

Dispatcher

25¢

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RAILWAY

HISTORICAL SOCIETY OF SAN DIEGO, CALIF.

SEPTEMBER 30, 1962

LA JOLLA ZEPHYR

by K. Fritz Schumacher



San Diego, Pacific Beach and La Jolla #2 and train. About 1904. Locomotive once operated on elevated railways of New York. (R. P. Middlebrook)

In 1917 the writer lived in Pacific Beach, near San Diego, California. There were no Junior High Schools then. San Diego High, "The Gray Castle," was the only high school for San Diego and adjoining unincorporated areas. He was already afflicted with a mild case of railfanitis. The pleasant necessity of commuting from "Ocean Front" station to San Diego High on the steam trains of the Los Angeles and San Diego Beach railroad Company's La Jolla line made him a confirmed addict and ferroequinologist.

The San Diego terminal was at Kettner and Beech Streets. Here passengers changed to an ancient electric combine, operated by the same company. It delivered inbound high school students at 6th and C Streets, nearly a mile from the institution of learning. In the afternoon it collected its trainload at a ticket office on Fourth Avenue between Broadway and C Street.

When the inbound train was on time, a brisk walk, without loitering, was required to arrive at first period class before the bell tolled. On assembly days the school schedule was advanced five minutes. Timely arrival could still be accomplished by a forced march - on the double. The writer received much of his cross country and track running practice on the uphill sprint from Sixth and C to the Gray Castle. Early in the semester the first period English teacher delivered an ultimatum. The alternative was not seriously considered because it delayed afternoon beachward departure by two hours.

One morning the writer entered very late into the

ominously silent classroom to be transfixed by the razor-sharp stare of la profesora. An explanation was in order and it had to be good! In desperation, one of the writer's very few public speeches was launched. It included all of the lurid details of the cause of tardiness as told to him by an eloquent and imaginative train crew.

The last train of the evening before was drawn by No. 15, a snappy 4-4-0, acquired from the San Diego & Southeastern. It ran through an open, facing point switch leading to the La Jolla enginehouse. With train in tow, it crashed into the house on a track occupied by a Mack, 4-2-0 railbus, recently purchased to stem the flow of red ink on company ledgers.

Said motorized contraption was punted through the rear wall of aforementioned engine house by the toe of No. 15's pilot. The score was made at a point where no door was provided. The charging No. 15, followed by La Jolla Zephyr, breezed through the newly created opening and came to rest, on the ground, beyond end of track. Fortunately, there were no casualties, other than the football, Mr. Mack. It is reported that all passengers reached home on their own power from this climactic termination of an otherwise routine train ride.

Naturally, it took more time than was available before scheduled morning departure, to pick up the pieces and make up a train. The second best engine, No. 2, an 0-4-2, which saw service on Coronado Railway, was out of

(Continued on page five)

La Jolla Lines Roster

by Richard V. Dodge

SAN DIEGO & OLD TOWN STREET RAILROAD COMPANY (See Note A)

SAN DIEGO & PACIFIC BEACH RAILWAY COMPANY (See Note B)

- 1 0-4-0 Dummy Built by Marchutz & Cantrell, National Iron Works, San Francisco, September 1887. Received October 4, 1887 (Note C). To San Diego, Old Town & Pacific Beach Ry No. 1, April 1888.



The first locomotive

(H.R.Fitch photo)

SAN DIEGO, OLD TOWN & PACIFIC BEACH RAILWAY COMPANY

(See Note D)

SAN DIEGO, PACIFIC BEACH & LA JOLLA RAILWAY COMPANY

(See note E)

- 1 0-4-0 Dummy Built by Marchutz & Cantrell, National Iron Works, San Francisco, September 1887. Ex. San Diego & Pacific Beach No. 1, April 1888. Retired prior to 1897.
- 2,3 0-4-2 Dummy Built by Baldwin Locomotive Works, Nos. 9043-February 1888 and 9160-March 1888. 35 - 10x14, Weight 40,000 pounds (listed as 24 tons) Received No.2 - April 17, 1888, No. 3 - May 16, 1888. No. 2 was sold to Coronado Railroad as 2nd No. 2 in 1894. No. 3 was relettered S.D., F.B. & L.J.Ry. in 1894. Rebuilt, cutting back housing to form a cab. No. 3 became Los Angeles & San Diego Beach Ry. No. 1 about 1906.
- 2nd No. 2 0-4-0 T Built by Rhode Island, 1878, for New York Elevated Railroad. 38 - 10x14 Wt. 25,000 lbs. Became Coronado Railroad No. 5 in 1888. Acquired by San Diego, Old Town & Pacific Beach Ry. as 2nd No. 2 in 1894. Relettered S.D., F.B. & L.J.Ry. No.2 Disposed of prior to 1906.

