

Dispatch

25¢

ISSUE 50

RAILWAY

HISTORICAL SOCIETY OF SAN DIEGO, CALIF.

DECEMBER 15, 1966

LOW RAILS IN LOWER CALIFORNIA

PART THREE

by Richard V. Dodge

THE SLIM GAUGE DU BOLEO RAILROAD

Great smelters from little boleos grow!

As early as the year 1700, the mineral possibilities of the area around the present Pueblo of Santa Rosalia, Southern Territory, Baja California, were recognized when some diggings were worked for copper by the Jesuit Padres.

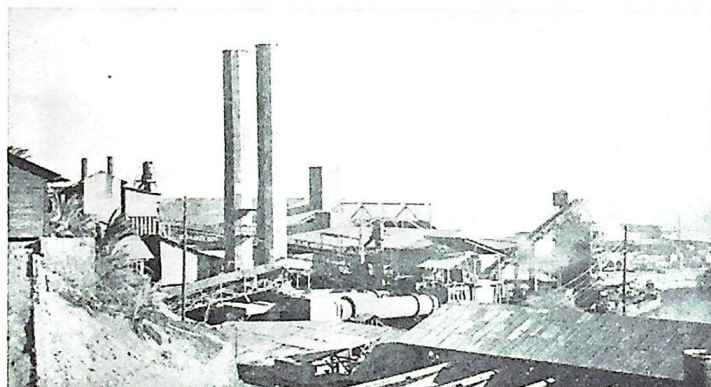
But it was not until one day in 1886 when a rancher, named Rosas Villavicencio, who lived at Santa Agueda, eight and one-half miles above Santa Rosalia, was walking through a water-washed bed of gravel in one of the arroyos or canyons and picked up some balls of ore which turned out to be high-grade copper bearing

properly develop their holdings. It was agreed to combine the concessions to form joint enterprises. In 1884 and 1885, French capitalists, including Rothschild, Miraband and De Wendel interests, bought out a number of the cooperative holdings and the great Compagnie du Boleo was formed. The corresponding Spanish name was Compañia del Boleo, S. A. The corporation for a time controlled some 2,000 square miles of the surrounding country.

The Boleo Company made radical changes, introduced modern methods, and spent immense sums of money in the construction of extensive plants to process lower grade ores profitably. It became one of the world's great copper producers.

The arroyo and the playa of Santa Rosalia were selected as the locations for the smelters, electric power plant, warehouses, shops, housing, schools, a church, notable because its structural steel frame and stamped metal wall plates were prefabricated in Belgium, stores and other essentials of a mining community. An industrial railroad was established with branches to three principal mine holdings: El Providencia, El Purgatorio and Santa Marta. Fresh water had to be piped down from springs, in Santa Agueda.

Santa Rosalia is situated on the Gulf of California, latitude approximately 27 degrees, 20 minutes north and longitude 112 degrees, 17 minutes west. It is 459 miles by airplane line below Tijuana or about 630 miles, not including the bounces, by wagon road. The climate is mild in winter but is extremely hot, 87 degrees average, in the summer. A mining camp about ten miles inland is named El Infierno, just plain hell. Most of the surrounding terrain is desert. The annual



The ex-Boleo smelter at Santa Rosalia, Baja California, as seen from the upper track level. Smoke is from locomotive number 7. 2-6-58 (Richard Dodge picture)

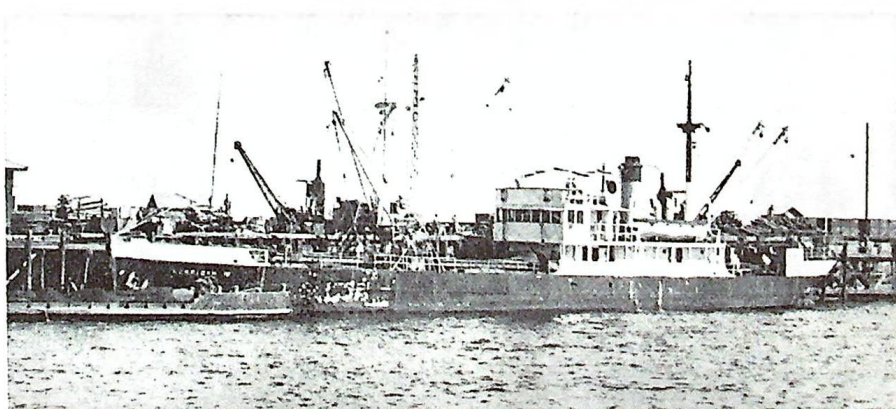
"boleos." Boleo is the Mexican word for ball. These were in the form of carbonates or oxychlorides.

Sample boleos were taken to Guaymas, Sonora, for analysis, and immediately some merchants undertook explorations, and mining operations employing the most primitive operations were begun. Yaqui Indians were brought in and worked the mines, carrying the rock out in leather bags called "tanates."

Since the ore itself had to be shipped away for processing, only the highest grade deposits, 20 to 25% copper, could be utilized.

In 1872, some of the better grades were exported to Europe, creating quite a furore.

The independent miners continued their working but could not



"S. S. Korrigan IV," a company-owned steamship, berthed at the Cia. Minera Santa Rosalia docks at Santa Rosalia, B. Cfa., 2-4-58. (Richard Dodge)

rainfall is five inches or less.

The shopping center and most of the workers' houses, wood frames and siding with corrugated iron roofs, are located in the arroyo. The Company's headquarters, Hotel Frances and the residential section for the French officials and supervisors were built on Mesa Norte, about 100 feet above the arroyo. The smelters, power house and shops were arranged below the north mesa, on La Playa or waterfront.

The railroad was constructed with a gauge of 0.912 meters or three feet, of light rail, evidently replaced with heavier sections about 1900.

An extensive yard was established at Santa Rosalia and a "high line" was built up from the arroyo level along the cliffs of north mesa to an elevation so that the ore from the cars could be dumped directly into bins and fed by gravity to the furnaces below.

Changes were made in the network of tracks at various times to meet the changing mining conditions. In 1907 it was reported that the system comprised about 36 Kilometers or over 22½ track miles.

For motive power, small six-coupled engines with saddle tanks for the water storage or O-6-O T type were purchased new from Baldwin Locomotive Works, three in 1886, two in 1887, one in 1892 and another in 1899. An additional locomotive was evidently needed in 1887 and Baldwin was probably too busy to furnish it on account of the huge orders from the Atchison, Topeka & Santa Fe

and other roads affected by the Great Land Boom in Southern California. This will account for one engine being built by a locomotive works in Belgium in May 1887, of the same wheel arrangement and specifications and transported to Santa Rosalia. In 1900 a larger engine with eight driving wheels, an O-8-O, was received from Baldwin.

Author Aurelio de Vivanco, in "Lower California Up-to-Date" stated, in 1924, that there were eight locomotives of 100 horse power and one of 200 horse power, indicating that all nine were there then.

