

Dispatcher

25¢

ISSUE 46

RAILWAY

HISTORICAL SOCIETY OF SAN DIEGO, CALIF.

MAY 16, 1964

THE FALLBROOK LINE

by Richard V. Dodge

It is difficult for you, today to understand how vital it was in the middle of the 19th Century to ambitious communities to have railroad facilities.

Residents of the village of Old San Diego began efforts in the 1850s, later including those of New San Diego and National City, to obtain rail transportation and repeated attempts were made over a period of nearly 30 years, each ending in failure and frustration.

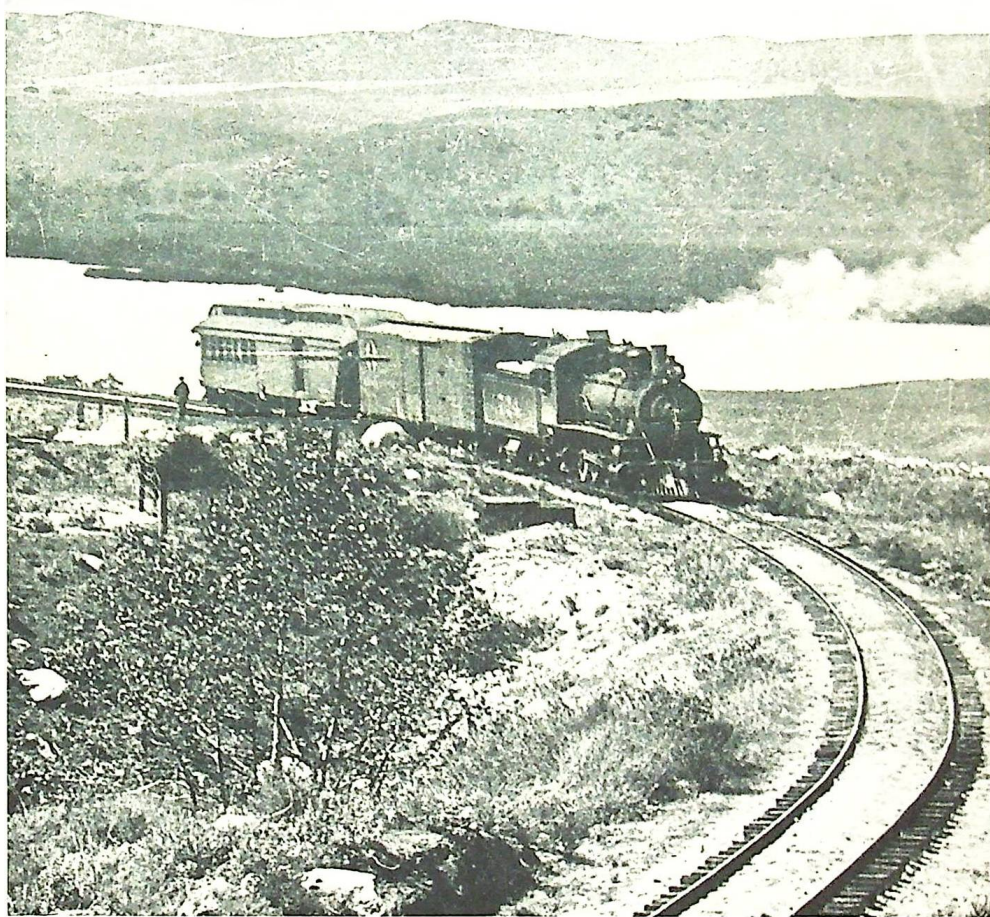
In 1879 the Atchison, Topeka & Santa Fe Railroad was set to build west and, due to the indefatigable energy of Frank Kimball of National City, a deal was carried to a conclusion with the backers of the Santa Fe, investment bankers and capitalists of Boston, Massachusetts. For a large consideration, known as a subsidy, these railroad builders agreed to construct a railway from San Diego to Yuma, Territory of Arizona, and the Santa Fe would be extended southwesterly from Albuquerque to connect with it.

Before grading began, the contract was abruptly cancelled. In the meantime, the Santa Fe had formed a partnership with the St. Louis & San Francisco Railway, more commonly known as Frisco. The latter had acquired the concessions with land grants covering the build-
(Continued page 2, column 1)

WHAT IS A RAILFAN? WHO ARE THE RAILFANS?

The Dispatcher editors extend cordial greetings not only to regular readers but also to our friends who will this issue on the "Fallbrook Chief," excursion train of the Pacific Southwest Railway Museum Association, and to visitors to the Railway Historical Society of San Diego railroad exhibit at the Del Mar Fairgrounds who are kind enough to purchase this sheet.

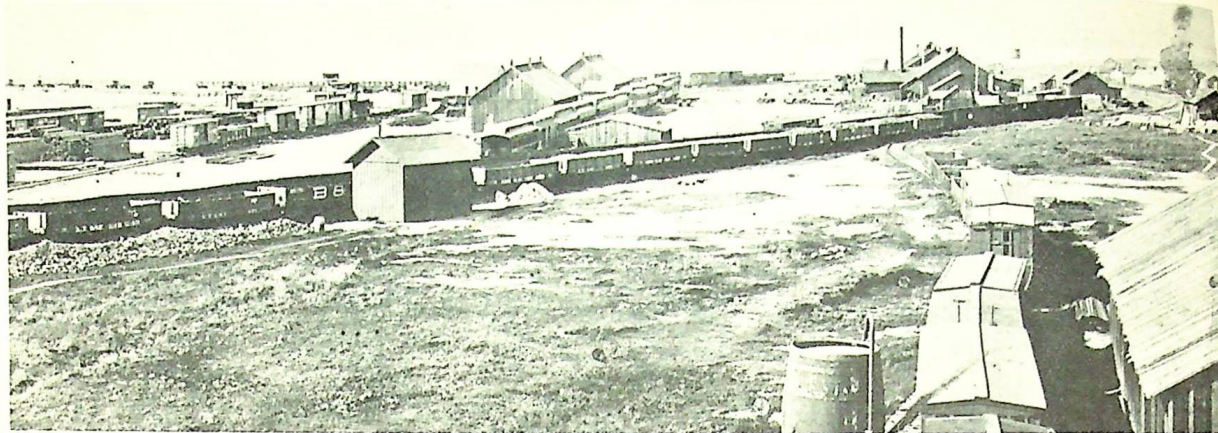
Who are these railfans? They are folk of any age



Fallbrook local on the new line at O'Neill Lake in 1923. The old line was across the valley at the base of the hill.
(R. P. Middlebrook picture)

who like steam, diesel or traction and narrow gauge or standard gauge. They like to ride, photograph, collect, write, record or watch. They have an interest in area history.

Some railfans are also model railroaders, who favor "O" gauge, "HO" gauge or, perhaps, live steam. Then there are the railfans who like the "real thing" in the form of an operating railway museum. Are you interested? Here are the San Diego area organizations:
RAILWAY HISTORICAL SOCIETY OF SAN DIEGO INC., Post Office Box 9351, San Diego, Calif. 92109. Earle Swaine
(Continued on page 8, column 2)



California Southern shops at National City, 1887. Picture is from collection of James E. Restine, Jr., whose grandfather, Homer N. Bryant, was superintendent of the shops, and whose father, James Restine, Sr., was engine inspector and air brake man.