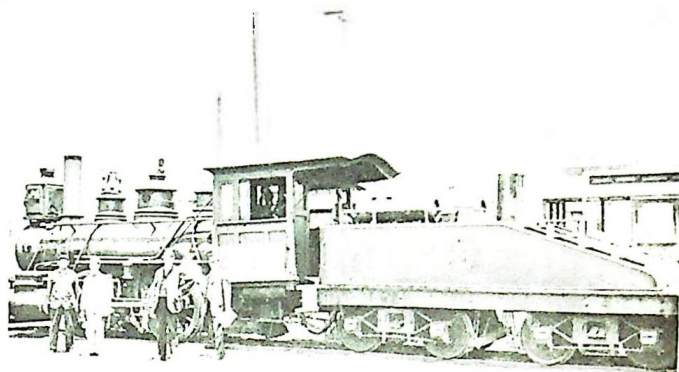
See photograph on page one. This locomotive is 2nd No. 2

LOS ANGELES & SAN DIEGO BEACH RAILWAY COMPANY (See Note F)

- 1 0-4-2 Baldwin No. 9160-March 1888, as rebuilt 35 - 10x14 Weight 40,000 lbs. Ex. San Diego, Old Town & Pacific Beach Ry. No. 3 but lettered S.D., P.B. & L.J.Ry. Taken over in 1906. Scrapped near Kettner Plvd. and Ash St., San Diego about Jan. 1917
- 2 0-4-2 Baldwin No. 9043-April 1888. 35 - 10x14. Weight 40,000 lbs. Originally San Diego, Old Town

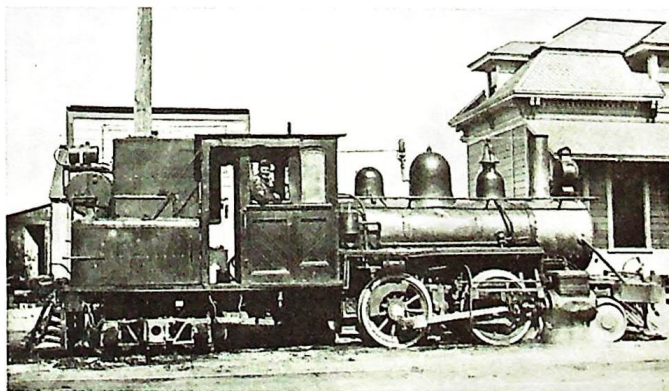
& Pacific Beach No. 2. Sold to Coronado Railroad in 1894 and rebuilt to tender engine. Purchased by A. E. Babcock, contractor, for hauling rock, etc. over the Coronado Railroad for U.S. Government jetty construction in 1903. Transferred to Los Angeles & San Diego Beach Ry. No. 2 in 1906. Sold to Fatten-Blinn Lumber Company, Terminal Island, in 1918.

- 3 0-4-0 Baldwin No. 4968, March 1880. 49-15x24 Steam pressure 140 lbs. Weight 54,250. Ex. Northern Pacific Nos. 1050, 51. Named "Captain Jadwin." Purchased by contractor, A. E. Babcock, from an eastern dealer for hauling rock on Coronado Railroad for jetty construction in 1903. Transferred to Los Angeles & San Diego Beach Ry. No. 3 in 1906. Sold for scrap in 1918.



Los Angeles & San Diego Beach Railway No. 3. Year 1916. Ex-Northern Pacific "Captain Jadwin." (R.P.Middlebrook)

- 4 2-4-4 Forney Rhode Island No. 2252, December 1889. 42-12x16 Ex.Holton Inter-Urban Ry. No. 1, San Pedro, Los Angeles & Salt Lake RR No.2, Los Terminal Railway No.2, and Los Angeles, Pasadena & Glendale No. 2 (new as 0-4-4). Acquired by Los Angeles & San Diego Beach Ry. about 1912. Sold for scrap in 1918.

