

Dispatcher

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SANTA FE'S SURF LINE

Compiled by Eric Sanders



What's happening? We don't know, but there is much activity at the Santa Fe station in San Diego. About to tangle with automobile traffic - way back in 1917 - are three street cars including a No. 3 car, and in the street, a "NC" (National City) car 176. Original photo by Fred Reif. (From the collection of the Title Insurance & Trust Co., Union Title Office)

"It's fun to ride the train today ... when the train you ride is Santa Fe. Only \$4.40 plus tax round trip to Los Angeles. Monday through Thursday. For more details phone BE 2-2961."

Such was the text of an Atchison, Topeka & Santa Fe advertisement in San Diego newspapers in June 1962. Santa Fe in 1965 advertises its transcontinental trains but promotion of the San Diegans is usually limited to announcements about schedule changes or reductions in service. Passenger service on the Surf Line, the San Diego - Los Angeles line, isn't what it used to be.

What is the future of passenger service on the Surf Line? If Santa Fe knows the answer it isn't saying - perhaps railroad officials themselves do not know. The tip off, however, might be the fact that Santa Fe continues to operate "feeder" trains from Phoenix and El Paso - as well as San Diego.

One fact is evident. The Santa Fe railroad is in San Diego to stay! The Surf Line is a transportation facility of which any railroad may be proud. It has good alignment, heavy rail and ample ballast. Trains are controlled by a traffic control system (TCS or CTC), auto-

matic train stop (ATS), and the automatic block signals. Welded rail has been installed between San Diego and Old Town - and to a lesser degree at other locations. For many miles passenger trains are allowed a 90 m.p.h. speed limit; freight trains a 60 m.p.h. limit. For many more miles the top speeds are 79 and 60 m.p.h. respectively. The Surf Line is first class in every respect.

Historically, the Surf Line was apparently identified as that section of the line which extends from Santa Ana to Fallbrook Junction (Los Angeles Junction). The Surf Line was built by Santa Fe to provide a direct route from Los Angeles to San Diego at a time when trains between the two cities were operating over the Temecula Canyon route, San Diego to Los Angeles, via Oceanside, Fallbrook, Temecula Canyon, Perris, Colton, San Bernardino, Lamanda Park and Pasadena. In this article the appellation, Surf Line, will be attached to the entire Los Angeles - San Diego line, but with particular reference to the line from Fullerton south.

Passenger trains have exclusive use of the line, south of Fullerton, during daylight and early evening hours. Three freight trains operate during the late

evening and early morning hours. One of the trains - a local - is actually two separate trains operating on two different segments of the line. Two of the freight trains connect San Diego with Los Angeles and San Bernardino.

How It All Began

by RICHARD V. DODGE
originally written for Issue 29 of
the Dispatcher

National City was the original Pacific terminus for Santa Fe trains - but for a brief time only. The southwest corner has an interesting rail heritage, and the Surf Line has always been important in Santa Fe operations.

In Issue 29 of the Dispatcher, "Perris And Its Railroads," Richard Dodge wrote about the building of the California Southern Rail Road - the first San Diego area railroad which tied San Diego - and National City - to the nation's rail network.

Here, in part, is his description:

The Atchison, Topeka & Santa Fe Railroad, controlled by Boston capitalists, was headed west. Its rails had reached Albuquerque, New Mexico, in 1880. It was being extended south towards El Paso. The company had formed a partnership with the St. Louis & San Francisco Railway to build the Atlantic & Pacific Railroad on the authorized 35th parallel of latitude route from a junction at the present town of Isleta west to the Colorado River and into California.

Subsidies offered by the towns of National City and San Diego to make San Diego Bay the "Pacific Coast Terminus of the Santa Fe Route" were accepted. The California Southern Rail Road was organized in 1880 to build from National City in a generally northeasterly direction to the town of San Bernardino and on to a connection with the Atlantic & Pacific in California.

The California Southern was constructed from National City north to San Luis Rey, now Oceanside, by the end of 1881. Just north of Oceanside, the line curved to the right, following up the Santa Margarita River, to Fallbrook Station, in the valley about two miles north of the town of Fallbrook. Then it continued up through the rugged Temecula Canyon to the townsite of Temecula, 78 miles from National City. The track was laid up the valley to Elsinore Station, later called El-

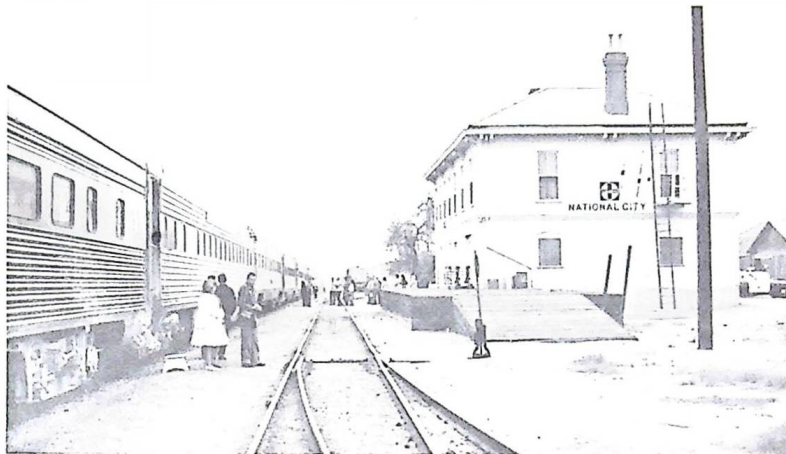
sinore Junction, near the south end of the lake, 93 miles from National City. There the rails curved to the right, up San Jacinto Canyon, generally known as Railroad Canyon.

At a point about 11½ miles, by rail, from Elsinore, the latter being about 1½ miles south of the townsite, a station was established named Pinacate, which, being translated, means "stink bug." This station served the nearby gold mines, the principal ones being the "Good Hope" and the "Virginia."

The village consisted of a railway station, a post office, two stores, a blacksmith shop, a wagon shop and a photograph gallery.

Rail laying continued north until the supply of steel was exhausted at a "point of rocks" about 3½ miles north of Pinacate. Train service was established on May 1, 1882, leaving Point of Rocks at 11 a.m. and arriving at San Diego at 2:40 p.m. The fare was six cents a mile or \$6.10 one way.

About this time, settlements began to be established around a point a mile or so north of Pinacate. There was no Riverside County then. All the surrounding territory



PSRMA excursion train, May 16, 1964, at the National City depot. Station was built in 1882 by the California Southern Rail Road.

was the northerly part of San Diego County. The highest point in San Diego County was the top of Mt. San Jacinto, elevation 10,500 feet, and the lowest was on the "Colorado Desert, now Imperial Valley," around Salton Sink, 246 feet below sea level.

When more rails arrived, having come around Cape Horn on the bark "Sarah Scott," track laying was renewed over the mesa, down Box Springs Grade, "nestled in the eastern hills," to East Riverside, now Highgrove, and on to Colton. There connection was made with the Southern Pacific Railroad. The first train from National City arrived at Colton on August 15, 1882. The fare was then reduced to five cents a mile.

In November, J. O. Osgood resigned as Chief Engineer and Fred Perris was appointed to the position in the following year. After completing the road to San Bernardino on September 13, 1883, Perris again turned his attention to the task of conquering Cajon Pass.

In March of that year, a cloudburst in Railroad Canyon washed out 300 feet of track.

