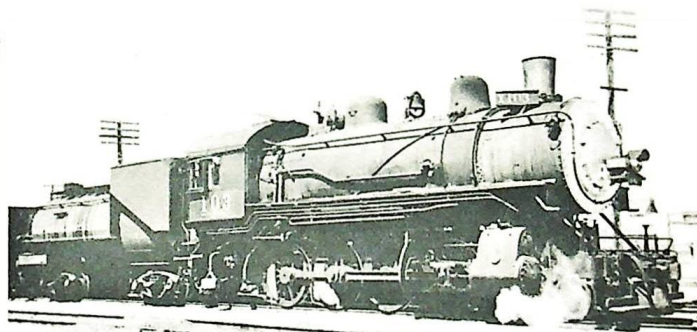
- 101 2-8-0 ALCo-Schenectady (54664), 12/1914  
Class C-31 57"-22"x30"-224500-197900-210-  
45470# (original specifications were:  
216500-193000-200-43300#). Acquired new.  
Leased to SP as #2837, 1918-1919.  
Scrapped 1/14/1953

- 102 2-8-0 ALCo-Schenectady (54973), 12/1914  
Class C-31 (same dimensions as 101).  
Acquired new. Leased to SP as No. 2838,  
1918-1919. Scrapped 9/14/1953



SD&AE 102 December 12, 1948  
(D. I. Duncan)

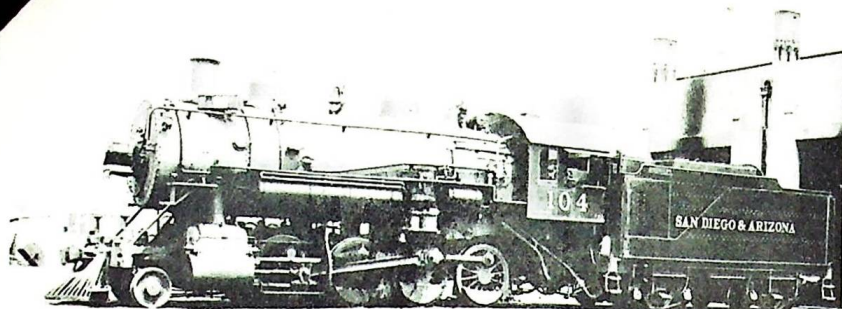
- 103 2-8-0 Baldwin (31453), 9/1907  
Class C-9 57"-22"x30"-217800-193700-210-  
45470# (original BP and TE were: 200-43300)  
Purchased from SP (#2523) 3/17/1921. Re-  
turned to SP #2523, 5/1941. Returned to  
SD&AE #103, 9/1948. Retired 12/31/1957  
and now (12/1959) in dead storage at SP's  
Bayshore Yards (San Francisco), the last  
SD&AE locomotive to remain on railroad prop-  
erty.



SD&AE 103 at Roseville (D. I. Duncan)

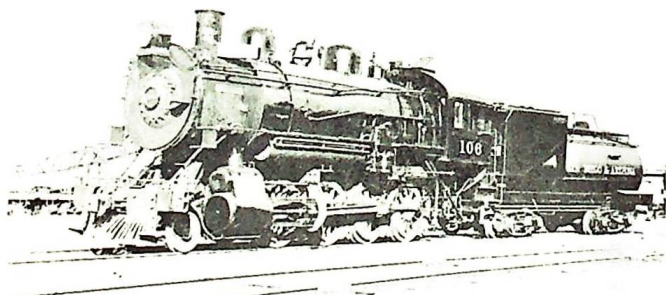
- 104 2-8-0 Baldwin (23899), 5/1904  
Class C-8 57"-22"x30"-216700-19100-210-  
45470# (original BP and TE were: 200-43300)  
Purchased from SP (#2720), 3/25/1921. Re-  
turned to SP #2720, 5/1941. Returned to  
SD&AE #104, 9/1948. Retired 10/18/1954  
and donated Railway Historical Society of  
San Diego 6/24/1956 and placed on display  
at San Diego County Fairgrounds (Del Mar).

See picture on next page, please



SD&A 104 at San Diego Roundhouse  
(J. W. Grosdidier)

- 105 2-8-0 SP Los Angeles Shop (1), 12/1917  
Class C-10 57"-22"x30"-217800-193700-210-  
45470# (original BP and TE were: 200-43300)  
Purchased from SP (#2843), 3/12/1921.  
Scrapped (LA) 2/6/57
- 106 2-8-0 SP Los Angeles Shop (3), 6/1918  
Class C-10 (same dimensions as 105).  
Purchased from SP (#2844), 8/6/21. Re-  
turned to SP #2844, 5/1941. Returned to  
SD&AE #106, 9/1948.  
Sold for scrap (Purdy Co.-LA) 10/7/1958



SD&A 106 January 4, 1935  
(R. P. Middlebrook)

#### LOCOMOTIVE ASSIGNMENTS ON JANUARY 31, 1919

- Engine 1 (0-6-0) Round trip to Otay Gravel Pit  
and switching in San Diego yards.
- Engine 5 (2-4-2T) Round trip on Chula Vista line  
and to Salt Works.
- Engine 21 (4-6-0) Round trip to La Mesa (freight).
- Engine 22 (4-6-0) Round trip to Coronado (freight).
- Engine 23 (4-6-0) Round trip to Lakeside on mixed  
trains #31 and 32.
- Motor 41 Assigned to passenger trains 4-5, 7-8,  
10-11 and 14 to Lakeside and return.
- Motor 42 Out of service (?)
- Motor 43 Assigned to passenger trains 1-3, 6, 9,  
12-13, 15-18 to Lakeside and return.