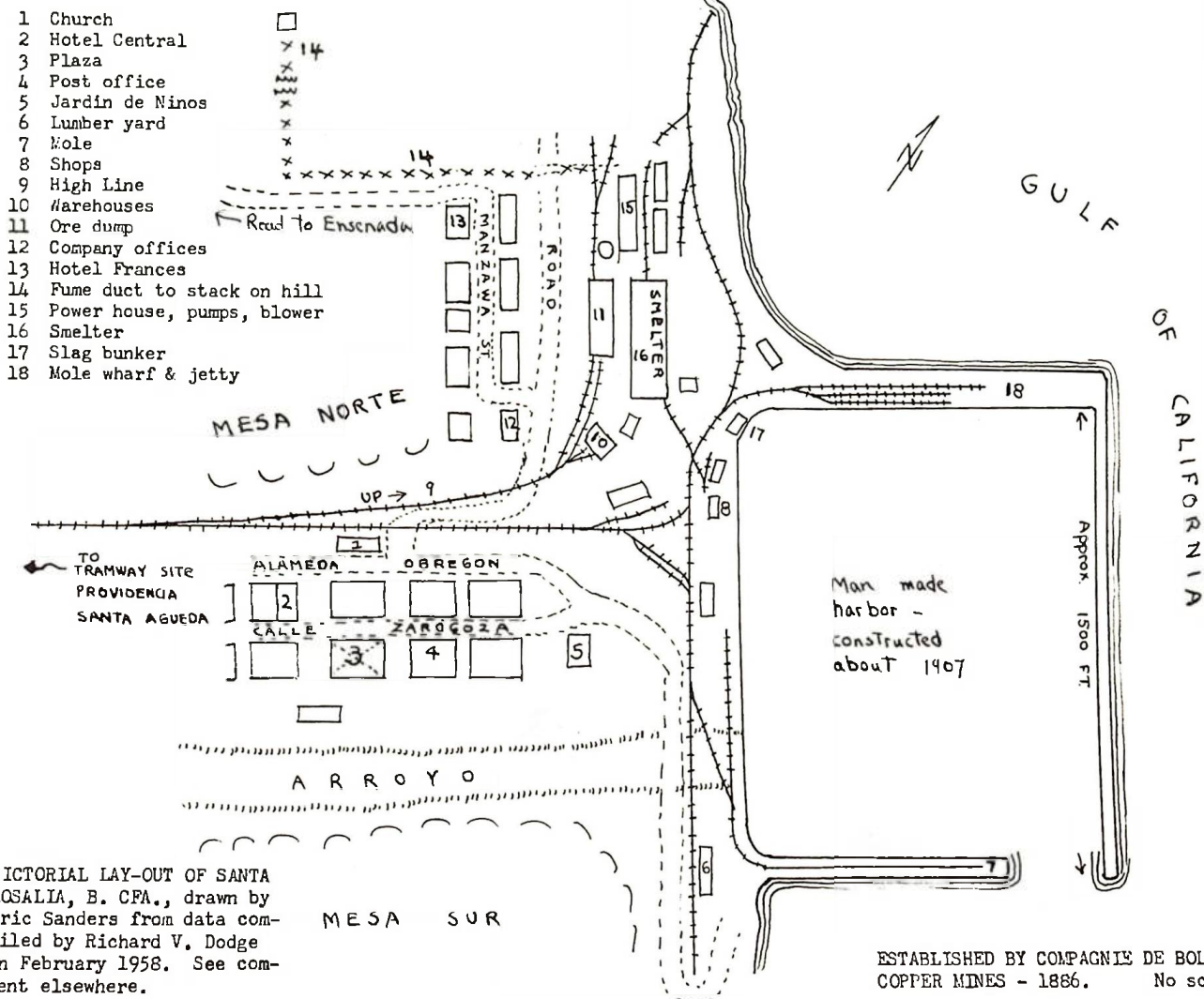
Around 1907 there were 215 cars, including ore, coke, flat and box types. The quantity of ore handled amounted to about 500,000 tons annually.

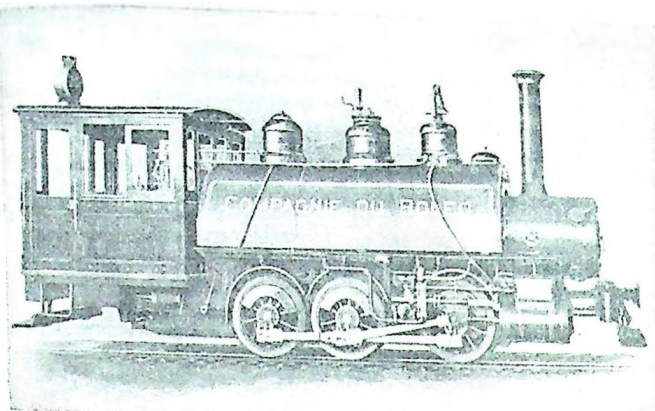
All the cars are four wheel French type with links of chain and hooks for couplers at the side sills and single buffers in the center. There are two types of ore cars, wood body - center dump and steel body - side dump designs. They are equipped with hand operated brakes with outside brake beams. Tank cars and special facilities have been added to the fleet. There was no provision for passenger traffic.

In addition to the engines, there are several unique steam self-propelling cranes with upright boilers, all on four wheel mounts except a later and larger Brown Hoist with double trucks.

The original construction cost of the railroad, including engines and cars, was listed by one authority as over \$900,000.

The ores were treated in reverberatory furnaces, producing a "matte" assaying 60% copper. Later the matte





Du Boleo No. 7, Baldwin, #16484, January 1899.
(Collection of G. M. Best)

was refined to "blister" copper in converters, the plant capacity being 45 tons of blister, 99% pure, every 24 hours.

At first, the company shipped all its copper to Europe, more recently to ports in the State of Washington.

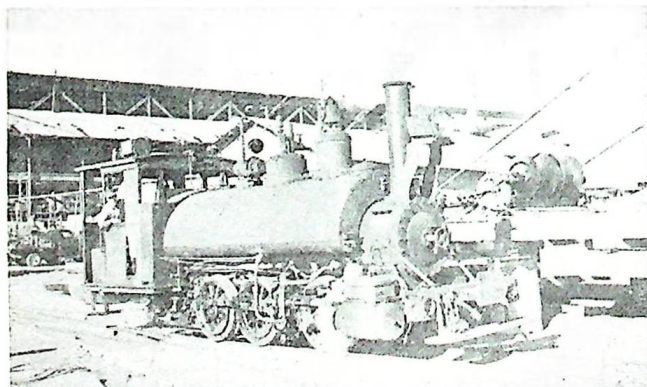
Most materials and supplies had to be brought in, the greater part in company-owned steamers. The large investments of French capital brought prosperity to the district. For a time a population of over 8,000 persons was supported. But fluctuations in the price of copper, labor difficulties and inflation adversely affected the fortunes of the company.

In 1907 work was in progress constructing an artificial harbor, formed by a mole type wharf, placed at right angles to the waterfront, including railroad tracks, and a jetty making an "L" shape, parallel with the shore line. Another mole project from the embarcadero resulted in a protected entrance opposite the end of the jetty.

During the 1920's the quantity of easily mined ore tended to exhaustion. The Board of Directors favorably considered disposing of the properties but there was no buyer.

Threats to world peace in the 1930's increased the demands for copper to such an extent that, in 1934, an aerial tramway (cablevia aerea) was constructed from the arroyo above the town up to the south mesa, to reach new deposits. This tramway was of German manufacture and the cable length was 5,000 meters or a little over three miles. It was equipped with 56 buckets with a capacity of 800 kilograms each. The tramway transported 45 metric tons per hour and terminated at an ore dock in the arroyo from which the dump cars were loaded for the haul to the smelters.

The United States Department of Commerce Report for 1946 reflected that the company is in the process of



B. E. & I. M., S. A. (ex-Boleo) No. 7, at Santa Rosalia, B. Cfa., 2-5-58. (Richard Dodge Collection, Southwest Railway Library)

liquidation. At that time there were five narrow gauge locomotives in operation with one undergoing repairs. The railroad rolling stock consisted of five box cars, 184 (?) ore cars, 32 flat cars and two tank cars.