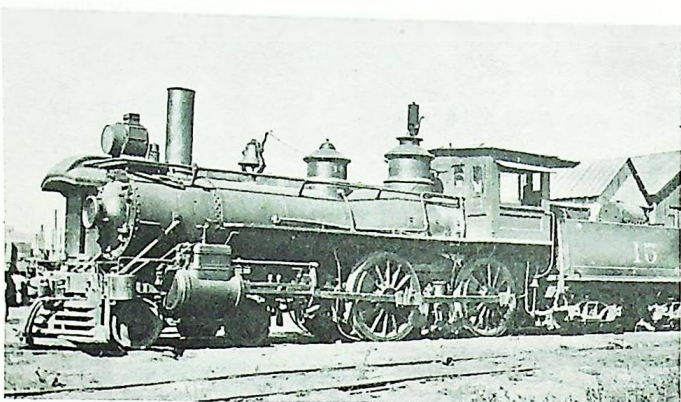


Los Angeles & San Diego Beach Railway No. 4. Year 1916. (R.P.Middlebrook)



Space to fill - and the time is right!
Dispatcher extends "Season's Greetings"

- 15 4-4-0 Rhode Island No. 941 in 1881. 58-16x24
Steam pressure 130 lbs. Weight on drivers 52,500
lbs., total 80,500 lbs. Purchased from San Diego
& South Eastern Ry. No. 15 in 1915. Ex. San Diego
& Cuyamaca No. 3, San Diego, Cuyamaca & Eastern
No. 3, the A.T. & S.F. Ry. No. 012, Southern Cali-
fornia Ry. Nos. 3, 1, and California Southern Rail-
road No. 1 (new). Sold for scrap in 1918.



Los Angeles & San Diego Beach Ry. No. 15
Year 1916 (R. P. Middlebrook)

MOTOR CARS

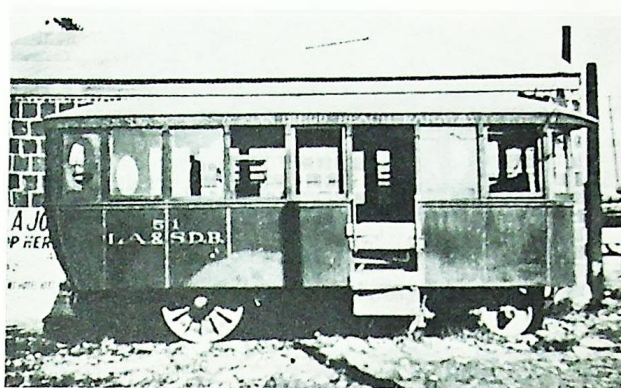
- 1, 2 McKeen (Union Pacific Shops) 1908. (See Note G)
200 horse power, length 55 feet, seats 54. Received
from Omaha, Nebraska, No. 1 - March 1908, No. 2 -
April 1908. Disposed of about 1916.

See picture below

- 51 Mack Truck Chassis - 1917, adapted for rail service,
fitted with coach body, built by Ort Iron Works, San
Diego, gasoline powered. Received 1917. Scrapped
prior to January 11, 1919.

Picture in upper right hand corner

DISPATCHER Page 41-3



Los Angeles & San Diego Beach railway No. 51
Year 1916. (R. P. Middlebrook)

TRAIL CARS

- 15, 16 St. Louis Car Co. - 1913 (See Note H)
Steel coach body, equipped with Beach roller-bearing
trucks. Length 40 feet. Acquired - 1913. Disman-
tled about 1917. Bodies sold

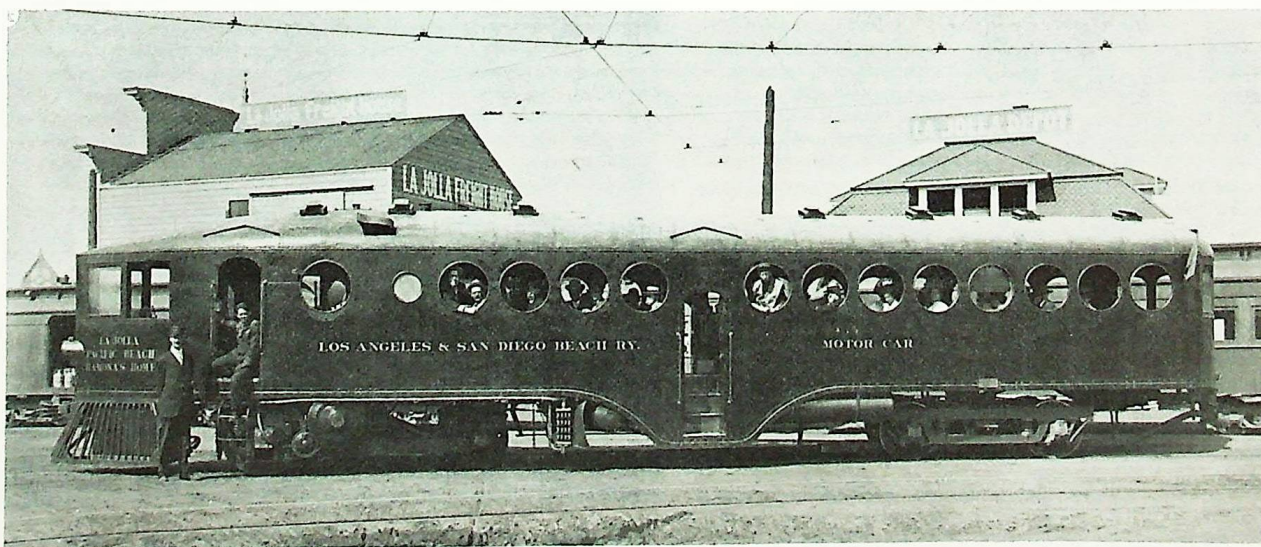
- 1, 2 Edison - Beach electric storage battery cars, single
truck, closed coach bodies, length 24 feet. 30 pas-
sengers. Acquired from Mexico & San Diego Railway
after the 1916 flood. Used as trailers with Motor
Car No. 51. Dismantled about 1918. (Note I)