(Continued page 6, column 2)



FAST FREIGHT SERVICE  
VIA

**S. D. & A. RY.**

*The Short Line*

Between San Diego, Imperial Valley,  
Southern Arizona and  
the Southwest.

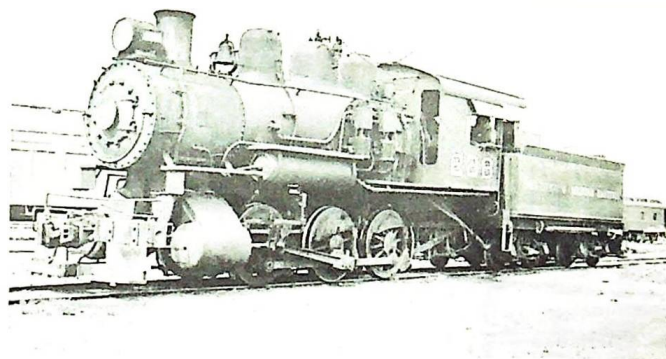
East, via the quickest route  
without extra fare.

THRU SLEEPERS TO  
PHOENIX, EL PASO, CHICAGO,  
NEW ORLEANS

Leave San Diego 5:15 P. M. Daily

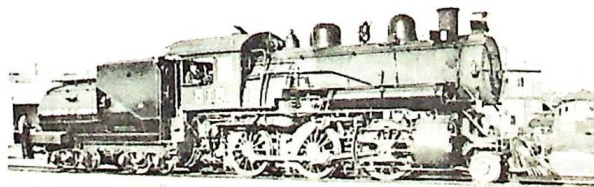
#### LEASED LOCOMOTIVE

Northwestern Pacific No. 228 with tender of SD&AE 50  
in San Diego passenger yard. Schenectady 1914.  
February 27, 1945. (R. P. Middlebrook)



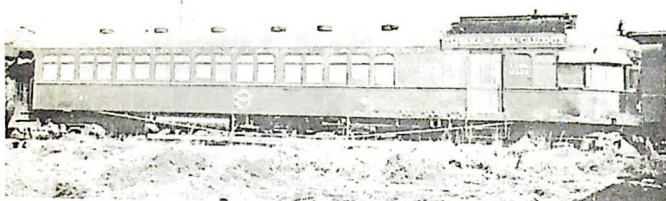
#### LEASED LOCOMOTIVE

Southern Pacific No. 515, ex-SPdeM 515, with a SD&A  
tender at San Diego Roundhouse. Baldwin 33817, 1909.  
October 14, 1919. (R. P. Middlebrook)

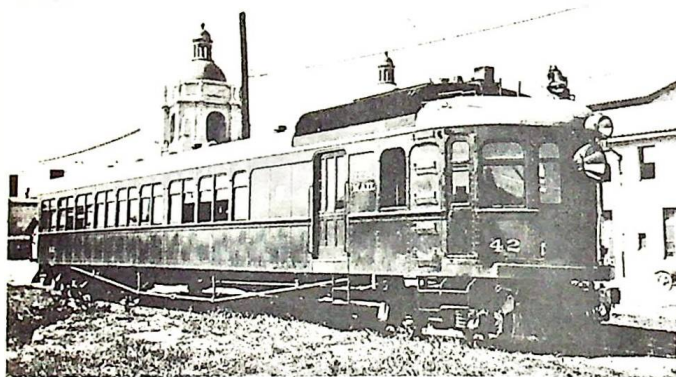


The Editors wish to thank Carl M. Eichenlaub, superin-  
tendent of the San Diego & Arizona Eastern Railway Co.,  
for his assistance in checking the contents of this  
issue. J. W. Grosdidier, chief clerk of the railroad  
and RHSofSD member, also assisted. Thanks to both  
these gentlemen.

