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RAILWAY

HISTORICAL SOCIETY OF SAN DIEGO, CALIF.

SEPTEMBER 30, 1963

LOW RAILS IN LOWER CALIFORNIA

PART ONE

by Richard V. Dodge

FOREWARD

Just a wrinkled desert! To one viewing from an airplane the long peninsula of Baja California, Republic of Mexico, that is a fitting description of the greater part of the mountainous terrain below. Much is arid land, cactus covered, but where water is available in sufficient quantities, "the desert will blossom as a rose."

And in this little-known territory, four small railroads were built years ago, each having at least one steam locomotive. Probably few readers have ever heard of them. Today (1958) only one has survived and it is now performing limited operations in terminal switching service.

The efforts to develop the stories of these isolated lines were interesting tasks made difficult by the lack of sources of accurate information. One line was to have been a public carrier, the others served mining operations exclusively.

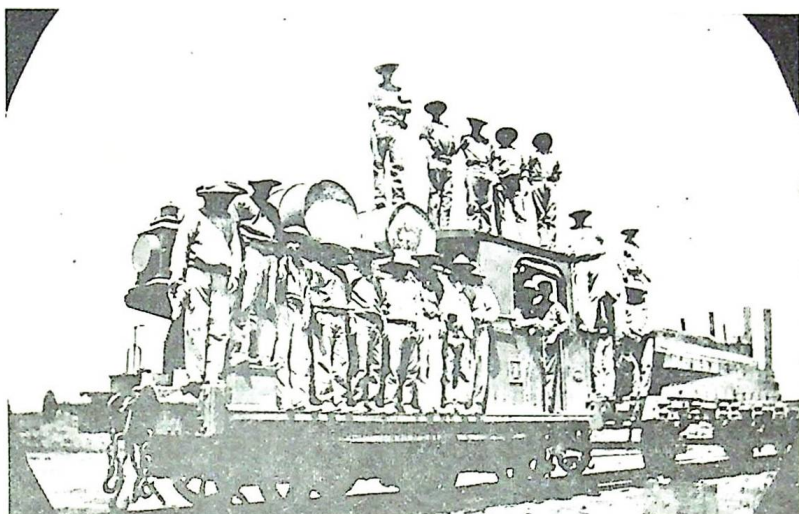
Before proceeding with the railroad projects, some pertinent events in the history of this section of old Mexico will be introduced.

Spanish colonization of Baja California dates back to the year 1697 when the pueblo of Loreto, on the Gulf of California or Mar de Cortes as it was first called, was founded. This was 72 years before the memorable trek to the north by Father Junipero Serra and his companions was made and San Diego de Alcalá was settled in Alta California.

In 1822 Mexico declared its independence of Spain. Then followed the miserable war between the United States and Mexico in 1846. During the hostilities, portions of the peninsula were occupied by American forces. The Treaty of Guadalupe Hidalgo in 1848 brought peace and established the International Boundary between California, U.S.A. and Baja California, Mexico, located about 15 miles south of San Diego.

Thereafter misguided American filibusters, socialistic Industrial Workers of the World and irresponsible soldiers of fortune stirred up intermittent strife between the countries, inciting insurrections and attempting to take over the government. One brazen adventurer proclaimed himself to be the President of the "New Republic" of Mexico.

Lower California is not very wide but it is the longest peninsula in the world, stretching from the border some 800 miles southeasterly to San Jose del Cabo. In 1877 the territory was divided at the 28th parallel of north latitude into the North and the South Districts. The northerly section became a Mexican State as Baja California Norte in 1952. The southerly section



Peninsular Railroad No. 1 and the Wrecking Crew, near San Quintin, Baja California Norte, 1909. (Courtesy Mrs. L. M. Hutchison, from Title Insurance & Trust Co., Union Title Office, San Diego, Cal.)

remains as Territorio Sur.

The land is rich in minerals and in mountain forests along the west coast. The products of the sea sustain immense industries. Pearl diving was formerly an important occupation. The raising of cotton is big business in the Mexicali extension of Imperial Valley. The cities of Mexicali, Tijuana and Ensenada are surging ahead rapidly. Development in the southerly portions has been seriously impeded by the lack of transportation facilities. Had all the projected railroads been built, they would have solved many of the problems. The roads are generally poor though some efforts are now being made to improve them and to build modern highways.

Up to the year 1883, only Mexicans could own property in Mexico. In December of that year the Mexican congress passed liberalizing legislation, known as the Colonization Law, radically changing the conditions of landholding. President Gonzales was then authorized to make grants of public lands to responsible companies on condition that they make complete surveys and actively engage in settlement operations. Porfirio Diaz succeeded Gonzales as President. This opened up Baja California for the first time.

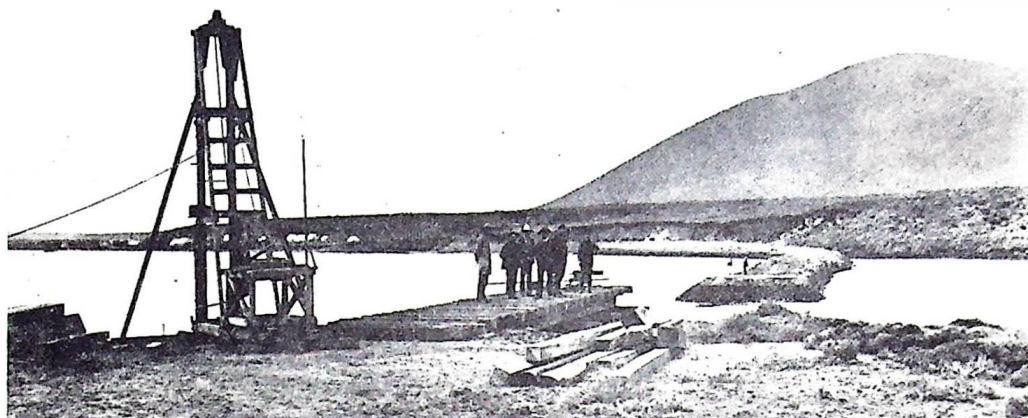
(Continued on page two)

Baja California Norte

A - THE PENINSULAR RAILROAD

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THE INTERNATIONAL COMPANY OF MEXICO



Building approach to trestle and looking across the Narrows towards the causeway.
San Quintin, B. C. November 1891 (Title Insurance & Trust Co., Union Title Off.)

18,000,000 Acres of Lower California Lands for sale by Hanbury & Garvey, General Land Agents!, read the advertisement in a San Diego newspaper (July 14, 1887).