Then came the great floods in February 1884, the wettest season of record. Even dry San Diego received 25.97 inches and the rainfall at Fallbrook was over 40 inches. The California Southern's roadbed was mostly shambles. There was practically no track left in Temecula Canyon and scores of other sections, including bridges were washed out. It was some time before concerted attempts to restore service were made. By September 18, 1884 trains could run from San Bernardino to Temecula. During the first week of January 1885, the line through



Santa Fe locomotive 1816, a 2-6-2, and freight are southbound near Solana Beach. June 5, 1948. (Eric Sanders picture)

Temecula Canyon was reopened.

Construction progressed on the line between San Bernardino and Barstow. The last spike was driven in the pass on November 9, 1885, joining the California Southern with the Atlantic & Pacific and all points east. Incidentally the Atlantic & Pacific operated over the Southern Pacific's track, under a deferred purchase agreement, between The Needles and Mojave, through Barstow.

The first passenger train with through cars from Kansas City left Barstow on Sunday, November 15, and an eastbound train departed from National City that night. Pinnate - Perris was now a station on a transcontinental main line, the Santa Fe Route, to the Pacific. In addition to the through trains daily, a mixed train daily except Sunday was operated.

A branch from Highgrove to Riverside was put in service in January 1886 and the rails were extended to Arlington.

J. N. Victor, Superintendent, officially announced that on April 1, 1886, Pinnate Station will be closed and a new station, 3/4ths of a mile north of the old one, named Perris, will be opened.

In 1887 Timetables, the train numbers were opposite to the present practice. East and north bound trains were assigned odd numbers, west and south bound, the even ones.

Train Number 3 was the Los Angeles Express and Train Number 4 was the San Diego Express. Numbers 5 and 6 were the Night Expresses. In addition, there were second class trains numbers 30 and 31 - Through Freight and 32 and 33 - Way Freight.

The California Southern's charter did not provide for the construction of branch lines. Separate corporations were set up and the roads which were built were operated by the California Southern, at first.

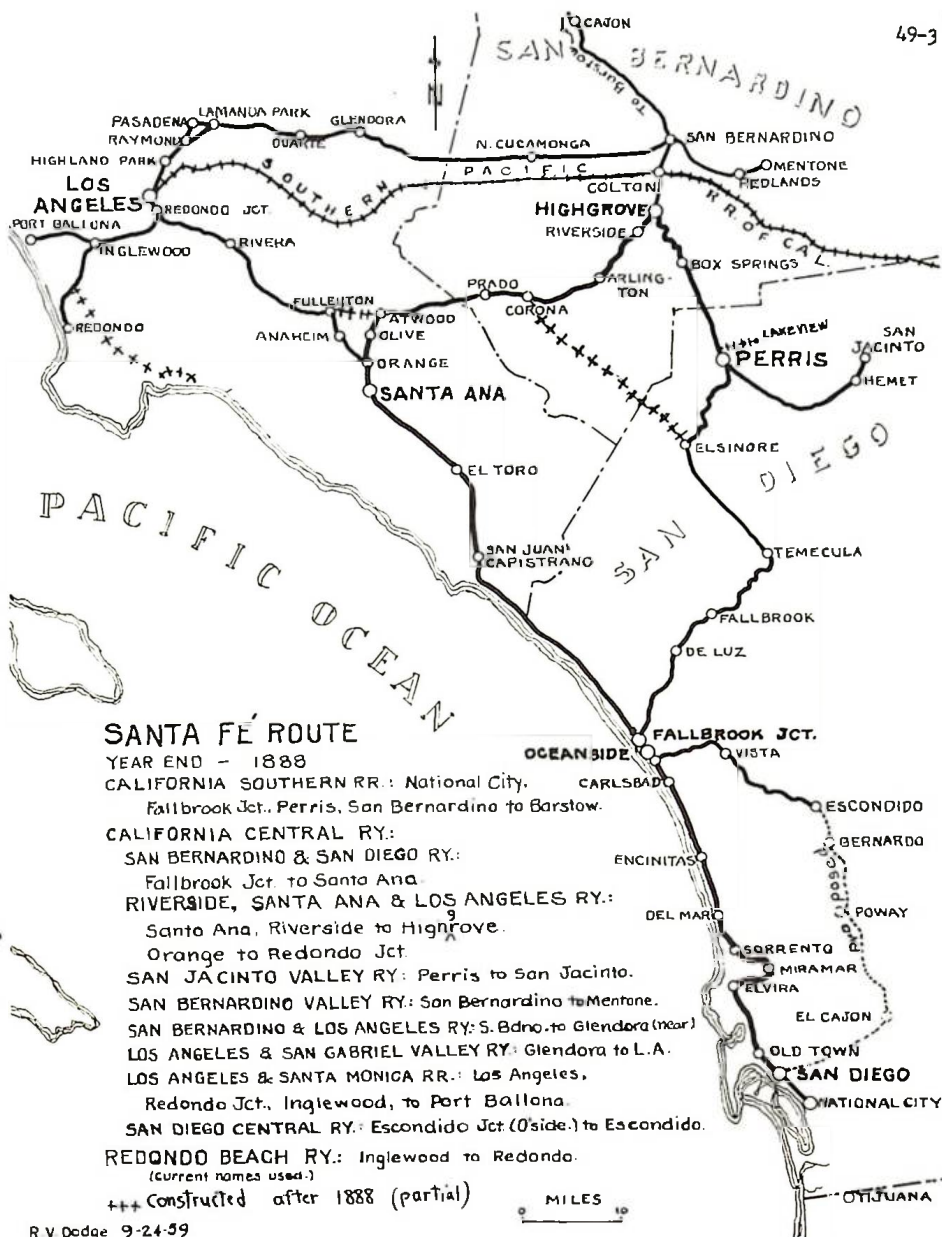
The Riverside, Santa Ana & Los Angeles Railway took over the line from Highgrove to Arlington and built from there to the present station of Atwood, over the Olive District to Orange and Santa Ana by September 15, 1887 and from Orange to Redondo Junction August 12, 1888.

The San Bernardino and San Diego Railway completed the line from Santa Ana to Los Angeles Junction, now Fallbrook Junction, on the latter date. This formed the second route from National City and San Diego to San Bernardino.

A branch line had been projected from Perris through Winchester and Hemet to San Jacinto, 19.4 miles. This trackage was built by the San Jacinto Valley Railway and was opened to traffic on April 30, 1888.

These, except the California Southern Railroad, and the other corporations building the "branch" lines were merged into the California Central Railway Company in June 1887.

Stricter economies, forced by the collapse of the great Land Boom, resulted in the consolidation of the California Southern Railroad, the California Central



Railway and the Redondo Beach Railway in 1889. The new corporation was named: Southern California Railway Company.

The completion of the Surf Line, between Fallbrook Junction and Los Angeles, had pushed Perris, and also San Diego, off the main line. Southern California Railway Timetable number One, dated February 23, 1890, still listed two trains through Perris, but both daily except Sunday and marked "Accommodation." Numbers 5 and 6 ran between San Bernardino and Escondido via Perris and Oceanside. Numbers 10 and 11 ran between San Bernardino and San Jacinto via Perris.

Mother Nature dealt another staggering blow in February 1891. "All railroads are washed out." About five miles of track in Cajon Pass were destroyed. Hardest hit, as usual, was Temecula Canyon. "The expense of rebuilding the Temecula Canyon branch is tremendous." An alternate route was investigated from Temecula to Vista and over the Escondido branch but nothing was done about it. The portion of the railroad through Temecula Canyon to Fallbrook Station was officially abandoned January

28, 1892.