- 41 Wason-Gen. Elec. (3766), 1913  
Ex-MN&S, ex-SD&SE 41. Scrapped 1939
- 42 Wason-Gen. Elec. (3755), 1913  
Ex-MN&S, ex-SD&SE 42. Scrapped 1940
- 43 Wason-Gen. Elec. (3707), 1913  
Ex-BR&P 1002, ex-SD&SE 43. Scrapped 1939



SD&AE Gas-electric 41. In San Diego passenger yards. Dec. 10, 1945. (Middlebrook)



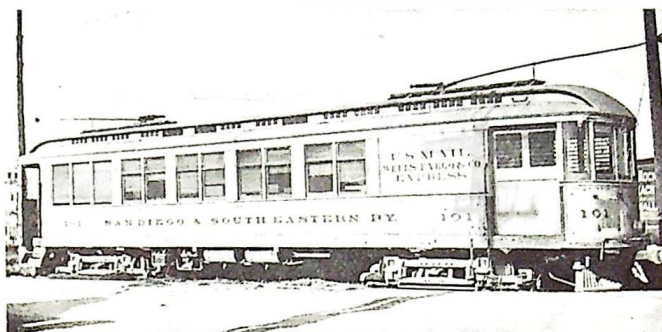
SD&AE Gas-electric 42. On Kettner siding across the street from the Santa Fe station. December 19, 1935. (R. P. Middlebrook)



SD&AE Gas-electric 43 San Diego yards. December 20, 1935. (R. P. Middlebrook)

41-42 were single-end, end-entrance (open-platform). Length 71'.  
43 was single-end, center-entrance.

101 - 104 Class Electric Cars Rebuilt & motorized Coronado Railroad coaches. Apparently St. Louis built. Original length approximately 38 feet. Specifications: L 51'6"; W 8'8"; H 12'1½"; wgt. 55,900; cap. 56; motors 4 37½ GE67; gear ratio 15:69; control K-10; trucks 2 Brill #27E1. Note: No. 101 was rebuilt in 1909 as a combo. The above cars came under SD&A ownership when the company acquired the San Diego & South Eastern Railway Company. Before the sale of the cars to the Pacific Electric Railway Co. the SD&A on several occasions used No. 101 as a work car. The other cars were placed in dead storage.



San Diego & South Eastern Railway  
101 near 13th & N Sts., San Diego  
(R. P. Middlebrook)

105 - 107 Class Electric Cars. Built by Niles in 1908. Specifications: L 45'10"; W 8'8"; H 12'3"; Wgt. 58,100; Cap. 52; motors 4 GE 202A; gear ratio 17:69; control GE K35C; trucks 2 Brill #27E1. Note: These cars also came under SD&A ownership at the time of purchase of the SD&SE. The cars were stored until their sale in 1918 to the Pacific Electric Railway Company.

#### PARTIAL LIST OF FOREIGN LINE LOCOMOTIVES OPERATED BY SD&A-SD&AE

0-6-0 SP 1046\*, 3/1100, 1145, 1153, 1159. NWP 227, 228.  
2-6-0 SPdeM 515, 518. SP 1627, 1629, 1644.  
4-4-0 SP 1397.  
4-6-0 AT&SF 490. NWP 113. SP 2103, 2169, 2178, 2246, 2265, 2307, 2314, 2323, 2343, 2345, 2353, 2354, 2360, 2362, 2370, 2372, 2373, 2383, 2384, 2385.  
2-8-0 SP 2520, 2523\*, 2547, 2564, 2566, 2601, 2700, 2704, 2708, 2720\*, 2799, 2823, 2843\*.

\* Later renumbered to SD&AE.

Note: Some SP 1700's and 1800's (2-6-0's) were assigned to handle special movements such as circus trains.

#### LOCOMOTIVE ASSIGNMENTS (From page 5, column 1)

Engine 50 (2-8-0) S.D. yard work train service.  
Engine 101 (2-8-0) Leased to SP 2837.  
Engine 102 (2-8-0) Leased to SP 2838.  
Engine SP 1397 (4-4-0) Used as branch line relief engine but not in use this day.  
Engine SP 2246 (4-6-0) Round trip to Campo on passenger trains #101-102.  
Engine SP 2169 (4-6-0) In S.D. engine house.

## Passenger Cars

|           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 01 - 04   | 72' wood (steel underframe) Cafe-observation cars. Made M/W or scrapped.                                                                                                                                                                                                                                                                                                                                                                                                |
| 050       | 72' wood (steel underframe) Business Car, "Carriso Gorge." Built by Pullman on Feb. 14, 1910 as observation car SP 1733. Sold to SD&A on December 18, 1919 and rebuilt by Pacific Electric as business car, #050, the "Carriso Gorge." Returned to SP on August 7, 1940. Became SP Medical Examination Car 135 on April 13, 1945. On Sep. 21, 1955 it returned to San Diego as a donation to the Railway Historical Society of San Diego and the San Diego County Fair. |
| 051       | 55' wood (truss rods) Business Car. Used as Superintendent's car. Rebuilt from old Tijuana coach. To M/W dept.                                                                                                                                                                                                                                                                                                                                                          |
| 100 - 101 | 60' steel (steel underframe) Baggage cars.                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 174       | 70' steel, arch roof, combination baggage-coach. "Harriman Standard." Bought from SP.                                                                                                                                                                                                                                                                                                                                                                                   |
| 175       | 60' steel, arch roof, combination baggage-coach. "Harriman Standard." Bought from SP.                                                                                                                                                                                                                                                                                                                                                                                   |
| 176 - 178 | 72' wood, combination baggage-coach. Bought from SP.                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 200       | 60' steel, arch roof, passenger coach. "Harriman Standard." Scrapped.                                                                                                                                                                                                                                                                                                                                                                                                   |
| 201 - 205 | 60' steel, arch roof, passenger coach. "Harriman Standard." Bought from SP. Sold to SP, scrapped or to M/W Dept.                                                                                                                                                                                                                                                                                                                                                        |
| 206 - 208 | 60' steel, arch roof, passenger coach. "Harriman Standard." Bought from SP. #208 still in San Diego yard. Others sold to SP, scrapped or to M/W Dept. Some 200 series cars were used on SPd&M (FdelP).                                                                                                                                                                                                                                                                  |
| 230 - 249 | 55' wood (truss rods) open platform coaches. "Tijuana Cars." Bought from SP. Used on the San Diego branch lines and on the "Race Track Specials." A few of these cars lasted as passenger cars until 1939 and some lasted until 1955 as M/W equipment. Some were sold for use as dwellings and as stations (El Cajon, Jacumba).                                                                                                                                         |
| 300 - 325 | 55' wood (truss rods) open platform coaches and combines. Otherwise same as 230-249. Acquired from the San Diego & Southeastern.                                                                                                                                                                                                                                                                                                                                        |