Photograph on next page

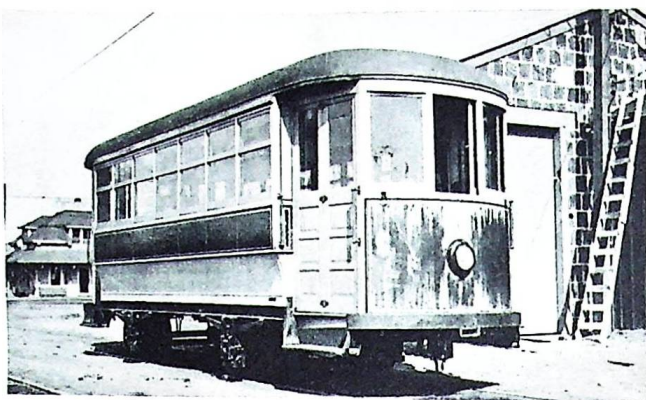
PASSENGER CARS

- "J. C. Henry" Built in Electric Rapid Transit Shops,
Kettner Blvd. near Kalmia St., San Diego, 1887.
Combination closed and open coach. Disposed of
prior to 1889.

- 3, 4, - Six coaches, four closed and two open. Built
by Hammond Car Co., San Francisco, 1888. (3
and 4 were closed coaches.)



McKeen Motor Car No. 1 is on the curve from Kettner Blvd. into C Street, pausing in front of
the "La Jolla Depot," before proceeding to the Brewster Hotel on Fourth Avenue. 1908. (Fitch)



Los Angeles & San Diego Beach Railway Trailer No. 2. Ex-Mexico & San Diego Railway electric storage battery car. (R. P. Middlebrook)

41-4,

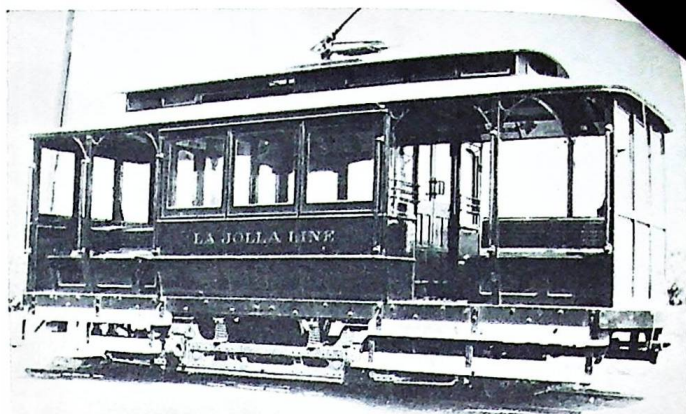


Closed coach body sat for years on India Street

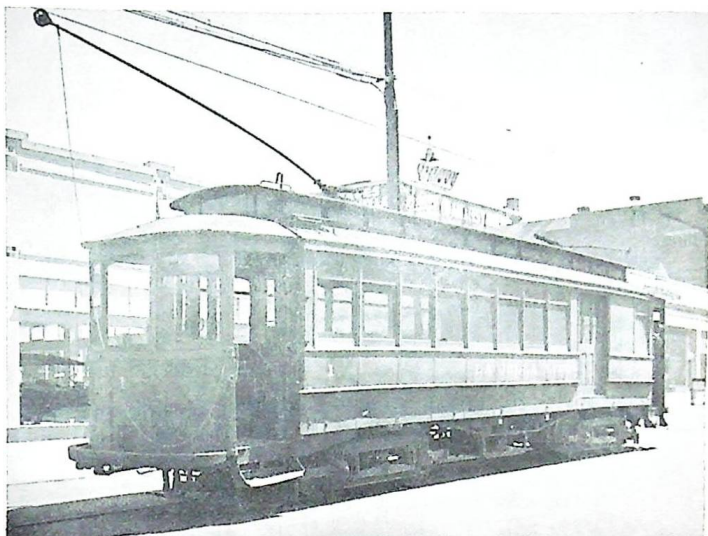
- 6, 7 Two combination baggage and closed coaches. Built by Hammond Car Co., San Francisco, 1888. (Note J) One combination was completely demolished and one closed coach was badly damaged in a collision with a Santa Fe freight train at the crossing in Old Town on September 10, 1917. The other cars were scrapped in 1918.

