

also
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with PSRMA

Dispatcher

25¢

ISSUE 51

RAILWAY

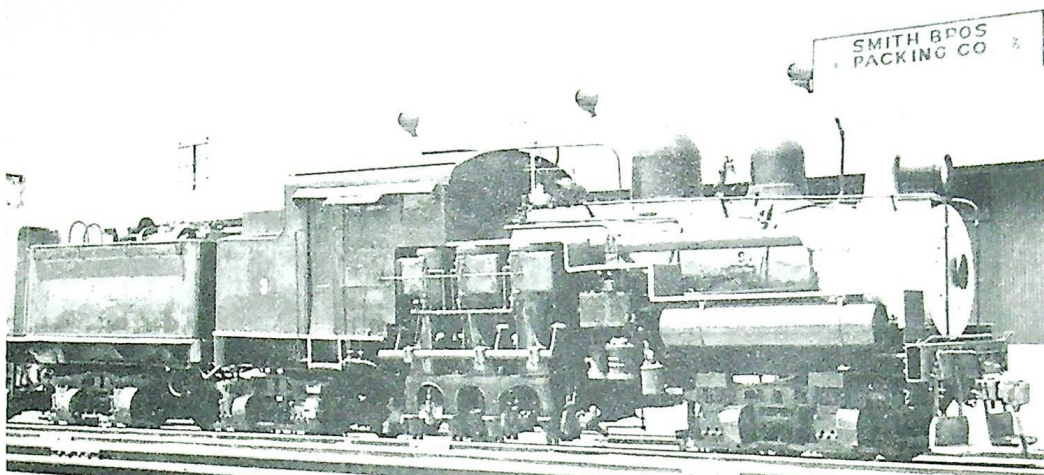
HISTORICAL SOCIETY OF SAN DIEGO, CALIF.

JULY 1, 1967

SAN DIEGO RAILFAN GUIDE

PSRMA

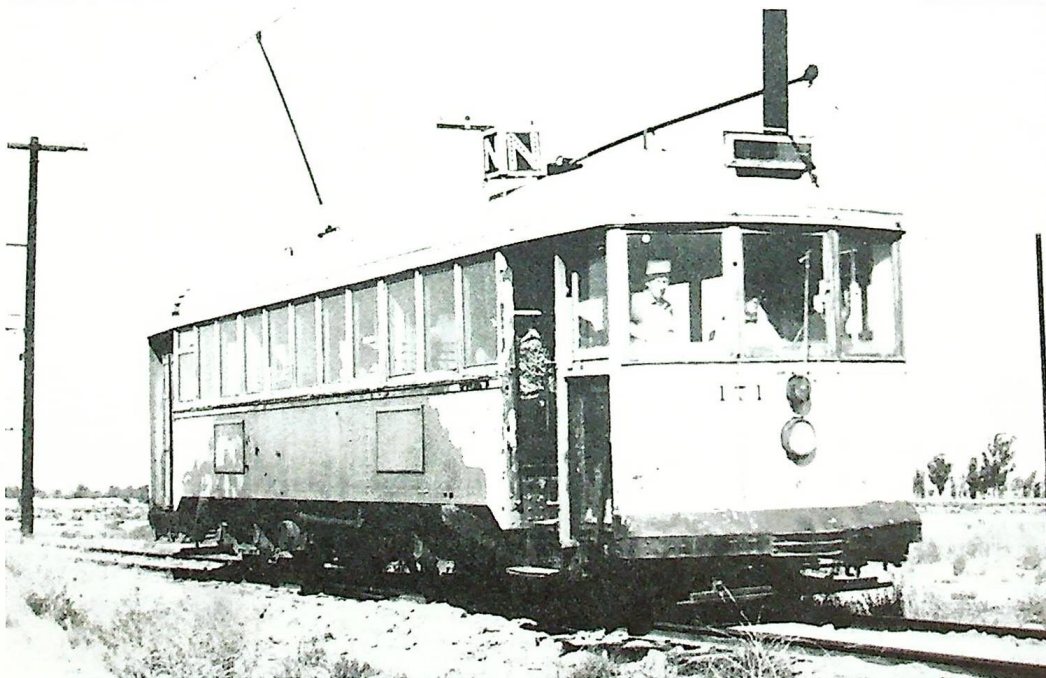
OPERABLE



Feather River Rly. Shay No. 3 at Perris, Cal., May 1967. Shay is now in San Diego at Santa Fe's 22nd Street Yard. Line shafts have been removed. (Eric Sanders)

RHS of SD

OPERATING



San Francisco Municipal Rly. street car 171, RHS of SD-owned, is operated at the Orange Empire Trolley Museum in Perris for Society members on October 24, 1965.