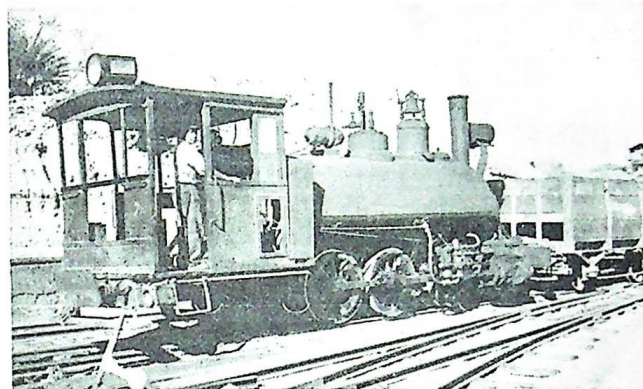
In January 1954 the du Boleo Company ceased operations. A Mexican corporation with the name Boleos Estudios e Inversiones Mineras, S. A., took over and operated the properties on a limited scale. On some of the engines Compagnie de Boleo was painted out and capital letters B. E. I. M. S. A. were applied on the saddle tanks. The present operating company, its successor, is known as Compania Minera Santa Rosalia, S. A. but the name had not been placed on the engines.

Use of the aerial tramway was discontinued and it was dismantled in 1956.

Observations in February 1958 reveal that operations of the plant are being carried on. Some smelter runs were being made on nickel ores for the American Nickel Company. Dump trucks are now being used to haul in all the ore. Drilling explorations were being made to locate new veins.

The railroad has been cut back to terminal functions in Santa Rosalia. Many surplus cars have been dismantled. Others are parked on storage tracks. Quite a number of ore, flat and two tanks cars are in active service.

One steam engine, Number 7, performs the switching moves six days a week and it was a thrill to the nostalgic senses to see and hear the little 22-ton saddle tanker busily engaged in bumping and yanking the diminutive



B. E. & I. M., S. A. (ex-Boleo) No. 7, at Santa Rosalia, B. Cfa., 2-5-58. (Richard Dodge Collection, Southwest Railway Library)

cars around.

The engines still have water pumps worked by a plunger attached to the right crosshead, but a non-lifting injector has been added to Number 7 and they are equipped with steam brakes. The middle drivers are blind, that is without flanges. The sand domes are not used and the rear one has been replaced with a turbo-generator for electric lights. All have been converted from coal to oil burners. It looks like the cabs were moved back about 12 inches and a saddle tank was fitted into the space for the oil supply.

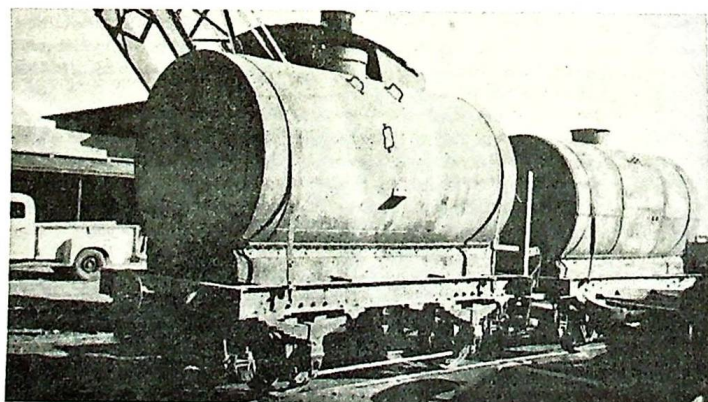
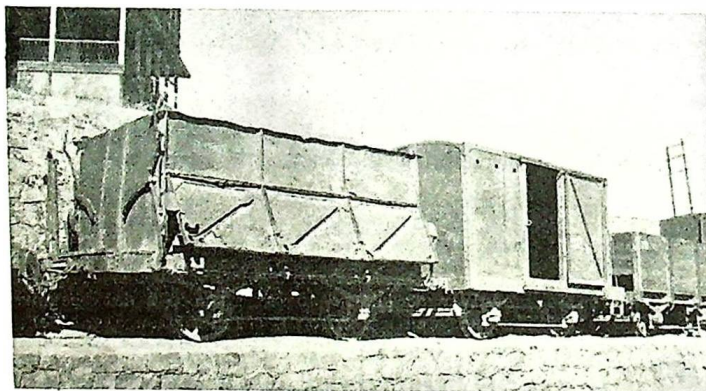
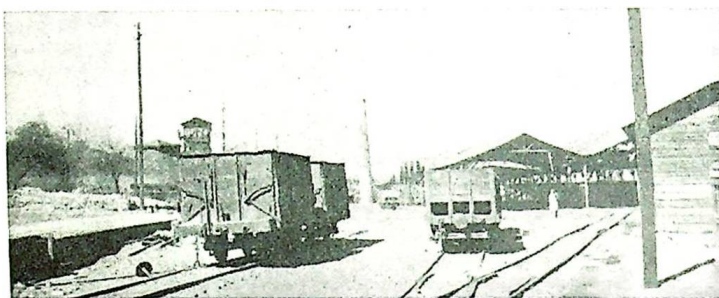
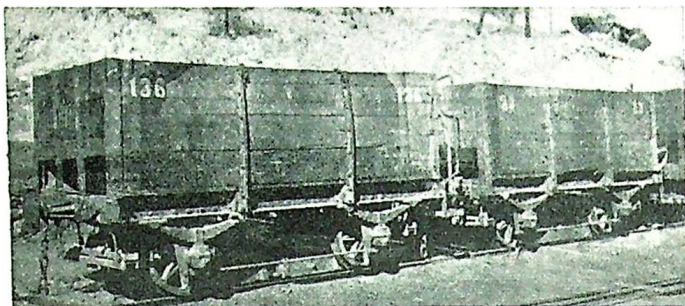
Engines Number 2, 4 and 5 were found in the shop. Number 2 was being overhauled and had been supplied with a new pair of blind drivers. Two engines had been dismantled, the boilers, frames and part of the running gear remaining as scrap. One was La Una (number 1) and the other Number 3. No traces of Number 6 or the O-8-O Number 8 were discovered.

Iron scrap, in vast quantities, abounds everywhere. Included among the items were locomotive and car wheels, car frames, rails, sundry machines, the wire rope, buckets, bull wheels and other parts from the cableway.

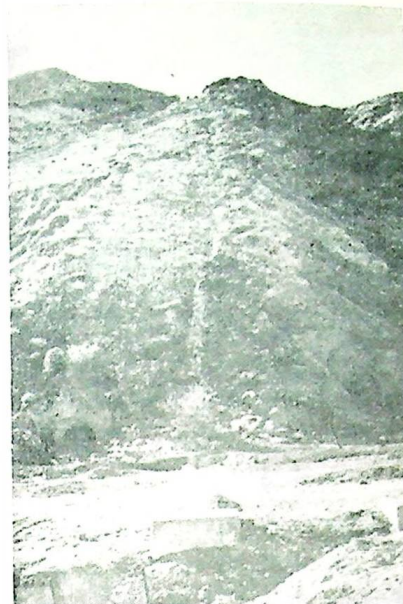
The low switches are intriguing. You think, at first, that a cut of cars rolling through one was going

to split and damage the point rails. But they are arranged with a counter weight on the throw lever so that the single weight holds a point against the rail in either one position or the other. Therefore trailing movements can be made the same as through a double acting spring switch. They just joggle the weight up and down.

Visitors apparently are welcome. Chief Consulting Engineer J. Ranc and everyone else in the company treats you most cordially.



Picture at right:
Ex Boleo terminal
of aerial tramway.
Concrete footings
for tower in fore-
ground and in
notch at top of
slope. Mesa sur,
Santa Rosalia, B.
Cfa., 2-5-58.
Cableway was 5000
meters long.