This cut off Perris, Elsinore and other communities in the northerly part of San Diego County from direct rail service to the county seat. There was compelling agitation to form a new county, taking over portions of San Bernardino and San Diego Counties. Riverside County came into being in March 1893.

The damage to the tracks in Railroad Canyon was repaired and the branch was again operated from Perris to Temecula.

A long spur had been constructed to Alberhill from Elsinore Station in July 1896, 7.76 miles, according to the Chronological Development table, and the latter station was renamed Elsinore Junction. This established rail service direct to the town of Elsinore.

Another spur, from Lake View Junction, 0.8 miles north of Perris, was built east to Lake View and was opened to operation November 1, 1898, 8.02 miles. It was abandoned in February 1937.

At intervals, propaganda for the restoration of the track connection through Temecula Canyon would flare up. In March 1902, for example, "Riverside gives publicity to the report that the Santa Fe Railroad is about to commence the rebuilding of the Temecula Canyon line from Fallbrook to Temecula in Riverside County."

In June 1904, the Southern California Railway was leased to The Atchison, Topeka & Santa Fe Railway and complete acquisition of the former was effected in January 1906.

In 1910 the train numbers were changed, using odd numbers from San Diego to Los Angeles, as at present. In that year, the cut-off was built from Atwood through Placentia to Fullerton, 5.1 miles.

When the construction of a dam in Railroad Canyon was proposed, the spur to Alberhill was extended to a junction with the now Third District at Porphyry, just east of Corona, 14.37 miles, including trackage at Porphyry, March 5, 1927. Then another section of the old main line of the California Southern was abandoned, from Perris, through Railroad Canyon, to Elsinore Junction. No longer is Perris a junction point but just a way station on the San Jacinto District.

The final section of the California Southern line to be abandoned, from Elsinore Junction to Temecula, succumbed in February 1935.

R.V. Dodge, 10-5-59

Surf Line 1888 - 1965

The first through train to run on the Surf Line, the new direct Los Angeles - San Diego line, was an August 16, 1888 special which carried 150 Los Angeles business men. The ride was not comfortable as the train rode on light rail laid on dirt ballast. Original Surf Line stations were National City, San Diego, Old Town, Morena, La Jolla, Selwyn, Cordero, Sea Wall, Del Mar, Encinitas, Merle, Stewarts, Carlsbad, Escondido Junction, Oceanside, Los Angeles Junction, Las Flores, San Onofre, San Mateo, Capistrano, El Toro, Modjeska, Irvine, Santa Ana, Orange, Anaheim, Fullerton, Northam, Santa Fe Springs, Rivera, Laguna, Ballona Junction, and Los Angeles.

In 1891 the floods which washed out Temecula Canyon also washed out bridges at Cordero, Santa Margarita, Santa Ana and Fullerton.

More floods, the opening of the ornate La Grande Station in Los Angeles between First and Second Streets, and the takeover by Santa Fe of the bankrupt Southern California Railroad all took place in 1893. (Data indicates that Santa Fe established its own station at

First Street, Los Angeles, in 1887.

The National City shops which were doomed when the Surf Line was opened were completely abandoned by 1895. Passenger and freight offices had been moved to Los Angeles in 1888. Only the usual terminal facilities remained.

The Southern California Railway Company, as was noted in an accompanying story, was leased to The Atchison, Topeka & Santa Fe Railway on June 1, 1904 - and on January 17, 1906 it was "sold" to the Santa Fe.

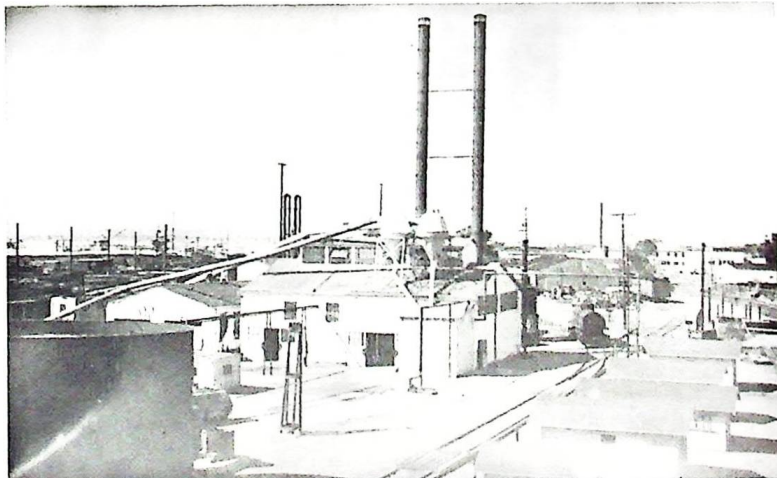
Trains running each way every day in 1906 included a morning train, an afternoon train and an overnighiter. The latter included San Diego - Los Angeles Pullmans in its consist. National City and 22nd Street stations were served by some schedules. Additional trains ran on the northern end of the line (Fullerton - Los Angeles).

A "monster gravel train" from San Dimas was involved in a project calling for new rail and ballast according to the May 1, 1909 San Diego Union. 30 miles had been rebuilt in 1908; 50 more were to be completed in 1909. The Surf Line was becoming a first class facility.

During World War I years Santa Fe operated military trains into Camp Kearney (near present day Miramar Air Station).

1915 was the year of the Panama-California Exposition in San Diego. The famed "Exposition center-gate" street cars met the steam trains at the Union Depot loop and transported thousands of visitors to and from the Fair in Balboa Park. In anticipation of this event Santa Fe in January of that year opened the impressive station of Spanish-colonial design. Cost was \$250,000. The station building was (is) 650 feet long and 150 feet wide. The main waiting room measuring 110 feet by 50 feet was finished in Moorish tile wainscoting. Facilities included a 41-seat Harvey lunch room and a novelty and news stand. Upstairs were the Harvey living rooms and the offices. Also included was a large patio and arcade covered with tile roofing. The old "D Street" station, built in 1887, and located just southwest of the new structure, was not torn down until completion of the new facility. The famed tower suffered the indignity of being pulled down by a cable attached to one of the two switch engines 2158 and 2257 which provided the required pulling power. Today, the lunchroom is gone and the patio and arcade area is a parking lot.

Fastest running time for the trains was three hours 30 minutes. Through sleepers to and from San Francisco were included in the consist of the "Saint" and "Angel",



Santa Fe "Tie Treating" plant at National City. Pacific Lines ties and bridge timber were creosoted here, 1924 through 1950.

Los Angeles - San Francisco via Barstow trains. Two San Diego trains were also tagged with the same names for a brief period. In 1915 a second afternoon train was added thus providing four schedules daily on the Surf Line.

In January 1916 came the floods - the floods caused extensive damage in the coastal valleys. Mud slides 10 feet deep covered the Santa Fe tracks in Rose Canyon. Bridges and culverts went out all along the line. No steam shovels were available so men and teams of animals went to work. Three days after the flood, service was restored to Old Town. Los Angeles and San Diego Beach Railway Company's La Jolla trains temporarily used Santa Fe's San Diego River bridge. Pile drivers were moved in at the San Luis Rey and San Dieguito River bridges. Work was underway at Sorrento and lumber was taken by raft to Oceanside. The Escondido and Fallbrook branches were in bad shape. The first train from Los Angeles since the flood arrived on February 18 - several hours later than expected.

Through passenger trains then operating between San Diego and Escondido were discontinued on October 15, 1916. Mixed train service continued on both the Escondido and Fallbrook branches, however. (See Dispatcher, Issues 43 and 46 for the history of these two branches.)