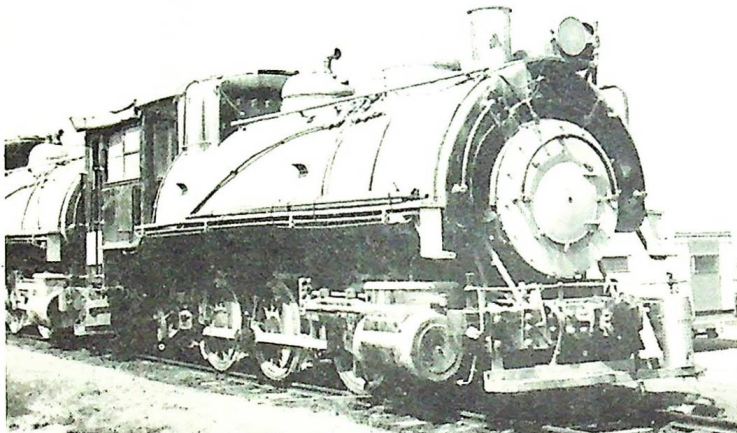
PSRMA OPERATING

E. J. Lavino 0-6-0 tank type locomotive No. 10 at Perris, Calif. PSRMA plans to operate No. 10 at Ferris and later in San Diego.

0-6-OT American - 1923 - #64764
18x24 / 44½ / 180 / 117,440
Built new for the E. J. Lavino & Company, Sheridan, Pennsylvania



All pictures in this issue from the editor's collection unless otherwise identified



PSRMA NEEDS REPAIR

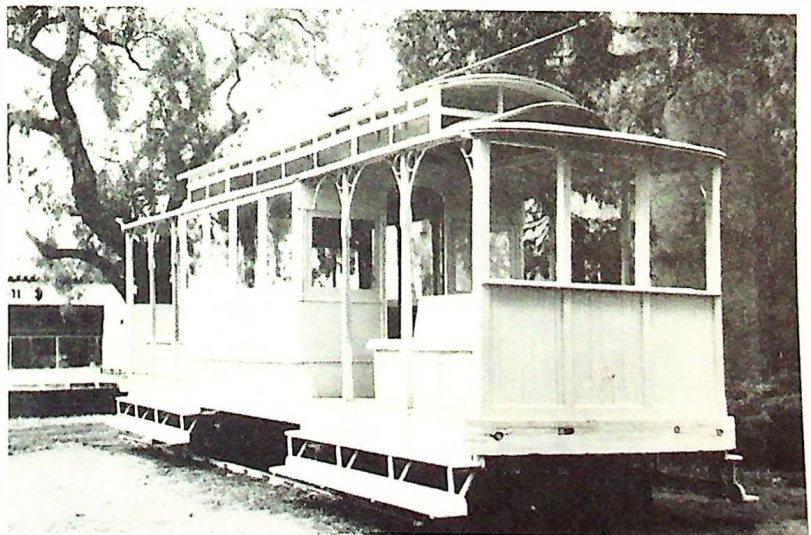
Mojave Northern Railroad No. 3 at Ferris. When repaired, this locomotive will also be operated.

0-6-OT Davenport 1923 - #1972
17x24 / 42 / 180 / 15,275 / 118,000
Built new for the Mojave Northern Railroad, Victorville, California

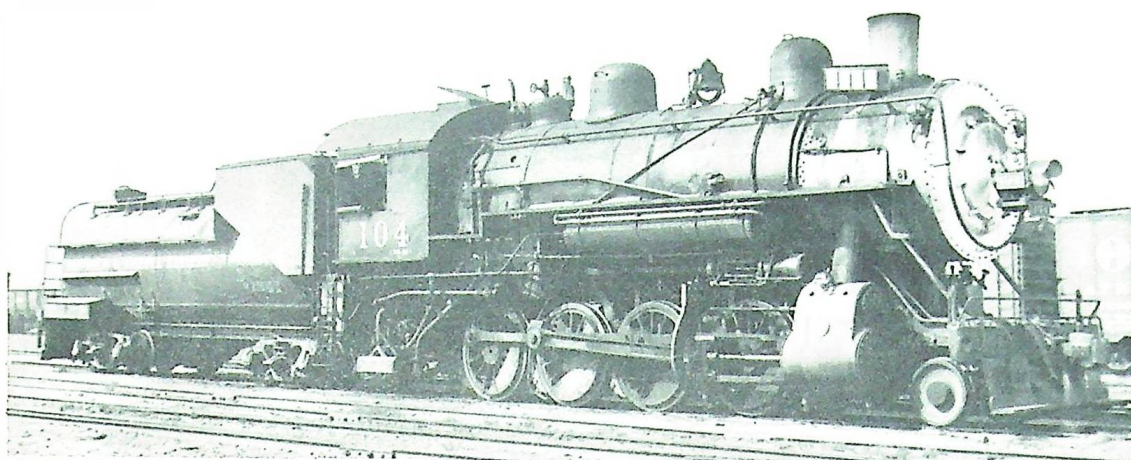
RHSofSD DISPLAY ONLY

San Diego Electric Railway Company street car No. 54 - constructed by the company from parts of former San Diego cable cars. RHSofSD now has 54 on exhibit on the Whaley House grounds in Old Town. Car body was donated by Mrs. Nellie Clower.

