

Dispatcher

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RAILWAY

HISTORICAL SOCIETY OF SAN DIEGO, CALIF.

JUNE 31, 1962

Old Scenic Line Soon To Ride Ghost Rails

by PAUL TIMMONS
Associate Editor of the Amarillo, Texas
Globe-News Publishing Company

Pack a lunch and take a train trip on the Polly, for an easy, relaxing day in a world that may not long be accessible. You will see deer and antelope, scenic beauty and grandeur, and an unhurried way of life that is too nearly forgotten.

The Polly is a mixed train on the Southern Pacific. It runs three times a week from Tucumcari north for 114 miles to a siding where once there was a stagehouse called French, New Mexico. The fare, tax included, is \$7.26, round trip, and the run - walk would be a more likely term - takes nine hours and 15 minutes, or more. Until October 1, when the run is to be discontinued, the Polly runs on Monday, Wednesday and Friday, leaving Tucumcari at 6:10 am and returning at 3:25 p.m.

The Globe-News Publishing Co. of Amarillo, Texas granted permission to the Dispatcher to reprint the Amarillo Daily News article on the Southern Pacific "Polly."

Sincere thanks to Mr. Paul Timmons and the Globe-News Publishing Company.

Today's old timers don't remember when the train came to be known as the Polly. Originally it was the Dawson Branch but after the coal mines at Dawson played out the line was abandoned from French to Dawson. Since it has appeared on the time table as the Roy Branch.

The Polly is usually on time but it was late Friday when I made the trip. Heavy rains had washed down mud from the sides of the cuts and the "spreader" - a heavy piece of machinery used to plow out mud from between the rails and along the side of the tracks - was being brought up in a freight train from El Paso. We had to wait, and got out of Tucumcari about two hours behind schedule.

Sam Hunt is the conductor, and an authority on the history, wildlife, ranch ownership, and operations, and just about anything else you want to know about the country. Hunt has been on the Southern Pacific 34 years and only two freight conductors and six passenger conductors outrank him on the seniority list. But he's a newcomer to Bill Boswell, the engineer. Boswell was on the line in 1922 and helped clear out the wreck which was the most spectacular event in the history of the Polly.

As we left Tucumcari the spreader was right behind the locomotive, followed by two empty tank cars and the combination express and passenger coach. The coach has seats for 24 passengers. It wasn't crowded.

Woodfin Camp, chief of the News-Globe photographic department, was with me. Brakeman Earcil Mitchell had brought his children, Marilyn Kay, 8, and Bruce, 5, for a
(Continued on page three)

SDERY's No. 2 Line Has Long History

by ERIC SANDERS

In the public transit scheme of things Broadway is and has been the "kingpin" of all San Diego streets. Most lines travel on or cross San Diego's principal downtown artery. To many visitors, Lower Broadway - the section with the extra width - is San Diego. Here are the many buildings which owe their existence to the vision and enterprise of one-time transit king, John D. Spreckels. Noted also is the Santa Fe station which once boasted the Union Depot street car loop. About two hundred yards west of the station, Broadway comes to an abrupt end at waterfront. Here is Broadway Pier, one time facility for many coastal and intercoastal passenger steamers, and even today the headquarters for an occasional Trans-Pacific or around-the-world liner.

Here, too, is the Navy - the 11th Naval District Headquarters, the Navy Pier and the shoreboats.

At Third Street, where Broadway narrows to conventional downtown street width, are located the Plaza and the key transit loading points. Where townspeople once boarded the street cars, the gas cars and the interurbans, they now board the "Dreamliners" and other buses.

Through the years one transit line has operated the length of Broadway downtown - the Broadway or No. 2 line. This is the story of that line.

The line that was the forerunner of today's San Diego Transit System No. 2 line came into existence in 1888 as the D Street (Broadway) line, the second horse car line of the San Diego Street Car Company. By January 30, 1892, when the SDSCo. sold its five horse car lines to the San Diego Electric Railway Company, D Street cars operated from the Santa Fe depot at the foot of D to 18th and A Sts. via D, 16th, C and 18th to A Street, where for some months cars connected with the steam dummy Park Belt Motor Line. The line was single track except for double track on Broadway (D St.) from Front to 6th. Horse cars first began operating on the line when it extended only from the Depot to 5th Street. This particular section was electrified by SDERY in 1893.

