

Richard U. Dodge
934 - 21st Street
San Diego 2, Calif.

Dispatcher

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ISSUE 33

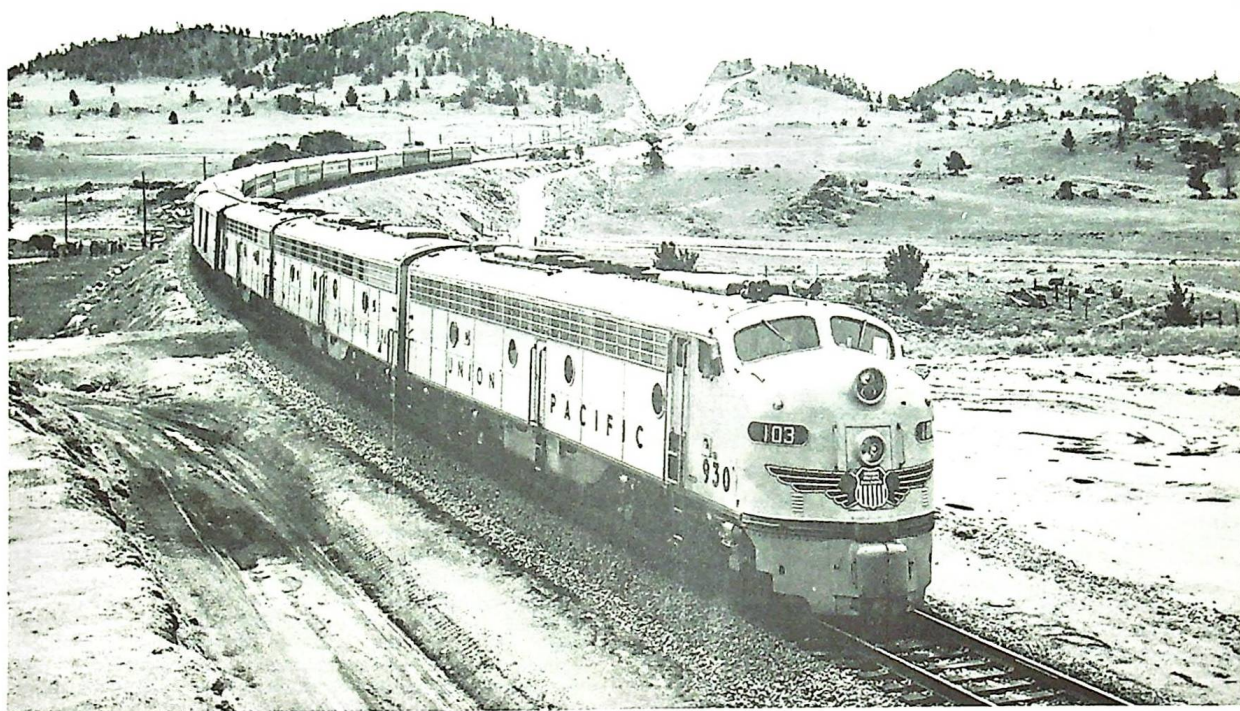
RAILWAY

HISTORICAL SOCIETY OF SAN DIEGO, CALIF.

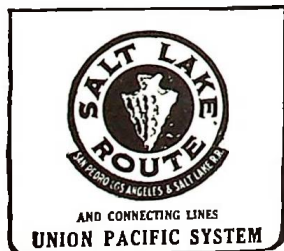
OCTOBER 30, 1960

SALT LAKE ROUTE

by Richard V. Dodge



Heading west over Sherman Hill in Wyoming, Union Pacific's "City Of Los Angeles" will soon be clicking over the tracks of the Salt Lake Route bound for Southern California. Picture was taken in the early fifties.
(Union Pacific Railroad picture)



"This is the Place!"

Those quasi-immortal words were uttered in July 1847 by Brigham Young, the President of the Church of Jesus Christ of Latter-day Saints and the leader of the Mormon caravan trekking through the vast wildernesses on the toilsome journey westward-ho. Well might they have changed the destiny of Old San Diego in Alta California. The chief purpose of the exodus was to escape from the restric-

Lake City was founded.

But an unfortunate war between the United States and Mexico was in progress. Several companies of the U. S. Army, memorably known as "The Mormon Battalion", had left Council Bluffs, Iowa, in July 1846 marching to San Diego. They arrived early in 1847 after the local battles were over but were stationed there and at other southern California points, performing guard duties.

The Treaty of Guadalupe Hidalgo, ending the conflict, was signed February 2, 1848 and was finally ratified by proclamation of President Polk on July Fourth. By the terms of this instrument Mexico ceded all of California and the present states of Nevada and Utah, Arizona south to the Gila River and westerly portions of Wyoming, Colorado and New Mexico to the United States. To his dismay, Mr. Young found his Salt Lake City to be in the U.S.A.

Many members of the Mormon Battalion, when mustered out, travelled to Salt Lake City and became enthusiastic boosters of the southland.

It was the policy of the Mormon Church to estab-

tions imposed by the United States laws, with particular reference to polygamy.

As the travel-weary members approached the eastern shore of the Great Salt Lake, at that time in Mexican territory, Mr. Young selected a spot to be it and Salt

ove.
he SAN PEDRO, LOS ANGELES
& SALT LAKE

lish as many colonies in the western territory as were feasible. Approval was granted in 1851 and some 500 Mormons moved to southern California via Cajon Pass. Reaching the foothills, they purchased the San Bernardino Rancho and settled. In 1853, they laid out the City of San Bernardino, originally one mile square. San Bernardino County was formed in that year, taking a big chunk out of Los Angeles County, originally San Diego County. California had been admitted to the Union as the 37th State on September 9, 1850.

The prosperity of the "Young" city was interfered with when U. S. troops were sent into Utah Territory to settle the disputes with Brigham Young, who claimed that the Federal Government had no jurisdiction over the State of Deseret which he had established. In defense, the Mormon colonists were recalled in 1857 and San Bernardino thereafter developed as an orthodox town. Through conciliatory efforts, the quarrels were resolved.

In May, 1869, a newspaper declared: "The tabernacle is one of the sights of New Jerusalem."

BRIGHAM YOUNG'S RAILROADS

When the Union Pacific Railroad was building the eastern division of "The Pacific Railroad", Mr. Young took the contracts for the grading through Weber Canyon into Ogden. He had counted on the road swinging south through Salt Lake City and around the south end of the lake. So great was his chagrin when the northern route was adopted that he organized the Utah Central Railroad in March 1869 to build from Ogden to Salt Lake City, 37 miles. He accepted the locomotives and materials from the Union Pacific in payment for his grading services. He became an ardent railfan and ran one of the engines on a construction train. The road was completed January 4, 1870, less than eight months after the driving of the historic gold spike at Promontory, Utah, joining the Union Pacific with the Central Pacific.

As the Mormon settlements flourished, the need for railroad service to the southern parts of the valley was evident. To accomplish this purpose, Mr. Young organized the Utah Southern Railroad in January 1871. Construction was soon underway and 40 miles were in operation to the town of Lehi by November 15, 1872. A total of 104 miles of track from Salt Lake City was laid through Provo and Nephi to Juab and the Silver Horn coal mine. This trackage became part of the Salt Lake Route but not in its main line.

However, the broad charter called for the rail terminus to be at the head of navigation on the Colorado River. At that time small stern-paddle-wheeled steamboats were able to ply up and down the river between Callville, Nevada, now submerged by Lake Mead, and the Gulf of California. From the terminus it was predicted that a link to San Bernardino will speedily follow, where it will meet a railroad from San Diego.

SAN DIEGO WANTED A SALT LAKE CONNECTION

The people of Old and New San Diego, always hoping to develop a great seaport, quickly grasped the opportunity and organized The San Diego & San Bernardino Railroad Company, which was incorporated on November 15, 1871. A subsidy of \$150,000 was raised and a route was surveyed up Mission Valley. The San Diego depot grounds had been selected in Middletown, 2,100 feet north of Spring Avenue, now Broadway. Ground breaking exercises were celebrated on November 12, 1872 and grading was underway on the first, and it was the last, five miles. The stock market crash and the financial panic of 1873 dealt the lethal blow to these magnificent plans.

Brigham Young passed on in 1877.