BABCOCK'S 6TH STREET ELECTRIC RAILWAY
(Note K)

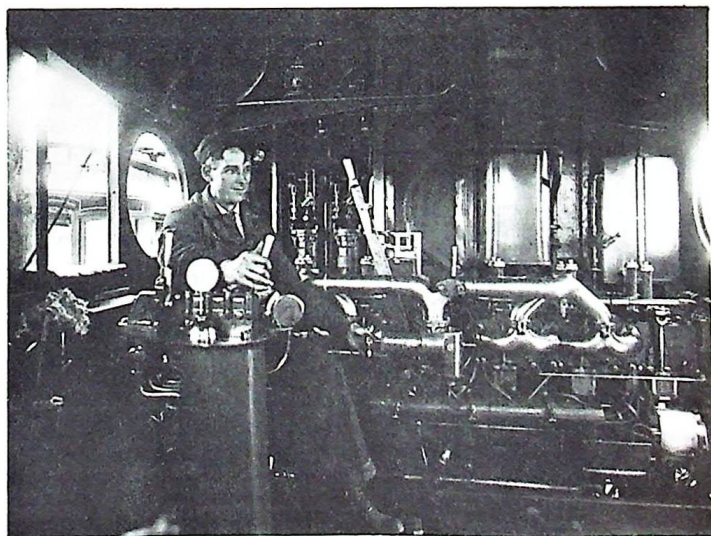
1. Brill, 1899. Double truck, combination baggage and closed coach, length 45 feet, two 50 hp. motors. Lettered S.D., P.B. & L.J.Ry. Acquired from Coronado Railroad by G. E. Babcock, May, 1902. Turned over to Los Angeles & San Diego Beach Ry. for operation, 1905. Relettered Los Angeles & San Diego Beach Ry., also La Jolla Line. Disposed of prior to 1919. (See Note L)
2. Single truck open coach No. 48, single benches. Purchased from Pacific Electric Railway Company. Received October 19, 1905. Lettered Los Angeles & San Diego Beach Ry. Renumbered No. 2. Disposed of prior to 1919.
3. Brill, 1892, single truck California type car, length 22 feet, two-WP-30 motors. Ex-San Diego Electric Ry. No. 7. Acquired, 1913. Disposed of prior to 1919.
10. Brill, 1892, single truck, closed (box) body, length 26 feet, 2-WP 30 motors. Ex. San Diego Electric Ry. No. 10, leased prior to the purchase of No. 3. Returned to San Diego Electric Ry.



Los Angeles & San Diego Beach Railway electric car No. 3. (R. P. Middlebrook)



Los Angeles & San Diego Beach Railway electric car No. 1 on C Street. (Historical Collection Title Insurance & Trust Co., San Diego, Calif.)



Jack Doddridge at controls, engine room of a McKen car. See Note G. (Historical Collection, Title Insurance & Trust Co.)

A. The company was incorporated with James McCoy, president. A meeting of the stockholders was held October 19, 1886. Capital stock - \$50,000.

B. Pacific Beach Company was incorporated August 1, 1887. Allied to it was San Diego & Pacific Beach Railway Company.

C. Engine No. 1 operated to open service from San Diego to Old Town Plaza October 9, 1887. It shared runs with electric motors of Electric Rapid Transit Co. from November 9 to about December 2, 1887. Then supplied variable service to Old Town on account of track reconstruction and sewer pipe installations. Lettered S.D. & F.B.Ry. Operated over California Southern Railroad's main track from San Diego to Morena interchange and S.D. & P.B.'s. track to Pacific Beach commencing January 27, 1888. Intermittent service was provided until new track was completed from Morena to Old Town, including the crossing of the California Southern's track on the south bank of the San Diego River. The gap was closed April 18, 1888.

D. San Diego & Old Town Street Railroad Company and San Diego & Pacific Beach Railway Company were consolidated into San Diego, Old Town & Pacific Beach Railway Co., incorporated April 20, 1888.