A major change came in 1895 or 1896 when the center-of-road single track was extended from 16th up steep Broadway hill to 25th. Rail was 40-pound. Track from 16th and Broadway to 18th and A was abandoned. In 1896, new 30-pound rail was laid with double track from 5th to 7th and single track from 7th to 12th. By 1896 all Broadway track was electrified. In 1898, all lower Broadway (below 5th) track was changed to double track and railed with 60-pound T rail.

More rereiling took place in 1901 between 7th and 25th. A passing track was constructed in 1904 on the north side of Broadway just west of 16th, and in 1906 between 6th and 16th the first track was shifted from the center line to the south side and a new second track was laid on the north side. New second track was constructed in 1907 near the Santa Fe depot and three entrance tracks
(Continued on page four)



Polly! Round the Bend

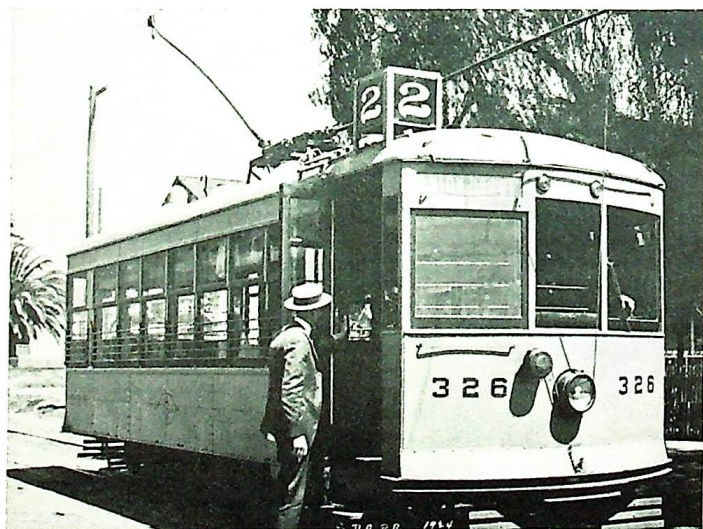
The Polly, Southern Pacific's brush line from Tucumcari, runs through a rugged and scenic ranch country, 114 miles to French, N.M. Much of the ranch country is not accessible by highway and will be isolated when the train is discontinued Oct. 1st. (Photo by Woodfin Camp of the Amarillo Daily News staff)

Birney Car on Route 2

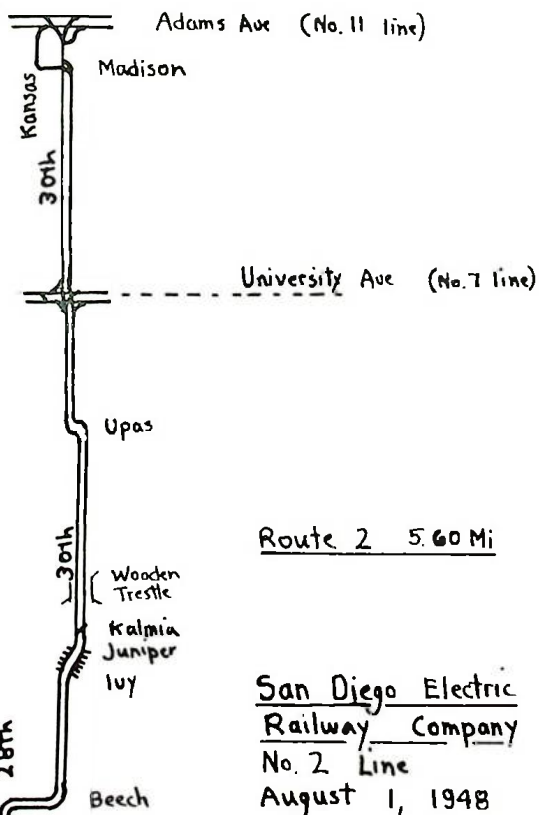
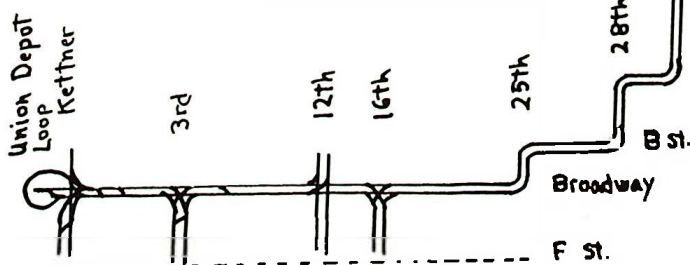
San Diego Electric Railway Co. car No. 326 on the No. 2 line. 1924. (Dewain picture, collection of the editor.)