JAY GOULD GRABS CONTROL OF UNION PACIFIC ENTERPRISES

Then Jay Gould, "the giant of the vulture era" in United States railroad history but characterized in the

newspapers as "the pasty-faced little weasel", bought up Union Pacific stock, also that of the Utah Central and Southern, and took charge.

In 1879, the Utah Southern Railroad Extension was organized and a newspaper item on December 18, 1879 revealed that Gould, backing the Utah Southern, was building three-fourths of a mile a day through Utah. The rails eventually reached Milford. The section from Lynn (dyl) to Milford became part of the main line of the Salt Lake Route.

A merger was negotiated in 1881. The Utah Central Railroad, the Utah Southern Railroad and the Utah Southern Railroad Extension were consolidated into the Utah Central Railway Company.

Gould's grip on the Union Pacific was precarious at times, but he clung on by enigmatic maneuvering.

Other important events were taking place in this period.

THE 35TH PARALLEL ROUTE

The California Southern Railroad had been built from National City north via Temecula Canyon through the present Highgrove to Colton in 1882. It planned to extend to San Bernardino and on, through Cajon Pass, to a junction with the Atlantic & Pacific Railroad in California but was prevented from installing the crossing at Colton by physical and legal obstacles placed in the way by the Southern Pacific.

The Atlantic & Pacific, jointly owned by Atchison, Topeka & Santa Fe Railroad and the St. Louis & San Francisco Railway, was building west from a point south of Albuquerque, New Mexico, intending to span the Colorado River near The Needles and enter California.

The Southern Pacific was hastily laying tracks east from Mojave to stop the Atlantic & Pacific at the river.

"CALICO MINING DISTRICT" IS DEVELOPED

A noteworthy citizen of the times was Robert W. Waterman, who had come to California in the gold-crazed years, then went back east and had returned in 1873. He bought a ranch five miles east of San Bernardino and started farming. But his bent of mind inclined to mining. He spent much time in prospecting in the great Mojave Desert and located the silver-bearing ledge which was subsequently developed into the "Calico Mining District." 1

Southern California (history), written in 1889, describes Calico as an old and famous mining town, located seven miles north of the town of Daggett. The name was derived from the variegated colors of the mountains to the north. "The town lies on the south side of the mountain hence has no need of a sewerage system." Its elevation is 2,600 feet.

The mining district, forming the northern boundary of Silver Valley, is the richest silver camp now in operation (1889).

The estimated value of bullion shipped in the first two years was \$2,500,000. Since 1881, \$14,000,000 have been taken from the camp.

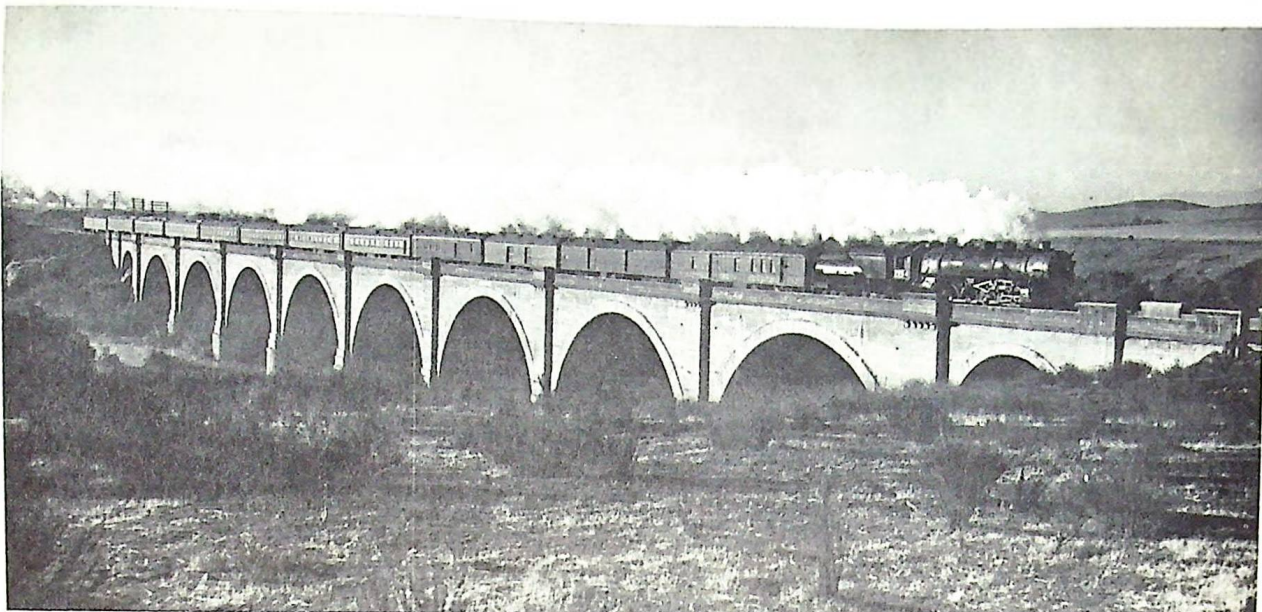
Quartz pulverizing mills in the area operated 170 stamps, (usually in batteries of five stamps), 125 of them running day and night.

Other mines north and west of Calico contain gold, silver, asbestos, iron and large quantities of marble.

The town has a hotel and a telegraph and express office. A newspaper, bearing the name "The Calico Print" was started in 1882.

After Calico comes Victor(ville) with 10 stamps running.

The Riverside Press and Horticulturist, edition of October 28, 1882, heralded that the building of a narrow gauge rail line from San Bernardino to Calico was proposed. This was probably a Waterman promotion.



A remnant of San Pedro, Los Angeles & Salt Lake Railroad days is the concrete arch bridge over the Santa Ana River west of Riverside. The Salt Lake Route commenced construction of its 58½ mile line from Los Angeles to Riverside Junction in 1901, completing it in 1904. The 1000-foot viaduct was claimed as the largest of its kind at the time. (Union Pacific Railroad picture)

CONFLICT BETWEEN S. P. AND A. & P. IS RESOLVED

On December 6, 1882, it was reported that the Southern Pacific track has been laid 50 miles east of Calico station.

The Southern Pacific reached the Colorado River in April 1883. The Atlantic & Pacific was effectually blocked until William Barstow Strong, president of Atchison, Topeka & Santa Fe Railroad, forced the Southern Pacific to agree to sell its Mojave Branch to the Atlantic & Pacific by threatening to build a parallel line.

The California Southern was completed to San Bernardino on September 13, 1883, was washed out in February 1884 through Temecula Canyon, was rebuilt and was extended through Cajon Pass to a junction with the Atlantic & Pacific at Waterman on November 9, 1885, completing the Santa Fe Route to the Pacific. Waterman Junction was renamed Barstow "on and after January 1, 1886".

A branch line from the California Southern at the present station of Highgrove to Riverside was completed in December 1885.

SAN DIEGO ASPIRED TO BE UNION PACIFIC'S WESTERN TERMINUS

The National City Record spread the rumor on September 25, 1883 that the Union Pacific has started work on the extension of the Utah Southern (should have been Utah Central Railway at that date) to The Needles. In May 1888 a similar move was made to secure an extension to San Diego via the Utah Southern and by the end of July it was expected "to reach San Diego sooner or later".

Mr. Waterman had been elected Lieutenant-Governor of the State of California in 1886 and succeeded to the governorship on September 16, 1887, following the death of the incumbent, Washington Bartlett.

Previously he had visited the Stonewall Mine at Cuyamaca Lake in the mountains of that name, south of the town of Julian in San Diego County. He bought the property and developed it into an efficient producer.

In 1889 there were rumbles of another rail in San Diego. The San Diego, Cuyamaca & Eastern Railway, pushed by Governor Waterman, had been built from San Diego east

to Lakeside in that year and there were persistent common talk that it would be extended to meet the Utah Central, which would be lengthened south from Milford.

Other rumblings were: The Union Pacific will build the Utah Central to San Diego: The Union Pacific is backing the Cuyamaca. Will build to Los Angeles and San Diego: Union Pacific to extend to the Pacific Coast. The new line, an extension of the Utah Central, will be built from Milford to connect with the Atlantic & Pacific at Barstow or Needles: Renewed rumors will build from Milford to the Cuyamaca: will extend from Milford to Los Angeles and probably to San Diego. Joint use of the Santa Fe (should be Southern California Railway as successor to California Southern Railroad) track from Barstow to San Bernardino, Los Angeles and San Diego believed temporary: Union Pacific is now an assured fact. Subsidy is being raised.