At this writing only brief data is available for the 1918 - 1928 period. However, schedules continued about the same level. The overnight trains generally left after midnight and arrived at their respective destinations in the early morning. Pullman cars were open to passengers at 9:30 p.m. and could be occupied as late as 7:30 a.m. Overnight trains made all the stops and running times were four to five hours. Parlor cars were included in the consist of the daytime trains. Pullman cars which ran through from San Diego to Chicago on the Chief and California Limited were included in the consist of the appropriate San Diego trains. Fare to Chicago was \$40.

A mixed train which ran from Elsinore to Temecula, the last remnant of passenger service on the old main line, went out in 1935 as did the final passenger service San Diego to National City. The latter was a combination car which was run once a day each way between the two cities.

Extra sections for Surf Line patrons were commonplace during the 1935 and 1936 California Pacific International Exposition at San Diego.

The first lightweight streamlined diesel-powered San Diegan was placed in service on March 23, 1938. San Diego was one of the first cities to have such service. Travel time was two and one half hours; fares were \$1.80 one way, \$2.50 round trip (\$2 Sat.-Sun.). The San Diegan made two round trips daily. Schedule also included two local trains each way. One local handled the sleeper for the California Limited. Locals running time was three or three and one-half hours. Overnight trains were not running in 1938. Available data indicates that San Diego - Los Angeles local Pullman service was discontinued sometime between 1932 and 1938. Overnight all coach local trains, however, were scheduled in later years.

The new Union Station in Los Angeles, comfortable and beautiful but not as accessible, was opened in 1939. The La Grande Station, old, dingy, but convenient to San Diego trains, was used for office space until 1946 when it was torn down to make room for added freight facilities.

Coordinated bus-train service came into the picture about 1940. Basically, passengers rode the San Diegans, San Diego to Los Angeles; Santa Fe buses, Los Angeles to Bakersfield; and the Golden Gates, Bakersfield to Oakland with bus connection to San Francisco. This was Santa Fe's bid for a share of the lucrative Los Angeles - San Francisco traffic then largely carried by Southern Pacific's coast route and San Joaquin Valley trains. Bus service was also available the entire distance and Santa Fe buses transported many passengers between San

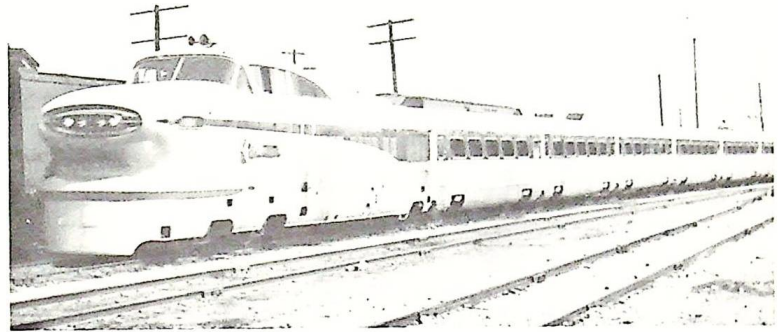
Diego and Los Angeles. Tickets were good on either the buses or the trains.

The overnighiter was reinstated but only on a south-bound schedule.

The original San Diegans caught on with the public and a second San Diegan went into service on June 8, 1941. Trains were kept intact so Pullman service was



Locomotive 3443, a 4-6-2, and train await a "high ball" at the Union Depot, San Diego. June 27, 1948. (Sanders)



General Motors "Aerotrains" is northbound from National City to San Diego after having been "wyed" at the former city. 3-7-56

eliminated. Consist included dining, parlor-observation and reserved seat cars. A February 8, 1942 schedule lists four round trips by the San Diegans and one round trip by a conventional heavyweight train. The latter, a local, ran northbound during the day and southbound in the early morning hours. Generally travel time was two hours 45 minutes. Santa Fe Trailways buses also provided eight schedules each way. San Diegans stopped only at Del Mar, Oceanside and Santa Ana.

During the World War II years travel was heavy. Second sections, military specials and Sunday and Holiday extras were commonplace. Freight traffic was way up. One train of 16 former San Francisco bay area Interurban Electric cars was frequently observed on the line. Each car seated 110 on wicker seats, two one one side, three on the other.

Santa Fe obtained direct entry into Long Beach for its freight trains in 1945 over Southern Pacific track.

Rebuilding of tracks, much used during World War II, began in 1946. A major alignment in Rose Canyon was completed and an "S" curve near Ponto was eliminated. Santa Fe was aiming for a first class high speed roadbed. The present day station at Oceanside opened on December 7, 1946, replacing the original California Southern station.

A daily through Pullman to and from Chicago on the Chief was added to the San Diegan consist on April 1,

1947. This was the first such service since the early forties. In 1951 the San Diego Pullman was routed to Washington via the Chief and the Capitol Limited. In 1954 it was transferred to the Super Chief.

The Railway Club of Southern California ran a train on October 26, 1947 on the north county branches. It was powered by two steam locomotives. On November 23 a Railroad Boosters special came south for a run on the SD&AE through the Carriso Gorge.

Rebuilding of track between Rosecrans and Sorrento

TRAIN TIME TABLE PACIFIC STANDARD TIME							
NORTH				DAILY		SOUTH	
NO.	SAN DIEGO	SAN CLEMENTE	LOS ANGELES	LOS ANGELES	SAN CLEMENTE	SAN DIEGO	
71	5:00 AM	6:09 AM	7:45 AM	7:45 AM	6:00 AM	7:29 AM	8:55 AM
73	7:00 AM	8:17 AM	9:55 AM	9:55 AM	7:29 AM	8:55 AM	10:25 AM
75	11:45 AM	1:03 PM	2:40 PM	2:40 PM	9:15 AM	10:50 AM	12:35 PM
77	4:15 PM	5:33 PM	7:10 PM	7:10 PM	1:30 PM	2:57 PM	4:25 PM
81	8:00 PM	9:15 PM	10:50 PM	10:50 PM	4:45 PM	6:19 PM	7:40 PM
					8:15 PM	9:38 PM	10:55 PM
71	RUNS DAILY EXCEPT SUN. HOLY'S ONLY						
B	STOPS TO DISCHARGE PASSENGERS FROM LA						
S	DENOTES TRAIN WILL STOP						
F	USE WHITE FLAG TO STOP TRAINS						

Note the admonition, "Use White Flag To Stop Trains," on the schedule board inside the San Clemente passenger shelter. It's "do it yourself" at this commuter stop. July 19, 1964.

was completed by October 1948. Major realignment was then underway between Encinitas and Carlsbad. Two new bridges were constructed.

The National City creosoting plant which had treated ties and bridge timbers for the Pacific lines since 1924 was abandoned in 1950. It could process 3000 ties in 24 hours. Employees numbered over 100.

The San Diego and Arizona Railway Company (San Diego & Arizona Eastern Rly. Co. in 1933) began using the Santa Fe station sometime between January 13, 1916 and April 3, 1917, when a "mixed freight and passenger train" operated daily each way between the station and Campo. Previously the train had departed from the SD&A yard. On December 10, 1919 the SD&A line was completed and trains began running from the Santa Fe station through to Yuma for their Southern Pacific connections.

The November 12, 1922 SD&A timetable shows both

steam and motor trains operating from the Santa Fe station to the border (later Caliente). The April 12, 1929 timetable fails to list the steam trains - apparently they ran for the last time on April 11. Motor trains continued to run for a brief period but they no longer used the Santa Fe station as the San Diego terminus.