Sketch of the Route

The sketch on this page identifies Route 2 as of August 1, 1948. Not shown are Routes 7 and 11 then in operation. Also not shown is active off-line track. Adams Avenue barn is on Adams west of 30th. Imperial Shops are located at 15th & K Streets.



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Route 2 5.60 Mi

San Diego Electric
Railway Company
No. 2 Line
August 1, 1948

0 1/2 1 Mi
SCALE

E. Sanders 12/62

Old Scenic Line (Continued)

day on the train. The other trainman was L. H. Bunch. Fireman for the trip was Paul Kerr.

The first station, or place where a station used to be, is Bascom, an outpost of the United States Army in Indian fighting days. The station building has been torn down and nothing is left at Bascom but some cattle-shipping pens and a loading chute. This is on land that was once the famous Bell Ranch, owned by Frank Chapel of New London, Conn. There are some "badlands" --- the natives call them malpais or "mal-pie" --- before you reach the Canadian River. At milepost 1637 you are in mesquite and cedar country and by the next milepost you have entered a canyon country with two stratified rock formations. The bridge over the Canadian River is at milepost 1639 and a couple of miles farther you come to a big culvert which replaces a wooden bridge destroyed by fire last year. Ranchmen were burning early grass -- a variety that gets too tough to be useful later in the season -- and the fire got out of control. The Polly crossed while the bridge was burning, but the train was out of service a couple of weeks until the culvert was installed.

Just at this point we saw our first deer of the trip -- a doe that went dashing off down the creek as the train passed. At milepost 1645 the engineer was blowing the whistle to get cattle off the track as the Polly traveled through the Dan Trigg Ranch. Dan Trigg, who lives in Fort Worth, is an uncle of Steve Trigg, who has the adjoining ranch. Steve attended Amarillo schools and married Polly Hill of Amarillo. Their Amarillo home is at 2202 Hughes and the ranch headquarters is at Campana, the next station on the line after you pass Dan Trigg's loading pens at Atarque. The brick station building and the section houses are standing at Campana and if you are lucky you will see the wild colt which is being raised by the family at one of the old section houses. There is still a bunch of wild horses on the ranch and the colt belonged to one of the mares. He was just about starved when he was brought to Campana. The men on the train bought special colt food for him and helped the ranchland's boy nurse the young animal back to health. The colt got to be the pride and pet of the train crew. He used to meet the train every trip, and race alongside the coach as the train left Campana. He's a good sized colt now but he still stays around Campana. The trainmen will point him out to you. Brakeman L. H. Bunch threw out a sack of mail as we rolled past the old station building.

A coyote sat on a rock on the canyon side and watched the train as we passed milepost 1663. The next station is Medio, which was another of the shipping points of the old Bell Ranch. Here Conductor Hunt pointed out the split piece of a boulder knocked from the canyon rim when struck by lightning. It happened four years ago but the white sides of the split look as fresh as if it had happened last week. There is a 'Y', where a locomotive could be turned around, and a long-neglected coal chute at Cabeza, the next station. At one time there was a section crew based here. Off to the left is Rattlesnake Canyon, on the Wagner Ranch, where a cowboy was killed by lightning 30 years ago.

From Milepost 1676 look off to the left and in the distance you see the bell-shaped peak from which the Red River Land & Cattle Co. -- an English firm -- took the name of its Bell Ranch. A little farther along you pass the spot where in the distance you can see the waters of Conchas Lake. Here the road is getting out of the deer country and now you see herds of antelope, a hundred yards off the right-of-way.

There was no business at Mosquero and we rolled on by to the dry ice plant at Dioxice. Here we set out a couple of empty tank cars to be filled with liquified carbon dioxide. There were half a dozen cartons of furniture to be unloaded at Roy and here we set out the spreader and left its crew. Lunch time arrived as we rolled north and everyone got out his lunch.