The International Company of Mexico, sometimes known as The International Development Company, was organized and had a capital structure of 130,000,000 dollars. In addition to American financiers, some of the wealthiest citizens in Mexico had substantial interests in the corporation. The company also existed under a special charter from the State of Connecticut as the Mexican International Company of Hartford.

The 18 million acres comprised practically the northern half of the peninsula, all the present State of Baja California Norte, from the 28th degree parallel of latitude to the International Line. Thus a vast monopoly was created. Since there were then no public lands, all prospective settlers would have to deal with and take title from the International Company.

The Mexican Government not only granted the land but offered subsidies looking toward the building of railroads, the establishing of steamship lines and for other public benefits.

The Company also had vast grants, together with railroad charters, in the Mexican States of Sonora, Sinaloa and Chiapas.

ENSENADA

Reconnaissance surveys were run and ambitious plans were prepared for improvements, including railroads, and colonization in 1887.

The headquarters were established in the small town of Ensenada, on beautiful Todos Santos Bay, 65 miles by road below the border. The land agents, John D. Hanbury and Richard Garvey, erected a three story flatiron-shaped brick building there. (The building still stands in 1958 on the triangular shaped lot formed by the intersection of Avenues Ruiz and Ryerson at Front Street.)

Two other townsites were laid out on the extensive bay shore, named San Carlos and Punta Banda. Government drydocks and wharves were to be built and the bay would be dredged so that the largest vessels on the coast would be able to enter. It was proposed to establish an university at San Carlos.

Hotel Iturbide was constructed on the superb "rise of land" on the northern outskirts of Ensenada, command-

ing a breath-taking view of the town and the bay. The hostelry was claimed to be "the finest at present running west of the Rocky Mountains; a few in San Francisco excepted." The house was wired for the new-fangled electric lights and "it is only a question of a very brief time when it will be a blaze of glory nightly and reproduce more splendor than the famed glory of the Montezumas."

SAN QUINTIN (pronounced Keen-teen)

About 125 miles by present road south of Ensenada was another promising townsite recognized as susceptible of intensive development. There was the land-locked harbor of San Quintin, resembling somewhat San Diego Bay except that in the northerly part an inner peninsula juts out, doubly land-locking the easterly arm.

Five prominent volcanic peaks on the outer and the inner peninsulas are landmarks for the harbor which was known to mariners as the Bay of the Five Hills. Monte de Ceniza or Cinder Mountains is situated on the southerly tip of the inner peninsula and rises to an elevation of 610 feet. The Spanish explorer, Sebastian Viscaïno, named the port Bahía de Las 11,000 Virgenes (Bay of the 11,000 Virgins).

Long swells sometimes roll in from the Pacific Ocean. The harbor is shallow, mostly sand and mud flats around the shore lines.

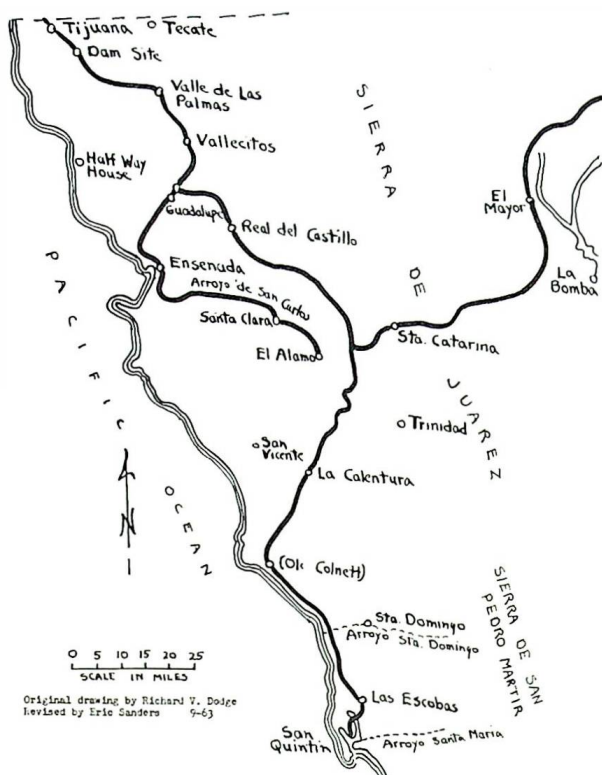
There is a coastal plain extending several miles back from the ocean to the foot of the San Pedro Martir mountain range. This "llano" is mantled with a thick layer of top soil and, with irrigation, could produce crops bountifully.

The mountains rise to an average height of 8,000 feet, the highest peak on the Lower California peninsula being over 10,000 feet, and are potential sources of water supplies. At the higher elevations the lands are heavily forested and abound with wild life.

North of the bay are located extensive salt beds. These have been worked commercially on small scales at various times.

The San Quintin Land and Town Company was also formed in 1887 as a subsidiary of the International Company.

The new City of San Quintin was platted in that year on the eastern shore of the bay at a point eight miles north from the entrance to the harbor. Its



streets and avenues are (or were to be) wide and almost level. Among the grand features of its plan are its plazas, the largest of which is 500 meters (1,640 feet) square. There are three smaller plazas. International Avenue is 40 miles in length. There will be an esplanade and a mole (wharf).

The surrounding territory embraces 481,000 acres. An adequate water supply may be flumed to the coastal plain, eleven miles.

The mountain ranges contain gold, silver, copper, iron and other minerals. Potential timber supplies include: pine, ash, yellow cedar, live oak, cottonwood, sycamore and others.

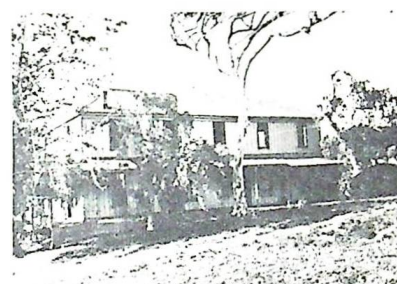
The San Quintin Land and Town Company offers for sale property in the City of San Quintin and 200,000 acres of rich valley and mesa lands in tracts of 50 acres.

The company or its agents built a commodious hotel, which was named the Hanbury, office building and many other structures. For a time San Quintin was a busy center of colonial development.