UNION PACIFIC SUBSIDIARIES MERGED

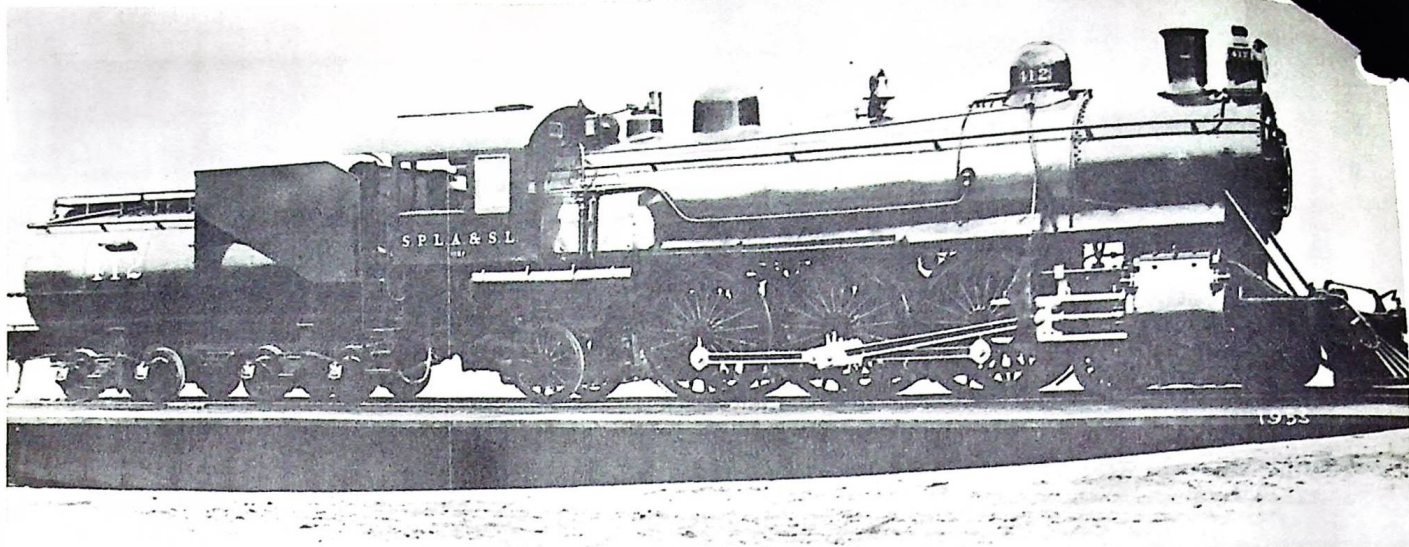
In 1889, a merger of a number of Union Pacific subsidiaries was effected. The Utah Central Railway was absorbed by the Oregon Short Line & Utah Northern.

LOS ANGELES TERMINAL RAILWAY

The 1890's brought significant turns of events.

The Los Angeles Terminal Railway Company,² incorporated August 29, 1890, and serving the Los Angeles harbor area, Pasadena, Altadena and Glendale, publicly announced that it will build to Salt Lake City. "California" of July 18, 1891 wrote: "No doubt this is an entering wedge for a new transcontinental road to go east via Salt Lake". In its November 21 issue the statement was made that the Rio Grande Western is bound for the coast. The road will run within two and one-half miles of Milford.

Other reports and rumors regarding connections with the Union Pacific were published from time to time in the newspapers.³



33-4

San Pedro, Los Angeles & Salt Lake No. 412, 4-6-2 Pacific type (became LA&SL 3412 and then UP 3162). Built 12/1904 by Baldwin. Scrapped by 1934. 22"x28"-77"-200#-399,500 (with tender)-29,920 tr. ef. Operated on Erie (Jan.-April 1905) and Illinois Central (April-June 1905) before delivery to SP, LA & SL. (Collection of Donald Duke)

INSOLVENCY, RECEIVERSHIP AND REORGANIZATION

The financial panic of 1893 brought insolvency and receiverships to both the Union Pacific and the Santa Fe.

After the Atchison, Topeka & Santa Fe Railroad was sold at a public auction, it was reorganized into the present corporation, The Atchison, Topeka & Santa Fe Railway Company.

The firm of Kuhn, Loeb & Company undertook the tremendous task of reforming the Union Pacific. During the receivership the system had been dismembered of the most important branches. The reorganization Committee acquired the properties at a foreclosure sale.

Jay Gould had died in 1892.

Now comes into the picture the greatest railroad magnate ever, Edward Henry Harriman. A new-comer and opposing Kuhn, Loeb & Company, he obtained membership on the Board of Directors in 1897 and within one year became Chairman of the Executive Committee. He turned the foundering Union Pacific into a magnificent system.

In 1897 other branches were amalgamated with the Oregon Short Line and Utah Northern to form the Oregon Short Line Railroad. The trackage from Salt Lake City via Provo to Milford was included.

After the death of Collis P. Huntington, the last of the "Big Four" which had built the Central Pacific, in 1900, Harriman gained control of the Southern Pacific Company. Many economies were introduced by adopting "Common Standards", including locomotive design, for the two systems.

Utah became the 45th State on January 4, 1896.

SAN PEDRO, LOS ANGELES & SALT LAKE RAILROAD ORGANIZED

No definite progress had been made in the development of a transcontinental railroad via Salt Lake City. But, in 1900, Senator William A. Clark, of Butte, Montana, and Jerome, Arizona, fame, his brother J. Ross Clark, and associates purchased the Los Angeles Terminal Railway and rebuilt the road.

Then they formed the San Pedro, Los Angeles & Salt Lake Railroad, which actually had been incorporated in 1899, and plans were made to build from Los Angeles to Salt Lake City. By June 1901 the project was known as "Salt Lake Route".

Grading contracts were let from Los Angeles to Pomona and newspapers reported that Senator Clark will have surveys made through Cajon and Morongo Passes. The latter is northeast of Redlands.

The building of new rail lines through the passes was found not to be practical. Instead wheelage rights or joint use of the Southern Pacific's tracks from Riverside to Colton and the Santa Fe's (technically the Southern California Railway's) track from Colton to Barstow and the Santa Fe Pacific's as successor to the Atlantic & Pacific from Barstow to Daggett were arranged. Eventually the use of the Santa Fe track from Riverside to Highgrove to Colton was included.

The Southern Pacific track was then used for the local trains, from Riverside to San Bernardino over the electrified Pacific Electric section from Colton.