E. San Diego, Pacific Beach & La Jolla Railway Company was incorporated April 3, 1894 to build from Ocean Front, Pacific Beach, to La Jolla. The company did not take over the assets of the San Diego, Old Town & Pacific Beach Railway but engines 2nd No. 2 and No. 3 were relettered S.D., P.B. & L.J.Ry.

F. Los Angeles & San Diego Beach Railway Company was incorporated April 1, 1906. It acquired the properties of the San Diego, Pacific Beach & La Jolla Railway Company and the San Diego, Old Town & Pacific Beach Railway Company. However the corporate name was used on the open electric car which was received in October 1905. It is assumed that the motive power and some of the rolling stock were relettered and renumbered in 1906.

G. Details: McKeen engine, 200 horse power, six cylinders - 10 inches diameter
(Continued next column half way down)

LA JOLLA ZEPHYR (Continued)

service undergoing the major operation of installation of new flues. At the bottom of the motive power barrel was No. 4, a Forney 2-4-4 from Holton Interurban. It had to be fired up in spite of its sad state of disrepair, with one good cylinder and only sporadic impulses available from the other. With only one short, open-platform coach in tow, it could barely wheeze up Bird Rock grade. The painful, asthmatic gasps of this ailing brute were pitiful to hear. The Society for Prevention of Cruelty to the Iron Horse should have stopped this inhuman abuse.

This was the train for several days after the unofficial "open house" at the engine terminal. Any similarity to a schedule was purely coincidental and first period tardiness was unavoidable.

At this point, the defendant before the stern English teacher judge rested his case. The paralyzing stare melted in sympathy for the gamely struggling Forney, No. 4. Members of the sedate English class were rolling in the aisle, in hysterics. The defendant was declared not guilty by reason - not of insanity - but of an advanced state of railfanitis. He owes his successful defense to the aforementioned eloquent and imaginative train crew. Case dismissed!

NOTES (Continued)

x 12 inch stroke, distillate fuel, two-speed gear box, air-operated clutch, five inch chain drive to 42 inch diameter wheels on the front axle. The engine is mounted transversely on the truck frame between the axles. The starting of the engine was accomplished by means of an air-actuated mechanism. The controls were located on a pedestal. The engine was reversed by shifting the cam shaft by means of a long lever. Acetylene gas was supplied to the headlight.

H. Three Edison-Beach electric storage battery cars, length 40 feet, were ordered to replace the McKeen motors, but the contract was not completed. It was the expectation to operate trailers numbers 15 and 16 in conjunction with the battery cars. Instead they were used occasionally with the McKeen cars.

I. The two storage battery cars were purchased second-hand in Charlotte, North Carolina, by the Mexico & San Diego Beach

Railway Company, a Babcock enterprise, in 1913. They were operated from Imperial Beach to South San Diego and to N.C. & O. Junction. The floods of January 1916 forced the company to abandon service.

J. The San Diego Sun, November 23, reported that "one fine chair car" had been ordered from the Pullman Company. No record has been found of such a car. Poor's Manual of Railroads for 1889 lists eight passenger cars and one baggage car. Passenger car equipment was borrowed from National City & Otay Railway, Coronado Railroad and the Cuyamaca Railway as occasion required. Also steam motors were leased from the National City & Otay Railway.

K. The California Railroad Commission's Decisions indicate that the electric street car line was built by Mr. E.S. Babcock. It was transferred to the Los Angeles & San Diego Beach Railway to furnish passenger service between the La Jolla Line depot via C Street and 6th Street to the San Diego, Cuyamaca & Eastern Railway's depot.

L. This car was charged to the Coronado Railroad. It was received March 5, 1900 and was stored in the car house at Coronado.

Compiled by Richard V. Dodge, November 8, 1962. The bases are the rosters which were prepared by R. P. Middlebrook and Gerald M. Best and were published in Bulletin Number 71 of the Railway and Locomotive Historical Society, Inc., November 1947. The results of the extensive research since that date make numerous additions and revisions necessary. Added credits are due Prof. S.R. Wood, Frederick W. Reif, Joe Strapac, Allen Copeland and the writer.

FOR A HISTORY OF THE LA JOLLA LINES send 75¢ to the Dispatcher for a copy of the San Diego Historical Society Quarterly for January 1961. This special issue features "The High Iron To La Jolla," by the well known San Diego railfan and railroader, R. P. (Phil) Middlebrook. By special arrangement, Dispatcher will mail you a copy at cost (75¢). Complete with many fine pictures this issue provides a fine review of La Jolla Lines history. A limited number of copies are available.