Not much is left where once was the town of Mills and little more shows for the

town of Abbott. Here the first of two lakes is just above the right-of-way and on the other side of the tracks is the ruin of a concrete pumphouse. From Abbott it is but a few miles to French. The stopover here -- while the crew couples into the train a few empty box cars being transferred from the Santa Fe Railroad to the Southern Pacific -- gives you time to examine the ruins of the old hotel and stage station. The layover is scheduled at 10 minutes but it is about whatever time is needed since the Polly is an informal train. There is no 'Y' to turn the train around. Instead, the train is set out on the siding while the locomotive runs by it to couple on at the other end. Diesel locomotives run just as well one way as the other. We went to French with the cab leading and came back with the cab at the rear of the locomotive. Northbound the passenger half of the coach was at the rear of the train but coming back the baggage and express section was at the rear.

Shadows were getting long as we came down the hill to the Canadian River, in a long section of grades as steep as two per cent. Here, in a deep cut, you see coal piled along the tracks, as a grim reminder of a wreck more than 40 years ago. In those days the Polly ran to the coal mines at Dawson -- that was the original purpose of the branch -- and heavy trains were brought down the hill. It was on such a train that the brakes failed and the train went hurtling down the hill. The speedometer tape on one of the two locomotives, when the locomotives were finally recovered, showed the train had been rolling 64 miles an hour when it left the rails -- in a section which has a 15 mile speed limit. Two locomotives and 28 cars piled up in the space of four car lengths. Bill Boswell, our engineer, brought the wrecker to untangle that pile-up, four decades ago.

After regular service on the Polly is discontinued there will probably be a few freight trains during the cattle-shipping seasons this fall, but that will be the end. Soon the wreckers will come in to pull up anything that can be sold. The last trains will carry out the salvage. The Southern Pacific has tried previously, and unsuccessfully, to abandon the Polly.

The line was built in 1903, to serve the rich coal fields at Dawson, in northern New Mexico. The mines played out in the late 1940's. Dawson, which had always been a company town, closed down. The railroad was abandoned from French to Dawson and the timetable name was changed from "Dawson Branch" to "Roy Branch." In 1955 the Interstate Commerce Commission denied a petition to abandon the line from Roy to French. Application for permission to abandon the line was filed in May, 1961, and the end was scheduled in October. Protests by residents of Eastern New Mexico brought a year's delay but this time the end appears certain.

If you would have a part in the memories of the casual, friendly Polly, time is short. Pack a lunch and ride the Polly, it will be a day you'll long remember.
EDITOR'S NOTE: See other data on another page. By the time you read the above article the Polly will have gone the way of many interesting trains. However, if you want to take a ride consult the Official Guide and search the timetables for one of the few remaining Mixed trains. There are a few left. If you're interested in New Mexico railroading, you should subscribe to the New Mexico Railroader, \$1.50 for 12 monthly issues. Write to the Railroad Club of New Mexico at 2737 Graceland Drive, N.E., Albuquerque, New Mexico.

SDERY'S NO. 2 LINE HAS LONG HISTORY (Continued)

led from the Broadway line to the new paint shop across from the depot.

The first electric track switches were installed in 1908.

On July 27, 1909, SDERY purchased the South Park and East Side Railroad. This company's one and only line, built in 1906 as a real estate venture, connected with the Broadway line at 25th and Broadway and extended out 25th, B, 28th (alongside the eastern edge of the Golden Hill section of Balboa Park), Beech, and up a slight grade on 30th to Juniper. Near Juniper the tracks cut through a corner of a block on a private right-of-way in order to avoid a bad jog on 30th Street.

SP&ES began operations into the downtown area in 1907, when its owners extended the line downtown via 25th, F, and 4th to C Street. The South Park and East Side was also known as the "Green Line", for the color of its cars. After its purchase by SDEry, operation with green cars continued for a short period of time. Some of these cars were of the open variety with crosswise seats. SDEry quickly extended the SP&ES line from Juniper to Upas. Construction of track on the 30th Street bridge was included in this project. The inner portion of the SP&ES line (25th & D to 4th & F) became the F Street car line. Cars of this latter line apparently operated down F to Kettner rather than going up 4th to C.

60-pound rail replaced similar weight rail on Broadway from Columbia to 4th in 1909. Broadway was paved. A second track was constructed in 1911 from 25th and B to 30th and Upas. The line was then extended with double track on Upas and 30th to 30th and University, the heart of the North Park district. On University Avenue a second track was constructed between 30th and Wilson (?). The single track previously in place had been used by a University Avenue shuttle which operated from a connection with the Route 1-Fifth Avenue line at University and Normal to University & Wilson. The shuttle line's eastern terminus was cut back to 30th and University and the Broadway line cars operated out University to Wilson thus providing improved service to the East San Diego area. Thus the Broadway line became known as the East San Diego line.