In the 1920s, for a brief period(s), SD&A ran two passenger trains to the Imperial Valley.

SD&A's passenger trains ran for the last time on January 11, 1951.

During most of the years the station was used by both railroads it was tagged the "Union Depot."

The "La Jolla depot" was located on Kettner adjacent to the Santa Fe station. From 1924 until their abandonment the La Playa, Ocean Beach, Mission Beach, Pacific Beach and La Jolla interurbans of the San Diego Electric Railway Company had a passenger stop outside the station just across Kettner. The South Bay interurbans for a time terminated their runs on Broadway "inside" the Union Depot loop. Coronado ferry street cars also passed by. Most of the SD&A city street car lines at one time or another used the Union Depot loop as the downtown terminus. Street car service closed down on the early morning of April 24, 1949. Car 446 and second section car 432, of the No. 7 line, were the last cars to use the loop. Last lines to use the loop were routes 2, 7 and 11.

On August 1, 1951, Santa Fe vacated the National City engine house and yard office. This left National City with the original California Southern station building and a small yard. Locomotive maintenance was transferred to the by-then enlarged 22nd Street Yard. The old engine house was torn down in February 1952.

That year - 1952 - was an eventful one. Washouts interrupted service in January at Como north of Ocean-side, Venta (present day Irvine) and in Rose Canyon. Two RDC Budd rail cars running MU were placed in service on May 21. They made two round trips daily, one on a two hour 15 minute non-stop run. Patronage was excellent. Later in the year, Santa Fe announced the reestablishment of commuter stops at Encinitas, San Clemente and San Juan Capistrano. Fares were up to \$2.37 one way and \$3.75 and \$4.30 round trips. When out of service because of overhaul or repair or because of limited capacity the Budd cars were replaced by a train of four lightweight coaches pulled by a steam engine or, later, by a single unit Alco.

Last steamer into San Diego was the 3751 on August 23, 1953. Engineer was Carl Nielsen; conductor was Joe L. Brown. The locomotive powered trains 72 and 73 on that historic run. Steam power was out all over the Los Angeles Division in 1954. However, AT&SF locomotive 3759, a 4-8-4, on January 12, 1955 powered a railfan special through Cajon Pass in recognition of the end of steam.

Schedules at this time included four each way by the San Diegans, two each way by the RDC cars and a heavyweight conventional local each way. Two San Diegans included a club-diner; two a club car and a diner. Seats were reserved on one RDC car.

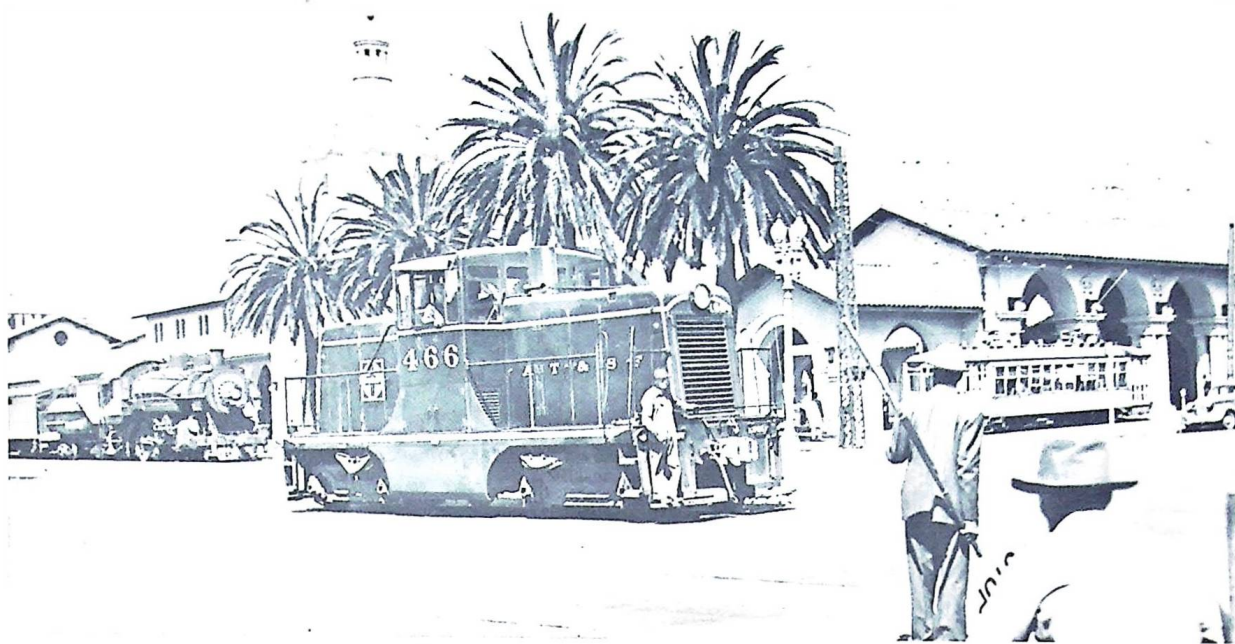
The Pullman which had been transferred to the Super Chief in January 1954 was discontinued on or about June 6 of the same year because of lack of patronage. This marked the end of Pullman service to and from San Diego.

In June 1954 dining car service was also dropped. However, club-lounge snack cars were then included in the consist of most San Diegans. Reserved seats were available too. Also in July, Santa Fe announced it intended to remove the arcade and patio area at the San Diego station and convert the space into a parking lot. This project was completed in October.

Because of traffic congestion at



October 6, 1956 was a foggy - or hazy - day at San Diego's 22nd Street Yard. Port of San Diego bulk loader is at right. Locomotive track is at left of yard.



While the flagman watches, AT&SF diesel 466 crosses Broadway in San Diego. A class five SDFR street car awaits passengers as does San Diego & Arizona Eastern Railway Train 362. About 1930. (A Marion Charles picture from the Southwest Railway Library, Richard V. Dodge collection)

the wye near the Marine Base, the railroad stopped "wye-ing" its trains and instead switched cars at the station. This meant the end of the practise of running unit trains and also of using closed-end observation cars which had been used on the San Diegans. Consist of trains now varied according to need.

Trailer-on-flat-car service between San Diego and Los Angeles started November 15, 1954. Advertised time was: Lv. S.D. 3:15 a.m.; arrive L.A. 8 a.m., except Sunday. Leave L.A. 9:05 p.m.; arrive S.D. 2:15 a.m., except Saturday.

Diesels 2300, 2301, 2302 and 2348 handled eight jobs in 1955.

First tracks in San Diego's Tenth Avenue Terminal were placed in service and new yard track was constructed for new industries at National City.

The Surf Line suffered its share of accidents down through the years. In the 1880s a steam locomotive dropped off the San Diego River bridge; in the 1940s a locomotive hit a disposal truck and smeared itself with garbage; locomotive 3250 with its freight crashed into the caboose of another freight standing on a siding on December 10, 1946 near Del Mar. Derailments were not unusual. There were too many grade crossings and trains had to fight off drunk pedestrians and errant or careless drivers. Casualties on the trains were few.

There was one exception.

On January 22, 1956, the southbound two-car RDC Train 82, loaded with passengers, failed to slow down as it neared the 15 mile per hour curve at Redondo Junction in Los Angeles. Instead it speeded up to approximately 70 m.p.h. The results were tragic. Both cars left the track, turned on their sides, and slid along the rails. Passengers were thrown about, some going out the windows as the cars slid. The toll: 30 killed and 147 injured.