THE DISPATCHER

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Dispatcher is also affiliated with the San Diego County Railway Museum Assoc.

EDITORIAL

the late Richard V. Dodge

A number of years ago when we began the publication of the Dispatcher, no one could have visualized that there was enough material on the railways of the Southwest to fill more than 40 issues.

Richard Varick Dodge contributed much of his time, a tremendous amount of effort, and a considerable degree of interest in making anything, which we might term as success, possible.

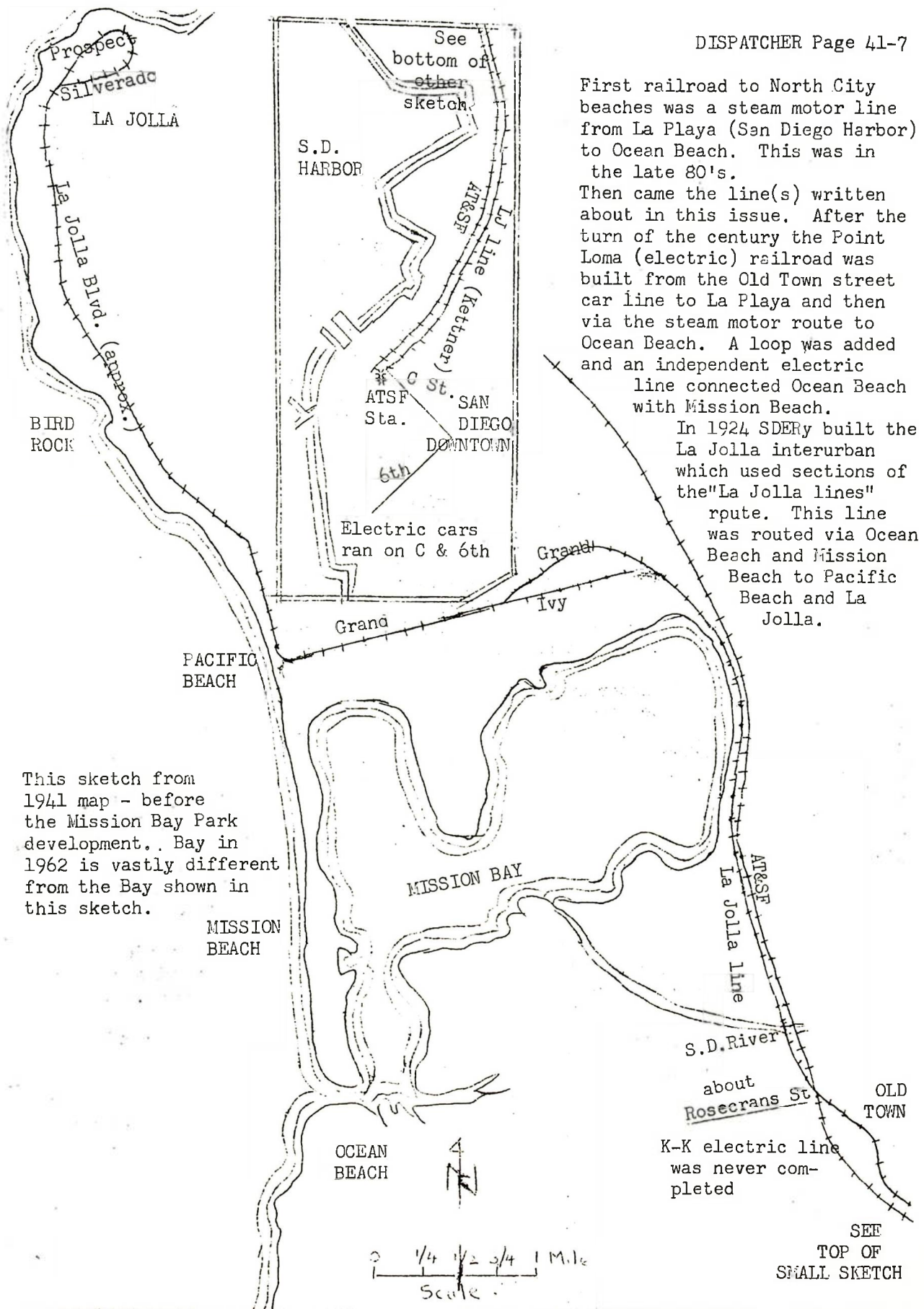
Beginning with our very first issue we have enjoyed the results of Dick's research. In his lifetime he contributed much of himself in writing, in his travels and in his service to others.

We of the Dispatcher are grateful for the association we enjoyed with Dick Dodge. We are happy to have been part of his life. We feel a deep loss but we are richer because of his work and inspiration.