NOTE: 174, 175 and 208 were retired from service (final service was on the mainline freight which included the "Mixto" service on the Tijuana & Tecate). In July, 1960, all three cars were turned over to Southern Pacific with disposition still not known.

|               |                                                                                                                                       |
|---------------|---------------------------------------------------------------------------------------------------------------------------------------|
| 401 - 404     | 35' wood (steel underframe) cabooses. Bought from SP. 402 is still in revenue service.                                                |
| 449 & others  | 36' wood (truss rods) box cars. Acquired from the SD&SE 1917. Scrapped.                                                               |
| 901 - 905     | 36' wood (truss rods) tank cars with steel tanks. Acquired from the SD&SE and used in construction.                                   |
| 950 - 969     | 40' wood (steel underframe) "National Drop-Bottom" gondolas.                                                                          |
| 1087 & others | 40' wood (truss rods) flat cars. Acquired from the SD&SE 1917. Some sold to San Diego Electric Ry. and the rest made M/W or scrapped. |
| 2601 - 2604   | 40' steel tank cars (12,500-gal. capy.)                                                                                               |
| 3501 - 3528   | 40' wood (steel underframe) gondolas.                                                                                                 |
| 4501 - 4518   | 40' wood (steel underframe) flat cars (100,000-lb. capy.)                                                                             |
| 6001 - 6019   | 40' wood (steel underframe) box cars. (80,000-lb. capy.). USRA standard design.                                                       |
| 6020 - 6039   | 40' wood (steel underframe) box cars. (80,000-lb. capy.). Bought 1919 from the Colorado Midland RR.                                   |
| 7000 - 7002   | 50' wood (steel underframe) box cars, "1½ doors." Bought from SP.                                                                     |
| 9000 - 9003   | 40' wood (steel underframe) stock cars. Bought from SP. Scrapped.                                                                     |

NOTE: All remaining SD&AE freight cars are now assigned to the M/W Dept. for on-line service only due to their age and light construction. Phil Middlebrook states that only the 7000 and 9000 series cars were interchanged with other lines.

## M - W Cars

SERVICE CARS (other than those which came from the above classes):

|         |                                                                 |
|---------|-----------------------------------------------------------------|
| MW 1000 | 25' steam locomotive crane. 25-ton capy.                        |
| MW 1001 | 40' steel tank car. Used for fire service in the Carriso Gorge. |
| MW 1181 | 60' dormitory car. Bought from SP (#1831).                      |
| MW 1182 | 60' dormitory car. Bought from SP (#2809).                      |

EDITOR'S NOTE: Above roster credits are:  
 San Diego & Arizona Eastern Railway Co. files  
 Southern Pacific Co. files  
 Railway & Locomotive Historical Society Bulletin #71.  
 Personal observation of authors  
 Phil Middlebrook, Richard V. Dodge and Fred Reif  
 Files of the Dispatcher

## Freight Cars

|     |                                                                                      |
|-----|--------------------------------------------------------------------------------------|
| 400 | 35' wood (steel underframe) caboose with side doors. Bought new during construction. |
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## THE DISPATCHER

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## END OF AN ERA

by Robert Kubach

April 29, 1960 was a black day in the history of the Southern Pacific narrow gauge railroad in the Owens Valley. This was the day for the last run to Keeler and Laws.