East San Diego, for many years, was a separately incorporated city extending from Broadway Street eastward beyond Fairmount. Other 1911 developments included the laying of second track on Broadway from 15th to 25th and the construction of a power plant on Kettner, one half block distant from Broadway and the Santa Fe depot. The Broadway (now the East San Diego) line was extended in 1912 out University from Wilson to Fairmount. That same year the line was designated as the No. 2 line and the F St. line became the No. 6 line, with its outer terminus cut back from 25th & Broadway to 25th & F. D Street had officially become Broadway.

In 1914, a bridge just west of 28th & B, was replaced by a fill. Heavy 114-pound rail was laid on Broadway. In 1914 or 1915 the Santa Fe Station (it became the Union Depot when San Diego & Arizona Railway Company trains began using the facility) loop track was constructed. In 1916 the No. 2 line was extended east on University from Fairmount to Euclid. The outer portion of the route was south side single track construction but double track was added from Wilson to an unknown point east. A major change came in 1917 when the new through Route 7 was extended up through Balboa Park and then via Indiana, Park Boulevard, and University to Euclid. Because it provided faster service this line became the "East San Diego line" and Route 2 was cut back to 30th and University. 30th & University became an important junction point as well as the key transit stop in the North Park business district.

In 1920 single truck Birney cars were assigned to Route 2. On January 1 of that year Route 6 was discontinued. But on March 5 the 2nd Route 10 began trial operation from 25th & B to Kettner & Broadway via B, 25th, Broadway, 16th, F, and Kettner to Broadway. This service was offered at the request of F Street merchants, but because of lack of patronage, service was discontinued on June 5. On June 6, 1924, a lone Birney was assigned to shuttle service on a new single track on 30th between University and Adams Avenues. However, on July 1, Route 11 cars were rerouted so that they traveled this track. The shuttle was discontinued. In later years this new track became part of Route 2.

In 1924 catenary overhead was constructed on Broadway from the Union Depot to 16th and 114-pound rail was laid on Broadway from 16th to 25th. SDEry's new Class 5 400 series cars were probably assigned to Route 2 after their pantographs gave way to trolleys. A freight spur was built into the Klicka and Dixie lumber yards from a point on 30th just north of University. Freight trains came in, however, via the No. 7 line rather than No. 2. This service was discontinued before Route 2 was exten-

ded north of University and the freight spur was removed in 1930. Another change occurred on July 15, 1931 when Routes 1 and 11 were rerouted. Cars of Route 1 shared Route 7 track on University from Park Blvd. to 30th. From that point Route 1 cars traveled 30th north to Adams. In 1934, a second track was constructed on 30th from University to El Cajon. Because of complaints from city officials and North Park merchants about the No. 2 cars standing during layover time on 30th just south of University, SDEry on May 8, 1935 cut back Route 1 to Park and University and extended Route 2 north on 30th to Adams. Thus Route 2 attained its final form.

The first regular service by PCC cars was offered on No. 2 line on April 1, 1937 when cars 501 and 502 were placed in service. On July 12 of the same year PCC-type cars displaced all 400-series cars and Route 2 became the first fully equipped PCC line in San Diego. A 'Y' was constructed in January 1939 at 30th and University for PCC turnback and for school trippers. On June 26, 1940 a second track was readied for service on 30th from El Cajon to Adams. Special Convair aircraft plant cars on June 5, 1942 began operating on several lines including Route 2. These cars operated over the regular routes and then traveled through San Diego downtown via B, Broadway or F to Kettner. They then used the old interurban track on Kettner out past the main Convair plant to a four track terminal at the Parts' Plant just south of Old Town. Because of congestion at the end of the No. 2 line, a loop utilizing new and existing track was placed in service on Madison, Kansas, Adams and 30th.

Equipment needs of Route 2's regular and Convair service brought SDEry's "new" second hand cars from Wilkes-Barre and Salt Lake City to the line. Other cars included the PCC's and an occasional Class 3 and 5 car. A check on August 16, 1944 showed 21 cars operating on a 3 to 4 minute rush hour headway. SDEry reported that patronage on Route 2 was second only to that of Route 7. Convair specials were discontinued on September 8, 1945.