A RIVAL INTERFERES WITH LINE LOCATION

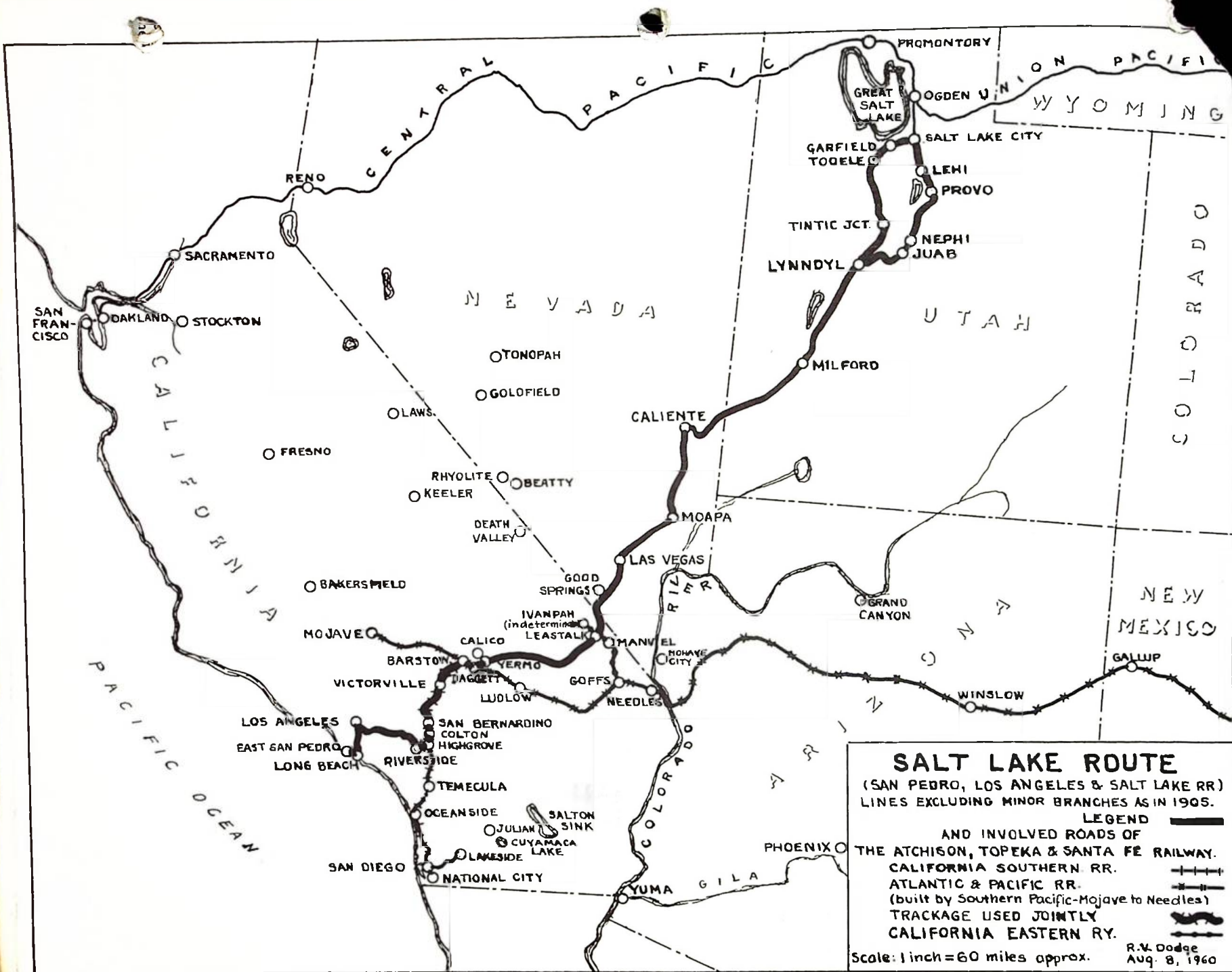
While this progress was underway, the Oregon Short Line Railroad became active, putting surveyors in the field between Salt Lake City and Lynn (dyl) and between Milford and Las Vegas. In August 1901 the Salt Lake Road got an injunction restraining the Oregon Short Line from interfering with its work in the Meadow Valley Wash (between Moapa and Caliente) in Nevada and in the Tintic Valley in Utah. This means that the "Oregon Short Line will have to abandon its enterprise or seek a new route to San Diego, which is claimed as its destination."

SANTA FE INVADES THE TERRITORY

In 1902, the Santa Fe staged a side-show of its own and started an extension of the California Eastern Railway from Barnwell, originally Manvel, north to Leastalk, where it met the survey line of the San Pedro, Los Angeles & Salt Lake road, 8.34 miles. 7.66 miles, in addition, were built to Ivanpah in the same year.

Ivanpah, according to the 1890 history, was the oldest mining camp in San Bernardino County. It claimed to have the richest ore ever mined. Two mills were operated in the district. The Santa Fe built a depot but it was closed in 1908, the 1907 financial panic having doomed the mining operations.

When the latter trackage was abandoned in 1913, Charles Battye, of San Bernardino, is the authority for the statement that Leastalk was renamed Ivanpah.



SALT LAKE ROUTE

(SAN PEDRO, LOS ANGELES & SALT LAKE RR)
 LINES EXCLUDING MINOR BRANCHES AS IN 1905.

LEGEND

AND INVOLVED ROADS OF
 THE ATCHISON, TOPEKA & SANTA FE RAILWAY.
 CALIFORNIA SOUTHERN RR. 
 ATLANTIC & PACIFIC RR.
 (built by Southern Pacific-Mojave to Needles)
 TRACKAGE USED JOINTLY
 CALIFORNIA EASTERN RY. 

Scale: 1 inch = 60 miles approx.

R.V. Dodge
 Aug. 8, 1960

A feature and news publication issued quarterly as an official publication of the Railway Historical Society of San Diego, Inc. Society officers are: Charles Mann, president; Jack Stodelle, first vice president; Rex Cuttall, second vice president; Eric Sanders, third vice president; Mrs. Barbara Thomson, recording secretary; Corky Thomson, corresponding secretary; Fred Finke, treasurer; Dick Pennick, historian; Wally Duthie, excursion director; Board members include: L. W. McCleary and Jerry Lee Pecht. Vernon Williams is librarian. Society mailing address is: Box 9351, San Diego 9, Calif. Corky Thomson is editor of the Newsletter.

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 Publisher & Editor: Eric Sanders
 Assoc. Publisher: Douglas Duncan
 Assoc. Editor: Richard V. Dodge
 Art Editor: Ellen Sanders
 Circulation: Dick Pennick
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 Joe Strapac

Subscriptions: \$1 a year or \$2.50 Society membership.
 Editorial mail: 7861 Normal Avenue, La Mesa, Calif.
 Circulation: 8689 Lamar St., Spring Valley, Calif.
 Printed by: Peutz Valley Publishing Co., Alpine, Cal.

A WORD OF WELCOME

In addition to being distributed to Society members and Dispatcher subscribers this issue will be made available to all who participate in the Society's October 30, 1960 Union Pacific excursion to Calico. Indeed, a very small portion of excursion proceeds helps underwrite this issue. Dedicated as it is to the offering of opportunities for Southern Californians to ride the railroads, the Society is also pledged to make available to all the story of the railroads and the part they played in the development of this wonderful country of ours.

The Dispatcher is indebted to Richard Dodge who did the research for this issue.

If you're interested in the varied activities of the Society be sure to become a member. If you're interested in only the excursion phase then please know that we're always happy to have you join us on our rail jaunts.

Wally Duthie, excursion director, Tommy Mann, Society president, and your editor sincerely hope that you'll have a wonderful time on your excursion to Calico.

THE SALT LAKE ROUTE (Continued)

COMPLETION OF THE SALT LAKE ROUTE

There were conflicting rumors, one that Clark may buy out the Oregon Short Line and another that Clark and associates have laid down to the Harriman syndicate. The final settlement was that the Oregon Short Line acquired a half-interest in the San Pedro, Los Angeles & Salt Lake and the Salt Lake Route took over the Oregon Short Line's trackage from Milford via Provo to Salt Lake City. However a new route was followed into Salt Lake City from a junction at Lynn (dyl) via Tintic Valley through Tooele and Garfield, 117 miles, versus 132 via Provo and making Milford 206 miles from Salt Lake City.

New construction was required between Los Angeles and Riverside Junction, 59 miles, and between Daggett and Milford, 415 miles.

The San Pedro, Los Angeles & Salt Lake inherited the eight locomotives of the Los Angeles Terminal Railway, retaining their numbers for a time. Other locomotives were purchased new or were obtained second-hand from other railroads. One of the Los Angeles Terminal Railway en-

gines was eventually sold to the Holton Inter-Urban as No. 1 and ended up as Los Angeles & San Diego Beach Railway (La Jolla Line) No. 4. (See list of locomotives following reference notes in this issue.)

The Salt Lake Route from Los Angeles to Riverside and from Daggett to Salt Lake City was completed February 21, 1905 (per Newmark), 679 miles per public timetable.

THE GRAND OPENING

However, through service was not begun at that time and Santa Fe Timetable No. 2, effective May 1, 1905, is the first one scheduling San Pedro, Los Angeles & Salt Lake trains. Special Report No. 1 of Railroad Boosters states that the agreement covering joint track operation of approximately 100 miles will be in force until the year 2015.

The following description is from The San Diego Union of May 4, 1905. "Salt Lake City, May 3. The first regular passenger train from Los Angeles over the San Pedro road arrived at Salt Lake City at 10:30 a.m., about four hours late. It was stated that the delay was due to no fault of the management but that the train was repeatedly held up along the road by reception committees with brass bands and bearing flowers and fruit for the 224 passengers who filled the coaches. A large number of Salt Lakers were present and cheered the arrival of the train."