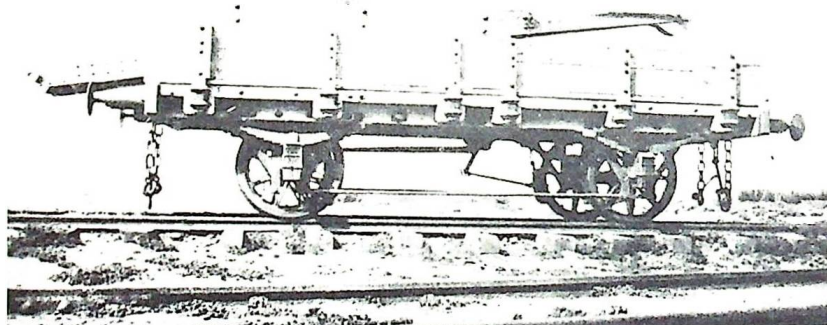
RESUME

Summing up the objects of the settlement efforts, the Golden Era Magazine of January 1888 optimistically reported, about 100 years too soon:

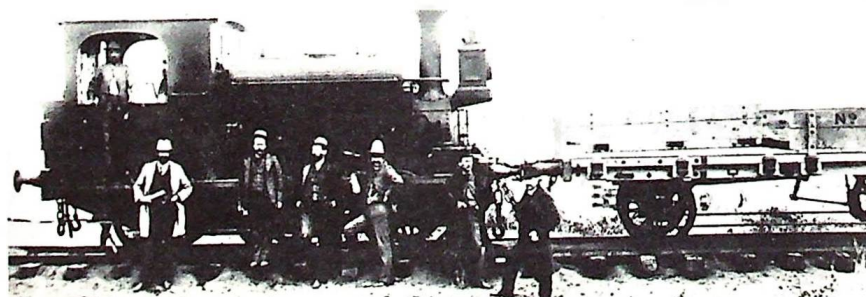
"This colonization scheme will undoubtedly in time be found necessary to accommodate the great throng of people who will overflow from the Southern California influx. Southern California, in a few years, will be too small to accommodate the vast numbers of people who will desire to settle in her lands as well as build her cities" (Continued below, please)



Hotel Hanbury, San Quintin, B.C.
About 1936. (Mrs. R.P. Middlebrook)



English Built Flat Car at San Quintin, B.C. About 1908. Courtesy of Fernando Gutierrez. Print by Title Insurance & Trust Co., San Diego.



Peninsular Railroad No. 1 at San Quintin, B.C. 1891. By Title Insurance & Trust Co., Union Title Office, San Diego

"The International Company will make it possible for a portion of Mexico to become Americanized and yet still remain Mexico. It does not rob the people."

A steamship line was established with sailings at intervals from San Diego to Ensenada and to San Quintin. The small steamers Carlos Pacheco and Manuel Dublan plied on these runs.

Now what was most needed was a railroad connecting the above mentioned Mexican ports with San Diego and all of North America where trains run. (Continued next page)

SAN DIEGO & INTERNATIONAL RAILROAD THE PENINSULAR RAILROAD, SUCCESSOR

The International Company obtained a concession to build and operate a railroad to connect the peninsula with the United States. The San Diego & International Railroad Company was organized to build the road.

The preliminary surveys had already been made. The line would begin in National City in California, connecting with the rails of the California Southern Railroad, "the Pacific Coast terminus of the Santa Fe Route". In November 1885, the last spike had been driven near Cajon Pass, completing the California Southern from National City to Barstow, California. Through service to Kansas City had then been established via the Atlantic & Pacific Railroad, the latter being owned jointly by the Atchison, Topeka & Santa Fe Railroad and the St. Louis & San Francisco Railway, from Barstow to Isleta, New Mexico, thence over Santa Fe controlled lines.

From National City, the San Diego & International would run south to the border at Tia Juana, thence continuing up the Tijuana River Valley to Vallecitos, to Burro Junction, to Guadalupe to Ensenada.

Additional plans included a line from Burro Junction south to another junction point in Trinidad Valley, to Santo Tomas, to San Vicente, to San Ramon to San Quintin. Another route would run from Trinidad Junction to the Colorado River and Fort Yuma in the Territory of Arizona. Other extensions were projected to form a network reaching to the southernmost point of the Peninsula.

In September 1887, the National City Record printed the announcement that The Peninsula Railroad is the successor to the San Diego & International Railroad. It was reported that rails had been purchased from the Krupp Works, Germany. Even Pullman cars were ordered, so it was rumored.

No progress was made in actual construction though it was publicized that the line is sure to be built (April 7, 1888); the International Railroad will be built from San Diego to Yuma via Ensenada within a year (July 17, 1888); line to be built soon, (October 1, 1888); work on the line to Ensenada to start early (January 1, 1889).

By this time the Great Land Boom of the Eighties in Southern California had collapsed. Not only had the "engulfing influx of population" dwindled and ceased but transients and residents were leaving the busted villages in large numbers. Naturally repercussions extended into Baja California.

During the peak of the boom in San Diego, transportation had been needed to reach the sprawling real estate subdivisions and several steam motor railroads had been constructed.

The first of these was the Coronado Beach Railroad. Elisha S. Babcock, Jr. and H. L. Story had placed the so-called South Island, across the bay from San Diego, on the market, naming the community - Coronado. Ferry service was started and a rail line was built from the landing in Coronado to the ocean beach in 1886. There construction of the world's largest seaside hotel was begun and Hotel del Coronado remains to this day an architectural landmark. A horse car was used until the steam dummies arrived.

The Coronado Railroad was constructed from the ferry landing skirting around the shores of the bay to San Diego with its terminal at Fifth and L Streets, about 21 miles long. It was commonly referred to as the Coronado or Bay Belt Line. The grand opening took place in June 1888.

Another motor railway was built by the San Diego Land & Town Company, a Santa Fe subsidiary. Tracks were laid from San Diego through National City, Chula Vista, Otay to Oneonta in 1887, and a branch, which later became the main line, was completed to the International Boundary at Tia Juana, California, now San Ysidro, in June 1888. Another branch extended up the Sweetwater Valley to the dam, being constructed, and to La Presa. The corporate name was the National City & Otay Railway Company.

The San Diego & Old Town motor road had been extended to Pacific Beach.

All these lines were of standard gauge and provided local services to the suburbs, including the South Bay area and to the Tijuana border.

(Continued on page five, please)

"ISLANDER" MAKES FINAL RUNS NOV. 15

Ferry service on the Terminal Island run will be discontinued November 15 on the occasion of the opening of the new \$21M Vincent Thomas Bridge which spans the principal entrance to Los Angeles Harbor. Time of the final ferry run has not been announced.

Two ferries, the "Islander" and the "Ace" have made daily channel crossings since 1941 when the Board of Harbor Commissioners, City of Los Angeles, took over the ferry operation.