SDErY car series 51-54.
Built - 1903; retired - 1914.



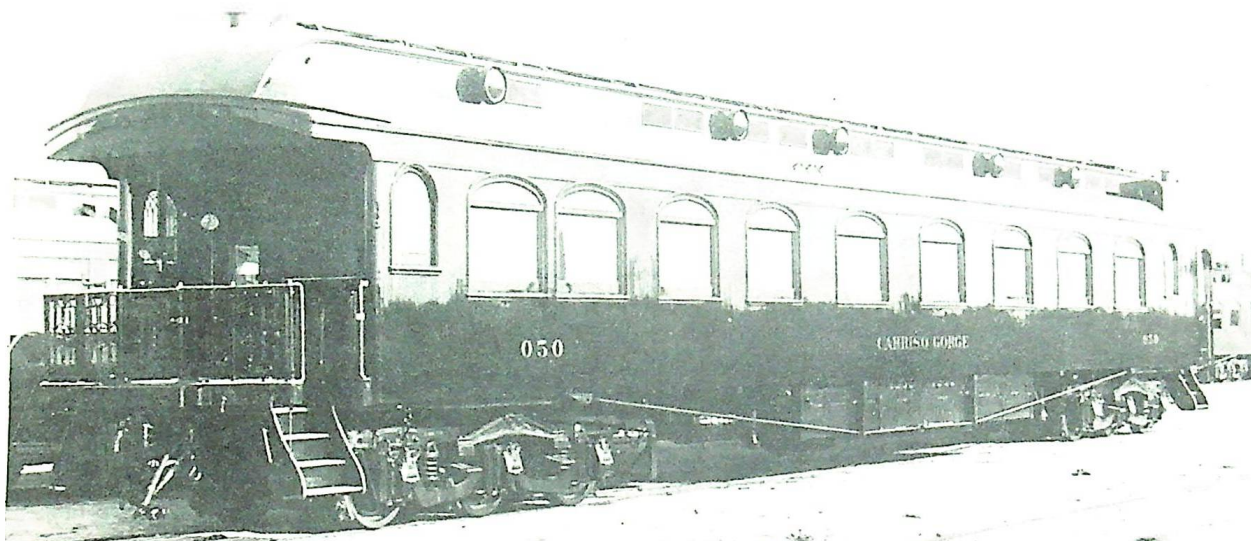
RHS of SD DEL MAR EXHIBIT



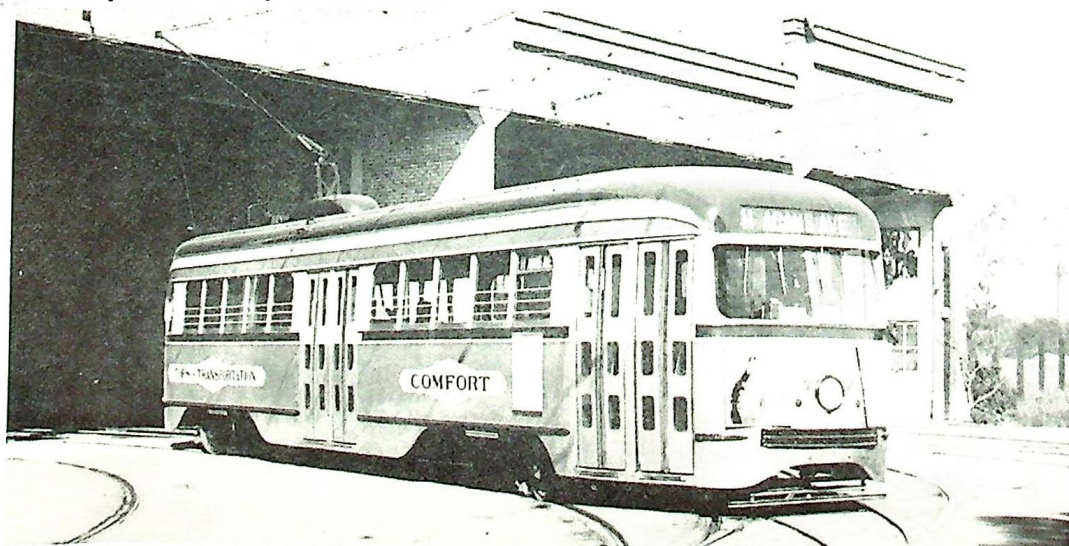
Locomotive is not operable. The private car? Possibly!

D. S. Richter picture (above)

San Diego
& Arizona
Eastern
Rly. Co.
Consolidation
No. 104



528 is operable but repairs are needed



Above

San
Diego
and
Arizona
No. 050
"Carriso
Gorge,"
Spreckels
private
car

Bottom

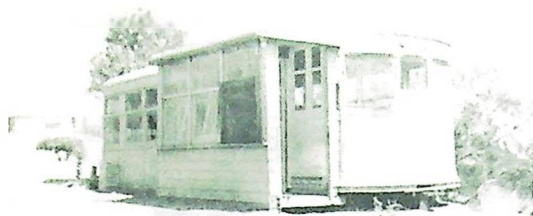
San
Diego
Transit
System
No. 528

NOT SHOWN - PICTURES IN FUTURE ISSUE

1. Small operating narrow gauge locomotive owned by Mrs. C. B. Pollard of Vista.
2. Former Rock Island tank type locomotive owned by Scrap Disposal Inc., National City.