According to the Union the first regular through passenger train from Salt Lake arrived in Los Angeles on May third but there was no mention of a rousing welcome. "The train, consisting of seven coaches, left Salt Lake City Monday (May 2) at 4:30 p.m. It was crowded with passengers. The trip was made without incident."

The road used its station on the east bank of the Los Angeles River, near First Street, for a number of years. After the Southern Pacific replaced its old Arcade Depot with "Central Station" on Alameda Street at Fifth, arrangements were concluded for Salt Lake Route to originate and terminate its trains there.⁴

ANOTHER CLARK ROAD

To share in the Nevada goldfields rush, Senator Clark and associates built the Las Vegas & Tonopah Railroad which was opened from Las Vegas to Beatty, Nevada, on October 11, 1906 and to Rhyolite in December, 123 miles. The track was extended, paralleling the Bullfrog-Goldfield's line, to Goldfield in October 1907, total 195 miles. The Las Vegas & Tonopah had no corporate affiliation with the Salt Lake Route.

CRASH

The operating record was marred on June 6, 1905 by the first wreck. The westbound Overland collided head-on with a newspaper train near the concrete bridge, about four miles west of Riverside. Two persons were killed. According to the San Diego Union's account, the blame was placed on the engineer of the special who failed to obey the meet order.

DOWN THROUGH THE YEARS

In the "trust-busting" of 1909, the Southern Pacific was divorced from the Union Pacific.

Around 1913, "San Pedro" was dropped from the corporate name. The locomotives were lettered "Salt Lake" and most of them were renumbered into the Los Angeles & Salt Lake series.

About 1915, the Oregon Short Line Railroad was taken over directly by the Union Pacific.

In 1921, the Union Pacific acquired the Los Angeles & Salt Lake and the locomotives were again renumbered into its system. However identity was maintained to the extent that the engines assigned to the Salt Lake Route were marked in small letters "L. A. & S. L."

San Diego's disappointment over the failure of a Union Pacific subsidiary to build to the "Silver Gate", now more familiarly called "The Harbor of the Sun", was assuaged by the announcement in 1906 by the Spreckels' interests that they would build the San Diego and Arizona Railway to Imperial Valley. This was made possible by the participation of the Southern Pacific under the direction of E. H. Harriman.

The Union Pacific spark of hope has never been completely extinguished. In 1950 it was fanned into flame by Jesse L. Haugh, president of the San Diego Transit System, and others who urged A. E. Stoddard, the railroad's president, to come into San Diego over a line from Colton. In reply, Mr. Stoddard said, in an article in The San Diego Union of November 18, that "The Union Pacific Railroad would like to come into San Diego but conditions currently do not warrant such a move Lack of business in this area and the difficulty of building a new line under current conditions are handicaps that cannot be overcome now."

While you cannot ride its rails out of town, the Union Pacific is the only one of the three southern California carriers that maintains a conveniently-located ticket office in "downtown" San Diego.

July 30, 1960

FOOTNOTES

1. Page 2. A different version of the discovery of the Calico mines was recorded in the Oakland Tribune of April 10, 1960. In an article, "The Knave" recalled a 1945 visit to Calico when he met Mr. & Mrs. Larry Coke and family, the sole inhabitants. From Mr. Coke "The Knave" learned that: "The silver ore was discovered by three men in 1881 — John McBride, Larry Silvia and Charles L. Meaham. McBride's discovery was at the head of the Wall Street Canyon, which he named "Sue" in fond memory of a boyhood sweetheart...."

2. Page 3. The Los Angeles Terminal Railway had taken over the steam motor road, Los Angeles, Pasadena & Glendale, which had a standard gauge line from "Downey Bridge" station, apparently near Aliso Street, on the east bank of the Los Angeles River, to Pasadena and Altadena, 16 miles, and a narrow gauge branch to Glendale and Verdugo Park, 10 miles. The latter was standard gauged in 1890.

The new main line began at the Downey Bridge station and headed south along the river, making a crossing at Downey Avenue, and continued south, through Hines and Clearwater, to Long Beach. This trackage was opened November 14, 1891 and the extension to Rattlesnake (Terminal) Island was completed about the same time, 28 miles Los Angeles to East San Pedro.

3. Page 3. One report stated: "Surveyors of some company are in Banning making a survey line from Fenner (about 41 miles west of Needles) on the Atlantic & Pacific to Morongo Pass."

Again it was rumored that Union Pacific will build south to some point on the Atlantic & Pacific and come to San Diego over the Santa Fe.

A new company with the name Utah, Nevada & California Railroad, probably an Oregon Short Line affiliate, had secured an option on San Diego's railroad subsidy but failed to act within the prescribed time limit.

Some eastern mining interests organized the Nevada Southern Railway Company to build from Blake (Goffs), 31 miles west of Needles, on the Atlantic & Pacific north to Manvel (Barnwell) in 1892. By April 1893 the opinion was expressed that it may connect with the Union Pacific for entrance via the Santa Fe into San Diego. Plans were made to change the name to the California & Nevada Railroad and to extend the track to Good Springs, Nevada. It was believed that the Santa Fe was behind the move.

The Nevada Southern was opened from Goffs to Man-

vel, 29.4 miles, on September 15, 1893. It went into receivership in 1894 but it was still maintained that the road would become part of a through line, connecting at Milford. The gap was about 220 miles. In reorganization, who should come into possession of the Nevada Southern but San Diego's ex-mayor and visionary railroad promotor, William H. Carlson. The deed was granted to him as "Trustee". In 1896, The California Eastern Railway was formed as successor to the Nevada Southern. The line came under control of the Santa Fe in 1902.

4. Page 6. In addition to the lines to Long Beach and San Pedro, to Altadena and Glendale in California and the original route from Salt Lake City via Provo, three other branches in Utah were included in the 1906 network. One ran from Tintic Junction to Eureka with arms extending to Silver City and Mammoth, about 10 miles. The second started at Lehi Junction and climbed west to Boulder Summit, 44 miles. The third ran west from Milford to Frisco and Newhouse, 24 miles.

In California, another important branch starts at Pico, passing through Whittier and Fullerton to Anaheim, 19 miles.

Other branches were added during the succeeding years and service has now been discontinued on several.

LOCOMOTIVES

Numbers 1 and 2 were Forney type engines which had been bought new by the Los Angeles, Pasadena and Glendale. They were built by Rhode Island in 1889. Originally 0-4-4 wheel arrangement, they had been rebuilt to 2-4-4. One was sold to Lassen Lumber and Box Company No. 21. The other became Holton Inter-Urban No. 1 and ended up as Los Angeles & San Diego Beach Railway (La Jolla Line) No. 4.

Number 3 was originally Pasadena No. 1, 2-4-2T, built by Porter in 1887. It may have been renumbered Los Angeles Terminal No. first 8. It was converted to a "shop goat" (switcher).

Numbers 4 and 6 were eight-wheelers, 4-4-0, Baldwin 1891. They were renumbered San Pedro, Los Angeles & Salt Lake numbers 25 and 26, and again to second number 36 and second number 37. They became Union Pacific numbers 1056 and 1057.

Numbers 5 and 7 were ten-wheelers, 4-6-0, Baldwin 1891. They were renumbered 50 and 51. Both were sold to the Las Vegas & Tonopah Railroad numbers 1 and 2.



Don't take this one too seriously! On the occasion of the Salt Lake Route's 50th Anniversary this ex-Virginia & Truckee No. 25 (Baldwin #25016, Jan. 1905) did the honors. E/O Cudahy, Calif. Jan. 30, 1955. Richard V. Dodge picture

by K. Fritz Schumacher

Number 8 was a 4-4-0, Schenectady 1901. It was retained, becoming Union Pacific number 1050.

A listing of other engines acquired, second hand, for work train service during the construction period follows:

Eight American type or 4-4-0's which had been built by Baldwin in 1887 were obtained from the Oregon Short Line. These were numbered 28 to 35.

Two Rhode Island 4-4-0's, 1882, were purchased from the Santa Fe, bearing numbers 0109 and 0108. These engines were originally California Southern numbers 13 and 12 and had been shipped on a sailing vessel around Cape Horn to National City. They had been renumbered Southern California Railway numbers 7 and 6 in 1896. S.P., L.A. & S.L. numbers were 36 and 37.