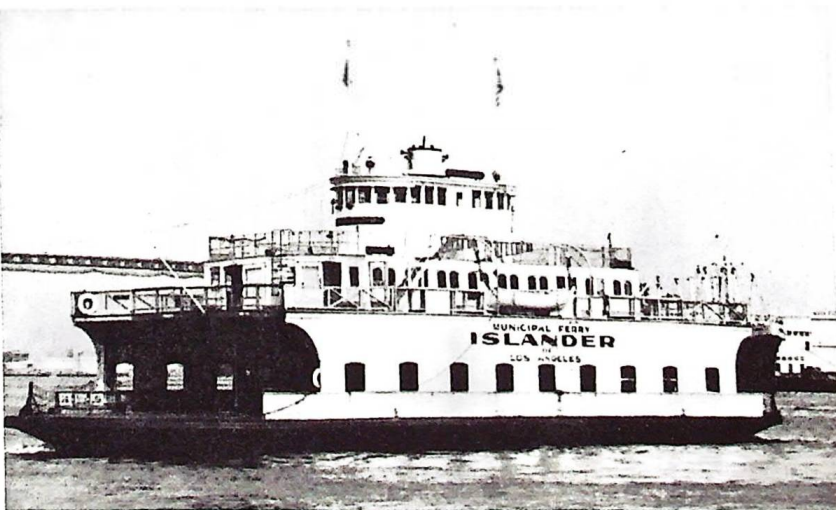
Prior to 1941 the "Ace" may have been in service under private management.

Four times an hour each day between the hours of 6 a.m. to 9 p.m. the ferryboat "Islander" makes a round trip between San Pedro and Terminal Island (East San Pedro) carrying pedestrians, automobiles and small trucks.

Picture - "Islander" approaching San Pedro terminal, Oct. 25, 1963.

The "Ace" provides pedestrian only passenger service between the hours of 9 p.m. and 6 a.m.

Ferries have been operating for many years. In 1916 a San Pedro, Los Angeles and Salt Lake Railroad timetable shows a ferry connection for the San Pedro local trains. Ferry operation is also indicated in a 1905 time-
(Continued on page nine, please)



THE RUSH FOR GOLD

DISPATCHER Page 44-5

Until 1889, the all important subject of public interest had been the railroads. Suddenly the momentous question of the day became: "When do you leave for the mines?"

The word had spread like wild fire that some rich strikes had been made in the mines around the pueblo of El Alamo, in the hills about 30 miles southeast of Ensenada. Soon pack teams were outfitted in San Diego and the exodus to the El Alamo district began. It was rough and tough going. Many miners used the National City & Otay Railway to the border and based their operations from Tijuana. There were rumors that the N. C. & O. would be extended across the line in order to handle bonded carloads of freight.

The International Company prospected about 25 locations. Veins of gold-bearing ore were found from one to ten feet wide, assaying from \$20 to \$100 a ton. The company built two 5-stamp mills to pulverize the ore and put in four concentrators.

Interest immediately revived in the building of the Peninsular Railroad to Ensenada. In January 1889, surveys were made from Ensenada via San Carlos Valley, nine miles south of Ensenada, up the San Rafael and La Grulla Valleys to establish a route to El Alamo.

In February, it was announced that the Peninsular Railroad will be pushed to Yuma and, in March, it was the opinion that a coast route would be selected from Tijuana south.

Then, in April, came the news that the Peninsular Railroad had been "sold out" to E. S. Babcock and, in an editorial, doubt was expressed if the proposed road will ever be built.

Babcock's interest centered mainly in the use of the Coronado Railroad for entrance into San Diego. That railroad would be extended from a point near the head or south end of San Diego Bay to the border or negotiations would be conducted for joint use of the National City & Otay's track for that distance.

Routes for the Peninsular Railroad were outlined, running from Ensenada via Guadalupe, Vallecitos, Valley of the Palms, Tijuana River Valley to Tijuana, and a conspicuous survey stake was set at the end of the N. C. & O's track at the International Boundary so that all might see where the rail connection would be made.

THE NEW DEAL

In June 1889, there was an amazing editorial on "The New Deal" organization and the news that the Mexican Land & Colonization Company will control the Peninsular Railroad Company of Lower California.

Formal announcements followed that an English syndicate had taken over the far-flung holdings of the International Development Company. The new owners were described as conservative business men and leaders in British affairs.

The Mexican Land & Colonization Company had acquired all the land grants and rights, including the interest in the Peninsular Railroad, and, in July, confidence was affirmed that the railroad will be built from El Alamo mines via Ensenada to San Diego but "English capitalists take their time". Civil Engineer Richard Stephen wrote that he made preliminary surveys for rail lines from San Quintin to Yuma and from Trinidad to Tijuana. A subsidiary, the Lower California Development Company, was formed to handle the affairs in Lower California.

The mines continued to prosper for a time. A newspaper, The Alamo Nugget, was published and announcements of new strikes, additional mill facilities and the "clean ups" by various mines were headlined.

But, by the end of the year, the rich ores had petered out. The gold rushers, now disillusioned, began trekking dejectedly back to San Diego. No railroad construction was undertaken at this time but a telegraph line was built from Tijuana to Ensenada. The latter was later extended to El Alamo and to San Quintin.

In December 1889, The San Diego Union reported that the United States had commenced negotiations with the Mexican Government for the purchase of the entire Peninsula of Lower California. However the Mexicans did not want to sell.

THE REVIVAL: A RAILROAD FROM SAN QUINTIN

Things remained dormant during 1890.

A sudden awakening occurred in January 1891 when Governor Luis E. Torres, of Baja California, announced that the Mexican Land & Colonization Company had notified the Mexican Government that it intended to secure the subsidy that the government had offered for the building of a railroad across from San Quintin to the Gulf of California. It was explained that this would provide communication with the interior of Mexico, as the Ferrocarril de Sonora (Sonora Railway, a Santa Fe subsidiary) terminated at Guaymas in the State of Sonora. A steamship line was to be established across the Gulf.

The Mexico Land & Colonization Company had decided to concentrate its west coast developments around San Quintin Bay.

Extensive irrigation projects were planned to reclaim thousands of acres. Wells were dug, windmills were set up and pipe lines were laid. It was proposed to build dams in the San Pedro Martir Mountains, east of the bay, and to construct flumes to distribute the water. The plains of San Quintin are extensive and fertile. Colonists would grow great quantities of wheat and a flour mill would be erected to grind and process it. Office buildings, warehouses and other facilities were to be established.