Five steam locomotives lay over at the National City engine house. Year 1912. (R. P. Middlebrook)



ing of a line, to be known as the Atlantic & Pacific Railroad, on the 35th parallel of latitude. Now, together, they would build from Albuquerque to the Colorado River and enter California.

After the initial shock had subsided, negotiations by Kimball were renewed and another contract was executed. In 1880, the California Southern Rail Road was formed to build from National City north and eastward to San Bernardino, then on to a connection with the Atlantic & Pacific in California. No one knew where that point would be. Do not let anyone or the Santa Fe literature convince you that the line was built down from San Bernardino.

With National City as the initial terminus, all equipment and materials had to be brought into San Diego Bay by ships. Ties came down the coast. Rails and fastenings were shipped in sailing vessels around Cape Horn from Belgium and Germany. The locomotives and some of the rolling stock came from eastern states either around the Horn or overland to San Francisco and transferred to a boat there.

By January 1881, surveyors, locating and staking the line, had advanced up the coast to what is now Fallbrook Junction, then headed in a generally northeasterly direction up the Santa Margarita River, reaching Hayden's in April of that year. The name was soon changed to Fallbrook for the depot but the Post Office there was known as Howe. Fallbrook Post Office was on the mesa two miles south, where the present town of that name is located.

Temecula Canyon presented formidable difficulties, both to railroad construction and operation. There were seven miles in the upper canyon through rock with almost perpendicular cliffs. A grade of over 140 feet per mile was required for three miles, the summit being at 970 feet elevation. Many low bridges had to be constructed, the line crossing and recrossing the river many times. Hundreds of Chinese, Chinese coolies or laborers, were brought into work on the preparation of the roadbed. It was hot, dusty and the wind would blow a gale. One of

the Chinese commented: All the same Hellee, you bet.

Trains were running from National City to San Luis Rey, renamed Oceanside a couple of years later, by January 1882. When the bridge across San Luis Rey River was completed, track laying advanced rapidly. In the first week of February, rails were in place to Fallbrook station, 19.7 miles from Oceanside and 66.7 miles from National City. A wooden turntable was being built in the National City Shops for installation at Fallbrook. By the 10th the rail front was reported as being 70 miles from National City or 3.3 miles farther up the canyon.

Ranchita station was established 4.0 miles up and Temecula station was to be 11.5 miles from Fallbrook.

On Wednesday, April 26, 1882, the Odd Fellows put on a big excursion to and picnic at Fallbrook. The train left National City at 6:30 a.m. and the consist was four coaches and four flat cars. The fare was a low \$2 for the round trip.

The road was pushed north to Big Laguna (Elsinore), up San Jacinto (Railroad) Canyon to Pinacate (moved and name changed to Perris when the branch to San Jacinto was constructed). Rail laying continued over the mesa to a point 16 miles south of East Riverside (Highgrove) where they ran out of steel. Train service was begun in May, the one-way fare being \$6.10.

On August 15, Colton was reached, meeting the Southern Pacific Railroad and San Diego was joined by rail with all parts of the country. The fares were reduced to \$6 one-way and \$9 for the round trip.

One passenger reported his version of a trip over the new railroad. Evidently he was a reporter for a hostile Los Angeles newspaper. He wrote: There is "a short strip of railroad called the California Southern, which begins nowhere and ends nowhere." It is . . . "one of the many skeins in the network of roads thrown out all over the country by the powerful Atchison, Topeka & Santa Fe combination. Its termini are Colton and San Diego (error: should be National City). The former is a junction with the Southern Pacific Railroad.

"The little Boston engine puffs and pants in an

agonized and agonizing manner. The train consists of the infantile engine trying to draw two small box cars and one passenger coach and smoking car combined. The mail and express messengers are in one box car . . . It (Temecula Canyon) surely was the last place touched by the Maker's hand and, as one of the passengers aptly observed 'He left before the job was finished' . . .

"Fallbrook is a little Eden planted in the midst of Inferno."

Others were more favorably impressed. The National City Record opined, "The scenery through Temecula Canyon is well worth the price of a trip." (\$9 round trip)

And tourists acclaimed that "the best and most cheerful railroad eating house is the celebrated tent at Fallbrook, a delightful nook in Temecula Canyon."

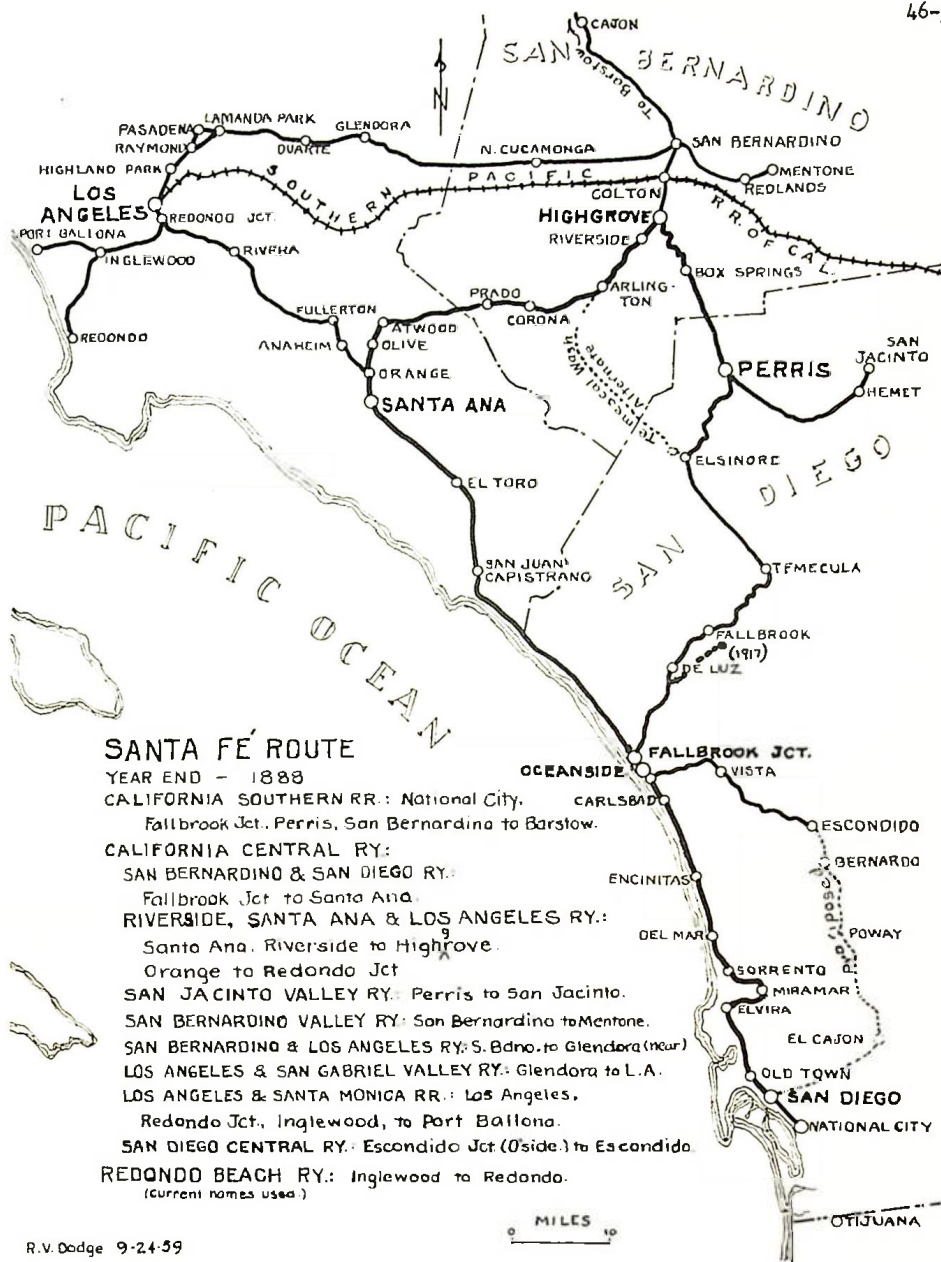
But the Southern Pacific in those days was not a friendly railroad. Drastic measures were taken to prevent the Atlantic & Pacific from entering California and the California Southern from crossing its tracks at Colton, in order to reach San Bernardino. After much litigation, the California Southern won the right to cross and San Bernardino was entered triumphantly by a passenger train on September 13, 1883.