All pictures

Richard V.
Dodge collec-
tion in the
Southwest
Railway
Library, San
Diego, Calif.

Pictures on the left

Top Ex-Boleo center dump ore cars 136 and 23
on the high level spur. 2-5-52

Second Ex-Boleo ore cars on upper level. Ore
bins are in background, right. 2-6-58

Third Ex-Boleo steel side dump ore car #227
and box car No. 3 and center dump #70 are
stored on a high level spur. 2-5-58

Bottom Ex-Boleo tank cars, three foot gauge,
on mole wharf at Santa Rosalia, Baja California.
2-5-58

Dispatcher

A feature and news publication issued quarterly, we hope, as an official publication of the Railway Historical Society of San Diego., F.O. Box 9351, San Diego CA 92109. Society officers are: Rex Cutteli, president; Robert Farwell, 1st vice pres.; Donald Decker, 2nd vice pres.; Mrs. Gladys Skeen, 3rd. vice pres.; Mrs. Celia Hatz, rec. sec'y.; Mrs. Barbara Thomson, corr. sec'y.; Fred Finke, treas.; Clifford Skeen, historian; Seeth Thomson, excur. dir.; Dwight Couch, past pres.; Charles Rezek and Gene Lindsay, board members.

Dispatcher staff members are:

Publisher and Editor: Eric Sanders

Co-Publisher: Douglas Duncan

Resource Editor: Phil Middlebrook

Art Editor: Ellen Sanders

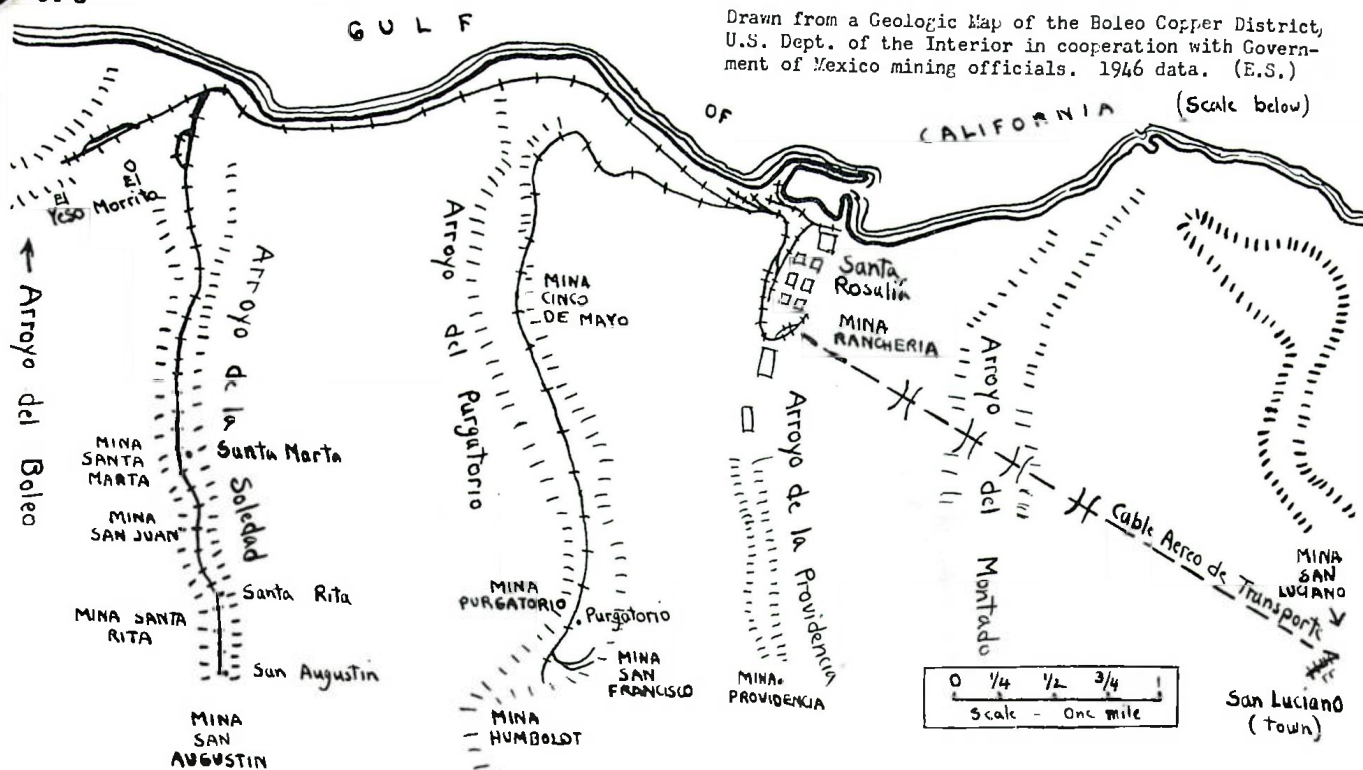
Contributors: Allen Copeland, Joe

Strapac, Bill Wootton and John Andert

Seeth (Corky) Thomson is editor of the monthly Newsletter. Dispatcher: \$1 for four issues; \$2 for eight issues. \$3.50 Society membership includes Newsletter and Dispatcher. Dispatcher address: 7861 Normal Ave., La Mesa CA 92041. Delivery is guaranteed but not the dates.

Dispatcher is also affiliated with the Pacific Southwest Railway Museum Assoc., 10830 Fuerte Drive, La Mesa CA 92041. Stanton Kerr is president and Charles Kent is editor of Report.

Drawn from a Geologic Map of the Boleo Copper District, U.S. Dept. of the Interior in cooperation with Government of Mexico mining officials. 1946 data. (E.S.)



LOCOMOTIVES OF COMPAGNIE DU BOLEO (COMPANIA DEL BOLEO)

Santa Rosalia, Baja California, Territorio Sur, Mexico

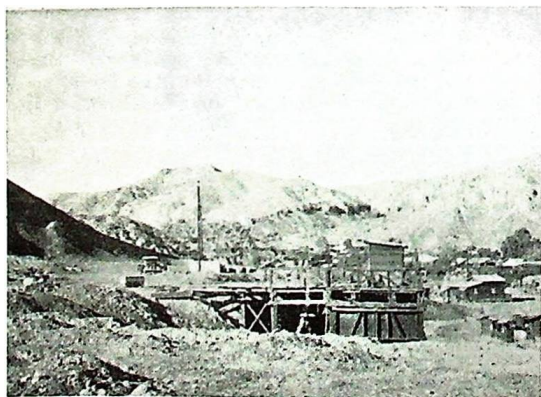
No.	TYPE	BUILDER	DATE	NUMBER	DIMENSIONS	REMARKS
1	O-6-OT	Baldwin	2/1886	7811	11x16-36	Dismantled after 1945
2	O-6-OT	Baldwin	2/1886	7815	11x16-36	Serviceable - Being repaired in March 1958
3	O-6-OT	Baldwin	2/1886	7817	11x16-36	Dismantled after 1945
4	O-6-OT	Baldwin	2/1887	8364	11x16-36	Retained - parts missing
5	O-6-OT	Baldwin	5/1887	8531	11x16-36	Retained - needs new boiler flues, tubes (Ed.No.8541?)
-	O-6-OT (Belgium)		5/1887	--	11x16-36	Disposed of in 1936
6	O-6-OT	Baldwin	10/1892	12979	11x16-36	Disposed of prior to 1945
7	O-6-OT	Baldwin	1/1899	16484	11x16-36	Active service March 1958
8	O-8-0	Baldwin	1/1900	17391	15x18-36	Disposed of prior to 1945

SUCCESSOR COMPANIES

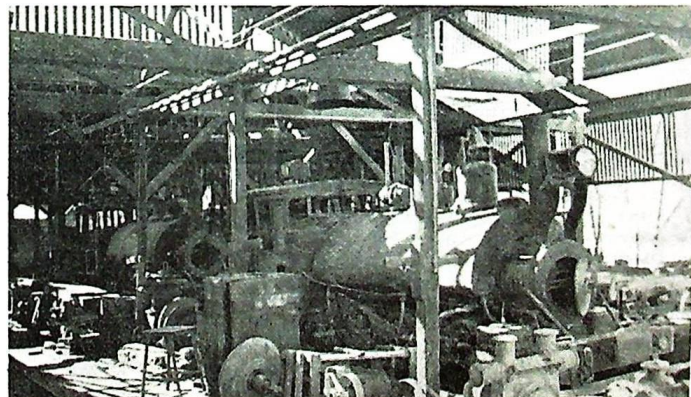
Boleos Estudios e Inversiones Mineras, S. A., successor to Compania del Boleo, about 1953. Used five engines.