On September 17, 1948, the SDEry Route 2 became the No. 2 line of the San Diego Transit System. In the last year of summer operation Class 5 cars were used on Sunday trippers which turned back at 28th and B. Other service was exclusively PCC. The No.2 car line, the second line to begin service in San Diego, became the second last electric line to operate in San Diego. Owl car #503 made the last run leaving the Union Depot at 4:20 a.m., April 24, 1949 and arriving at the end of the line at 4:50 a.m. and the Adams Avenue barn at 4:55 a.m.

Down through the years all cars except the Class 9's (Third Avenue Railway System) saw service on the line. During the late twenties and up to the introduction of the Class 6-PCC cars, the 400's provided base service and the class 3-Exposition cars were added during rush hours. One exception came during the 1935 Exposition when the Class 3 cars handled all the assignments. The Class 5 cars were transferred to Routes 1, 3 and 7 to help transport Exposition visitors. At one time during the World War II period all the Salt Lake City cars were assigned to Route 2. It was a long slow haul from the Union Depot to the end of the line but those big cars with their large drop platforms handled many passengers. The writer remembers sharing the back platform space with about 20 people and feeling far removed from the one man operator way up front. Route 2 cars variously were assigned to the Adams Avenue and Imperial car barns.

GMC motor coaches provide service today but the downtown terminus is Harbor and Broadway rather than the Union Depot loop. Certain early morning schedules continue south on Harbor to the Star & Crescent North Island ferry terminal. Buses of today also serve a new outer leg on Nile Street. Some are through-routed; some connect with a Nile Street shuttle. Buses will probably continue to serve Route 2 and it is improbable that a rapid transit line will ever be constructed along the route of the Broadway line.

Route 2 serves the downtown area, the auto sales center at 16th Street, older

residences and apartments on the Broadway hill, homes and occasional clusters of stores to Upas Street, the North Park business area centering at 30th and University and smaller business centers at El Cajon Ave. and Adams Ave.

Route 2 was distinctive in that its cars served a greater length of Broadway than did other cars. It was also noted for the steep Broadway hill, for its narrow streets and many turns, for its high wooden highway-street car bridge with, at one time, block signals and warning wig wags, and for its 75-foot private right-of-way. It was distinctive also because it was not a fast route. Its cars handled much traffic on an awkward and demanding street right-of-way.

But it's a line that old timers will remember with some affection.

EDITOR'S NOTE: The above story in more or less the same form originally appeared as a feature in Timepoints Magazine. Readers who are interested in Southern California traction are urged to subscribe to Timepoints. Address is: 936 So. Genesee Ave., Los Angeles 36, Calif. Subscription to non-members is \$1.50 per year. Timepoints sponsor, the Electric Railway Historical Association of Southern California, is running several farewell LAMTA street car and trolley coach excursions. A special PCC issue of Timepoints is also available.

CORRESPONDENCE

..."I was especially grateful to see that old 54 is being restored. I used to see this car many a night for several years parked in the back yard off H St. (now Market) and wondered about it, but of course in those days - 1930's - there were no clubs, etc. This type car was in use when I first came to San Diego in 1912. We arrived via steamer "President" Pacific Coast S.S. Co. at their pier foot of 5th St. A small O-4-O locomotive and four open cars transported us and baggage to depot foot of Fifth Street just across Santa Fe tracks. There we boarded 54-type street car for up town. There was also another car at 6th and L which ran up 6th to C St., down C to Arctic where the S.D., P.B. & L.J. was located." ... "The article on turntables in the Newsletter brings to my mind the fact that in 1912-13 at the old Cuyamaca Depot foot of 10th (last depot was 13th & N) there was an Armstrong turntable west of Depot in front of the old roundhouse. So the Cuyamaca Line was

DISPATCHER

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Correspondence Continued

first on that score. There was also an Armstrong table at Foster, Calif., the terminal at that time, about 600 feet south of RR and stage depot. Stages for Julian and back country connected with trains at Foster."

C. E. Bell
Barstow

Dispatcher has also heard from contributors Dick Fennick and Allen Copeland who are now in the armed forces. The Martinez to Benicia ferry about which Donald Tustin wrote us is now gone. That was the last ferry in the San Francisco Bay area - of the traditional type that is. A service of a much less ambitious type is now available on a membership basis between the Ferry Building and Tiburon and the company providing the service is studying the possibility of scheduling regular service....The Terminal Island ferry hasn't too much time left and the Coronado Ferry will go if the proposed San Diego-Coronado bridge is built.