The harbor was to be improved with dredging and the placing of breakwaters. A pier with large coal bunkers was a salient feature of the projected plans.

The railroad was to begin at San Quintin as its Pacific Coast terminal. In the absence of a more definite description, it was assumed that San Quintin meant the 1887 townsite on the eastern shore of the bay.

In a short time the scope was enlarged to include the building of a standard gauge railroad from San Quintin to Yuma, in the Territory of Arizona, with a branch to Tijuana. The name Peninsular was retained for the railway company which had a capitalization of \$2,500,000 with the power to borrow that much more. However, the actual construction was carried on by the Lower California Development Company which controlled the territory which the railroad would traverse.

Reconnaissance surveys of the routes had been made. As near as can be determined from newspaper accounts, the line would run north from San Quintin, following the coast to Colnett (not the present Colonia Colnett situated inland), thence northeasterly to La Calentura, thence up a very rough canyon to Valle de Trinidad to a junction point. The line to Yuma left the valley to the east, thence through a "hoped-for" pass in the mountains, down to the plains, thence northeasterly along the Colorado River to a crossing near Yuma.

The line to Tijuana would continue north from the junction a few miles to Agua Blanca, about nine and one-half miles east of El Alamo, thence north and northwesterly to Real del Castillo and Guadalupe, thence northeasterly to Vallecitos, thence northwesterly through the Valle de Las Palmas and down the Tijuana River Valley to Tijuana.

E. S. Babcock again enters the picture and the Coronado Railroad would become "part and parcel" of the new enterprise. The Coronado Railroad, by this time, was actually under the control of the J. D. & A. B. Spreckels Company.

Babcock became further involved in the Mexican Land & Colonization Company's transactions. He arranged a peculiar deal whereby he sold the San Diego Water Company to the Englishmen on condition that the water facilities be leased to the City of San Diego and that the railroad be constructed from San Diego to San Quintin at the rates of 50 miles the first year and 60 miles a year thereafter and that trains be run over the entire length of the road. The City of San Diego accepted the agreement. Babcock then resigned as President of the water company and control passed to Coffin & Stanton, bankers of New York and London. It was a complicated arrangement, eventually ending up in the courts.

RAIL ROAD CONSTRUCTION STARTS

As soon as the water company lease was executed, Babcock and R. A. Graham, a contractor, made a journey to England to complete the final arrangements for the con-

struction of the railroad.

It was agreed that the charter of the Coronado Railroad be amended so it could be extended from the head of San Diego Bay south to Tijuana and from the foot of Fifth Street, in San Diego to the "Union Depot" on D Street (now Broadway).

Graham returned with a contract for the constructing of 45 miles of track north from San Quintin and had instructions to rush the final surveys for the entire project. In addition, he was to survey San Quintin Bay for a site for a pier in deeper water and to construct a breakwater.

The Los Angeles Times of June 6, 1891 commented on "San Diego's latest railroad": "A cablegram from London was received today announcing that contracts had been let for the construction of a railroad from San Diego to San Quintin, Lower California, 162 miles (would be nearer 250 miles). It is expected to be built as soon as the Mexican Government approves the survey. A cargo of supplies for the road is now on the way from England."

And on June 9: "San Diego is jubilant over the railroad to be built to San Quintin. What good it will be is not apparent."

Further, on June 17: "The surveying corps is locating the grade for the first section of the new road, San Quintin to Colnett,.....and was expected to reach Colnett yesterday. The announcement is interesting as the surveyors have orders to come to San Diego and begin surveying for grade stakes on the upper end of the line."

Two survey parties were then organized, one to work south from Tijuana with Engineer Shaw in charge, the other, headed by Engineer Wright, to work north from Colnett. W. Z. Earle was Chief Engineer. At this time it was announced that the construction of the line to Yuma would be postponed for several years.

The Lower California Development Company had continued the steamship service plying between San Diego and Ensenada and San Quintin, using the same small steamers Carlos Pacheco and Manuel Dublan. These brought down materials and supplies, in addition to passengers. Their shallow draft enabled them to enter San Quintin harbor, which was not deep enough for the larger steamships and sailing vessels to navigate.

Ties were ordered from the Russ Lumber Company.

The British steamship Fulwell, which had sailed from England in May, was bringing rails and rolling stock, all the way around Cape Horn, the southernmost tip of South America.

Since the Fulwell drew 22 feet of water, it would be necessary to anchor outside the bar and to "lighter in" all the equipment. For this service, the Carlos Pacheco towed a lighter or barge of 400 tons capacity from San Diego to San Quintin.

Grading work began on July 10, 1891, with a hundred or more Mexican laborers employed at San Quintin. Contractor Graham, with men and horses, scrapers and wagons, came down by steamers, including a chartered one, the Caspar. The accepted route north to Colnett was 48 miles.

The steamer Fulwell arrived at Ensenada on the 23rd, bringing 4,000 tons of railroad equipment. It was necessary to call at Ensenada since San Quintin was not then a port of entry. Included in the cargo were: 1,800 tons of steels rails, a locomotive and 10 cars.

After clearance at Ensenada, the Fulwell returned to San Quintin and the slow process of unloading began. The Carlos Pacheco was held to assist in making the transfers from ship to lighter to shore. On August 8 it was learned that difficulties were being experienced in discharging on account of poor facilities. "No wharf." The unloading was not completed until August 22, when the Fulwell sailed for Ensenada to load wheat for England.

On the San Diego end, Mr. Babcock had arranged with the Southern California Railway, successor of the California Southern Railroad (Santa Fe), for the use of ten flat cars. The Coronado Railroad would furnish a locomotive. Preparatory work on the Coronado Railroad was started at Morrison station on the Belt Line where the tracks were straightened and a wye was put in. Some grading was begun, south towards the border.

THE ROLLING STOCK

The Fulwell brought Peninsular Railroad No. 1, a 6-wheeled saddle tank or O-6-OT locomotive.

This engine was built by Manning, Wardle & Company of Leeds, England, builder's number 1213. The cylinders, which were located inside the frame, were eleven inches in diameter by sixteen inches stroke. The wheels, all drivers, were 36 inches in diameter. Further data are:

Wheel base - - - 10 feet, 9 inches

Overall length (over bumpers or buffers) - - - 21 feet, 9 inches

Boiler - - - 3 feet diameter by 8 feet long

Flues - - - brass, 76 pieces - 2 inches diameter

Fire box - - - copper

Working pressure - - - 95 pounds per square inch

Rated boiler horse power - - - 27.3

Weight of locomotive, empty - - - 34,160 pounds

Water capacities - - - boiler-250 gallons; tank-400 gallons.