Present company (1958) is Compania Minera Santa Rosalia, S. A. Engines #2 and 7 serviceable, #4 and 5 retained, parts lacking.

Prepared with the assistance of Gerald M. Best, locomotive authority of the Railway and Locomotive Historical Society, of Beverly Hills, Calif., Paul Darrell, of the City of Richmond Museum, and Enrique Fernandez V., maquinista (engine-man) of Santa Rosalia.



Looking up arroyo from tramway terminus



Shops. Engine #5 (right) and #2

A Dispatcher Editorial

"HATS OFF" TO SAN DIEGO AREA RAILFANS
- - BUT THE JOB ISN'T FINISHED

"Hats Off" to San Diego area railfans! How much has been accomplished!

Through their support of the three local railfan organizations San Diego area railfans by donation or purchase have acquired considerable railroad rolling stock. In case you're not informed or have forgotten, RHSofSD acquired locomotive SD&AE 104, private car SD&A 050 and operating street car SDTS 528 for the Del Mar fair grounds, has placed operating street car SF Muny 171 at Perris, and has restored and located street car body SDErY 54 (with some wheels attached) at the Whaley House in Old Town. PSRMA has acquired for Perris exhibition two operating steam locomotives, E. J. Lavino No. 10 (O-6-OT) and Mojave Northern No. 3 (O-6-OT) and has placed operating railbus SMVRR No. 9 on private property at Lakeside. And that's not all. Fans individually own a Birney street car body, a horse car body and many items of section equipment. There have also been other car bodies not to mention the late lamented and now scrapped U.S. Gypsum narrow gauge inspection car.

Area railfan clubs have sponsored rail excursions to Ferris, the Orange Show, Calico (Yermo), Fallbrook, Escondido, Tecate, Riito, El Doctor, Puerto Peñasco, Guaymas, and, if you include the Balboa Park Model Railroad Club, El Centro. There have also been bus, boat and (one) plane trip to other places.

Countless meetings have been held and outstanding programs have been presented. For 10 these many years railfans have staffed the Del Mar exhibit and have placed displays at various public events.

Publications include Newsletter, Report, Journal and Dispatcher; three groups have achieved nonprofit California corporation status; one has been granted federal tax exemption.

An office has been leased, a telephone installed, and two libraries started. Add two - or perhaps three - private railroad cars. Think also of the model and live steam operation in the area. And don't forget the number and variety of collections of railroadians.

Several railfans have had stories published and pictures used; several are known regionally if not nationally.

In the furtherance of these projects thousands of dollars have been handled. Just to mention a few: \$1400 plus for 104 and 050; \$1600 plus for 528 and 171; a significant sum for 54 and 9; and, to date, \$1500 for the two O-6-OT steam locomotives. Excursions have lost money - and they have made money. Dues collections alone are quite significant.

Quite an achievement!

But one task remains undone - the establishing of an operating and static railway museum in San Diego County. This has been stalled in the editors' opinion because of the closeness of the eminently successful Orange Empire Trolley Museum, by RHSofSD lack of interest or push or both, and - to date - by lack of priority in planning by PSRMA.

Imagine San Diego forever without an operating museum - depending only on O.E.T. or Travel Town or Disneyland. No sir! An operating railway museum will be established in this area. The only question is: by whom and when.

There are problems - that cannot be denied. Choice of a suitable site is the toughest one. And there's concern about taxation, insurance and other needs. Who will do the work? That's another concern. Raising of needed funds will be a great challenge. And we must not overlook the problems of planning. Some want the simplest kind of operation; others want to build an extensive collection. Give and take will be needed.

How badly we need land. With land the senseless scrapping of the U.S. Gypsum car could have been avoided. With land 171 could be brought south and perhaps better maintained. With land an O-6-OT locomotive could be in San Diego where it belongs.

In its November-December issue, RHSofSD Newsletter urged support of the Orange Empire Trolley Museum. (With this we do not argue.) Newsletter said, "We and many other historical groups should have done the same thing about eight or ten years ago. We didn't. They (O.E.T.) did."

The truth is that in April 1961 a group of local fans did make an attempt to organize an operating railway museum. Their effort, however, was not greeted with enthusiasm. And then one can ask this question: If it was desirable in 1958 or 1961, isn't it even more desirable in 1967 that fans move to establish a museum?

Members of the Railway Historical Society of San Diego, the Pacific Southwest Railway Museum Association and the Southwest Railway Library! Let's join forces and get moving. Model railroaders and live steam enthusiasts in this area have shown us what can be accomplished. Let us "full scale folk" join the party. We are 200 or more strong. We have the resources, the money and the knowhow. Let us get the show on the road.

By the way, have you read the Articles of Incorporation recently? Do so! Therein one will find inspiration.

Eric Sanders
Publisher

Douglas Duncan
Co-Publisher

LET'S TALK ABOUT THE SANTA ROSALIA STORY

Content of this issue is derived largely from a manuscript and other data compiled and collected in 1958 by the late Richard V. Dodge. Previously, Dispatcher has published Parts 1 and 2 of the "Low Rails" series; part 4, the final one, will be published in the near future. The original material is now included in the Richard V. Dodge collection in the Southwest Railway Library.

Paul Johnson, part time geologist, has provided the editor with other background data. Kent Anderson is assisting with photography processing and will probably handle the press run. Thanks to these fellows.

Interpret the enclosed "map" of Santa Rosalia as a sketch and remember there is no scale. The map or sketch does give one a general overview, however, and it was included because of its interest. The mesas on each side of the arroyo are high and it would appear that access to the high areas is more involved than indicated on the map. Precise location of the smelter and many buildings is uncertain and certain residential areas are not included.

Your editor has been asked to prepare a Santa Rosalia article for another publication. Obviously, the article will be based in great part on Dick Dodge's material but it will also include other data which is now being compiled. Readers' help with the project will be appreciated.