Dispatcher also has an interesting article from George Kottke. May have to hold up this one. He informs us that passenger business and service gets better and better. Also suggests a Pullman trip to and from Puerto Penasco (in one evening and for only \$10) is a rewarding experience for the railfan. Be on hand at the downtown Mexicali ticket office at 9 a.m. if you plan such a trip. If anyone is interested - particularly in the L.A. area - we'll give you Kottke's phone number. He's a real enthusiast and is ready and willing to tell what he knows.

Eastward 2nd Class

Timetable No.51 2ndClass

Sept.30, 1956 Westward

Roy Branch

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Lv.TTH

STATIONS

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French & Sa

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		1634.9	Bascom		
	f	1640.4	Canadian		f
		1650.1	Atarque		
	f	1655.6	Trigg Ranch		f
WYP	s 7:34	1661.7	Campana	79.6	sl:55
34 P	f 7:52	1667.6	Medio	73.7	f 1:31
36 P	s 8:20	1677.9	Mosquero	63.4	sl2:59
	f	1684.7	Dioxice		f
P	f 8:37	1686.3	Solana	55.0	fl2.42
YL 34 P	s 9:00	1696.1	Roy	45.2	sl2.22pm
		1706.4	Mills		
	f	1721.8	Vernon		f
YP	fl0:09	1729.8	Taylor	11.5	fl1:10am
YL P	sl0:35am	1741.3	French	0.0	sl0:45am

Data from Southern Pacific Company No.51, 9-30-56

SAN DIEGO AREA RAILFAN ACTIVITY

The Railway Historical Society of San Diego continues to attract 50 or more folk each month at the regular meetings. In December 1962, President Wendal Byers exhibited more of his excellent 16mm film. Main feature was "Cheyenne By Steam." He also showed films of the moving of 54 from 10th St. to the Whaley House. In November Mr. & Mrs. James Reading hosted Society members at a special meeting at the Whaley House in Old Town. The Readings gave the history of the building and conducted members through the building.

Work on 54 continues under the direction of Tommy Mann. Workers are needed every Saturday afternoon. Corky Thomson is planning an Escondido excursion by Santa Fe for early '63. He also suggests that members participate in ERHApfLA and OET excursions on LAMTA. He encourages members to support OET equipment projects.

A group of juice fans, largely RHS-ofSD members, has been meeting monthly to exchange news and stories of street and interurban railways. Fellows have also been working on 171 at Perris. In October they rode Durkin's railroad which consists of a three-wheeler and a flat. Railroad was featured December 9 on KOGO-TV.

The San Diego County Railway Museum Association has come to life again. Members have adopted a Constitution, set dues and have accepted a plan for regular

quarterly meetings. The Association has announced a street car excursion on LAMTA for Sunday, March 3. Fare of \$8 for members and \$9 for non-members includes chartered bus fare from San Diego.

Jonathan Sapp, 14, has purchased a SD&AE MM car. It was formerly a Southern Pacific Huntington Standard coach. In recent years the coach has been used by SD&AE as a bunk house. According to the San Diego Union the transaction cost \$161.

In a telephone conversation Sapp stated that he was realistic about the

whole thing. He did hope to restore the coach so that it would be serviceable. He also said that it did have value as scrap.

The car was moved November 27 from the SD&AE yard over the Santa Fe to the old Cudahy siding near Morena.

Sapp stated that while on an inspection trip through the yard he noticed that the car was to be scrapped.

An old Santa Fe combine has also been "saved." The Oceanside-Carlsbad Model Railroad Club has leased the car from the City of Oceanside who in turn was given the car by Santa Fe. The combine is now located on an oil facility siding.

Current problems in the restoration of car 54 include the selection of glass and the planning of construction of the trucks. Under Mann's supervision all reconstruction work is being scrutinized for authenticity.

Charles Gerdes rebuilding of a former San Diego Electric Railway Birney car is continuing. Here again restoration closely - indeed exactly - follows original design. Usable parts and parts useful only for copy purposes have been obtained from other Birney car bodies. Gerdes has detailed plans for almost all body details. He is also giving attention to the problems involved in the construction of trucks.

(Editor's note: Although this issue is dated June 31, 1962, all news and comment was actually assembled in December, 1962.)