The couplings were hooks and links of chain. The engine was distinctly English and constituted the motive power of the Peninsular Railroad.

Ten four-wheeled flat cars with side boards were included in the shipment. These had a hand brake on one wheel only.

By September 12, Graham stated that "the engine and cars are being put together." Twelve miles of roadbed had been graded and were ready for track. 110 miles had been surveyed, leaving about 145 miles to go.

On the 16th, he reported that "two miles out of San Quintin are now laid and the engine and the ten flat cars make regular trips to the end of the line." He optimistically predicted that "the first twenty miles would be finished, switching yards and side tracks completed and at least one train running over the road by December 1, 1891."

Editor's Note: The story, "Low Rails in Lower California" will be told in three parts. Parts One and Two relate the story of the Peninsular Railroad; Part Three will deal with the other Lower California Railways. Part Two will be published in Issue 46 or 47. This series was written by Richard V. Dodge, now deceased. Mr. Dodge was Associate Editor of the Dispatcher at the time of his death. He was also the author of the volume, "Rails of the Silver Gate." The Lower California story, written in 1958, was intended to be published by the Dispatcher. It is with much satisfaction that the Dispatcher begins this series. The original volume is part of the collection of the California Southern Railway Library-Richard V. Dodge Memorial Collection.

THE DISPATCHER

A feature and news publication issued quarterly (we hope) as an official publication of the Railway Historical Society of San Diego, Inc., P.O.Box 9351, San Diego, 9, California. Society officers are: Earle Swaine, president; Thomas Matson, first vice president; Charles Mann, second vice president; Gladys Skeen, third vice president; Wallace Duthie, recording secretary; Barbara Thomson, corresponding secretary; Fred Finke, treasurer; Dwight Couch, historian; Seeth Thomson, excursion director. Directors include: Wendal Byers, Ernest Major and Clifford Skeen.

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Seeth Thomson is editor of the monthly Newsletter. Subscriptions to Dispatcher: \$1 for four issues; \$2 for eight issues. \$2.50 Society membership includes both Newsletter and Dispatcher. Dispatcher address: 7861 Normal Avenue, La Mesa, Calif. Dispatcher guarantees delivery but not dates of publication.

Dispatcher is also affiliated with the San Diego County Railway Museum Association. SDCRMA yearly membership of \$2 includes the Report but not the Dispatcher.

Dispatcher staff welcomes inquiries, corrections, requests for back issues.

ISLANDER LAKES FINAL RUNS NOV. 15 (Continued from page four)

table. Operation was probably pedestrian only and with small launch or water taxi type vessels.

In 1941 the Board of Harbor Commissioners, City of Los Angeles, purchased the then independent ferry companies. Four ferryboats were purchased. The "Islander," built in Seattle in 1916 as the "Mercer" and which had been operating in the Tacoma area, was purchased in 1941. It was brought by tug to the harbor and has been in trans-channel service ever since.

Harbor Board officials stated that an agreement was made with the State to discontinue ferry service when the bridge was opened to traffic. The ferry service has been carried on as a convenience and a service even though it always incurred a deficit. Revenue in fares from 1941 to June 30, 1963 was \$5,103,641. Pedestrian-auto passenger traffic count was 69,282,138 persons; vehicular traffic was 11,011,655 cars and small trucks.

The "Islander" averages 23 miles per 15-hour day. This adds up to 8,395 miles per year and 184,690 miles in 22 years. In the year 1944-45 7,000,000 passengers and 677,000 vehicles rode the ferries. Revenue was \$309,119. Most frequent users are shipyard and cannery workers, navy personnel and tourists. During war years seven minute crap games were the vogue. Always a losing proposition the system last year ran in the red \$215,000.

Value of the two terminal buildings is \$1,126,000. On the San Pedro side some space is used for boat inspection, storage, etc. Space is also allocated for a restaurant. On the Terminal Island side a restaurant is nearby. Loading facilities for passengers are ample and follow the same plan on both sides. On the lower floor is a waiting area and rest rooms and the exit to the "Ace" loading dock. A wide double-back ramp leads to a second floor waiting room and the "Islander" ramp. Exit gates and automatic turnstiles regulate traffic. Coin changers are available. Only pedestrian attendant is on the ferry and he has a push button panel available at both termini for gate control. Automobile traffic pattern is the usual. On the San Pedro side cars line up in the middle of a harbor side street. A Terminal Island bus meets every other ferry. On the San Pedro side are the local buses and the interurban buses to Los Angeles and Long Beach. Gone are the San Pedro red cars and the East San Pedro Union Pacific trains.

George Wall, president of the Commission stated, "The announced plan of the U.S. Custom Service to build the new custom's facility on Reeves Field and our own program of wharf and terminal development on Terminal Island make it imperative that a better traffic link be established between the San Pedro and Terminal Island districts of the harbor." Thus the bridge was constructed - and it's a big one as the main span crosses the ship channel.

VITAL STATISTICS

	<u>ISLANDER</u>	<u>ACE</u>
CAPACITY	200 pedestrians, 24 vehicles	100 persons
CREW	Seven men: captain, mate, engineer, boilerman and three deck hands	Two men
DIMENSIONS	135' long; 46'10" beam, 9' draught	57' long, 20' beam, 3'6" draught
FARE	30¢ one way for auto & driver 10¢ ped. and additional passengers	10¢
ROUTE	San Pedro side of Main Channel (foot of 6th St.) to Terminal Island & ret. Distance: 1/3 mile (estimated)	Same
SCHEDULE	Lv. San Pedro every hour and every 15 minutes 6 a.m. to 9 p.m.	Same, 9 p.m. to 6 a.m.
OTHER	242 tons, gross, 165 net.	-

Owner of the two vessels is the City of Los Angeles, Board of Harbor Commissioners. Islander was built in Seattle in 1916 as the Mercer. Rebuilt in S.P. in 1941.

Dispatcher files list a "Mercer" in the Puget Sound area but the vital statistics do not match those of the "Islander." (Richard Willis, how about this?)

Readers who might ride the "Islander" before November 15 will also want to board the ferry, Sierra Nevada, located at the Ports O'Call, 300 yards to the west of the San Pedro ferry terminal.

Editor's Note: Data for the above story came from the Public Relations Office of the Harbor Commission, the Los Angeles Times and Dispatcher files.