DISPATCHER IS NOT DEAD

Dispatcher is not dead! The evidence is in the reader's hands. However, for one more year this publication will not be much in evidence. Personal and home and occupational activity have made it almost mandatory that the editor take time off. However, Dispatcher will be continued - either as a regular periodical or as a series of booklets. The publishers want to keep Dispatcher alive. With subscribers' indulgence we'll take more time off and then return with renewed vigor. And don't be too surprised if you do receive

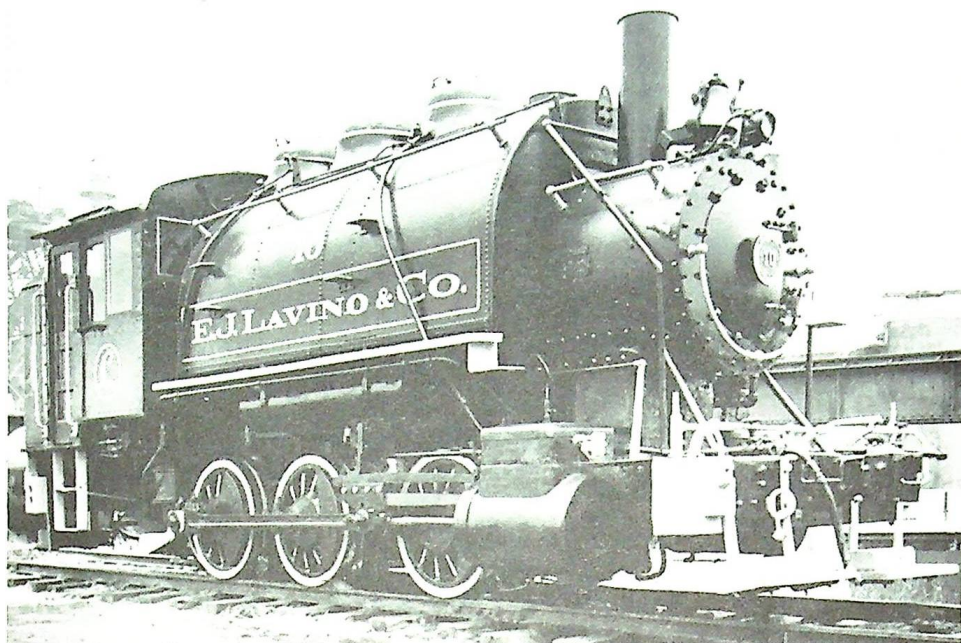
(Continued on page 50-9)

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION

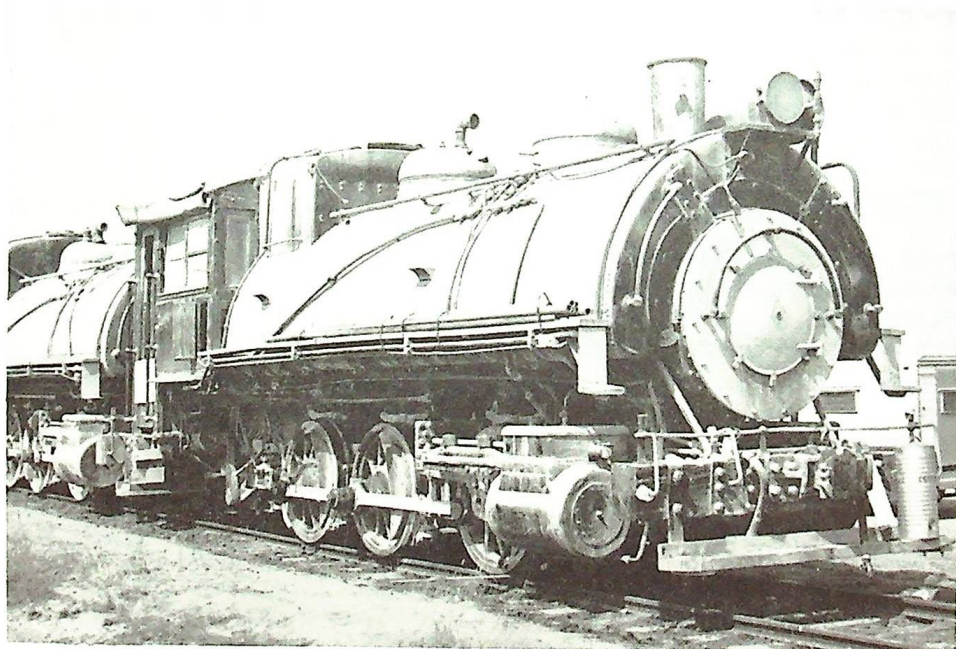
of San Diego County - a California nonprofit corporation

proudly announces acquisition of

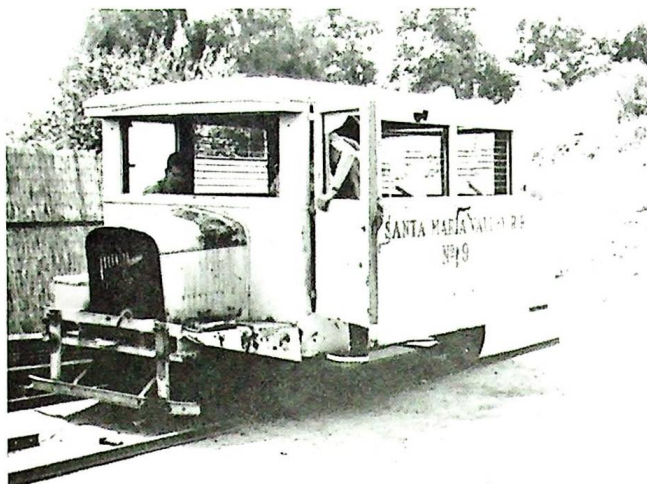
T H R E E S T E A M L O C O M O T I V E S A N D A R A I L - B U S



Steam Locomotive No. 10 - donated to the Museum by Owner E. J. Lavino and Company, Sheridan, Penna. It is an O-6-0 (tank) coal burner built in 1923 by Alco. (R. D. Crompton picture)



Mojave Northern R.R. Locomotive No. 3 - donated by the Southwest Portland Cement Company of Victorville, Calif. It is an oil burner built in 1923 by Davenport Locomotive Works.



You should see it now! Santa Maria Valley R.R. No. 9, donated by Sam Berkowitz of Santa Maria, has been restored.



Motor Car No. 6, formerly Santa Fe, is now owned by member Terry Durkin. Car is shown at Victoria, Baja California.

OBJECTIVES

The Pacific Southwest Railway Museum Association is a California nonprofit corporation organized to establish an operating and static railway museum in San Diego County. The Association plans to construct an operating railway, one mile or more in length and to assemble a static display of various types of railway and transit equipment. Through its portrayal of the colorful railway history of the Pacific Southwest, the Association will endeavor to provide an educational and historical facility of interest to all ages.

PROGRESS

As announced, the Association has been donated three locomotives, two of which are pictured on this sheet. The third locomotive is former Pickering Lumber Company (Tuolumne, Calif.) No. 10 built in 1912 for the Blue Jay Lumber Co. of West Virginia. This locomotive has been donated to the Association by present owner, the Connell Motor Truck Company of Stockton, California. Arrangements for the storage and restoration of this locomotive are pending. Two members of the Association jointly plan to restore a former San Diego single truck street car and a former Coronado Railroad Co. horse car. Other member owned-equipment includes several kinds of work cars. This equipment is available for museum use. In addition, PSRMA is currently stockpiling rail, ties and other items.

THE MUSEUM - STORAGE AND OPERATION

A temporary operating and storage site is available to the Association at the Orange Empire Trolley Museum in Perris, California (located on U.S. Highway 395, 80 miles north of San Diego). Two other temporary storage areas are available in San Diego County. Initial operation of the locomotives will be at Perris on a one-Sunday-a-month basis beginning in the spring. Museum visitors then may ride the PSRMA "train" and OET's trolleys and inter-urbans. The search for a permanent museum site in San Diego County continues. Several localities have been investigated and the Association is currently studying a proposed back country land lease.

ASSISTANCE IS NEEDED

Cost of transporting the two tank-type locomotives to Perris is \$3000. Other thousands of dollars are needed for the acquisition of additional equipment and for the lease of land. Members, who themselves are contributing, are soliciting donations from business firms and interested citizens. Any contribution - large or small - will advance the project. All donations are tax deductible on both state and federal tax returns. Museum memberships are available for \$3 contributing and \$5 regular. Join with us in our effort to provide the San Diego area with a new educational and historical attraction.