If Santa Fe had plans to add more of these fast and comfortable RDC cars and offer more frequent schedules, this was the end of that idea. After being stored for many months, the cars were taken to Topeka, Kansas, repaired, and then placed in service on the Dodge City - Newton run.

The same schedules were maintained with diesel-powered trains replacing the Budd cars.

Hobart Yard, south of Redondo, was enlarged in August 1955, and a third mainline track was constructed

alongside.

The heavyweight locals were run for the last time on April 28, 1956. This marked the end of heavyweight cars in regular service and the end of passenger service to the smaller stations. Southbound, the local had been an all-coach overnight train; northbound the train ran during daytime hours. Elimination of these trains reduced service each way from seven to six trains daily. A faster southbound early morning or overnight train remained on the schedule in order to provide mail service. It made a minimum number of stops.

The General Motors Aerotrain, a low level unorthodox lightweight train, modeled after the "Talgo Train" used in Europe, held down regular runs for eight round trips in March 1956. The experimental service was interesting but results were negative. The train had to be wyeed and a helper locomotive was necessary on the Sorrento hill. The new high-level transcontinental El Capitan ran three times on the Surf Line carrying travel agents, press representatives and railroad officials. San Diegans viewed the train on July 4.

Santa Fe on August 30, 1957 petitioned to reduce the six trains each way to five with an additional southbound trip on Sundays and holidays. This change became effective on October 28.

A heavyweight passenger car made its appearance in October on the National City freight run - as a caboose for the crew. Earlier in the year Linda Vista was renamed Miramar.

Another spectacular accident occurred on November 19, 1958 - but the railroad was not at fault. A San Diegan traveling at 75 m.p.h. hit a U.S. Marine jet fighter which overshot the El Toro runway. The locomotive hit the plane broadside just as the latter was sliding across the track. The locomotive and five cars were derailed. A Santa Fe employee pulled the pilot from the burning plane. There were no fatalities and few injuries.

On November 29, the Tenth Avenue Terminal was dedicated. Installation eventually included a bulk loader. Because of the additional traffic Santa Fe again enlarged the 22nd Street Yard.

Radio control was installed at the Yard office on March 1, 1958. Carlsbad station was closed on March 20, 1960 and the Miramar freight agency closed February 1,

Los Angeles Division

1960. The latter station building was later dismantled. Earlier the San Onofre station had been torn down and the Solana Beach station closed (now gone). Growth of the National City industrial tract was evident. Safeway Stores and the Western Lumber Co. were two of the many tenants. In July 1960 John J. McCarthy replaced S. M. Sullivan as passenger agent on the latter's retirement. E. G. Stubbs is the assistant general freight agent.

The National City yard was enlarged in 1961; adds proclaimed "The Happy Way to San Diego" in Los Angeles newspapers; and a train, so it was reported in the San Diego Union, tilted westward one morning at Del Mar as passengers crowded to one side to view "the whales passing by."

Rain in February 1962 interrupted service on the Escondido branch. A slight San Diego passenger revenue uptrend noted in 1959 was capped with a 1961 income of \$2,509,395, up from \$2,422,231 in 1960.

Both Santa Fe and Southern Pacific announced plans to build pipelines from the Los Angeles area to San Diego. However, in 1962 both companies joined forces and organized the San Diego Pipeline Co. which built a line from Norwalk to a site in Mission Valley not far from the San Diego Mission. AT&SF signed a \$145,000 contract with the Port of San Diego to lay additional track at the Tenth Avenue Terminal.

In mid-1963 line changes were effected in Rose Canyon, south of Elvira. Solid hopper trains usually carrying potash were observed on the Santa Fe.

Santa Fe's mail contract expired July 1, 1964 and was not renewed. All mail between San Diego and Los Angeles was moved to the trucks. The post office reported a saving of \$340,000 and the railway lost \$524,000 revenue (passenger revenue in 1963 was \$1,054,000). Passengers in 1963 numbered 530,042; at the airport they totalled 1,152,000. Mail trains 70 and 81 were dropped on July 31. This brought to an end the southbound "overnight" service. There were four trains left daily with an additional southbound trip on Sundays and holidays.

Passenger totals have been recorded as follows:

1947 - 1,026,389; 1952 - 1,260,000; 1953 - 947,000; 1961 - 526,000; 1962 - 547,000; 1963 - 530,042.

Santa Fe extended its metropolitan feeder truck delivery to SD&AE country in the La Mesa, Lemon Grove and El Cajon areas in 1964. The City of San Diego sought to "save" Santa Fe's spur line track at Miramar Air Station and Camp Elliott for future service to a planned industrial tract. Loma Alta Canyon track on the Escondido line was rebuilt. Development of Santa Fe-owned land in Chula Vista is in the planning stage.

In 1965 Santa Fe moved to cut passenger losses by dropping four of its eight remaining trains (nine including the additional Sunday and holiday southbound schedule). There was opposition, particularly from the commuters at the north end of the line. The railroad eventually proposed three trains a day each way - the schedule now in effect.

Until the cutback on September 29 most passenger trains in recent months had been powered by a single locomotive unit. Breakdowns were critical. Many trains were run without a baggage car or a snack car. It was not a good summer for passenger service.

All trains since September 29 have been powered by two locomotive units so on-time performance has been improved.

And just before deadline the Dispatcher learned that modernization had really come to the Surf Line. Crossing gates will be installed on Broadway at the Santa Fe rail crossing. Thus, the flagman, reminder of the glorious days of the past, will look for another assignment and his "shack" will be torn down.

Now follows a brief review of 1965 operation and facilities of the Los Angeles Division and of the Surf Line.

Technically, the Surf Line, Fullerton - National City, is the Fourth District of the Los Angeles Division. Other districts are the First, Second, Third, Needles and the short branch line districts.

Transcontinental passenger and freight trains travel to and from Los Angeles across the Mojave Desert over the double track rails of the Needles District, Needles to Barstow; the double track First District, Barstow to San Bernardino, through the famed Cajon Pass; and then either the Second or Third Districts, San Bernardino to Los Angeles. The Grand Canyon and the through freights are routed over the longer but less demanding Third District. The Santa Ana Canyon provides a relatively low-level route for these trains as they run each way between the two cities via Riverside, Corona, Atwood and Fullerton. Most passenger trains follow a more direct route as they cut through vineyards, orange groves and congested residential areas. Routing is from San Bernardino via Claremont, Monrovia and Pasadena to Los Angeles. Trains appear to be cutting through backyards as they cut across Pasadena.

Key operational points on the Santa Fe lines in Southern California include Barstow, San Bernardino and Los Angeles.

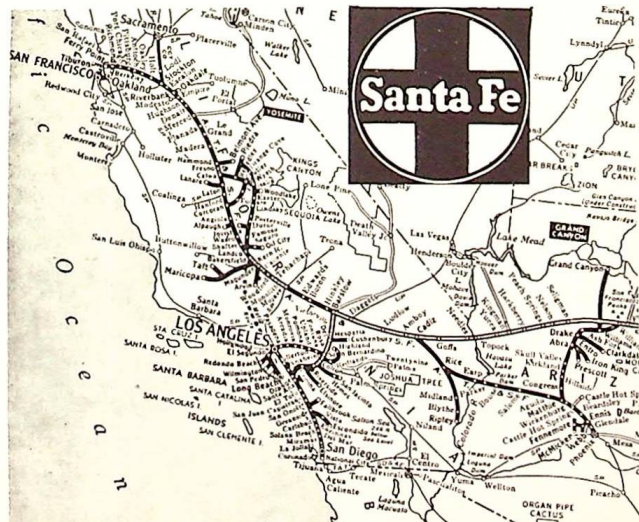
Barstow is the junction point for the Los Angeles and Valley Divisions. From here the transcontinental San Francisco Chief and many freights travel to and from the San Joaquin Valley and the San Francisco Bay area. The locomotive facility in Barstow services the diesel locomotives for the Los Angeles Division.