Shortly before 7 a.m. (PST) Bob Cartt, Station Agent at Owenyo, handed Conductor G. C. McGhee, Engineer W. C. Ferguson, Fireman F. B. Graves, and Brakemen Jerry E. Jones and Robert D. Olson their orders:

ENG 1 RUN EXTRA OWENYO TO KEELER

THEN RUN EXTRA KEELER TO LAWS AND RETURN TO OWENYO

NO 702 OF APRIL 29TH IS ANNULLED OWENYO TO KEELER

(All members of crew received copy of orders on last run.) At 7:01 a.m. Eng. 1, caboose 401, the above mentioned crew, and three lucky railfans (Mrs. Peggy Goss, Mr. Richard C. Datin, and Bob Kubach) were on their way to Keeler. We arrived about 8 a.m. and found that a bulldozer had already dismantled some track and was patiently waiting for the cars on the Sierra Talc Company siding to be moved so more dismantling could be done. School was dismissed so the children and their teacher could see the "Slim Princess" leave Keeler for the last time. The last train left at 9:25 a.m. with four box cars of talc, caboose 401, three empty gondolas, and 13 empty box cars. Arrival time at Owenyo was 10:10 a.m. Empty cars were left on the main at the east end of the yard. The four loads were spotted at the transfer dock. After a quick lunch, Eng. 1, caboose 401, and baggage car 12 departed for Laws at 11:10 a.m.

The same three railfans motorcaded the train to Laws. There we found No. 9, Cal Rogers box cars (Carson & Colorado 7 and SP 132) and the cars donated by the SP (a frame gondola 339, stock car 166, box car 17). Extra 1 arrived about 1:15 p.m. Caboose 401 was placed at rear of the above mentioned train. All are to remain on exhibit at the Laws Station.

No. 9 was given to the city of Bishop. The Laws Station, rolling stock, 1100 feet of track, water tank, gallows turntable, and surrounding land went to Inyo County with the understanding that No. 9 will remain at Laws and the area will become a State Museum.

The empties were rounded up, and after much discussion between Bishop Chamber of Commerce and SP officials, No. 9 and her train was pulled out of the siding and spotted east of the station on the main line. Extra 1 left Laws at 3:10 p.m. with four empty box cars and baggage car 12. Four empty A frame gondolas, three empty flat bottom gondolas, and four A frame gondolas of talc were picked up at Zurich. Seven empty box cars and two empty A frame gondolas were picked up at Kearsarge. Arrival time at Owenyo was 6 p.m.

Saturday morning, the next day, the four loads of talc from Zurich were transloaded into one standard gauge hopper car. After the transloading was completed, all cars were spotted at the far ends of the yard, except the five cars that rumor says are to be donated or sold. These were left on a siding near the repair shop. All cars, except those on exhibit at Laws and some box cars sold to Huntley Products Co. at Laws (exact number not known at this time) were now at Owenyo. The switching moves having all been completed the crew tied up at 10:30 a.m. and the railroad that was built "300 miles too long or 300 years to soon" ended almost 80 years of service.

The standard gauge line from Owenyo to Lone Pine was abandoned on April 30. The last train left Owenyo about 10:30 or 11 a.m. (Note: Quotations are from "The Slim Princess" by John B. Hungerford.)

## NEWS ROUNDUP

JULY, 1960, LOCOMOTIVE ASSIGNMENTS FOR THE SD&AE  
AND THE JULY 28, 1960 ASSIGNMENTS

1. SAN DIEGO AREA BRANCH LINE AND YARD SWITCHERS  
 SP 5101-5102 G.E. 70 ton class DF 200  
 660 hp. Blt. 1949  
 SP 5119 G.E. 70 ton class DF 205  
 660 hp. Blt. 1955
2. MAINLINE TRAINS 451-452  
 SP 5600 class (pool service) EMD GP 9  
 DF 600 series 1750 hp. Blt. 55-6  
 SP 5700 class (pool service) EMD GP 9  
 DF 611 1750 hp. Blt. 1956-57  
 SP 5800 class (pool service) EMD GP 9  
 1750 hp.
3. PLASTER CITY LOCAL FREIGHT  
 SP 4626 EMD DF 306 900 hp. Blt. 1954  
 and other locomotives

July 28, 1960 assignments

- 5101-5102 double-header for the "Roustabout" which ran to El Cajon, Chula Vista, and the Salt Works on this particular day. San Diego yard service. (1037 Alco DS 9 900 hp. blt. 1955 replaced the 5119 currently in the LA shops for repair)
- 1037 El Centro-Plaster City local
- 4626 5659-5656-5796 Train 451 (El Centro-San Diego)
- 5788-5746-5613 Train 452 (San Diego-El Centro)

(Rail News Roundup is continued in news section included in subscriber copies.)

A 1959 SAN DIEGO UNION BUSINESS REVIEW showed that railroad business was on the up-grade. San Diego AT&SF and SD&AE carloadings increased from 30,350 in 1958 to an estimated 32,500 in 1959. Passengers carried in and out of San Diego by Santa Fe totaled 636,984 in 1958 and 656,575 in 1959.

Even as the San Diego & Arizona Eastern Railway Company retires its last remaining coaches and relies on parent Southern Pacific for its equipment needs, new rail is being laid and traffic is on the increase. Complete replacement of SD&AE combines 174, 175 and 208 was effected in July when the railroad received its third S.P. caboose. All cabooses are equipped with minimum facilities for the occasional passenger on the Tijuana & Tecate "Mixto." 208 was retired in December when the first caboose was received. Combines 175 and 208 have been turned over to SP and are now stored on a siding in Calexico; combine 174 is now in SP possession and will be used for branch line service in New Mexico. The Dispatcher was unable to determine the technical disposition of the three combines and thus ascertain whether or not they'll carry SD&AE identification. MW cars and caboose 402 (used on the San Diego Roustabout) still carry the SD&AE initials but all other equipment is SP owned and bears SP identification.