Museum address: Post Office Box 4081, San Diego, Calif. 92104. Telephone: 233-0379.

an issue or two. Issue 50 has been mailed to all 1965 and 1966 members of RHSofSD, subscribers and those on the exchange and courtesy lists. Pages 7 and 8, the PSRA brochure, was originally intended to be a straight news sheet but the brochure was printed and it serves the same purpose. Donations, incidently, will be appreciated. Costs of the acquisition project are heavy and monies are badly needed.

AFTERTHOUGHT - THE DISPATCHER EDITORIAL

The editorial on page six reflects the thinking and concern of the Dispatcher editors but it was written in haste in order to meet a deadline. Two points need to be clarified.

The editors want to make it clear that they urge continued support of the Orange Empire Trolley Museum. The OET fellows have literally accomplished the impossible and deserve all possible support and interest. Dispatcher wishes OET continued and even greater success.

The implication in the editorial is that the effort of fans in April 1961 to establish a museum resulted in failure. This is not so. Today's PSRA is the direct result of that effort. Much has been accomplished and the effort continues. The fact is, however, that land has not been acquired.

It might well be that local fans will not receive necessary backing. However, the Dispatcher maintains that an all-out attack on the local land problem has never been made. Only after this has been done should we deviate from original goals.

The Dispatcher editorial reflects the thinking of the editors and does not necessarily indicate the belief of the Railway Historical Society of San Diego, the Pacific Southwest Railway Museum Association, or their respective members.

E.S.

Note: Dispatcher welcome's readers' comments and will be happy to summarize those that are received.

four to six times a year publication of the Southwest Railway Library. It is available on the receipt of self-addressed stamped (4¢) envelopes - or equivalent donation.

All three publications carry organization news plus a summary of the events of the railway scene in the Southwest Corner.

OFFICERS FOR THE YEAR 1967

FOR AREA RAILFAN GROUPS ARE AS FOLLOWS:

Railway Historical Society of San Diego. Clifford Skeen, president; Mrs. Gladys Skeen, first vice president; Donald Decker, second vice president; Alden Morse, third vice president; Tommy Mann, recording secretary; Mrs. Barbara Thomson, corresponding secretary; Fred Finke, treasurer; George Guth, historian; Corky Thomson, excursion director. Also Rex Cuttall, past president, and Hamilton Wright and Harry Standefer, members of the Board of Directors.

Pacific Southwest Railway Museum Assoc. Terry Durkin, president; Lee Adams, vice president; Eric Sanders, secretary; Charles Gerdes, treasurer; Stanton Kerr, past president. Appointed officials are: Walter Hayward, superintendent; Charles Kent, Report; Kent Anderson, publicity, and Richard Pennick, special activities.

Southwest Railway Library

Douglas Duncan, president; Jack Stodelle, vice president; Eric Sanders, secretary; John Andert, treasurer; Phil Middlebrook, past president.

NEWS OF THE SOUTHWEST CORNER AWAITS YOU

For your current news of the Southwest Corner you, the reader, may look to any one of three publications. With a \$3.50 RHSofSD membership you will receive the monthly Newsletter, Corky Thomson, editor. It is time to renew memberships. Sign up today.

Report, Charles Kent, editor, is the monthly publication of the Pacific Southwest Railway Museum. Membership here is \$5 regular, \$3 sustaining.

Journal, Eric Sanders, editor, is the

CALENDAR OF COMING EVENTS

January 9: RHSofSD Installation Dinner at the Midway Chuckwagon. James Reading, installing official. \$3.50 to Mrs. Gladys Skeen

January 15: PSRMA Installation and Entertainment, Nebo Hall, La Mesa Model RR Club operation. Reservations to Kent Anderson

January 20: SRL Meeting in the Library at the Santa Fe station

TBA: RHSofSD excursion on "Cyrus K.

DISPATCHER Page 50-10

Holliday" to Los Angeles & return on the "San Diegan."

March 11: RHSofSD Excursion to the Orange Show in San Bernardino using the "San Diegans" and the O.E.T. special from Los Angeles. Option: trip on the Redlands loop.

May 6: PSRMIA Excursion train from San Diego to the Avocado Festival in Fallbrook and the PSRMIA Excursion train from Los Angeles, also to Fallbrook.

June: RHSofSD Exhibit at the Del Mar Fairgrounds.

RHSofSD meets most months on the first Monday, 7:30 p.m., Santa Fe station

PSRMIA meets the third Sunday, 7:30 p.m. in the "Old Library" in El Cajon.

SRL: meets irregularly the third Friday at the Santa Fe station.

PRIVATE CAR "BLACKHAWK" COMES TO SAD.

Former C. B. & Q. business car, "Blackhawk," has been acquired by four San Diego railfans. Jack Stodelle arranged for the purchase and is one of the owners. The facilities from the observation platform: Solarium: eight seats & lounge; shower & toilet; Room D has upper, lower & toilet; Room C has upper, double bed and bathroom; Room B has upper, lower & toilet; Room A has bed, upper and toilet; dining room, service for eight; room with upper, lower, shower; pantry & kitchen. Car is modern, spacious but not with the style of the "Cyrus K." The "Blackhawk" is parked alongside the "Cyrus K. Holliday" at the Santa Fe station in San Diego.

TO ESCONDIDO BY PRIVATE CAR
by Dick Pennick

Fifteen people braved the early morning chill on December 10 to embark on a unique adventure: a journey by plush private car over branch line rails to Escondido.

Under sponsorship of the Pacific Southwest Railway Museum Association, the "Cyrus K. Holliday" left San Diego at 7:08 a.m. behind No. 73, and was set out at Oceanside 57 minutes later. Two hours later saw the happy excursionists on their way behind the Escondido local freight, powered by GP-9's 705 and 721. Between the locomotives and the "Cyrus K." were 1150 tons of freight. The semi-rural

country was brought to life by Mrs. A. E. L. Cook's running narrative of landmarks and local history.

After a very enjoyable buffet luncheon in the car, the train left Escondido at 2:15 p.m., arriving at Oceanside at 3:54. On-line residents and passers-by will undoubtedly remember for some time the unusual train and the smiling, whistle blowing, arm-waving crowd on the back platform of the "Cyrus K."

"EL MEXICALI'S" SCHEDULE HAS BEEN CHANGED

Running time for "El Mexicali" was shortened effective December 1 and train times were changed according to Wally Duthie. Train 2 departs Mexicali at 9 p.m. and arrives at Benjamin Hill at 7:35 a.m. Train 1 departs Benjamin Hill at 12:10 p.m. and arrives at Mexicali at 10:25 p.m. This means that passengers can now view the southern portion of the line during daylight hours.

The Pacific Railroad has added a second train on the Benjamin Hill-Nogales segment in order to utilize "El Mexicali" for a second through service on its line. For interesting travel one can leave Nogales at 6 a.m. and arrive in Mexicali at 10:25 p.m. All times are Mexican Pacific - the same as U.S. Mountain time.

Wally Duthie also reported that he had been informed that on the evening of December 16 "El Mexicali" departed from Mexicali in three sections, two Pullman and one coach.