The most startling event occurred when the Southern Pacific hastily built a railway from Mojave across the desert to The Needles and got there before the Atlantic & Pacific reached the Colorado River. The latter was temporarily stopped and so was the California Southern.

But, in February 1884, it rained and rained. Floods poured down Temecula Canyon and dozens of other susceptible places. R. V. (Dick) Dodge was the engineer on the last passenger train out of National City. A point just down the stream from Fallbrook was reached when a bridge went out. An attempt was made to back the train to Oceanside, but the track had become impassable. The train was stranded. Six days later one passenger got back to San Diego, having walked most of the way. He reported that the railroad had made no effort to rescue the passengers or the mails. The crew remained with the train several days, subsisting, according to Victor Westfal of Fallbrook, on gophers and the like, then walked back. Much of the California Southern's roadbed was a shamble, eight of the twelve miles through the canyon were completely washed out. Ties and bridge timbers were found floating out in the Pacific Ocean. The railroad, as a separate corporation, was bankrupt.

Assessments were levied on the stockholders and bondholders had to exchange their First Liens for Income bonds. Then the track was rebuilt and trains were running again to San Bernardino on January 6, 1885.

During this period the Southern Pacific had been forced to enter into a joint track agreement with the Atlantic & Pacific covering the division from The Needles to Barstow and Mojave. Work then began extending the California Southern from San Bernardino through Cajon Pass and the building of a road south from Barstow. The



last spike was driven in the Pass on November 9. The Santa Fe's first passenger trains through to and from the Pacific Coast left Barstow and National City on November 15, 1885. Fallbrook was then a station on a transcontinental main line.

It was too good to last. In 1888, the Surf Line was completed from Los Angeles Junction (now Fallbrook Junction) to Los Angeles and the California Central's line from Los Angeles to San Bernardino was established. Then the first class passenger trains were transferred and soon only mixed and freight trains were operated through Fallbrook.

A consolidation of lines took place in 1889 and the California Southern was merged into the Southern California Railway.

Trains continued to run through Temecula Canyon until February 1891, another very wet month. All railroads in Southern California were washed out. The estimated expense of rebuilding the Temecula "Branch" were tremendous. There was a pretense of finding a route via the San Luis Rey River but no train ever ran again between



Original Fallbrook station in Santa Margarita Canyon (or Temecula Canyon), about two miles northwest of Fallbrook, July 1915, before the great flood. (Title Insurance & Trust Co.)

Fallbrook and Temecula. After the lower reaches were reconstructed, a mixed train operated from Fallbrook to Oceanside.

In 1893, the Atchison, Topeka & Santa Fe Railroad was declared bankrupt and a receivership followed. Out of it emerged the present corporation, The Atchison, Topeka & Santa Fe Railway Company. After the turn of the century, the Santa Fe took over the Southern California Railway.

The mixed trains rambled back and forth between Fallbrook and Oceanside over so-called "floating" bridges until another fateful day in January 1916. Again the rains poured and the roadbed was so badly washed at and below Fallbrook station that it was considered to be more practical to abandon that part of the line and to build a new section up the hill to Fallbrook proper. This was accomplished early in 1917.

But 80-ton locomotive number 721, a 2-8-0 or Consolidation type, two coaches, four reefers, one box car, one tank car and two flat cars plus a steel turntable were marooned down by the river. The value of all this equipment was too much to lose, so means of salvaging it were sought. This resulted in a house moving firm obtaining a contract to drag the rolling stock up the steep slopes from the river to the mesa and delivering the train, including one load - the turntable on a flat car - to the new line in Fallbrook. The task was accomplished by brains and brawn, the latter of four horses, by using short sections of track and capstans or vertical winches.

This bizarre train was facet-

tiously called "The Fallbrook Flyer". It left Fallbrook Station, in the canyon, on March 14 and arrived at the junction in the town of Fallbrook on June 10, 1917.

Thus ended the railroad history of Temecula Canyon, except for the activities of a few fans collecting spikes, artifacts and other souvenirs.

Richard V. Dodge, Jr.
August 6, 1957



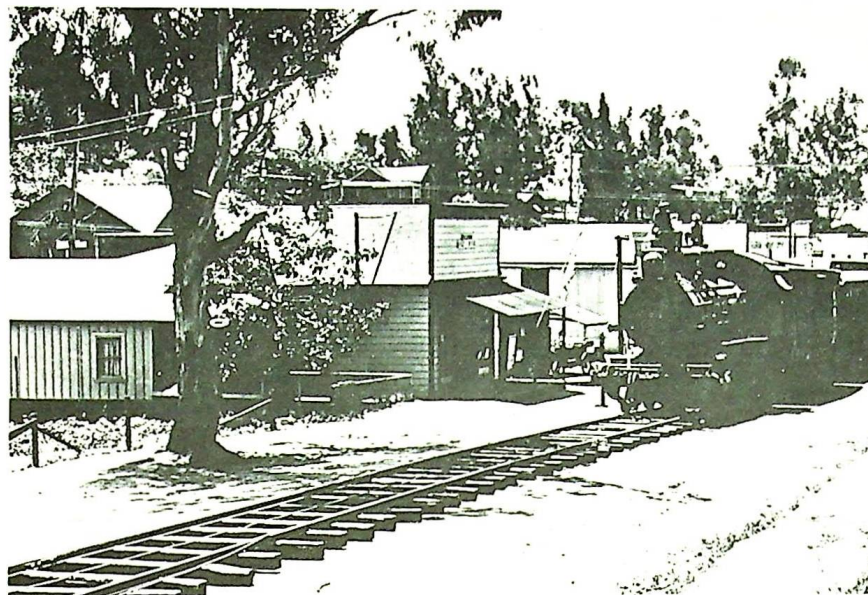
Original Fallbrook station in Santa Margarita Canyon suffered severe flood damage in January 1916. River bed was scoured to bed rock and much Santa Fe property was washed away.