Private

Not operating



S.D.Elec. Ry. street car 316 - Charles Gerdes

PSRMA

Repairs Needed



Santa Maria Valley rail bus No. 9

Private

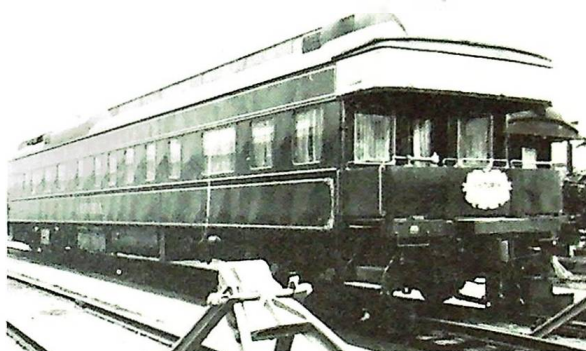
Operating



Private car "Cyrus K. Holliday" waiting at Oceanside for freight to Escondido. (Jack Stodelle picture)

Private

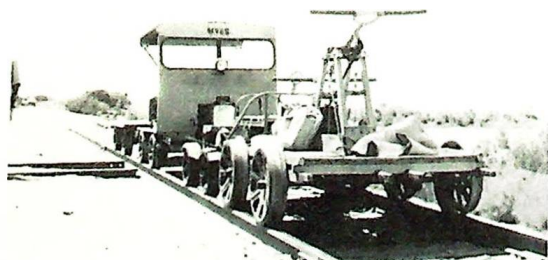
Operating



Private car, "Victoria," in San Diego coach yard. See list of private car owners elsewhere in this issue.

Private

Operating



Many section cars - owned by Terry Durkin, Walter Hayward, Tom Sefton and Lee Adams

Private

Not operating



Coronado RR horse car 43 - Douglas Duncan and Charles Gerdes

104

(San Diego & Arizona Eastern Railway Co. Consolidation 2-8-0, Del Mar Fairgrounds) No. 104 was built in 1904 at the Baldwin Locomotive Works near Philadelphia as Southern Pacific No. 2720. From 1904 until 1921 as one of 67 C-8 series locomotives, No. 104 handled her chores on SP's Pacific Lines. The San Diego and Arizona Railway Co., then jointly owned by the Spreckels interests and Southern Pacific, purchased 104 for use on its El Centro - San Diego main line. Because SD&A enjoyed trackage rights on the SP, 104 also pulled trains between El Centro and Yuma via Calexico, Mexicali, Pascualitos and Andrade, and between El Centro and Niland. One of 104's engineers, Christian N. Brown, now retired, related that she was the smoothest riding of the Consolidation type engines. During the 1922 - 1926 period she frequently pulled passenger trains. Most of the time, however, she powered mixed and freight trains between the Imperial Valley and San Diego. In 1923, 104 was selected to star, as the leading lady, in a spectacular motion picture production with settings in Carriso Gorge. Some of the breathtaking situations were a little too real for comfort, according to Elmer Hall, retired engineer. A serio-comic incident took place when she was pulling passenger train number 3, the westbound Golden State. Chris Brown was the engineer and the late Don Diebert was firing. Don was usually very deliberate in his motions. Near Matanuco, a small station 27 miles from San Diego, the left rear side rod suddenly broke close to the crank pin of the main or third driving wheel. The loose end was hurled around, knocking off the bottom of the air pump and striking the cab, right under Don's seat box. Don gave a spring across the deck and landed on top of Chris. Chris says it was the fastest he ever saw Don move.

In 1941 Southern Pacific requisitioned No. 104 so she went back to that line with her old number 2720. As a SP locomotive she did return to San Diego from time to time. In 1948 she again became San Diego & Arizona Eastern No. 104. (The "Eastern" was added to SD&A in 1933 when the Spreckels heirs sold their half interest to the other half owner, Southern Pacific.) In her final years still carrying her SD&AE 104 designation she spent most of her time on the SP. Retirement for 104 came on October 18, 1954, but on June 24, 1956 she was refurbished and donated to the Railway Historical Society of San Diego (originally to the San Diego Chamber of Commerce) for permanent display at the Del Mar Fairgrounds. RHSofSD members, interested citizens and business firms contributed \$1400 to finance at-cost expense of transporting the locomotive from trackside to the Fairgrounds. Today, except for an annual inspection by SD&AE personnel and grounds supervision and occasional maintenance by the County Fair people, RHSofSD members are responsible for the care of "Old 104." Could 104 run again? Yes, but cost of reconditioning - and of operation - would be prohibitive....Throughout the years, Number 104 was very talkative, particularly when she was exerting every pound of her drawbar-pull, dragging her tonnage rating of freight cars up the steep grades and through the tunnels of Carriso Gorge. Now she is cold and lifeless and old timers yearn for the sound of the staccatoed voice that is still. (Some material originally written by Dick Dodge, Issue 26)