Here are the schedules:

	"El Costeno"	"El Mexicali"
	FdelP 2	FdelP4 - FSBC 2
Lv. Nogales	17:30	6:00
Ar. Ben. Hill	20.12	8.24
Lv. Mexicali	-	21.00
Ar. Ben. Hill	-	7.35
Lv. Ben. Hill	20.32	8.54
Ar. Hermosillo	22.30	10.40
Ar. Empalme	1.10	12.40
etc.		
	FdelP 1	FdelP 3 FSBC 1
Lv. Empalme	23.15	7.15
Lv. Hermosillo	2.00	9.15
Ar. Ben. Hill	4.00	10.55
Lv. Ben. Hill	-	12.10
Ar. Mexicali	-	22.25
Lv. Ben. Hill	4.00	11.25
Ar. Nogales	7.00	14.00
Times to Mexi		fic Ti

Christine

by GEORGE OLIVER

Every generation of the railroads seems to have a certain class of engines, and individual engines in that class, of great character. In this writer's time as an engine driver and fireman on the Santa Fe, it has been the hard riding bucking bronco 1900 class Consolidations, then the current "Bull of the Woods" 3751, next the superb 3766 class, the 3780 class and up (or down) to the 2900s. In diesels, the first of the rough ones were the Fairbanks-Morse 3000 class, a Jeep type, hard riding, and with an uncomfortable and unhandy cab. Then came the 2600-2606 type locomotive, an ungainly monster with the cab in the middle, a powerful, slow speed engine used mostly in helper service, and on the Kaiser turn out of San Bernardino.

After those engines none seemed to stand out over the others as types were pretty well standardized until, in 1955, emerged "Christine." With an Alco body and the "works" of an EMD, the name was a natural, as the real Christine was in the news about that time. The combination of the fine riding qualities and cab protection of an Alco and the smooth running EMD engines made a great engine except for one thing - power; Christine just didn't have it, 2000 hp Alcos being replaced by 1750 hp EMDs. This writer had Christine (officially 51 LAC) quite regularly on #70 of memory and liked it, but the sad fact was that two Alcos could out perform Christine's three units.

Finally, on December 23, 1965, a loaded sand truck got in front of Christine near Anaheim, with dire results to the 51C, which was taken to San Bernardino and cannibalized, if not scrapped by now. The 51A, a cabless unit, is used on Overland, and the 51L is on the San Diegans. For a long time the two engine crews on each side of each San Diegan hoped to slip Christine to the other crew, as it was hard to make the time with 51L in the team, especially during the summer with the long trains, and on week ends. About two weeks ago, though, rumors began to be heard that a transformation had been made in dear old Christine and she could keep right up with her pure Alco sisters, and no more was it hoped to slip her to the other crew. The writer has had Christine for a couple of weeks, now, and finds the rumor true. Digging around he finds that the maintainers determined to find out the cause of the low power and found that the engine had never been wired right. When that was corrected, Christine could proudly hold her head up. Finally, on #73 yesterday, the 15th, unit 68 leading Christine to Los Angeles conked out and Christine -- the NEW Christine -- easily made the time all by herself. All hail Christine!

November 16, 1966

AT YEAR END - - - ORGANIZATIONS

RHSofSD held its Installation Dinner (January 9, 1967) and worked to resolve the Car 54 problem. Reportedly, the car must be moved from the Whaley House location to a recently obtained site on P. E. Hazard property. However, a delay is sought as the Hazard company is not yet ready to receive the car. Earlier in the year RHSofSD scrapped the U.S. Gypsum Co. narrow gauge car. Sale or lease of San Francisco Municipal Railway street car 171, located at Perris, was proposed but at year end RHSofSD has apparently changed its mind and is now checking out insurance and maintenance needs. The exhibit at Del Mar was again readied and staffed last summer for the thousands who walked through it during the Fair....PSRMA carried on an extensive equipment acquisition program which is outlined on pages 7 and 8 of this issue. The Association just about broke even on the Fallbrook Avocado train excursion and the La Jolla by sea trip. However, PSRMA will be more cautious about future excursions. Probably ex-Pickering Locomotive No. 10, still in Stockton, will be sold to the Pacific Locomotive Association for \$400 to cover expenses. Transportation and restoration costs appeared prohibitive so negotiations are underway with PLA.... Southwest Railway Library in 1966 moved into Room 4 at the Santa Fe station. News media may now use the facility and cataloging continues....Merger of RHSofSD Newsletter, PSRMA Report and SRL Journal has been proposed. Dispatcher would remain unaffected. RHSofSD and PSRMA are interested. SRL hasn't discussed it yet.

AT YEAR END - - - THE RAILROAD SCENE

At year end a train came to San Diego - 17 cars and five locomotives. Consist included 13 Pullman cars (ATSF, GN, UP), an ATSF snack car, two diners and a baggage.

Santa Fe's passenger traffic according to the San Diego Union dropped this year. This is puzzling inasmuch as traffic was way up - at least on the Surf Line - during the Greyhound strike. For several weeks existing train capacity was frequently taxed. Many second sections - well, several anyway, - were run and there was even one third section. Local passengers outnumbered at times the SD-LA passengers. The waiting room was crowded and passengers arrived even after departure. There was another surge of traffic during the airline strike later in the summer. 'Twas real exciting at the Depot during the Greyhound strike, and it was good to see the heavyweights back in service.

San Diego & Arizona Eastern Railway Co. through November 30 reported 87 fewer carloadings (10,431 for the 11 months) compared to the same period last year. Considering the "slump" local railroads didn't do so badly, though.

Court action has stalled construction of the San Diego-Coronado bridge and also the takeover of the San Diego Transit System. At year end bridge bonds were sold - officially at least - and construction awards were made. But because of the legal action the deal was in limbo. It'll probably all be cleared up - and in '69 is it? the ferries will go. Ironically, as San Diego itself prepares to ride to eliminate the San Diego & Coronado Ferry Co. and the Star & Crescent Boat Co. ferries, a local ship-building firm is busy constructing four large ferries for service in the Puget Sound area. One, the "Hyak," has been launched. (See Report or Journal for the full story.) The City of San Diego is ready to go on the San Diego Transit System takeover but here again legal action designed to protect charter service for private operators may stall proceedings for as long as one year. Meanwhile due to savings resulting from cuts in service SDTS is in the black. Charter bus service gross has increased by one third. New name for the transit service will be the San Diego Transit Corporation, a San Diego City nonprofit corporation. Losing plan was one which called for an area transit authority.

Monorail systems have been proposed for service in Mission Bay and for the San Diego-Tijuana corridor. A second "ferry" boat service was announced for Mission Bay.

The San Diego Union noted in a review of Baja business feature that there was talk about a railway in Baja, presumably along the north coast.

The Ford Motor Co., the Philco Ford Corp., the Organization for Social and Technological Innovation of Cambridge, Mass., and local officials are conducting a transit analysis in San Diego as a pilot project. Phase one, according to the Union, will involve an analysis of transportation goals and needs, a survey of the "state of the art of transportation" and the preparation of an outline for a program (April deadline). Phase two, a two year project, will involve development of precise goals and performance criteria for a transportation system. Industry will be asked to devise a set of hardware as the third phase. Work on this laboratory project is underway.

The new airline terminal on the other side of the airport will be dedicated and placed in service in February. Basically, there have been no changes in service in 1966. Eight airlines and Swift Air Service still serve area needs. Additional service is likely, however. Passengers in 1966 totalled almost 2,000,000.

Rumor has it that Greyhound will build a new terminal at Sixth and Market. Then will Continental move to the Pickwick?

END OF THE LINE. 1. Kent Anderson did assist with production. Thank you; 2. PSR'A as noted will probably not run the Fallbrook trains; 3. SRL will meet January 13 not January 20; 4. In our editorial we forgot to mention train trips run by the San Diego and Pacific Beach Model RR Clubs; 5. Also the Escondido and Oceanside-Carlsbad cars now used for model railroad layouts; 6. And are there 20 fellows who would each make a long term no interest loan for purchase of a storage lot in the S.D. area??