First canyon track from a point about one mile west of O'Neill Lake to original Fallbrook station was not rebuilt. Instead, realignment brought track from the former point up the mesa and to a new station in Fallbrook town.

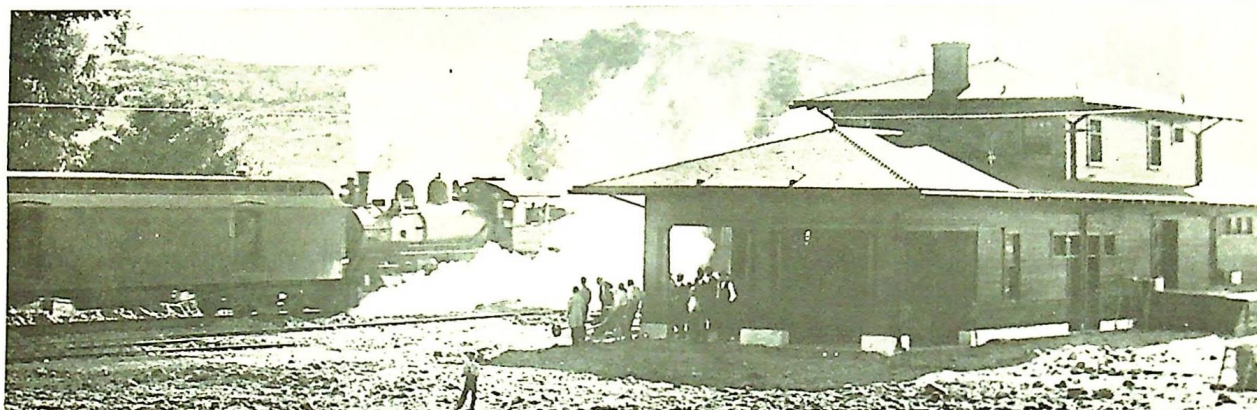
(L. F. O'Neal picture)

THIS ISSUE
IS A REPEAT
OF ISSUE 17
WITH SOME
NEW MATERIAL

THIS ISSUE
DISTRIBUTED
PACIFIC SW.
RLY. MUSEUM
EXCURSION
MAY 16, 1964



Santa Fe's rolling stock stranded in Santa Margarita Canyon by the 1916 flood is "house moved" on temporary track up the hillside and down Fallbrook's main street to the new line. (Historical Collection of the Title Insurance & Trust Company, Union Title Office, San Diego, California)



First regularly-scheduled train from "New" Fallbrook station, Monday, July 8 (or 9), 1917. (Historical Collection, Title Insurance & Trust Co., Union Title Office, San Diego, Calif.)



Fallbrook local, Locomotive No. 698 and combine, at "New" Fallbrook Station, about 1925. (R. P. Middlebrook picture)

California Southern
Railroad
California Central Railway

Pass. O. J. Stang
Director
1889
GIVEN TO THE
UNION TITLE OFFICE
FALLBROOK
No. 392

ALONG THE LINES

by DOUGLAS DUNCAN

Saturday afternoon was the appointed time for the weekly shopping tour to Downtown San Diego. Clan Duncan, Mother and Father, Sister and young Douglas would climb into the Model T Ford, bump along the new pavement of Euclid Avenue to Federal Boulevard, past the city dump, and finally onto Market Street. Such an occasion. Always we visited Hellers Grocery and Young's Meat Market. Father Duncan always had a place or two to visit---the San Diego Hardware for some special tool or to Frazee-Kurtz Paint Company. Mother always wished for a little spare time to spend at Hamilton's Fine Foods for some special item at a very special sale---or perhaps, just to look through Holz-wasser's or Whitney's Department Stores. Sis would be quite happy to pay a visit to Marston's basement toy department. Now, not all these places could be included every Saturday, but, young Douglas was never happy unless the homeward bound trip included a drive past the Union Depot. Then, as an added postlude, he might see an old wooden trolley waiting on the passing track at 25th and Market. These Saturday trips were wonderful adventures.

The Depot was a wonderful place and Father didn't dare drive past too quickly. Sometimes there were long trains of dark green passenger cars which had arrived or were about to depart to such unknown places as Los Angeles or El Centro. Then, sometimes, there was just a small car with open platforms---this, he was told, was the train to National City.

One day, the newspaper carried a story that the little train to National City was going to be discontinued---that almost no one rode---in fact, the most regular passenger was a lady in National City who came into San Diego each year to do her Christmas shopping.*

Douglas, then about seven, could think of nothing else but to ride the train before the end of service. At last, his parents agreed to ride just a week or so before abandonment. That Saturday was filled with joy---instead of Hellers and Young's, it was a trip right down Market Street to Kettner, north to the Station, and the Model T was parked close on hand on Broadway. Into the main concourse we went, three one-way tickets at twenty-one cents each were bought at the ticket window, and then all four Duncan's walked out onto the fire brick station platform.

Soon, came the sound of a deep toned whistle---at first in the distance and then again louder and stronger, and then still louder. Then came the sight of the Los Angeles train as it rounded the bend north of the depot. The locomotive thundered in and screeched to a halt not too far from where we stood. In a few minutes, amid all the activity and excitement of a newly arrived train, the locomotive was uncoupled, run south across Broadway, and brought back to a track farther to the west.** We walked around the end of the head-end car of the Los Angeles

train and watched as the large main-line engine was coupled to the old wooden combine. Father Duncan kissed his family goodbye, and we boarded the one car train. Inside was a pot-bellied stove, worn and shabby plush seats, and a fancy double lamp in the clearstory. We were the only passengers.

Then came the sound of the bell, the whistle, and we slowly pulled across Broadway. The conductor officially collected the tickets and the sound of the wheels crossing the streetcar tracks at Kettner and then again at Market could easily be heard over the engine. There was lots of room inside the car, perhaps a dozen seats, and the door to the rear platform stood open. After Market Street, we rode along the waterfront---there were driftwood shacks made of slab-wood and flattened-out tin cans---the Benson Saw Mill---a large red-brick building which had been a brewery---and then the ships, painted red, at the Naval Destroyer Base. More mud flats, a few more shacks, and all too soon we pulled into the station at National City. As the train came slowly to a halt, there, beside the station to greet his family to the City of Balmy Breezes, was the head of Clan Duncan. At the south end of the station was the faithful Model T---it had won the race.