050

(San Diego and Arizona Railway Co., private car, "Carriso Gorge," at the Del Mar Fairgrounds) The "Carriso Gorge," built by Pullman on February 14, 1910, as Southern Pacific observation car 1733, was sold to the San Diego and Arizona on December 18, 1919. The car was rebuilt as John D. Spreckels business car 050, "Carriso Gorge," in the Los Angeles shops of the Pacific Electric Railway. Included in the car's facilities were the solarium, two staterooms, dining room, shower, kitchen, pantry and attendant's quarters. John D. Spreckels, the builder and founder of the SD&AE, also found time to develop many properties in San Diego and Coronado. 050 in 1923 helped tell the San Diego story on a publicity trip through the south and east. At New Orleans where it was featured at a Traffic & Trade Convention, the 14-minute film, "Carriso Gorge - the Magnificent," was shown. This film was donated to RHSofSD by the railroad and is available at a nominal rental. Car 050 was seen frequently on the Coronado branch. The car was returned to SP on August 7, 1940

(John D. Spreckels had passed away in 1926). On April 13, 1945 050 became SP Medical Examination Car 135 and in that service it operated on the SP as far east as El Paso. It returned June 24, 1956 to San Diego as a donation to RHSofSD and the San Diego County Fair. (104 and 050 were first opened for public inspection at the 1956 fair.)

528

(San Diego Electric Railway Co. - San Diego Transit System PCC-type street car, Del Mar Fairgrounds) 528 was the last "new" car purchased by the San Diego Electric Railway Company. (Used street cars were purchased later). It was also one of the first of the PCC- (Presidents Conference Committee) type street cars, developed in the 1930s to fend off competition from the buses. SDEry's own ideas and research went into PCC car development. Built by the St. Louis Car Co. in 1938, 528 has a 99-notch control and four 55 hp. G.E. motors. Its weight is 34,000 pounds. A sister car, 508, operates at the Orange Empire Trolley Museum in Perris. Twenty other former San Diego PCC cars are used on the famed El Paso, Texas - Juarez, Mexico international line. (The cars are currently out of service because of bridge construction underway over the Rio Grande River.) 528 is owned by the Railway Historical Society of San Diego. Funds for its purchase were provided for by members and business firms. The car was pulled out of service on the last day of San Diego street car operation because of a mechanical problem. It is almost certain that it could operate again after minimum repairs.

54

(San Diego Electric Railway Co. street car, located on Whaley House property in Old Town) This old time street car goes back to cable car days - cable cars ran in San Diego off and on from June 1890 to October 1892 from Sixth and L, via Sixth, C, Fourth, University, Normal, Park to Adams, location of Mission Valley Bluffs. A recreation park and pavilion were constructed at the Bluffs. In 1896 the cable cars were converted to electric cars by the Citizens Traction Co. They provided service over the same route until 1898 when the system was sold indirectly to the SDEry. In 1903 SDEry constructed four new cars out of parts of the former Citizens Traction - San Diego Cable Railroad Co. cars. Original cars had one open section and one closed section. One half of the closed section of each car was removed; then two cars were attached back to back - and we have the 51-54 series street cars. These cars were used extensively, particularly on Fifth Avenue. They were retired in 1914. RHSofSD members "found" the car body of 54 in Logan Heights and the then-owner, Mrs. Nellie Clower, donated the car to the Society. The body- all that was left - is now being restored and has been mounted on dummy trucks. Look for it at the Whaley House.

171

(San Francisco Municipal Railway conventional street car, on exhibit on the grounds of the Orange Empire Trolley Museum in Perris, California) A 1923 vintage San Francisco Municipal Railway street car which was in operating condition was purchased some years ago by the Railway Historical Society of San Diego. Along with 50 other cars it is to be found now in the Perris trolley museum. O.E.T. has operated the car for regular visitors and for RHSofSD members and guests on a 1965 railroad excursion. Operation has been suspended, however, until insurance problems are solved. The car is a California-type car with drop platforms at both ends. (A California car traditionally has an closed center with an open section at each end.)