On one mid-July evening Train 451 arrived in San Diego with five units (5619-5653-5632-5787-5873) at the head end. Last December the company began using four units when needed on a regular basis. This action was taken at a time when the east-bound train left San Diego at 5 a.m. to speed delivery of the celery traffic.

End-of-track at El Cajon has been extended 100 feet and has been relocated at grade on what will become Marshall Street extension. Branch line which once extended to Foster appears headed back again in that general direction. Extension to Gillespie Field is a probability.....El Cajon team track has been lengthened..... Service has ceased on historic Chula Vista Third Street track because of the removal of the last customer's plant (Chula Vista Vegetable Exchange) to a new location at Harborside.....Chula Vista station (at Harborside), closed in 1958, and El Cajon, closed in 1959, are now officially abandoned. Former will be leased but the latter will be removed or scrapped.

New sidings in the South Bay include a long one to the San Diego Gas & Electric South Bay plant and one to a new industrial development south of Harborside. ....SD&AE has received the attention of the Los Angeles Times and the Imperial Valley Post-Press. Television coverage has been given by KFMB-TV News and KFSD-TV's "Assignment San Diego.".....Remaining agencies are 8th Street, San Ysidro, Tijuana, Tecate, Campo and Plaster City. (Pennick, Duncan, Stodelle, SD Union, etc.)

Hen's Nest spur at Buena on Santa Fe's Escondido branch has been torn up. Warehouse there burned down some years ago and more recent user, the Tom Thumb Lumber Co., no longer uses the team track.....Cooperative Citrus Association of Escondido has disbanded and the building and spur is now up for lease (Weaver)..... Eight diesel units and six freight cars were derailed at San Juan Capistrano on December 4 when a northbound freight rolled out of a siding into the path of a southbound freight. In this 15 m.p.h. collision injuries were few but damage was extensive. ....Indicative of increasing freight traffic on Division Four was the freight which left Oceanside some weeks ago with 125 cars.....Carlsbad closed March 20....No decision yet on Encinitas.....Miramar freight agency closed February 1.....Track into Camp Elliott was used recently.....the National City wye has lost part of its tail. New yard track may be laid at the National City station due to switching needs of increasing traffic. Much new track being laid at National City: Safeway warehouse, Western Lumber Co. and an upholstery-chemical plant. New access track is being constructed in Santa Fe's industrial tract.

Remaining agencies in San Diego are National City, San Diego, Del Mar, Encinitas and Oceanside. Up north Highland and Ludlow are closing.....The Budd RDC cars formerly used on the "Surf Line" continue to provide the passenger service between Newton and Dodge City, Kansas.....Golden West Railfans on August 31 ran a fan trip from Los Angeles to the RHS of SD-PBMRC exhibits at Del Mar and the Zoo at San Diego.....Back in April Bill Garner reported good business in San Bernardino on Santa Fe with many 900's and some 800's on the freights.

John J. McCarthy in July assumed his duties as general agent in San Diego replacing S. M. Sullivan who retired. McCarthy has been with Santa Fe since 1936. He was a messenger boy in Los Angeles. He was stationed at Riverside for 15 years and most recently has been division passenger agent at San Bernardino. The Dispatcher staff congratulates Mr. McCarthy and wishes Mr. Sullivan much happiness in his retirement. James W. Duncan has replaced Agent Morgan T. Jones, Jr. in San Diego.

A 455-acre industrial park in Phoenix has been purchased.... Microwave now installed for Los Angeles-Barstow will also be installed to Seligman and from Amarillo to Topeka. Trains are controlled by the dispatcher at Fresno for the California section. Controls and indications are transmitted by conventional carrier circuits on open line from Fresno to Bakersfield where they are converted to microwave for transmission to Barstow. (SFePR)

A technological milestone in American railroading was marked July 6 when the world's first 1,440 foot "ribbon rail" on new mainline transcontinental roadway will be laid near Williams, Arizona. Composed of 37 conventional 39-foot rails, pressure-welded electrically by a Swiss process, the rail will be the first on Santa Fe Railway's new 44-mile line now being constructed between Williams and Crookton, in northern Arizona. (SFePR) Santa Fe 1960 rolling stock orders include: 700 box cars, 150 flat cars, 500 mechanical refrigerator cars, 300 gons and 150 70-ton hopper cars. These orders plus those already built total 3,475 new freight cars for the 1960 improvement program. Also being built are 35 2400-hp and 25 2000-hp units from Electromotive and 25 2400 hp units from Alco and also 50 lightweight baggage cars. (SFePR)

Abandonment of the Southern Pacific Tombstone branch is planned.... Burbank station and ticket office closed April 22.... Plan to discontinue (West) Palm Springs and bus passengers from there to Indio is being fought. (LATimes).... old freight house at Alameda & Short Streets (being used for storage and as a locker room) on February 23 was virtually destroyed by fire.... ICC has approved discontinuance of the "West Coast" (Los Angeles-Sacramento), probably effective September 10. ICC also approved discontinuance of "El Dorado" (San Francisco-San Jose) and Trains 247-248 (Oakland-Sacramento).... Oakland Daylight and Oakland Lark, trains 74,250,255 made last runs on May 1; train 73 on May 2. On May 1 Trains 90-91 switched terminals from San Francisco to Oakland but no passengers are carried between Oakland and San Jose. A hamburger grill car has replaced the dome car and coffee shop car on the "Overland" (R&LHS-PCC News).... "Argonaut" (Trains 5-6) remains New Orleans-Houston. Biola line UP 194.094-199.934 will be abandoned (where's that?).