It was many years later that the writer was able to make a return trip. Through the efforts of Jack Stodelle, the Advertising Club arranged with the Santa Fe for a special trip. All was changed---gone were the shacks, flats, mill, and red ships of World War I---the high-wheeled steamer and passenger car replaced by a diesel and three air conditioned cars---only the stations remained.

What a wonderful first train ride.

* Probably 1932. Perhaps as late as 1935

** In later years car was usually parked on a spur alongside Los Banos Baths, south of Broadway on the east side.

OBSERVATIONS OF BYGONE DAYS

by JOHN H. ANDERT

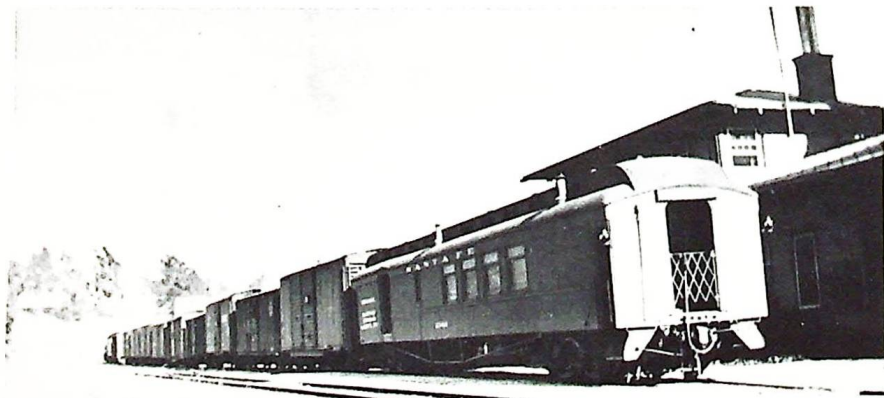
In reminiscing about my boyhood days, railroading was always paramount in my mind. Although I was only three or three and one half years old at the time, I still recollect watching Santa Fe trains from our front room window up in Orange, California. Santa Fe track was about a quarter mile or so from our house.

One day when it was raining, I remember seeing the brakemen riding atop the box cars and feeling badly because the fellows were out in the rain. My mother assured me that the men would not get too wet because they wore raincoats, rain hats and boots.

This was in the days around the turn of the century when a brakeman was a brakeman. He was required to ride atop the freight cars to apply and release the brakes at the sound of certain blasts of the locomotive whistle.

My next recollection was of our family moving to Los Angeles, where we lived for four years. Our house was right in the midst of some real railroad yards. This was during the years 1903-1907. We were within easy walking distance of the old Southern Pacific Arcade Depot at Fifth and Central, Santa Fe's La Grande Station at First and Santa Fe Avenue, and the San Pedro, Los Angeles and Salt Lake (Union Pacific) Station across the Los Angeles River from the La Grande station on First Street.

I spent many hours watching the trains come and go from the old First, Fourth and Seventh Street viaducts. I also spent many hours watching trains at Arcade Station and the S.P., L.A. & S. L. depot.



Fallbrook Mixed at Fallbrook, September 3, 1945 (Eric Sanders)

In 1909 our family lived in Oceanside and it was in that year and in 1910 that I had many opportunities to watch train movements. Other boys my age were down fishing on the pier but I was spending my time around the old Oceanside station.

During the two years I lived in Oceanside, the Escondido, Oceanside to Fallbrook mixed train operated out of Escondido with departure at 6:30 a.m. Arrival at Oceanside was at 7:55 a.m. The train crew did the necessary switching of freight cars, made up their Fallbrook train and then waited for the Los Angeles train connection.

Passengers boarded the train and mail, express and baggage were loaded, and the Fallbrook train departed at 11:50 a.m. This train usually consisted of a combination smoker-baggage-express car, a coach and several freight cars. Occasionally one or more refrigerator cars were included.

Usually the Fallbrook trains were short and there never were many passengers. The scheduled arrival at Fallbrook was 1:05 p.m. With switching completed and the locomotive turned, the train was ready to depart for Oceanside at 1:35 p.m., with arrival time at 2:50 p.m.

With more switching chores at Oceanside and the making up of the Escondido train, there was a waiting period until the arrival of the afternoon San Diego train. It was at this time I was able to observe the consist and number of freight cars. Usually there were 10, 12 or more cars for destinations along the Escondido branch. Regularly there were freight cars, refrigerator cars, plus occasional flats loaded with lumber.

At 3:25 p.m. if the San Diego train was on time, the Escondido train departed with arrival scheduled for 4:30 p.m.

During this period and until April 20, 1909 an additional passenger train operated out of Escondido leaving there at 8 a.m. and arriving in Oceanside at 9 a.m. This train consisted of one combination smoker-baggage-express car and one coach. This train and the Escondido mixed always operated with the baggage-express end of the combination car headed toward Escondido. On the return from Escondido the baggage compartment was at the end of the train.

At that time Escondido had a wye and Escondido Junction did not. The Escondido wye was located on the end of the track south of the depot.

After the locomotive was turned on the turntable, which was located about 100 yards south and west of the depot, the locomotive was backed into the coach and combination car. The train waited for the Los Angeles connection and then at 11:55 a.m. departed for Escondido after a one hour's run.

This same passenger train made a second round trip, leaving Escondido at 2:15 p.m., arriving Oceanside 3:15, leaving Oceanside at 5 p.m., and arriving Escondido at 6 p.m. after making a connection with another Los Angeles train. All trains operated daily except Sundays.

During 1909 a construction train for the Del Mar cutoff was based at Oceanside. The locomotive and caboose were always run on to a spur just north of Third Street. That is where I learned to eat watermelon sprinkled with salt after one of the trainmen offered me a part of his. I didn't like the taste then, but I like it now.

Many probably do not know that in those days south of Del Mar at a point where the 101 Highway bridge crosses the tracks, the original line swung sharply to the east, continued for about three fourths of a mile, and then swung sharply to the right until it reached the bottom of the Sorrento grade. Building a roadbed in that area in those days was a big project as the lagoon always had plenty of water in it.

In later days after the cut-off was completed it was an easy thing for the engineer to speed the train across the new track in order to make the Sorrento grade. Some years later after the new three and one half hour fast trains were established between Los Angeles and San Diego, one engineer tipped his locomotive over at the first curve on the bottom of the grade. If I remember correctly,

the cars also went off the track and some passengers were injured.

Soon after the wreck the curve was worked on to give it more of a radius.

(Editor's note: look for an alignment way up the hill on the Del Mar side of the lagoon as well as for an old alignment in the lagoon itself.)

In Oceanside I remember the Escondido train being delayed for several hours due to the fact the locomotive would be used as a double header for the afternoon San Diego train. It seems that when this train had extra coaches it would require a helper up the grade to Linda Vista. The Fallbrook-Escondido locomotive was used. When that happened, the conductor would announce to the passengers the news and suggest that they go to the two restaurants in town for a dinner. There were many complaints about the delays but you know how it was in those days.