San Bernardino has the general shops which were originally located at National City. Here, major locomotive repair and much specialized work is undertaken. All train dispatching in the Los Angeles Division is handled at San Bernardino. Freight to and from branch lines, local freights and the San Diego line is classified at the San Bernardino yard.

Not far from San Bernardino are the Lucerne Valley, San Jacinto, Elsinore and Redlands branches. Route for the San Diego freights as they travel to and from San Bernardino is via the Third District, San Bernardino - Atwood; the freight-only Olive District, Atwood - Orange; and the Fourth District, Orange to the 22nd St. Yard in San Diego.

Two branch lines, making up the Harbor and Redondo Districts, are in the Los Angeles area. San Diego County has the Escondido and Fallbrook Districts, and near Needles are the Cadiz and Ripley Districts. The Cadiz District is a component part of the through and direct route from Los Angeles to Phoenix, now relegated to secondary freight-only service.

Alongside Third District tracks on the west bank of



the Los Angeles River is the First Street Yard, the downtown freight and coach yard. Nearby is the Santa Fe freight house. At the northern (eastern) end at Mission Tower, which guards the approach to the Los Angeles Union Passenger Terminal, Third District tracks meet those of the Second District. At the southern (western) end where the yard tracks merge to make a sharp turn south and over the Los Angeles River for the Third District run to Fullerton, is located the Redondo round house. Continuing west of here is the rail which leads to the Harbor and Redondo Districts. Harbor District freight trains which are restricted to a 30 m.p.h. top speed cater to industries and the traffic generated by the Ports of Los Angeles and Long Beach. Two miles to the south on the Third District on the east side is the ever-expanding Hobart Yard, a key Los Angeles freight facility. Still further south, on the west side, is a new piggy-back yard.

PASSENGER TRAINS

All but one of the Santa Fe transcontinental passenger trains terminate and originate in Los Angeles. They are the Super Chief & El Capitan - Trains 17-18 (run as two separate trains during peak travel periods), the Chief - Trains 19-20, the Grand Canyon - Trains 23-24, and the Fast Mail Express - Trains 7-8. The San Francisco Chief, the Chicago - San Francisco Bay area train, travels only the Needles District in the Los Angeles Division. The Fast Mail Express runs westbound on the Third District and Eastbound on the Second District.

Santa Fe buses in 1965 provide a connecting service from the Los Angeles Union Station and intermediate points to and from San Joaquin Valley trains which connect Bakersfield and the San Francisco Bay area. These trains are an evening Santa Fe train, Barstow - Richmond, and the Southern Pacific's San Joaquin Daylight. The latter train operates through to and from Los Angeles but passengers may save time by riding the connecting Santa Fe buses. The San Francisco Chief, a reserved seat train, also accepts intrastate passengers but no bus connections are shown in current timetables.

The three San Diegans operate daily each way between Los Angeles and San Diego over the Third District (Los Angeles - Fullerton) and the Fourth District (Fullerton - San Diego).

FREIGHT TRAINS

Freight trains are too numerous to mention. They include the transcontinentals, the San Joaquin Valley trains, the San Diego freights, the way freights, and the daily branch line trains. The latter include the daily freights on the Escondido and Fallbrook branches. Although Santa Fe does not have direct access the railroad does offer freight service to the Pacific Northwest in cooperation with the Western Pacific and the Great Northern. Northbound freights use the Cajon Pass gateway to Barstow and the Valley Division. Transcontinental and interstate traffic is also routed through Cajon Pass. Carload freight leaves San Diego daily at 11:30 p.m. and arrives in Chicago at the same time on the fourth day. Returning train service is scheduled for three days.

THE SURF LINE 1965

Open for business 24 hours a day. That's because train operation on the Surf Line is a day and night proposition.

Included are the morning, mid-afternoon and late afternoon-early evening San Diegans which run each way daily between San Diego and Los Angeles. Points served include Del Mar, Encinitas, Oceanside, San Clemente, San Juan Capistrano, Santa Ana, Orange, Anaheim, Fullerton and Pico Rivera. Passenger trains today cater to those who seek connections with transcontinental trains, the casual traveler who is not pressed for time, the Los Angeles family which wants to take in a San Diego Harbor or Zoo on a short one day trip, service personnel, and - well - those who prefer train travel. Commuters rode two of the trains up to September 29 when schedules were cut from four trains to three. One way travel time is now two hours 55 minutes. Train size prior to September 29 varied from two or three cars to fourteen cars. Snack-

lounge and baggage cars were included in the consist of some but not all trains. Week-end traffic remains fairly heavy as does summer and holiday trade.

Union Pacific's off-line agency in San Diego also generates some traffic for the San Diegans. Southern Pacific does not maintain an agency in San Diego; subsidiary San Diego & Arizona Eastern Railway Company solicits freight traffic only.

Passenger extras include the Los Angeles - Del Mar race trains in season (on occasion two or three sections), special children's zoo trains from Los Angeles, and tour, military, and railfan specials. Motive power for the San Diegans includes both Alco and EMD locomotives, one, two or three units per train. Reportedly San Diegans are all powered with two units since September 29. No. 51, an Alco, has EMD power.

The freight schedule looks like this. The first SBX leaves San Diego about 9pm for a direct run to San Bernardino via Orange, Olive, Atwood and Riverside. Motive power for this train are the locomotive units which powered the previous evening's second SDX. These units sit on the 22nd Street Yard locomotive track adjacent to Harbor Drive during daylight hours. Sometime before midnight the first SDX arrives from a direct run from San Bernardino. The crew and the motive power - and the caboose - leave in an hour or so as the second SBX for a direct run to San Bernardino. This train "sets out" Los Angeles bound cars at Atwood for pickup by a Los Angeles bound train from the east.

Sometime after 2 a.m. the second SDX arrives, this one from Los Angeles. As noted the crew and motive power lay over for the next day's (same day actually) first SBX run. There is also the way freight---or two freights. One operates daily out of Fullerton and makes local stops between Fullerton and El Toro; the second operates out of Oceanside and handles the Galivan - Pacific Beach freight. The latter train frequently comes into San Diego. Motive power for the freights are the 700s, 800s, 900s, 1200s, and 1300s, all hoods, and the 200s, the cabs or "covered wagons." Number of units per train varies from two to seven.

Most freight is general cargo although specialized traffic is building up as a result of the growth of the Port of San Diego traffic. Santa Fe's main contribution is potash from New Mexico. Harbor-generated freight going east by train includes plywood, molasses, imported toys and Oriental retail goods.

Santa Fe receives salt, gypsum products and aircraft parts from the SD&AE. Santa Fe also has whatever traffic there is from Ryan, Solar and Convair. High value aircraft parts are always carried at the head end.

Most freight is inbound. On the industrial sidings and the team tracks one will see loads of beer, building materials, machinery and household goods. Unfortunately for the railroads, two of San Diego's largest industries, the navy and aerospace, generate little freight.

Switch jobs in San Diego are usually two at a time around the clock on the Santa Fe. One operates from the 22nd Street Yard south to National City; the other from the Yard north to Old Town. The way freight handles Pacific Beach, Miramar and Sorrento. Currently assigned to San Diego are switchers 2359, 2370, and 2394, all Alco 1000 hp. jobs. 2394 has a long nose which hides a steam boiler.