Rails are being welded into quarter mile lengths and placed on a string of 35 flat cars by SP at Mojave. Much of it will be used in the Mojave-Palmdale section. Next spring Bakersfield-Fresno will receive a CTC installation.... One July 4 trip the "West Coast" carried 300 passengers (R&LHS-PCC News).... Grade separations in the Los Angeles area may soon be built at the following locations: Woodman Ave. in San Fernando, Laurel Canyon Boulevard and Valley Blvd. near Alhambra.... Southern Pacific now seeks to discontinue its freight, ticket and express office at Northridge.

In April Bill Garner reported five units on Union Pacific westbound freights and 6 units eastbound.... UP ordered 20 44-seat leg-rest reclining seat coaches from Budd Co. and 25 baggage cars from ACF for 60-61 delivery. Also 300 50-ton plug-door box cars, 300 70-ton flat cars and 200 50-ton insulated box cars, 200 gons and 150 hopper cars.... A new \$3M freight terminal adjacent to the East Los Angeles passenger station was opened officially on March 14. Three tracks will accommodate 80 railroad cars and loading facilities accommodate 93 trucks. A two-story office building nearby houses the staff, division superintendent, division engineer and communications. "City of Las Vegas" now on its summer schedule of daily runs ran all winter on a 3-a-week schedule.

The Ferrocarril Sonora-Baja California in conjunction with Ferrocarril del Pacifico this summer inaugurated through Pullman service from Mexicali to Guadalajara and Mexico City. A display add in the San Diego Union listed upper berth first class fare one way to Mexico City as \$33.48 U.S.; lower berth \$36.10. Cabinetes and compartments are also available. Dining car service is now provided by Fdel P and Ndel. on connecting trains between Benjamin Hill & Mexico City. Many coaches, bag-

gage cars and the pullmans run through to Guadalajara with the pullman continuing on to Mexico City. Because FSBC has only three company-owned pullman cars it is apparent that other cars come from the Mexican pullman pool.

Bob Kubach send this list. Readers may correct data in Issue 31.

FREIGHT CARS OF THE FERROCARRIL SONORA, TIJUANA CALIFORNIA as of January, 1960.

|                                             |          |
|---------------------------------------------|----------|
| Box cars: 3101 - 3129; 3301-3324; 3401-3450 | 103 cars |
| Stock cars: 3701-3710                       | 10 cars  |
| Tank cars: 4001 - 4005; 4101-4102           | 7 cars   |
| Flat cars: 4301 - 4305 4401-4402            | 7 cars   |
| Gondolas: 4601 - 4628                       | 28 cars  |
| Total cars listed:                          | 155      |
| Diesel locomotives                          | 8        |

75# rail from the United States Gypsum's Plaster City line has been replaced by heavier rail and has been sold to a San Bernardino scrap concern. (Bill Elliott) The "vista dome" observation car is out of service (Stodelle).

Western Pacific seeks to discontinue its local service by RDC train between Oakland and Salt Lake City. Loss is estimated at \$255,000 in 1959. (SDTribune)

National City & Otay. The "Old Red Barn," erected in 1894 by the Sweetwater Fruit Co. as a citrus packing house is demolished. In the 1916 flood much of the building and the nearby railroad track was washed away. (SCalif.Rancher)..... Avondale School was dedicated December 15, 1959 by the La Mesa-Spring Valley School District. A brochure issued at the event states: "The name of the new Avondale Elementary School has a history which is linked to the pioneer period in the Sweetwater Valley. A spot known as "Avondale" was a flag stop on the Sweetwater Valley branch of the National City and Otay Railway Company. Saddle-tank locomotives pulled small open and closed passenger cars over the line providing service for local residents and excursionists. Avondale was located about one-half mile south of Sweetwater Dam. Long-time rancher Richard Allen recalls that Avondale, complete with short platform, was only a "whistle stop." Origin of the name is uncertain and the only landmark was the Grant Home, located on the side of a nearby hill. Sunnyside was the nearest community. Above Avondale lay Aloha, also a "whistle stop," the Sweetwater Dam and the "town" of La Presa. The NC&O was founded December 27, 1886.