Another train watching I used to enjoy was the circus train stopping for water at Oceanside. The time was usually 5 p.m. in the morning. I usually was up in plenty of time to watch her come and the 10 or 15 minute stop gave me about enough time to walk along the track to see some of the animals.

After my move to San Diego in late 1910, Escondido was given through passenger train service to and from National City. Also the home base for the crew of the mixed train was switched to Fallbrook where the track ended in Temecula Canyon.

As of May 20, 1911

85 Ex.Sun. Mixed	81 Ex.Sun		86 Ex.Sun Mixed	80 Ex.Sun
2:35pm	8:00am	Escondido	1:00pm	6:30pm
2:50	8:11	San Marcos	12:37	6:20
3:15	8:32	Vista	12:15	6:00
3:45pm	9:00am	Oceanside	11:45am	5:30pm
4:15pm		Oceanside	8:55am	
f4:45	88	Ranch House	f8:22	87
5:30pm	Ex.Sun	Fallbrook	7:45am	Ex.Sun
	9:10am	Oceanside		5:20pm
	9:39	Del Mar		4:50
	f9:57	Linda Vista		f4:29
	10:25	San Diego		4:05
	10:25	San Diego		3:55
	10:50am	National City		3:40pm

On this schedule and at a later date, Trains 80 and 81 were scheduled as daily trains and continuing Trains 87 and 88 between Oceanside and National City as daily except Sunday.

In the operation of the passenger train between Escondido and National City due to the lack of a wye at Escondido Junction, the locomotive had to be turned on the turntable at Oceanside.

With the start of the 1915 Exposition, all train service between National City and San Diego, except for one round trip, was discontinued. I believe this was due to heavier passenger business making longer trains which could not be turned on the wye at 22nd Street and the wye at National City. Neither wye was long enough.

This cut in service terminated the Escondido-National City local. One train crew was based in National City. They took a morning train to Los Angeles and then returned on an evening train. However, between National City and San Diego the engine was coupled onto a combination coach. The regular coaches remained in San Diego. Inasmuch as the combine was left on a spur south of Broadway the conductor after receiving his orders had to cross Broadway on foot to board the train for the National City run. No mail, express or baggage was handled. Instead, this was routed to National City and other South Bay points via the interurban cars which terminated their runs on Broadway alongside the depot.

At a later date the interurbans were rerouted down B Street. This placed them adjacent to Santa Fe's express and baggage rooms.

EDITOR'S NOTE: John Andert provides this additional schedule information. The first available branch line schedule shows on January 10, 1897 the local passenger operating from Fallbrook to Oceanside to Escondido and return. One June 4, 1899 the train operated out of Escondido to Oceanside, Fallbrook and return. In an April 20, 1909 schedule the train is listed as a mixed train. It was again based in Fallbrook on May 20, 1911. In all cases the schedule covered a nine or ten hour period usually running in round numbers from 8 a.m. to 6 p.m. As indicated in the feature story service on the Fallbrook branch was interrupted in 1916 by the flood. It was resumed on or about July 8, 1917, but this time into Fallbrook proper. On July 22, 1917 the train, now daily except Sunday, was again based in Fallbrook. Base was returned to Escondido on September 22, 1918. Home base became Oceanside May 10, 1925. In 1938 mixed train service to Fallbrook was cut to tri-weekly (Tuesday, Thursday and Saturday). World War II saw daily service and with the Oceanside to Fallbrook and return train run beginning about noon. Public timetables as of January 24, 1947 indicate that schedules were freight only. On June 8, 1949 the freight left Fallbrook Junction 10:35 a.m., arrived Fallbrook 11:59 a.m., left Fallbrook 2 p.m., and arrived Fallbrook Junction 3:09 p.m. Scheduled freights were eliminated in the January 16, 1949 timetable. Since that time the trains have run daily except Sundays and holidays, or recently, irregularly.

FALLBROOK DISTRICT

Capacity of siding 50' cars	Ruling Grade Asc.	TIME TABLE No. 152 April 24, 1955	Ruling Grade Asc.	Miles
		STATIONS		
48	66.0	Fallbrook Jct. 6.0	62.7	0.0
12	26.4	Chappo 2.4	0.0	5.9
46	132.0	Jofegan YL 6.7	79.2	8.4
6	105.6	De Luz 1.8	0.0	15.1
28		Fallbrook YL		16.9

STATIONS SHOWN ON OTHER TIMETABLES

11.4 Stock Pen Ysidora (nr Ocn.) and Ranch House between Chappo and De Luz

FALLBROOK NAVAL AMMUNITION DEPOT Fallbrook, Calif.

Roster of Equipment

-	B - B	33-	100,000	Porter 7373	3-42
-	B - B	33-	100,000	Porter 7374	4-42
-	B - B	33-400hp	130,000	G.E. 27519	2-44
37	B - B	40-1000hp	-	Bald. 72040	9-45
65-00355	B - B	36-500hp	160,000	G.E. 31829	3-53

Note: all locomotives are diesel-electric and all were purchased new. 27519 was transferred to San Diego and sold in 1947. 72040 was transferred to San Diego.

Compiled by Harold Goldsmith and Allen Copeland, July '63

SAN DIEGO AREA MODEL RAILROAD CLUBS

SAN DIEGO MODEL RAILROAD CLUB - Telephone 239-5883
PACIFIC BEACH MODEL RAILROAD CLUB - P.O.Box 9351, S.D.9
OCEANSIDE, CARLSBAD & SANTA FE - combine at Ocn ATSF Sta
ESCONDIDO MODEL RAILROAD CLUB - combine, Grape Day Park
CHULA VISTA MODEL RAILROAD CLUB - P.O.Box 369 Chula Vista
LA MESA MODEL RAILROAD CLUB - 4724 Nebo, La Mesa

DISPATCHER

46-8

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, Calif. 92109. Society officers are: Earle Swaine, president; Gladys Skeen, first vice president; Charles Mann, second vice president; Clifford Skeen, third vice president; Harlan Hatz, recording secretary; Barbara Thomson, corresponding secretary; Fred Finke, treasurer; Dwight Couch, historian; Corky Thomson, excursion director. Other directors are: Ernest Majors and Donald Decker

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Seeth (Corky) Thomson is editor of the monthly Newsletter. Dispatcher: \$1 for four issues; \$2 for eight issues. \$2.50 society membership includes Newsletter and Dispatcher. Dispatcher address: 7861 Normal Avenue, La Mesa, Calif. 92041. Delivery is guaranteed but not delivery dates.

Dispatcher is also affiliated with the Pacific Southwest Railway Museum Association, 1828 Gateway Drive, San Diego, California.

SAN DIEGO AREA EXCURSIONS

- July 26 Proposed. Star & Crescent Boat Co. excursion on former South San Diego ferry route and the Point Loma ferry route. Jerry MacMullen, the host. (PSRMA)
- Sep. 20 Proposed. Three car train via "San Diegan" to Los Angeles and special train to Redondo. (PSRMA)
- Oct. 18 Santa Fe railway excursion San Diego to Orange Empire Trolley Museum at Perris, California. Via Santa Ana, Orange, Corona and down branch line to Perris. (RHSofSD)
- Nov. 15 Proposed. Ferrocarril Sonora-Baja California trip out of Mexicali. (PSRMA)
- Summer Pullman Mexicali to Chihuahua. Jungle swamps at San Blas, the antique and photogenic silver city of the Sierra Madre and Mexico's new scenic railroad. Monthly departures by Roaming Tours.

RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, INC. (Continued)

president; Harlan Hatz, secretary. Monthly meetings, railway excursions, hobby show, railway exhibit at Del Mar Fairgrounds, owns SDery street car 528, SFMuney street car 171, U.S.Gypsum inspection car, SDery car body 54 (at Whaley House). Newsletter, Dispatcher

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, INC., 7421 Tweed Street, Lemon Grove. William Wootton, president; George Geyer, secretary. Bi-monthly meetings, museum planning, railway excursions. Immediate goal is purchase of land. Members individually own a horse car body (Coronado Railroad) and a Birney car body (SDery). Also section crew equipment. Report, affil. with Dispatcher.

CALIFORNIA SOUTHERN RAILWAY LIBRARY, 2744 Columbia Street, San Diego, Calif. Phil Middlebrook, president; Eric Sanders, secretary. The Richard V. Dodge Memorial Collection. Goals: a building and further additions.

ORANGE EMPIRE TROLLEY MUSEUM, P.O. Box 501, Perris, Calif. RHSofSD, PSRMA and many area railfans are members. Museum has almost 50 street cars and interurbans and is building an operating museum.

RHSofSD is responsible for SD&AE Loco 104, SD&A private car.

In the seventh line from the foot of page one, column one, add the word "receive" after "will."...On August 11, 1957, Richard V. Dodge, now deceased, was the featured speaker at a RHSofSD picnic in Fallbrook. He told the California Southern story. After the program, guests visited the "original" Fallbrook station down in the canyon. Later Dodge reviewed his notes and wrote the story, "The Fallbrook Line," for Issue 17 of the Dispatcher. In this issue Dispatcher repeats the story and adds pictures and other material. Your Dispatcher editors are considering a sequel, "The Surf Line," for distribution on the Perris excursion....Fallbrook excursionists will be happy to welcome Mr. & Mrs. Edgar Dodge of Berkeley. Mr. & Mrs. Dodge plan to ride the "Fallbrook Chief" and also attend a board meeting of the California Southern Railway Library. Mr. Dodge is a brother of the late Richard V. Dodge.

At press time, Saturday evening, May 9, ticket sales for the excursion numbered 170. By the time you read this you'll know whether or not the excursion was run. At press time all excursion officials could do was hope....John H. Andert, author of an article in this issue, will continue to contribute to the Dispatcher. Andert is a long time railfan and RHSofSD member....The Redondo trip, announced for September, will be moved up in all probability. Santa Fe's new train schedules do not allow the needed connections. We'll just wait and see.

RAILROAD NEWS - AND SOME OTHER NEWS, TOO.

Santa Fe on May 4 filed application with the California Public Utilities Commission to reduce train service between San Diego and Los Angeles to two round trips a day effective July 1. Action follows decision of the Post Office to cancel the mail contract for this run as of this date. Proposed train schedule is (P.D.T.): Lv. San Diego 9 a.m., arrive Los Angeles 11:45 a.m.; -lv. SD 5:30 p.m., arr. LA 8:15 p.m.; Lv. LA 10 a.m., arr. SD 12:45 p.m.; lv. LA 6:15 p.m., arr. SD 9 p.m. Schedule allows for a several hour visit in each city, but it does not provide commute service of any type. Trains will allow connections with some eastern and northern schedules. The San Diego Union on May 4 reported that between 1947 and 1964 Santa Fe's round trip fare almost doubled on the LA-SD run while passenger load dropped about 50%. Figures are: 1947 - 1,026,389; 1952 - 1,260,000; 1961 - 526,000; 1962 - 547,000; 1963 - 530,042. Round trip fares were: 1947 - \$3.60; 1953 - \$4.25; 1957 - \$6.00; 1962 - \$6.60. In contrast, Lindbergh Air Terminal now handles 1,152,000, and plans for 2,000,000 in 1973-75. A special transit section in the New York Times recently carried a few teasers. The Los Angeles-San Diego area was listed along with Seattle-Portland, San Francisco-Sacramento, and Phoenix-Tucson as areas which would be solid population areas and would need rapid transit facilities....Santa Fe some months ago raised roadbed and rebuilt track in Loma Alta Canyon, just east of Hwy. 101, on the Escondido branch. In February 1962, flood conditions interrupted branch line service.

GENERAL COMMENTS Star & Crescent Boat Company replaced Victory I and Victory II ferry "launches" with two more modern and faster vessels of the same type. Star & Crescent is also building a new excursion boat, "Cabrillo." A former squarehead used on the North Island run is now operating as a cocktail cruise ship in Mission Bay. Some three years ago San Diego & Coronado Ferry Company discontinued loading of passengers via the pedestrian facility. Since that time the single deck ferry, "Crown City" has been used in almost continuous service....San Diego Transit System revenue declined about \$250,000 from 1962 level to an estimated 1963 level of \$5.6M. San Diego Economy Line Inc. plans to drop all local El Cajon runs but continue its through service from Lakeside via El Cajon to San Diego. Economy will also offer extra service from Lakeside and El Cajon to College Grove Shopping Center....A recent Southern Pacific Bulletin carried an article on the United States Gypsum Line in Plaster City. Loads go via SD&AE to Los Angeles, San Francisco, San Diego, Tucson and Phoenix. Cars loaded with U.S. Gypsum products have been seen recently on the La Mesa branch.

....Southern Pacific on April 1 realigned its Pacific Lines Operating Divisions as follows: Western-Coast Los Angeles, San Joaquin, Sacramento-Salt Lake, Portland-Shasta and Tucson-Rio Grande....Another credit: Portions of the pass printed on page 46-5 are from a railroad pass from the California Southern Railway Library.

BY THE GLARE OF THE HEADLIGHT
by G. J. Oliver

I'm sure that some lonesome cowboy once wrote a song called "Tumbleweed". His sentiments apply to Southern California, even on the Fourth District of the Santa Fe, and particularly Mile Post 217 plus four poles east, or between Agra and Las Flores, where vast expanses of fields grow beans and, as an unwanted bonus, tumbleweed.

For some reason the winds are just right in this vicinity to, at nature's selection of time, take these tumble weeds now dry and drive them down to and along the track, piling them in the cut at the location mentioned. Usually not enough collect before being raked aside by the section crews to affect train movements, but, after a heavy wind in February or March, enough blew into the cut to materially slow down #74.

Far from this place the writer came upon one on #70 in the cut just before Leucadia. This very dry specimen "in the glare of the headlight" startled the fireman and me as it was very white, about six feet in diameter, and looked like a big boulder in the middle of the track. At 90 miles an hour it was a case of "that's a whopper, wasn't it?" as we blew it to chaff.