DISPATCHER is 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 CA 92109. Dispatcher is also affiliated with the Pacific Southwest Railway Museum Association. Editor is: Eric Sanders, 7861 Normal Avenue, La Mesa CA 92041. RHSofSD president is Clifford Skeen. Dispatcher is available with RHSofSD dues (\$3.50 Society membership) or for four issues for \$1 or eight issues for \$2. Readers are invited to write the Society or the Dispatcher for information. Pacific Southwest Railway Museum Association address is Room 5, 1050 Kettner, San Diego, Cal. 92101

3 (Feather River Railway three truck Shay locomotive - stored on a lot adjacent to Santa Fe's 22nd Street Yard in San Diego) This locomotive was built in 1923 for use on the Feather Falls area logging operation. Since 1939 it has been operated by the Georgia Pacific Corporation through subsidiary Feather River Railway Company. Trains powered by No. 3 brought logs from the woods to the mill at Feather Falls and transported products from the mill down the "main line" to the Western Pacific at the Land interchange. It last saw service on March 19, 1965 when it pulled a train from Feather Falls to Land. Steam took a back seat on the railroad in 1961 when the first diesel was brought in. Today, because rising waters, impounded by the new Oroville Dam, are inundating a major portion of the railroad's right-of-way, all railroad operation has ceased and trucks carrying the railroad name now transport logs and mill products over area highways and roads. On February 13 the Georgia Pacific Corporation donated the Shay and a truck load of spare locomotive parts to the Pacific Southwest Railway Museum Association. The Shay was taken April 17 to Perris but plans were changed and it was sent on to San Diego, arriving there on June 10. It will be refurbished and readied for operation on the yet-to-be-established operating railway museum. (Data: 3-truck Shay, Lima - #3221, 14 $\frac{1}{2}$ x15 / 36 / 200 / 40,400 / and 204,700; originally Hutchinson Lumber Co. #3; later Feather River Pine Mills No.3)

3 (Mojave Northern tank-type 0-6-0 locomotive; stored at the Orange Empire Trolley Museum in Perris) Southwest Portland Cement Company in Victorville, California (parent company of the Mojave Northern Railroad) in May 1966 donated No. 3 (yes, there are two No. 3 locomotives) to the Pacific Southwest Railway Museum Association. This one was built in 1923 by Davenport. It was taken out of service in 1957. (Diesel-powered locomotives now work the Mojave Northern.) The locomotive arrived in Perris on July 30, 1966 and was soon moved into the Orange Empire Trolley Museum. When inspected a few weeks ago officials found the fire box was damaged - apparently because the locomotive had been dry-fired (fired up without water in the boiler). The locomotive is not operable now but repairs can and will be made by PSRMA when funds are available. It's an oil burner, it is small, and it is very suitable for museum operation. (Data: 0-6-0T, built by Davenport in 1923 - #1972, 17x24 / 42 / 180 / 15,275 / 118,000; built new for the Mojave Northern.)

9 (Santa Maria Valley Railroad rail bus, located on private property in Lakeside) Santa Maria Valley Railroad railbus No. 9 was found in a scrap yard in Santa Maria. The owner on learning that restoration and operation was intended donated the car to the Pacific Southwest Railway Museum Association. The car is powered by a Model A Ford motor. It was purchased by the Santa Maria railroad as an express car. It is classified as a 12-passenger rail bus and it reportedly did carry passengers in Santa Maria operation. The motor has been overhauled, the body has been rebuilt, and operation is in the near future. Box-like and not exactly appealing in appearance, it nevertheless should be an asset as it will be easy to run and maintain and it undoubtedly will attract the attention of museum visitors. (Data: built in 1932 by Fairmont Railway Motors Inc., Fairmont, Michigan - #137425; body is by Eckland Brothers Co., manufacturers, bus bodies, Minneapolis, Minn. (#829). Motor has four speeds forward and there is a two speed gearbox on the rear end; it can be raised on a center-mounted jack and turned around for the return trip)

10 (E. J. Lavino and Company 0-6-0 tank-type locomotive; stored in Perris) E. J. Lavino and Company, a metallurgical firm in Sheridan, Pennsylvania, on May 11, 1966 donated No. 10 to the Pacific Southwest Railway Museum Association. It arrived in Perris on January 31, 1967 after a 2100 mile journey and is now located at the Orange Empire Trolley Museum. It was recently test fired and test run. After minor repairs are made the locomotive will be ready for operation. Operation is planned this year at Perris; eventually it also will be brought to

San Diego. The locomotive, a coal burner, was a plant switcher in Sheridan. (Data: 0-6-OT American 1923 - #64764; 18x24 / 44½ / 180 / 117,440; built new for E.J.Lavino)

CYRUS K.
HOLLIDAY

The "Cyrus K. Holliday" is an open-observation private car owned by John Scripps, Thomas Sefton, Jack Stodelle, John Lightner, Fred Finke, Bill Spicer and Homer Rydell. It is stored in the Santa Fe San Diego coach yard adjacent to the passenger station. The car is maintained in operating condition and is used for trips on United States and Mexican railroads. It was built in 1921 as Car 52, the president's car for the Soo Railroad. It is 83' in length. The San Diego group purchased the car in August 1961.

VICTORIA

"Victoria," formerly "Blackhawk," is a private car owned by Charles Pratt, Steve Sourapas and John Cuchna. It has a blue paint job and it is the ex-Pullman, "Robert Peary," of the Explorer series. It was rebuilt in 1944 for Ralph Budd. The present owners purchased the car in September 1966. Since purchase it has been worked on and is in excellent shape and well furnished. This car has already been used several times on United States railroads.