Piggyback is handled at 22nd Street and at a facility near Market and Kettner. The San Diego Santa Fe freight House is west of and parallel to the passenger station.

The San Diego & Arizona Eastern Railway Company is usually thought of as having San Diego's one and only "direct line east." Santa Fe's San Diego line has been spoken of as a branch line ever since the closedown of the original line through Temecula Canyon. This isn't so. The freight-only Olive District provides a route for freight trains to bypass the Los Angeles area, saving time and mileage. Freights use this route nightly and troop trains and railfan specials on occasion travel this way. If one could wave a magic wand and schedule a "San Diego Chief," it is likely this train would go east via the Olive District. Santa Fe does offer San Diego a direct route east - even if it is used only by freight trains.

Ride a Surf Line train on the back platform. You'll quickly realize the line is first rate. Good roadbed - many trains - high speed! It's quite a thrill!

DISPATCHER

A feature and news publication issued quarterly as an official publication of the Railway Historical Society of San Diego, Inc., P.O. Box 9351, San Diego, Calif. 92109. Society officers are: Dwight E. Couch, Jr., president; Jack Stodelle, first vice president; Walter Silberhorn, second vice president; Mrs. Gladys Skeen, third vice president; Robert Coxe, recording secretary; Mrs. Barbara Thomson, corresponding secretary; Fred Finke, treasurer; Clifford Skeen, historian; Corky Thomson, excursion director. Other Board members are Earle Swaine, immediate past president, Charles Rezek and Donald Decker. Dispatcher personnel are:

Publisher & editor:	Eric Sanders	Art editor:	Ellen Sanders
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Seeth (Corky) Thomson and Barbara Thomson are editors of the monthly Newsletter. Subscriptions to Dispatcher: \$1 for four issues, \$2 for eight issues. \$3.50 Society membership includes Newsletter and Dispatcher. Dispatcher address is 7861 Normal Avenue, La Mesa. Dispatcher guarantees delivery but not dates of publication. Dispatcher is also affiliated with the Pacific Southwest Railway Museum Assoc., Inc., Room 5, 1050 Kettner, San Diego, Calif., 92101. PSRMA membership of \$2 a year includes the bi-monthly "Report" but not the Dispatcher.

Editorial Comment

EDITOR'S NOTE: Dispatcher issues traditionally have been distributed to passengers on RHSofSD excursion trains. Because it seemed appropriate sometime to prepare a carefully researched and documented story of Santa Fe's Surf Line for distribution on a Santa Fe excursion train, the editors have undertaken such a project. Issue 49 is not such an issue. Nevertheless this Dispatcher does include much of the material gathered to date. Admittedly the story is incomplete. Dispatcher editors will be grateful to receive corrections, additions and comments from interested readers. Send these comments to the editor at 7861 Normal Ave., La Mesa. Your contributions will be helpful when the final draft is prepared. The editors trust that regular readers plus those who receive this issue on the October 24 excursion train will find the material of interest. Sources of material used in this issue are: back issues of Dispatcher including the research of Richard V. Dodge, deceased; data from the personal files of the editor including notes, ewspaper clippings, employee and public timetables and other Santa Fe printed matter; the official files of the Dispatcher; Middlebrook R.P. & Dodge, Richard, The California Southern Railroad, Bulletin 80 of the Railway & Locomotive Historical Society; Wood, Sylvan R., Locomotives of the Atchison, Topeka & Santa Fe Railway System, Bulletin 75; Marshall, James, Santa Fe - The Railroad That Built An Empire, Random House; Waters, L.L., Steel Trails to Santa Fe, U. of Kansas; Duke, Donald & Kistler, Stan, Steel Trails Through California, Golden West; Western Railroader, Trains Magazine, Railroad Magazine, standard San Diego histories, early day timetables, etc. The section, "How It All Began," by Richard Dodge, first appeared in Issue 29. Phil Middlebrook, Kent Anderson and Charles Kent provided data.

ABOUT THE ORANGE EMPIRE TROLLEY MUSEUM A RHSofSD excursion train on November 15, 1959 brought 250 Southern Californians to Perris for a visit to the Orange Empire Trolley Museum. Visitors inspected an extensive collection of street cars and interurbans including O.E.T.'s. San Diego street car 508 and the RHSofSD-owned San Francisco Municipal street car 171. Operation of these and other cars was not possible in 1959. Today, passengers on another RHSofSD excursion train will have an opportunity to ride several of the Museum's cars. Over one half mile of track is now available for operation. Riders will hear all the sounds and feel the motion associated with the trolleys. Congratulations are due the members of O.E.T. Many have had vision, courage and a willingness to work. Organization members include the Railway Historical Society of San Diego, a San Diego museum group, and others. Many San Diego residents also are members. You are invited to contribute. Financial contributions are appreciated. You may also apply for regular or associate membership. Every nickel and dollar will be put to good use. Your labor and enthusiasm would be even more appreciated.

Any readers still with this column must be tired of hearing about animals along the railroad, but I hope to close out that subject with two short items, the dog that played "chicken" (you know, the game of playing chicken is to stand on the track until the last minute in front of a train and then jump off, maybe), and the "CHICKEN" that played chicken.

In the sag just beyond Pacific Beach a Doberman dog often walks his owner, cavorting all over the place, running along the track trying to nip the journals of the trains. One morning as I was officiating on #73 said dog decided to try something, and took a stance in the middle of the track and dared me hit him; I took the dare, but Dobie chickened out and jumped off at the very last moment. The same dog took great delight in chasing the Track Supervisor on his motor car, nipping at him as he ran along. He - the dog - met his come-uppance the other day when he was too bold and was struck by his putt-putt; as there is no maneuverability to the machine, it is obvious the trespassing pooch was at fault. Non-R.I.P. and Q.E.D.

Just beyond San Juan Capistrano station a family living in an old house has lots of chickens which roam about in the orange orchards. They are pretty wise to the ways of trains, but a few trips ago, again on #73, a large rooster decided to take his harem into the trees on the other side of the track; as I approached with the one Alco unit making plenty of racket on the climb out of SJC, the hens wisely flew back to where they came, but Senor Gallo, perhaps thinking he was playing the gallery; stood between the rails with hackles extended and head lowered, like the dog, daring me. On the ground I might have backed off, but riding the Alco I again took the dare and my opponent chose to run to fight another day; the chicken "chickened out."

Readers of the "Waterfront News" in the San Diego Union have read of the big shipments of potash going through this port: even to me, an active railroader on the Fourth District, that was news, as, being on #78 and #73, I see nothing of the heavy freights which run in the middle of the night. Except for one extra train, the regular "Flip," a freight running nightly from San Bernardino has handled all this potash, reducing to tonnage for the Sorrento-Miramar hill at Oceanside, the night local bringing same to San Diego.

Another item in the "Waterfront News" was to the effect that a contract had been signed with the Santa Fe to build a thirty-mile line from Bouse, on the Cadiz-Phoenix line, to Swansea (perhaps on the right-of-way of a long abandoned railroad) and haul much low grade copper ore to San Diego for shipment to Japan. Phil Middlebrook, another man, and myself, made a side trip from Bouse to Swansea several years ago, mostly along the abandoned railroad, taking pictures of the ghost town of Swansea. Maybe we should have bought the place up, but, how did we know!!! (Editor's note: It might be just as well that George and company didn't buy the town. One publication reported that Santa Fe never heard of the Swansea copper project.)