Signed

Eric Sanders

Douglas Duncan



First railroad to North City beaches was a steam motor line from La Playa (San Diego Harbor) to Ocean Beach. This was in the late 80's.

Then came the line(s) written about in this issue. After the turn of the century the Point Loma (electric) railroad was built from the Old Town street car line to La Playa and then via the steam motor route to Ocean Beach. A loop was added and an independent electric line connected Ocean Beach with Mission Beach.

In 1924 SDERy built the La Jolla interurban which used sections of the "La Jolla lines" route. This line was routed via Ocean Beach and Mission Beach to Pacific Beach and La Jolla.

This sketch from 1941 map - before the Mission Bay Park development. Bay in 1962 is vastly different from the Bay shown in this sketch.

tired in November 1952, it was recently restored and was used by BAERA and by Muny during Anniversary celebrations. BAERA's Review and Circuit are loaded with traction news. For information write Addison at 2119 Marin Ave., Berkeley, Calif.....Also available - "Historical Locomotives" for 30¢ from P.O. Box 4068, Pasadena, Calif. Stan Kistler produced this publication for distribution at the locomotive exhibit at the Pomona Fair. Good quality....Interurbans now has "Sacramento Northern" and "River-side & Arlington."

The San Diego Harbor Commission on November 6 signed a \$145,000 contract with Santa Fe for the installation of tracks in the bulkloader area at the 10th Avenue Marine Terminal. Tracks will connect with the main line spur crossing Harbor Drive to the pier.....Richard Nixon's "Victory Express" on Friday, October 19, rolled to its final stop at the San Diego Santa Fe station. Train had come down SP from Santa Cruz. Stops also included Los Angeles, Oceanside and Del Mar....San Diego & Arizona Eastern is now using its newly-built engine house. It's a one track house.....Three of the 5100 class SP locomotives are often used to power the trains on the El Cajon branch.....Four SD&AE local switchers are: 5101, 5102, 5112 and 5113.....While inspecting the SD&AE yards Newsletter Editor Corky Thomson noted in the yards the following locomotives: Cotton Belt 245 and 717 (GP-9 and F-7 B unit) and SP 5828 (GP-9)."Tenth Avenue Terminal is installing a new car unloader. One of the rotary type capable of gripping a hopper car and turning it over to dump its contents in one quick move. This is actually an old unit from somewhere on the east coast but it is new to San Diego. It will have all the usual features of such unloading rigs, including the ramp track and spring switch to roll the empty car back to the yard track. (RHSofSD Newsletter)....For the record: On Monday, October 29 a Santa Fe San Diegan struck a loaded rock and gravel truck at the Katella Avenue crossing near Orange. On the southbound train one passenger, a marine, died in the hospital. Reports conflicted but apparently a two unit locomotive, two baggage cars and two coaches broke loose and continued down the track about one half mile. One coach, the fourth car, became empaled on abridge. The other three cars piled up at the scene of the accident. The locomotive and two cars loaded with some of the 100 passengers later continued to San Diego. Trains were detoured over the freight by-pass on the Olive District. The proposed Ash Street Santa Fe underpass has received a priority rating from the California Public Utilities Commission.

Ventura County Railroad has acquired another diesel. This one came from Garden City, Kansas, line and is a center cab Whitcomb with two traction motors and side rods to the other two axles. It came to LA on the Santa Fe, transferred to the SP shops for an overhaul, and ran light up the SP's Coast Line. (Observation Platform) A U.S.Government railroad, 11.3 miles long, at Hoover Dam has been abandoned after 31 years of operation. It ran from Boulder City to the dam and carried construction materials. The track, four cars and two locomotives have been sold to scrappers.....New 30-mile railroad will be built to handle hauling of iron ore to Santa Fe railhead at Parker, Arizona. Pacific Mines, Inc. has deposits northeast of Parker. (Observation Platform)

San Diego Chamber of Commerce has apparently reversed itself. In commenting on San Diego's Center City construction and the need for more office space and fringe area apartment buildings a C of C official stated that there is also a need for a mass rapid transit system. San Diego Transit System's President Haugh also stated that the day will come when San Diego will need rapid transit. All good railfans know that the Bay Area Rapid Transit District has been given approval to sell \$724M worth of bonds to cover the construction of street car and rapid transit subways under Market Street, a tube crossing to Oakland, a line south to Daly City and three rapid transit lines in the East Bay area. Automation will be used for train dispatching and operation and for fare collection. Regular customers will be billed monthly according to the use of the system.

Folks! We'll see you at the Installation Dinner! And on the excursions!