SECTION
CARS

Section cars of all shapes and sizes from the Canadian National, Santa Fe and other railroads have been purchased variously by Terry Durkin, Walter Mayward, Tom Sefton and Lee Adams. Several have been used on specially arranged trips including one to Escondido on the Santa Fe branch and two on the Sonora-Baja California Railroad. Cars will be available for museum use.

43

(Coronado Railroad Co. horse car; stored in Spring Valley) About five years ago the body of a horse car was located on private property near 32nd and Imperial. It was saved and is presently owned by Douglas Duncan and Charles Gerdes. The car has been completely dismantled and all parts have been cataloged and stored until restoration is undertaken. Many damaged or missing parts have been replaced or repaired. The late Richard V. Dodge determined the car to be none other than Coronado Railroad horse car No. 43. Reportedly it was used in Coronado until the steam dummies were in service. It was acquired by the San Diego Electric Railway Co. in 1908 and sold in 1919.

316

(San Diego Electric Railway single-truck Birney car; stored in Spring Valley) Charles Gerdes purchased the body of San Diego Electric Railway Company street car No. 316 from a property owner in the Alpine area. The car was "retired" in 1934 but it had not been in use for many years. Gerdes has scoured the West Coast for Birney car parts which are needed for authentic restoration. The car has been dismantled and parts stored, a new body frame has been fabricated, and many missing parts built. Gerdes intends to provide in some manner for its operation. (Data: Built by American Car Co. in 1920, L 28', weight 18,200#, trucks 1B-79E, control K63BR, seats 32, purchased new for SDERY)

OTHER
EQUIPMENT

Other San Diego County club or individually-owned railroad equipment includes a Santa Fe passenger car owned by the Oceanside and Carlsbad Model Railroad Club which is located on land adjacent to the Oceanside station, another Santa Fe passenger car located in Escondido's Grape Day Park and owned by the Escondido Model Railroad Club, a small tank-type locomotive owned by Scrap Disposal Inc. of National City - ex-Rock Island, we believe, and a small narrow gauge operating steam locomotive acquired by the late C.B. Pollard of Vista. This locomotive may have been moved to Poway. This appears to be a complete listing. Further information concerning the above will be published in a future issue of Dispatcher. Of course, don't forget the live steam and model railroading!

The San Diego Transit Corporation, a city-sponsored nonprofit transit agency, on Saturday, July 1, at 12:01 a.m., took over operations of the San Diego Transit System. Takeover from the Haugh interests came one year and three weeks after San Diego City voters approved the city takeover and voted a 10¢ supporting tax. Action followed a wait for a federal grant and completion of court litigation. Last hurdle was cleared June 26 when Superior Court Judge Byron Lindsley ruled in favor of the city on a taxpayer's suit filed last August by Frederick J. Ruane, brother of James Ruane, president of Goodall's Charter Bus Service. It was contended that the city did not have the authority to engage in charter service in competition with private operators. The decision will be appealed.

Clinton McKinnon, former congressman and one time San Diego radio station owner and newspaper publisher (KSDJ and the San Diego Journal), is the president of SDTC; Tom Prior, former transportation director of the City of Santa Monica is the manager. SDTC is financed by an ~~\$8M~~ program based on a federal grant of \$3.9M and the special transit tax. The corporation will acquire about 200 buses and other assets of SDTS and will buy 100 new air-conditioned buses. SDTC, it is understood, will also take over the Homeland run of the San Diego Economy Line, Inc. Not included in the acquisition are the Lemon Grove - International Border run of the San Diego Economy Line and the San Diego - International Border line service of Western Greyhound. Also not included is the service of the San Diego & Coronado Ferry Company.

Anticipated is a rollback of the 30¢ two zone (and minimum) fare to a 25¢ fare, an increase in service, and a promotional campaign. The charter service is expected to be quite profitable. Unincorporated area and cities other than San Diego will be expected to contract with SDTC for service. Little has been said about this service but possibly profitable lines will continue in operation even if contracts are not signed. SDTS has served the metropolitan area extending from Imperial Beach to La Jolla Shores and Coronado to El Cajon. The California Public Utilities Commission had agreed to cancel SDTS' operating certificate provided the transfer of ownership was completed this year. PUC will no longer have control of schedules and fares on the city buses.

Dispatcher has devoted space to the bus system transfer because SDTC does in fact represent the service once performed by area trams, steam dummies, motor trains, horse cars - and trains. It would appear that the era of modern transit in the San Diego region might just have come a little bit closer. Sad to say, though, in all the goings on little has been said about rail rapid transit - if anything has been said.