In the Nineteens and Twenties I hoed hundreds of tumbleweeds during school vacations while working on my uncle's lemon ranch in Escondido, little realizing that one day the ghosts and descendents of my victims would plague me when I had realized my boyhood ambition of being the engineer of one of the Santa Fe's Coast Passenger trains.

This "column" diverts from the Fourth District for the moment to urge one and all interested in railroads, and particularly those using steam locomotives, to run (fly; yes, I, depending upon a railroad for a living, said fly!), don't walk, to Mexico. If you are still with me, read:

This writer recently returned from Mexico with 600 feet of 16 mm Kodachrome of practically nothing but steam trains, both standard and narrow gauge. Flying from Tijuana to Mexico City we (my fireman and I) rented a Hertz car, caught the standard gauge steam engines north of Mexico City, and the narrow gauge along the line to Cuautla and Puebla.

As you all know, the only way to get railroad trains is to drive alongside them, and stalk them in beauty spots in the country. This we did and were amply rewarded. The cost? Oigan Vds: Round trip by jet Tijuana to Mexico City, a week's rent of a Chevy Chevelle, gasoline, 2000 kilometers drive, all motels and meals, strictly first class, came to \$255 per each. Try and beat that and all the time following one's favorite pastime!

If anyone would like more information, phone the writer at 296-6723.

If the Santa Fe has its way, the glare of the headlight actuated by this writer will cease July 1, as the proposed cut in Fourth District passenger service is made that date, due to the loss of the mail contract, and I will have to bump on another job, maybe daylight switch engine here, or a freight run somewhere, there to wait enough retirements to put me back on my favorite run (unless retirement catches me first!)

EDITOR'S NOTE: It goes without saying that railroad employees ponder modern day trends. Here is a class one railroad facility with the employees, the equipment and the know how. Employees naturally feel that the passenger trains should remain. The company in turn is interested in remaining solvent. The fact remains that there is in this area a good transit facility capable of handling freight, mail and passengers. On page seven note was made of the fact that the New York Times special feature indicated that the Los Angeles-San Diego area was to be one of the key areas of the country in population and industry. Railfans should keep thoroughly informed. There must be an answer. It'll involve study, planning, compromise and common sense. In the meantime ride the train and urge others to do likewise.

NEWS May 29, 1964

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RAILFAN NEWS Shot of 104 at Del Mar in the KOGO-TV railroad special May 26 reminded the editor of the yearly task preparing for and staffing the RHSofSD railway exhibit at the Del Mar Fairgrounds. If members feel only one obligation it should be that of helping maintain and staff the exhibit. Do volunteer your services. Call Gladys Skeen (214-284-3449) and offer your services....Next RHSofSD meeting is Monday, June 8th, at the Santa Fe station. NO meeting on July 6.....Name tag California Southern Railway Museum has given way to Southwest Railway Library. Change was made because old name is also used by the Mt. Rubidoux Chapter of the Pacific Railroad Society. Mt. Rubidoux which recently sub-leased right-of-way to O.E.T. may use the name tag California Southern Railway Museum. Mt. Rubidoux's newsletter is called the CS Express.....Tentative plans call for Pacific Southwest Railway Museum Association and the Orange Empire Trolley Museum to join forces for an excursion by Santa Fe July 26 to the Los Angeles Harbor District. PSRMA will book the observation car, a baggage lounge and a coach on a northbound San Diego. These cars plus OET's cars (including a lounge or two) will be made into a train at Eighth Street or Pico Rivera for a round trip on the Harbor District. PSRMA excursionists may also tour the Redondo Jct. roundhouse. PSRMA's cars will be returned to the southern metropolis on another San Diego. Fare will run \$11 to \$13. Call or write Wally Duthie if you desire further information....PSRMA's "Fallbrook Chief" drew 430 paid fares and broke even financially. A fourteen car train and City of Oceanside Transportation System buses took excursionists to Fallbrook (picture stop, packing shed, avocado dip and lemonade) and Camp Del Mar (armed vertical assault on a fortified position plus exhibits). Consist included locomotive units 306-30A-47B-300F, baggage car 3914, coaches 2901-3107-2956-2952 plus one??, baggage lounge 1304, snack 3366, coaches 2915-2947-3158-2892-2953, and observation car 1209....KOGO-TV's Southland Savings' railroad special featured Jack Stodelle in the Cyrus K., Tommy Mann, Marion Charles, C. B. Pollard and his locomotive, the 104 and other unidentified parties in addition to film of local railroad facilities, personnel (including Ed Pohle (sp?), Jerry Green and of historical and steam footage. The editor feels the show too pessimistic about passenger service but otherwise was a very fine production of which KOGO-TV can be proud.....PSRMA's San Diego Harbor tour has been rescheduled for September. The special ferry will visit Shelter Island, Ballast Point, Glorietta Bay and the south end of the bay.

SANTA FE. Prediction! It's really anyone's guess but some folk see four trains daily each way on the Santa Fe this summer, and three in the fall....on this day (May 29) but back in 1914 ground was broken for Santa Fe's new passenger station in San Diego.....RHSofSD Newsletter reports new EMD power occasionally on Santa Fe's freight trains in the San Diego area. The Thomsons' observed two of the powerful 1300 series GP-35's highballing a 52 car freight northbound. These units are 2,500hp each. Two 1200 series GP 30's were also observed. San Diegans still run behind double "A" unit Alco power and some 300 3 unit power....SD&AE. Eastbound freight on April 22 was pulled by a SP GP7, a Cotton Belt GP7, a SP-T&NO GP7 and a SP F3. SD&AE right-of-way along Nebo Street in La Mesa is being beautified....SOUTHERN PACIFIC RHSofSD Newsletter reports the consolidation of the Sunset Limited and the Golden State between Los Angeles and El Paso. Now there's a "new" train, a local Los Angeles to Indio and Niland. Stops also at Alhambra, Pomona, Colton and West Palm Springs. No. 4 leaves LA at 1 p.m. and arrives at Niland at 5:10 p.m. Westbound the train departs Niland at 12:35 p.m. as No. 1 with LA arrival at 5:15 p.m. An E-9 unit hauls a coach and a snack car. Round trip to Niland is \$12.45. Newsletter suggests that it sounds like fun and railfans ought to ride soon and abandonment has already been requested. Trains tie up in LA and Niland....Newsletter also reports that a German diesel-hydraulic comes in on the SP to LA every night....Approval for merger of the Pacific Electric into the Southern Pacific has been requested. Only MW equipment carries the PE name....The "California Toll Bridge Authority on May 14 unanimously approved construction of a four-lane bridge across San Diego Bay connecting San Diego and Coronado at an estimated cost of \$30M." (SD Tribune). Bridge would leave San Diego at Crosby Street and enter Coronado at Fourth. Opening would mean the close down of the San Diego & Coronado Ferry Co. operation. Star & Crescent Boat Company might continue the North Island service on a reduced basis. Dispatcher will tell the ferry story sometime next year. Several years yet but start taking pictures!