LOCAL RAILROAD NEWS - - - - - LOCAL RAILROAD NEWS- - - - - LOCAL RAILROAD NEWS
as of 11-1-63 as of 11-1-63 as of 11-1-63

THE FERROCARRIL TIJUANA Y TECATE

The "Mixto" on the Ferrocarril Tijuana y Tecate is no more. Dispatcher refers you to the official notice posted at the station buildings. Quote: SE HACE DEL CONOCIMIENTO DEL PUBLICO QUE A PARTIR DEL DIA 10 DE AGOSTO DE 1963, SE SUSPENDERA EL SERVICIO DE PASAJE ENTRE TIJUANA Y LINDERO Y PUNTOS INTERMEDIOS, SEGUN AUTORIZACION DE LA SRIA. DE COMUNICACIONES Y TRANSPORTES EN OFICIO NUM. 233 LHM 10063 FECHADO EL DIA 15 DE JULIO DE ;963.

MEXICALI, B.C.
1RO DE AGOSTO DE 1963.

W. B. BARKER
GERENTE GENERAL

The heading was: A V I S O.

- SAN DIEGO & ARIZONA EASTERN

DERAILMENT IN THE GORGE

Fifteen cars of the San Diego & Arizona Eastern Railway Company westbound train No. 451 were derailed in Carriso Gorge near Tunnel 20 at 4:30 p.m. Saturday afternoon, October 19. First car to go according to some reports was one of improperly loaded alfalfa pellets. It apparently climbed the track away from the canyon side and on a curve. Other cars followed but all remained upright. (Another report stated that sand left on the track from a local rain caused the derailment.)

Cars west of those derailed were taken on into San Diego. Two units then returned and were joined by two locomotives which came in from Yuma. Working from both ends with locomotive power, reraill frogs and chains the cars were rerailed and track was rebuilt as needed. Service was restored on Tuesday, October 22. Train 451 had five units and 62 cars; train 452 had two units and 65 cars. Wednesday there was a westbound extra in the early morning with five units pulling 54 cars. Trains 451 and 452 ran that day as usual, the former with five units. Train 452 on Thursday had nine units hauling a 37 car train. (San Diego Union, special reports, RHS Newsletter)

GEEP RUNS ON LA MESA BRANCH

The Roustabout went out the La Mesa Branch on Thursday, October 24 powered by a low-hood GP18 No. 5883 (low hood to the rear). 5119 also went along for switching. The motive power shuffle came about because 5102 and 5108 broke down the preceding Tuesday. 5119 made two trips that day on the branch; 5115 was in the yard; 5101 was in the General Shops, Los Angeles. (5112 has been scrapped.) Five locomotives are now permanently assigned to the San Diego area. Add to these five the mainline power and one unit for the Plaster City local and you have the SD&AE roster.) Corky Thomson reported that the Geep and train were delayed at 16th & Commercial by a semi-truck and trailer and then near 30th by a Water Department repair crew. (Newsletter and Special Report)

OTHER SD&AE NEWS

SD&AE on January '1 again became a Class One railroad - with the lowest operating ratio (in the 30s) of all Class One railroads.

When the tropical storm "Katherine" for a time threatened the San Diego area, SD&AE personnel prepared for the worst and went out on patrol along the main line.

One westbound freight was preceded by a section car. Luckily only the fringe of the storm touched the southwest corner and all was relatively peaceful. However, in the unexpected rain a few days earlier, track was undermined and there was a near washout in the Clover Flats area.

Cotton traffic has revived slightly (Ensenada is the number one cotton port) and alfalfa pellets are being shipped in quantity from Imperial Valley. Cane molasses goes east and beet molasses goes west. A small quantity of potash from Trona comes in via SD&AE.

The La Mesa branch is "busting out all over." Montgomery-Ward warehouse in El Cajon receives one to seven cars each run. One or two cars are always spotted at the new Heartland Material Supply in El Cajon and now in the same city Great Western has just constructed a spur across Marshall Street into its plant. In La Mesa construction of a spur into Crest Beverage has been completed. West of 54th Street in San Diego a new track facility serves another beer distributor. This is also a four car runaround. Near the main yard the old sand house track now serves Young's Liquor.

SD&AE officials include: W. B. Barker, superintendent; E. A. Peterson, road master; W. D. Keller, traffic manager; J. L. Green, trainmaster; and Welton Grosdidier, chief clerk and sec'y to the g.m. Mr. Barker is also the General Manager of the Tijuana & Tecate, vice president of the Inter-California, and general manager of the Nacozari. Terry Durkin reported that a SP-SD&AE vice president's car came in recently for a visit. It was deadheaded in while the official came south from Los Angeles. He was aboard the car when it departed via Carriso Gorge.

Welton Grosdidier reported that a wire grid near the famous curved trestle, which can set the block signals and also sound a distinctive hum on the telephone system, was triggered September 21. Inspection revealed that it wasn't a rock slide but a passing herd of sheep that had triggered the mechanism. Grosdidier reports that the herd although still relatively small is increasing in size.

Contrary to recent railfan reports the Coronado branch is not dead - trains operate twice a week.

SD&AE traffic isn't what it is often thought to be. Westbound traffic for the most part transports merchandise for local firms plus a varying amount of freight for harbor export. Eastbound freight appears to be mostly empties. This is true but that is only part of the story. All "suitable" empties are routed to Plaster City. Carloadings there, almost all for eastbound movement, number 40-50 daily. Thus the traffic balances out.

Corky Thomson in the Newsletter reports seeing four unit big power from SP, Cotton Belt and the T&NO on the mainline freights. Diesels vary from low-profile Geeps to the older original GP9s and F7 cab and B units of the wagon top style. Cotton Belt power, Thomson states, can be spotted by the yellow hand rail.

Current roustabout schedule is: La Mesa branch on T, Th, & Sat; Coronado and North Island on Tu & Th; San Ysidro on W, F and sometimes M; Salt Works daily.

Modern Railroad reports as follows:

	<u>1st 6 mos 1962</u>	<u>1st 6 mos 1961</u>
Operating ratio - - - - -	39.3	36.0
Freight revenue - - - - -		\$1,620,427
Operating revenue - - - - -	\$1,636,768	\$1,661,302
Maintenance of way and structures - - - - -		\$2,158,568
Maintenance of equipment - - - - -		38,138
Transportation expense - - - - -	\$ 642,547	\$ 337,635
Total Operating Expenses - - - - -		\$ 597,257
Net Railway Operating Income	\$ 11,874*	\$ 325,490

*not sure of this figure

Branch line track is being upgraded as in time SD&AE will probably acquire heavier branch line motive power. Currently the light 5100 class locomotives perform all switching and branch line service.