The Oregon Short Line furnished some old ten-wheelers, 4-6-0, Taunton 1881. These were numbered 52 to 58. Number 55 was sold to Bakersfield & Ventura No. 1 in 1905 and number 58 was wrecked in 1906.

New locomotives were ordered as work progressed and in preparation for train operations.

For switching service, two 0-6-0's were obtained from Schenectady in 1902 as numbers 11 and 12. Six more, built by Baldwin, were added in 1904, numbered 14 to 19.

Six new ten-wheelers joined the roster as numbers 200, 201 by Brooks in 1901 and 202-205 by Schenectady in the same year.

Even four Atlantic type, 4-4-2's, were ordered from Schenectady in 1903 as numbers 100-103. These had driving wheels 70 inches in diameter.

Some Pacific type, 4-6-2's, were built by Baldwin in 1904 as numbers 400-405 and in 1904 and 1905 as numbers 406-420. Total - 21 engines.

Likewise 39 Consolidations, 2-8-0's, the work horses of the era, were bought from Baldwin, numbers 500-508 in 1904 and 600-629 in 1905.

Two Shay-type geared locomotives came from the New Tintic Railway by way of the Oregon Short Line in 1903. These had been built by Lima in 1902. They were assigned numbers 39 and 60.

No attempt has been made to account for the locomotives owned during the later operating periods, climaxed by Union Pacific's 3-cylindered 4-10-2's on freight and the Challenger-type, 4-6-6-4's, beauties in passenger service.

ACKNOWLEDGMENTS

Sincere thanks to the following for data used.

BOOKS AND MAGAZINES

Philip S. Rush: A History of the Californias
 Railway & Locomotive Historical Society Bulletins: No. 99,
 G.M. Best: Early Steam Suburban Railroads in Los Angeles.
 No. 100, Joseph F. Webber: The Goldfield Railroads.
 Southern Pacific's First Century
 James Marshall: Santa Fe
 Kratville and Ranks: Motive Power of the Union Pacific
 Railroad Boosters: Reports, excursion brochure, Wheel
 Clicks
 Wm. H. Clark: Railroads and Rivers
 Newmark: 60 Years in Southern California
 Truman: Scrapbooks

NEWSPAPERS AND INDIVIDUALS

Public Libraries and Junipero Serra Museum (San Diego Historical Society): The San Diego Union, San Diego Sun, National City Record, California, San Francisco Examiner, Riverside Press and Horticulturist
 Charles Battye and William B. Garner of San Bernardino, Gerald M. Best of Beverly Hills, Elmer Hall and R. P. Middlebrook of San Diego, Andy P. Miller (deceased) papers and correspondence, and many others who have helped

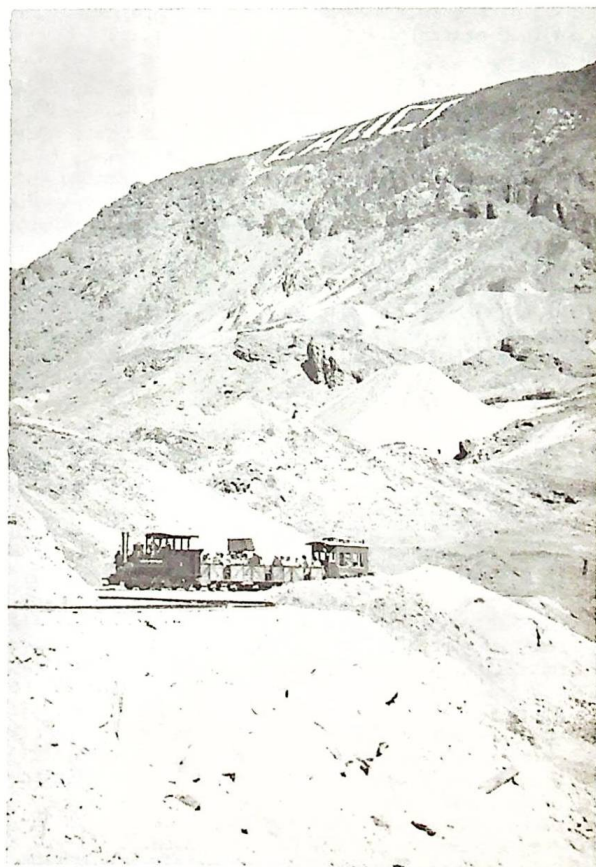
The initials C. & O. on railroad equipment suggest swank name trains such as Fast Flying Virginian, Greenbrier Resort Hotel, merchandise trains Expediter and Speed West, as well as mile-long trains of hoppers trundling export coal to Newport News, Virginia. To conservative railroad men they suggest the rugged individualist Robert Young, who while in charge of Chesapeake & Ohio, rudely crashed the Chicago rail gateway with the naked truth that a hog can travel through without change of cars, but a human passenger can not.

Not so well known as yet is the fact that the Mojave Desert of California has its own unique C. & O. Railroad. Its 30 inch gage is almost 2/3 as wide as the standard gage, class 1 C. & O. of the East. Calico & Odessa's 2,679 feet of mainline trackage compare with the 5,122 mile length of Chesapeake & Ohio. The desert train of open top freight cars is also designed to carry the product of mines, not coal but silver. Since silver mining has ceased, however, it carries even more precious human cargo on frequent sight-seeing schedules between the now very much alive ghost town of Calico and Odessa Canyon across the ridge to the east.

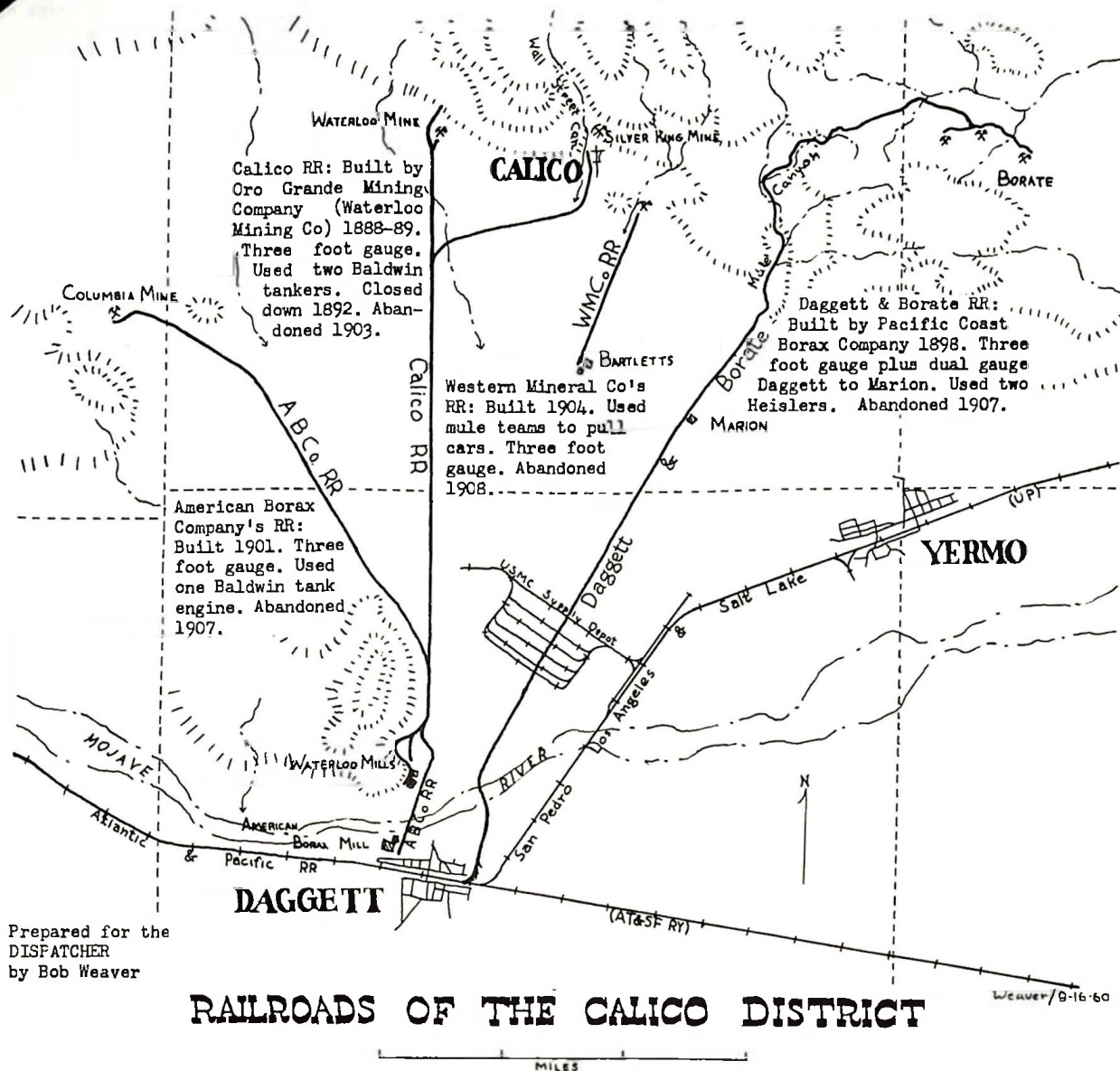
Credit for the ghost town's revival in accurate authenticity belongs to Walter Knott of Berry Farm fame. He was there during the 1896 decline from the original boom and bloom beginning in 1881. It was the result of the political fall of the price of silver, not of the geological exhaustion of the area.