"During the land boom of 1886 to 1888 a group of Boston capitalists organized the San Diego Land and Town Company with headquarters in National City. The old Rancho Nacional and surrounding territory was subdivided and made available to interested farmers. Sweetwater Dam was built. Four years later, in 1892, J. H. Clough helped perpetuate the name when he called his lemon ranch "Avondale." A popular excursion of the early days was one which took visitors to Tijuana. The journey included a view of the Sweetwater Gorge, then advertised as the "Grand Canyon Of the Sweetwater." Beyond the gorge was La Presa with its hotel and mineral springs. On several occasions the flood came. Each time the line survived, but in 1916 flood damage was heavy and the company became bankrupt."

SOUTHWEST TRACTION. El Paso City Lines will seek permission from the Mexican Ministry of Communications to replace the El Paso-Juarez trolleys with buses or trolley coaches. Permission for the change has been received from local authorities. The abandonment is of interest to Californians because the trolleys which provide the service are 20 of the 28 PCC-type cars which once operated on the San Diego Transit System. One car is on exhibition at Del Mar, another at Perris and the remaining six are lying on their side in a San Diego salvage yard (John Riepe, SD Tribune).

LAMTA is now completing overhauling (painting new MTA color scheme and body) blimp 1543. Apparently other blimps were to receive similar treatment. Then came news that the Authority could not negotiate a trackage agreement with the Pacific Electric Railway beyond December 1, 1960. Thus LAMTA's apparent effort to keep the trolleys going until rapid transit plans jell is doomed. However, the Authority plans further negotiations.

Proposed rapid transit plan for Los Angeles announced recently calls for a 43.4 mile rapid transit system initially with rubber-tired cars (guided by horizontal steel wheels) operating variously on elevated, surface and subway trackage. Initial lines would use median highway strip to (1) El Monte, former Pacific Electric right-of-way to (2) Compton, elevated, subway and surface to (3) West Los Angeles and via a branch to (4) North Hollywood. A complete 150 mile network would include lines to Norwalk, Pasadena, Burbank-San Fernando, Los Angeles International Airport and extensions to Long Beach and Van Nuys plus a short line route to Hollywood.

Whether or not the proposed system will become an actuality is a matter of conjecture. This much is certain. The LAMTA Board of Directors has authorized the next in a series of surveys.

The San Diego Union in a series concluded that rapid transit systems are for Los Angeles and San Francisco but not for San Diego. San Diego like Detroit must depend on highway transit. The Union reporter relied heavily on the opinions of state highway engineers. Insufficient density of population plus unusual terrain were listed as the reasons for San Diego's inability to finance rapid transit of the rail variety. On the other hand J. L. Haugh in a recent address stated that mono-rail may be in the picture for San Diego transit in the next decade.

#### PERSONALITY PROFILE #2 : A MIDDLEBROOK PROFILE

1960 will have been a significant year for Mr. & Mrs. Phil Middlebrook. It all began on February 1 when after 41 years of service Phil retired from his work for the Santa Fe Railway. After a much needed rest - and why not after many years of seven-day-a-week employment-Phil and his wife Grace will leave for a four months visit in New Zealand and Australia. Trips around the United States are scheduled to follow the main event.

Phil's career at Santa Fe began on December 11, 1919 when he began as a wiper in the National City Santa Fe roundhouse. On June 25, 1920 he started firing and continued until December 20, 1930 when he moved to the other side of the locomotive cab. After mainline and branchline work Phil turned to yard work and work which kept him closer to home base.

On the side he has given time to color photography and to steam engine and railroad history. He has a collection of over 16,000 engine photographs.

Phil is a member of the the Brotherhood of Locomotive Engineers and he is a national and Southern California chapter member of the Railway & Locomotive Historical Society. Many have been his contributions to the R&LHS Bulletins and to the Dispatcher. He has collaborated frequently in his writing with Richard Dodge. For all San Diego area railroad historians he is a source of background data. His picture collection is invaluable.

Mr. Middlebrook was born in Hightston, New Jersey, but came (was carried!) immediately to San Diego County where in 1887 his father drove freight wagons to Stonewall Mine. He attended Middletown, Florence and San Diego High schools and also San Diego Junior College. During World War I he served as a navy radio operator on the oil tanker "W. J. Burton."

His wife, Grace, is a daughter of San Diego physician W. P. Winters, now deceased. Grace is also a former librarian at San Diego State College.

Grace says that in steam engine days "we could let go of the steering wheel and the car would go right to the roundhouse."

Dispatcher and San Diego railfans generally wish Phil much enjoyment in his retirement. Our best wishes to the Middlebrooks!

#### A FINAL WORD

In our LAMTA story we forgot to note that LA's proposed rapid transit would take cars down 8th and along Main Street via elevated track.... "Rails of the Silver Gate," long awaited Pacific Railroad Journal issue on San Diego authored by Dick Dodge is nearing completion. Folders will be ready within the month and will be included in the next Dispatcher mailing. Pre-publication price until Nov. 1 is \$8.50; regular price will be \$10. Help support the Journal by ordering back issues listed on the enclosed order blank. Note that two new issues, "Rocky Mountain Official Railway Guide" and "Lima Locomotives," are available. Order one or more PRJ publications. And watch the Dispatcher and/or the RHS of SD Newsletter for final word on Dodge's epic.