In the next issue Dispatcher - for the benefit of out-of-towners will summarize developments regarding the construction of the San Diego - Coronado bridge and the demise of the ferries. Almost certainly, sometime during the year 1969 the ferries of the San Diego & Coronado Ferry Company and the Star & Crescent Boat Company will sail for the last time. Construction of the bridge is underway. Interest was shown by some citizens in keeping the North Island ferries operating. Apparently, legally this is not possible. Just at the time San Diegans realized the ferries' days are numbered they also learned that National Steel & Shipbuilding is building four giant ferries for the Washington State Ferry System. We're stretching this a point. The ferry, "Hyak," has been completed and it left June 23 for Seattle. It had some problems with some bearings and it was reported to have - of all things - sailed into San Francisco Bay for repairs. The first ferry is the toughest to build. All the bugs will be ironed out and construction of the other three will be rapid. Indeed, the second is nearing completion. The "Hyak" is quite a ferry. On the top deck is a coffee shop and a passenger lounge; next one down has more passenger space and the rest rooms; next one on both sides has two lanes for vehicles; main deck has two lanes on each

DISPATCHER page 51-10

side and three high ceiling lanes in a middle enclosed section - this section takes up space on both vehicular decks in order to accomodate trucks. Ferry capacity is around 150 vehicles and 2500 passengers. The "Hyak" will go into service this July on the Seattle - Bremerton run. Your editor hopes to ride it in late July - but in case he doesn't who'll send us a picture? We'll give you the statistical data in the next Dispatcher. Incidentally, Washington State Ferries has just had a small ferry built in Portland - or was it Oakland? - for service in the Tacoma area.

Main line trains 451-452 of the San Diego & Arizona Eastern Railway Company appear to be 30 to 40 cars long with four units of motive power. On May 30 at Jacumba the writer observed No. 452 powered by 3656-3483-3583-3659. About 40 cars. A similar length train left San Diego on June 28. Noted this month in the San Diego yard were switchers 5101, 5106, 5114, 5119, 1013 and 1175. Charles Kent reports the SP Industrial Number System is now in effect on the SD&AE. Sample number is 12018. No. 1 is the yard zone, 20 is the track, and 18 is the spot. Coronado, Chula Vista and Tijuana are Zone 2; Encanto to El Cajon section is Zone 3.

Sonora-Baja California Railroad Train No. 1 in May returned to its overnight schedule. Two steamers, reportedly used at López Collada for the movie "Viento Negro", are located on SBC property. SBC 1344 (ex NdeM 1344, 2-8-0; GR-32, Alco Cooke 1906; 55-21x26, 218,037; 38,896 (or 193,600?) is parked on a siding adjacent to the Mexicali locomotive facility; SBC 2702 (ex NdeM 1137, 2-8-0, GR-20; Alco 1921, 55-21x28; 116,000; 34,350) is on exhibit at the Benjamin Hill station. The Benjamin Hill station is new and construction still continues at Mexicali. Look now for some SBC purchased and leased silver-side coche dormitorio and buffet cars.

Activity on The Atchison, Topeka & Santa Fe's Surf Line in midyear of 1967 remains pretty much the same. Passenger schedules in effect since October, 1966, are: Lv. San Diego - 73 at 7 a.m.; 75 at 11:30 a.m.; and 77 at 4 p.m.; leave Los Angeles No. 74 at 7:30 a.m.; 76 at 11 a.m.; and 78 at 7:45 p.m. Running time for all trains is two hours 55 minutes. Special movements are by no means unusual. In January a troop train of five units pulling 17 cars came to town. Units were 45-3083-24B-44A-26C; cars included a baggage car, two diners, a Santa Fe snack car, and 13 Pullmans variously from GN, UP and ATSF. Later in the year there was at least one more troop train. Then there was an Easter Zoo special from Los Angeles, an Avocado Festival Special from Los Angeles to Fallbrook, a Rotary special from San Diego to Escondido (the lead unit derailed near Escondido Junction on the return trip and all passengers completed the trip on SDTS and Oceanside buses), several trips for the "Cyrus K. Holliday" and the "Victoria," Santa Fe business cars, the three Permacel cars this month., the "Holiday On Ice" cars last Christmas, the PSRMA Shay also this June, and in August there's the "big" circus train. Don't underestimate the Santa Fe! There's much going on!

Besides the Escondido derailment of No. 18 - locomotive, that is - there was at least one derailment on the Sorrento hill of a freight train. And surprise! The freight facility, in a trade with Western Car Loading, moved from across the passenger station tracks to 1347 Sampson Street. The agent's office is in the passenger station, the freight house offices remain in the old freight house, but the freight house itself is now on Sampson Street. In May Santa Fe announced a one-price ticket California to Chicago and Kansas City. Encinitas station was painted "candy apple red finish with white frosting" - and PUC refused permission to close the station...In June Santa Fe announced 40-hour piggyback and containerized cargo service between Los Angeles and Chicago. San Diego station tracks, east-to-west, are: Bekin's spur, Stub 1, Stub 2, tracks 2,3,4,5,6 and then the coach yard tracks.

Look you all - we plan to revive the old Dispatcher some - expect an issue after summer vacation. We need some money. Need any back issues. Happy vacation, all!