The Calico & Odessa is a new railroad on a new scenic roadbed. It presents, with authentic equipment, a sample of the operations of the former Waterloo Mine Rail-

(Continued page 11)



Calico & Odessa Railroad Sidewinder southbound above Odessa Canyon
 (Fritz Schumacher)



Bob Weaver reports that he used U.S.G.S.'s Daggett Quadrangle as a base. With a compass and a pencil Bob hiked over the abandoned grades and traced the routes. References were:

California State Mining Index

Reports of the State Mineralogist (1) VIII, (2) XI,

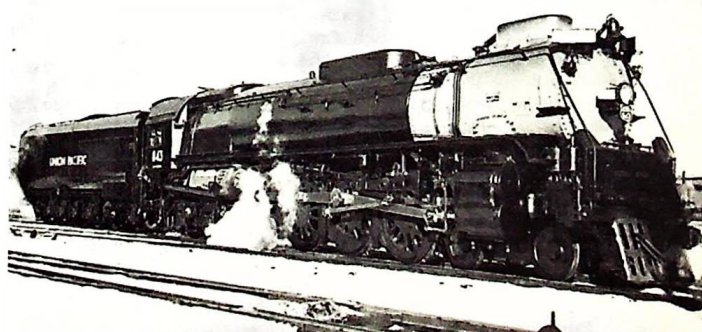
(3) 42, (4) 22

(5) Bailey, G. E., Saline Deposits of California, Calif. State Mining Bureau, Bulletin 24, May 1902.

Walter Alf of Daggett: interview, correspondence, and photos.

David Myrick, San Francisco: correspondence

Harold Weight, Twenty Mule Team Days, The Calico Press



Union Pacific Northern type (4-8-4) locomotive No. 843. Blt. by Alco 1939-44. (Collection of Jack Stodelle)

EXCURSION OFFICIALS

Wally Duthie, excursion director

Tommy Mann, society president

Ira V. Helmick, Union Pacific District Agent, San Diego

Mr. & Mrs. Seeth Thomson, reservations

Richard Pennick, train guides

Jerry Lee Pecht and Jack Stodelle, publicity

Eric Sanders, Dispatcher

Fred Finke, finance

✓ Next Excursion: By Santa Fe to the San Bernardino Orange Show.

TRIP LOG

33-10

Union Pacific's passenger trains, the City of Los Angeles-Challenger, City of St. Louis, City of Las Vegas, and the Mail Train, begin their runs at the Los Angeles Union Station. On their way to UP's suburban station, East Los Angeles (MP 5.7), they cross the Los Angeles River, First Street (0.0), site of the original Salt Lake Route Los Angeles station, the junctions of the UP branch lines to Pasadena, Glendale, the freight house, and to San Pedro, and the Union Pacific shop facilities. Just north of East Los Angeles is East Yard (5.6), Union Pacific's main freight yard.

The RHSofSD Excursion train originates at East Los Angeles (5.7). Then comes:

Montebello (8.5), a Mail Train stop
Pico (10.3), also a Mail Train stop
 The crossing over the San Gabriel River
Whittier Jct. (10.9). Here's the branch line to Whittier, La Habra, Fullerton and Anaheim.
Bartolo (11.3), and then Clayton (13.5) where an ascending grade is encountered and the Southern Pacific's main line east begins to parallel UP's track.
Puente (17.0), Puente Jct. (17.8), Walnut (24.4)
 Then come the spurs to Convair-Pomona
Pomona (32.0) All trains, including the RHSofSD special, stop here. The UP station here is soon to be relocated across from the Southern Pacific station.

MP 33.0, a crossing with SP branch to Chino
Sunsweet (35.5)
Ontario (37.8), a Mail Train stop
MP 38.1, another SP crossing
Mira Loma (45.6), Bly (48.3), Arlington (53.0),
Streeter (53.8), a PE crossing at MP 55.2

Santa Ana River viaduct is between Bly and Arlington.
Riverside (57.5). Here is where many excursionists will transfer from the chartered San Diego Transit System buses to the train.

Riverside Jct. At this point (58.2) Union Pacific trains leave UP track and operate over Santa Fe track.

NOW WE'RE ON SANTA FE TRACK

Riverside Jct. (AT&SF MP 9.2), on Santa Fe's Third District, is followed by Highgrove (6.7). Santa Fe's Grand Canyon is routed this way on its journey east.

Colton (2.9) All Southern California eastbound trains except those of the San Diego & Arizona Eastern pass the Colton tower. Our UP-AT&SF line crosses the SP at this point.

Rana (1.5)

San Bernardino (0.0 and 81.3). At this point UP trains and Santa Fe's Third District trains combine with Santa Fe's Second District trains from Los Angeles via Pasadena. (Santa Fe's through freights and the Grand Canyon use the southern route but the Super Chief-El Capitan, the Chief and the Mail use the Pasadena route.) San Bernardino is the location of Santa Fe's major western shops. Facilities of all kinds are located here.

Our RHSofSD Excursion Train now heads for and through Cajon Pass. Stations are:

Ono (76.0), Devore (71.0), Keenbrook (66.3), Cajon (62.4), Summit (55.9), Lugo (50.3), Hesperia (45.1), Thorn (41.1), Victorville (36.7), Oro Grande (31.5), Bryman (26.1), Helendale (21.1), Hodge (11.8), Lenwood (6.2), and Barstow (0.0 and 746.4).

SOURCE OF DATA

Union Pacific &
 Santa Fe Employees'
 Timetables.
 Also Railroad
 Boosters material



It's double track all the way from San Bernardino to Barstow with separate rights-of-way from Cajon to Summit. Control is automatic block with automatic train stop in the high speed territory, Oro Grande to Barstow. Due to grade conditions trains operate on the left hand track from San Bernardino to Victorville. At the latter town is the Mojave Northern Railway, a cement carrier, which is now all-diesel but does have two saddle-tank 0-6-0 steam locomotives on the property. At Summit the Pacific Railroad Society maintains a former Los Angeles Railway funeral car as an observation post.

The diesel repair shops, round house and yard at Barstow serve trains which come in from San Bernardino, Needles and Mojave. From Mojave comes the San Francisco Chief and the freights from the San Joaquin Valley and the San Francisco-Oakland Bay area.

Stations on the Needles District include Barstow (746.4), Nebo (741.6) and Daggett (737.6). At Daggett Union Pacific trains return to their own track.

Santa Fe is responsible for the maintenance and repair of all joint facilities, but both roads share the cost. Union Pacific also makes use of Santa Fe shop and yard facilities as needed, particularly at San Bernardino and Barstow.

BACK ON THE UNION PACIFIC AGAIN

Daggett (158.5) and Yermo (163.2) are the last two stations on the Union Pacific Second Subdivision of the California Division (First Subdivision extends from Yermo to Las Vegas.).

Locomotive servicing facilities are available in Yermo.