In service currently (November 1963) are 5101-5102 (Roustabout), 5108, 5115 and 5119. One is on standby. Roustabout is sometimes a triple header and at times there's also a short turn on the branch...Traffic signals at Spring Street, La Mesa, are now activated by trains. Signals are new. Many locomotives were in the yard following the derailment. One freight car was pushed over a dirt bumper in yard.

Solid Santa Fe hopper trains have transported tons of potash from New Mexico to San Diego Harbor's bulk loader. Diesel power on these trains usually consisted of eight varied power units. A record 14,000 tons of potash was loaded on the steamer Capetar Yiannis (Gr) with delivery set for Japan. There have been at least three additional heavy shipments.....During the summer passenger service consist varied from 8 to 15 cars. Over Labor Day weekend three high-level cars were in service on the San Diegans. Three trains ran to the races on Labor Day. (Newsletter)

"John J. McCarthy, general agent for the Santa Fe Railway in San Diego said, 38 extra passenger coaches and two extra trains have been reserved to transport visitors during the Labor Day weekend. He said 13 extra coaches were added to five San Diego-bound trains yesterday because of the heavy demand. He said extra trains will depart for Los Angeles at 7 p.m. both Sunday and Monday. (San Diego Union, 8-31-63)

Consist of RHSofSD Santa Fe Escondido train was: locomotive 51 F-A-C, coaches 2910-2947-2791, baggage 3849, coaches 2906-2904-3075-3080, baggage 3879, coaches 3156-3094-3082-3091, and parlor-observation 1509. Paid fares were 510-underage plus crew brought total to 550 plus. Stops were made at C. B. Pollard's Foundry (0-4-0 locomotive plus "observation car") & near San Marcos for a picture stop. Long slow branch line travel caused air-conditioning malfunctioning but this plus a delay was compensated for by a fast run from Oceanside to San Diego. Santa Fe personnel were commended by passengers for their courtesy and helpfulness.

Improvements along the Santa Fe route were to include the purchase of 58 diesels, 3000 freight cars, 24 hi-level passenger cars, 25 semi-lightweight baggage cars and six lightweight RPO cars. 245 miles of track were to receive new welded rail.

SOUTHERN PACIFIC

Southern Pacific's Coast Daylight was derailed Monday, March 4 at Northridge. Switch had been tampered with and train veered on to curving spur at 60 mph. Although 118 were aboard only 11 were injured. Two diesel units and three cars plowed into the dirt. Four cars remained upright.

Southern Pacific planned to reschedule the northbound Owl from Los Banos subdivision (Fresno-Tracy) to the Merced Subdivision, route of the San Joaquin Daylight. Article made no mention of the southbound Owl. (LA Times). Los Banos is Tracy-Los Banos-Ingle-Fresno. Merced is Lathrop-Modesto-Merced-Fresno.

For the record: the Santa Susana fire broke out February 14. During the period of the fire and also during repair, Coast route trains were routed over the Santa Paula branch. The "Daylight" was suspended but the "Lark" and "Mail" continued in service.

GENERAL

Two used Lake Series Pullman cars were delivered recently to the Ferrocarril Sonora-Baja California according to Wally Duthie. He conjectured that cars would be FSBC's contribution to the Pullman pool. Pullmans for Duthie's Puerto Penasco were to come from FSBC's own Pullman roster....Double headers are now the rule on the FSBC. Duthie reported hearing that the much discussed Mexicali-Ensenada line would be built in six years. He also heard that FSBC would be absorbed into Fdelp. These are only rumors according to Duthie.

Traffic bookings on the Union Pacific Harbor Branch between the Los Angeles yard limits and the Junction (Lakewood branch) are the responsibility of the Paramount station. This station is still busy - just talk to the agent. Lakewood, on the Lakewood branch, handles both passengers and freight. UP buses serve the station. The Lakewood branch is actually part of the old main line (Alamitos and Ocean Avenue through Long Beach). The station at East San Pedro is no more. (Doug Duncan and the editor "discovered" the impressive station some years back. Daily trains on the Harbor branch include a through freight and a local freight each way. The local freight on the Harbor Branch also serves the Lakewood Branch (just a short stub). Fans can get a good view of the East Los Angeles yard by traveling south on Washington Street on a quiet Sunday morning.

The 4.5 mile test track for the Bay Area Rapid Transit District will be built between Concord and Walnut Creek. Project will include testing of trains, automatic controls, fare collection and structures. Initial operation is planned for 1968.

ANNOUNCEMENTS. 1. FROM THE EDITOR'S DESK
cordial wishes for a happy holiday season. Enjoy, each one of you, your family celebrations, ponder about the joys of fellowship of family and friends, be grateful for the privileges which are ours in this broad land, and perhaps find time for a little railroading. 2. Work on No. 45, LAMTA Part II, is underway, and the issue should be distributed in late December or early January. Promptness of issue depends on co-ordination of activity and in profits from sales of back issues.

ADDITION. According to Terry Durkin, the SD&AE visitor was L. V. Long and the car was SP 110, the "Los Angeles." (See the SD&AE news section.)

EXCURSION. Roaming Tours will run a two day excursion to Puerto Peñasco. Train will run to the Gulf seaport town November 23, remain there overnight, and return November 24. Excursionists will view the northern half of the Ferrocarril Sonora-Baja California during daylight hours, see the town, fishing boats and rail facilities, and meet all the night trains. Contact Wally Duthie at CY 5-3403

CLUB NEWS. Tommy Mann told the "Car 54 Story" at the November 4 meeting of RHSofSD. Mention was made of the many and outstanding exhibits at the Annual Hobby Show, arranged by Mrs. Gladys Skeen. Members voted not to dispose of the U.S. gypsum railroad car. California Southern Library (Richard V. Dodge Memorial Collection) will hold a dinner meeting November 8 on the private car, "Cyrus K. Holliday." Jack Stodelle will host. Upon placing the Dodge collection in a permanent location, the Library Board will make a formal announcement of its plans. Mr. & Mrs. Edgar Dodge of Berkeley are associated with the project. SDCRMA will sponsor an O.E.T. work party on November 10. Next meeting is November 17 at 7861 Normal Avenue, La Mesa. Group will elect 1964 officers and hear a report of the museum committee's attempt to obtain a caboose and temporary storage for exhibits. O.E.T. is the focal point of activity for many San Diego area railfans. Both RHSofSD and SDCRMA have sponsored work parties, RHSofSD on San Francisco Municipal 171 (RHSofSD-owned) and SDCRMA on SDTS 508 and other projects. Many individual railfans, associate and regular members of OET, have also reported for work.

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