MILEAGE RECAP

FROM EAST LOS ANGELES: Riverside-51.9; Riverside Jct.- 52.6; San Bernardino - 61.8; Barstow - 143.1; Daggett - 147.9; Yermo - 152.5. FROM RIVERSIDE: to Yermo is 100.6 miles.

UNION PACIFIC
RAILROAD CO.

RAILWAY
HISTORICAL
SOCIETY
OF SAN DIEGO

CALICO
EXCURSION

OCTOBER 30, 1960

LAYOUT BY M. SABRAMSKY
 ADAPTED BY R.V. DODGE
 AUGUST 8, 1960

This narrow gage line, operated by its namesake mine situated 3/4 mile west of Calico, trundled silver ore to a concentrating plant on the north bank of Mojave River at Daggett. A branch line into Wall Street Canyon adjoining Calico served various independent mines by hauling their ore to the same destination, for a consideration, of course. The high value and low bulk output of the Daggett plant was hauled by wagon to the nearest smelter at Mojave.

Calico & Odessa Railroad is a concession operated by Mr. & Mrs. Boyd Clarke for the owner, Shafe Malcom Enterprises. Unlike C. & O. of the east it is an uncommon carrier, free from Commerce Commission regulations and strict Union operating rules. Mr. Clarke is superintendent, road master, engineer, and conductor. On holidays the latter function is ably discharged by his son, who wields a mean punch. It is not the kind exchanged during fistfights, but the pincers type which cuts a neat hole in the souvenir ticket which each passenger is allowed to keep. Executive offices at Calico Terminal are in charge of Mrs. Clarke, comptroller, dispatcher, station agent, lightning slinger, and Wells Fargo representative.

The train is headed by an 0-4-2 saddle tank steam locomotive. It was originally built to haul sugar cane at a plantation in the Hawaiian Islands. The engine was returned to the mainland and completely rebuilt in 1958 at Los Angeles, to the tune of \$20,000. It carries C. & O. road number 5 and the re-builder's number LA 15,414. The battered wreck of a headlight from one of the former Waterloo Mine Railroad kettles was found in a mine dump. This gem was carefully restored and now adorns the smokebox of No. 5.

A concession was made to present day operating conditions and economies. The hard water of Calico would encrust a steam boiler within six months. All of the reciprocating parts of the steam engine are in place, but tractive effort is supplied by an infernal combustion machine mounted behind the firebox. The engine is equipped with air brakes and a high-pitched air whistle, both supplied from a 120 p.s.i. air reservoir.

Revenue cars consist of three single truck, open top, gondola type, ore cars fitted with benches for dudes, sourdoughs, miners, and desert rats. In consideration for tenderfoot tourists, fresh from Greenbrier Hotel on C. & O. of the east, little red caboose No. 81559 was added to the train on the date indicated by the number. In the roofed shelter of this car tender eastern skin is protected from the dehydrating desert sun. An unintentional added attraction is a flat wheel caused by a casting blister on one of the wheel treads. The caboose passenger receives more than his money's worth in a moderate amount of vertical movement with the horizontal locomotion stipulated on the ticket.

The cars are joined with authentically primitive link and pin couplers. An unobtrusive insulated wire runs along beneath the couplings. The little red "crummy" is wired for sound from the public address system on the engine.

The Calico and Odessa train moves forward behind the locomotive in conventional manner. Its round trip covers a closed loop along serpentine meanderings of a contour grade to return to point of origin 8 minutes later as the clock ticks. This 8 minute trip moves backwards 3/4 of a century in the history and development of the area. Our versatile engineer is also historian, naturalist and orator in the fashion of Mark Antony the illustrious emperor of ancient Rome and successor to Caesar.

Before public address system, this worthy gentleman stopped the train at the most scenic spot and, using the empty fuel bunker behind the cab as a rostrum, declaimed somewhat as follows: Friends, Desert Rats, Countrymen; lend me your ears! We have come to bury Silver, not to praise him. King Silver has served us well as standard bearer of our monetary system, but Brutus McKinley says that Silver was ambitious, and Brutus was an honorable man. Much silver remains unclaimed in 30 miles of unlined, hard rock tunnels under and near Calico. Establishment of the gold stan-

dard made its extraction unprofitable and willed Calico to the ghosts. Never the gold standard was a noble institution and its government backers all were honorable men.

The installation of the public address system made this dramatic performance unnecessary. Our contemporary Mark Antony can now give a running commentary on historic events and points of interest while guiding the train around many sharp curves across the ridge to Odessa Canyon.

By way of curvature, Calico & Odessa has Chesapeake & Ohio backed off the map. Curves of 50 foot radius are known as 180 degree curves among railway engineers, who consider 10 degree curves sharp.

Chesapeake & Ohio proudly serves the Greenbrier Hotel at White Sulphur Springs. Calico & Odessa's desert resort also has many briars, green and sharp. Cactus plants growing native as well as in cans and bathroom plumbing fixtures at Cactus Pete's across the arroyo from the depot, bristle with them.

The picturesque depot is warmed on crisp winter mornings by a genuine pot-bellied stove. Genial Mrs. Clarke here sells the tickets which entitle holder to space on a non-reclining, understuffed, gondola car bench. At no extra charge, he may ride first class in the covered, flat wheel, caboose. Engineer-Conductor Clarke, after oiling around, punches the tickets and sees that everyone is comfortably seated. Chains are hooked across entry gates to keep the human freight from tumbling out.

The station master swings a highball, the engineer sounds two short blasts on the whistles and the Sidewinder Express is off around the first sharp curve out of Calico yard. Several train lengths out he pokes through the ridge in 40 foot long Tunnel No. 1. This is the only timber lined tunnel in them thar hills. The rock is not soft up here but the track was laid in open cut and the tunnel built over the top. The Rat Hole Division's smoke hole serves as a train shed when sand blasting desert winds rip through the area.

From the east portal the train snakes along a narrow shelf cut into the steep slope overlooking the former Calico residential district. It once boasted of many adobe houses. Time and the elements have restored all but one to the earth from whence they came. Restoration to date is concentrated along Main Street. Only a few Indian wind break shelters of rock and pottery clay pits suggest former activity.

The original mining claim stake and mound is situated on this hillside. Track-side structures consisting of ore bunkers and tipples, complete with mine push carts on light track rails have been transplanted from Wall Street Canyon. Sound pieces of original rough lumber that would still hold square nails were used in reconstruction.

At the spot where the southward sloping ridge drops to track level the fresh air conditioned Sidewinder wraps itself around a point commanding a panoramic view of the surrounding desert. Vegetation is almost non-existent but the many colored rocks and clays defy the rainbow. In very few places the rock strata still rest horizontally. Their grotesque distortion and up-ending add color and variety to the landscape. Not uncommon is the total obliteration of strata in the solidified froth of Mother Nature's cauldron.

From scenic point the return to Calico is along the equally steep west slope high above Main Street. The final 100 feet of track are laid on a high timber trestle. Its massive posts and beams dwarf the train. They appear capable of supporting the Fast Flying Virginian at speed.

We detrain again at Calico in but a few minutes of elapsed time but many years wiser in the fascinating desert lore of Calico. Tenderfeet who board Sidewinder risk being bitten to become confirmed desert rats.

FROM THE EDITOR'S DESK

YOU ARE INVITED to affiliate with the Railway Historical Society of San Diego, Inc. 155 people from all over Southern California have! You may do as little or as much as you want. 30-50 or more attend the monthly "programmed" meetings, first Mondays, except January, 8 p.m. in the San Diego Santa Fe station Safety Room. Others help staff the Society's exhibit at the Southern California Exposition. Receive the monthly Newsletter and the quarterly Dispatcher. Unlike many railfan groups RHSofSD caters to all - steam, narrow gauge, diesel, electric - even ferries. Even if you wish to limit your contribution to "just belonging" - that's fine. Sign up. Individual membership is \$2.50; family \$3.50; junior \$1.50. Sign up now for 1961.

Yes, I'm interested in a 1961 membership

\$ _____

If you are not particularly interested in joining then perhaps you might want your name to be included in our excursion mailing list. If so, please check _____

Or perhaps you'd like a subscription to the Dispatcher. Four issues for \$1; eight issues for \$2. Usually issued quarterly.

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