

# Dispatcher

Issue #8

Railway Historical Society of San Diego, California

Nov. 3, 1956

## ESCONDIDO BOUND!

By Richard V. Dodge

When you say "Grapes", you mean Escondido.

"Situated in the rolling expanse lying between the San Dieguito and San Luis Rey Rivers at an elevation of 750 to 800 feet, Escondido is encompassed by mountain, vale and sea." Such was the picturesque language of the Chamber of Commerce describing the little town in the heart of a rich agricultural community which became renowned for its "Grape Day" festivals.

The story of how Escondido got its railroad is entangled in the bitter struggles of the Santa Fe versus the Southern Pacific for control of Southern California's freight and passenger traffic in the 80's. A few paragraphs follow which will serve to refresh your memories.

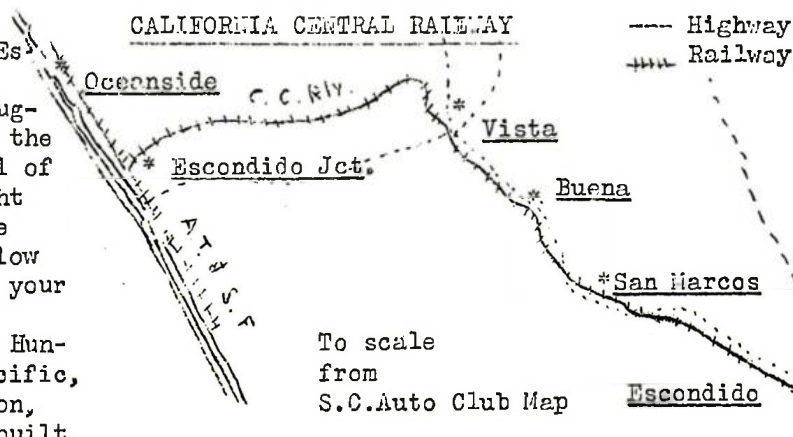
Defying Collis P. Huntington and his Southern Pacific, the promoters of the Atchison, Topeka & Santa Fe Railroad built

the California Southern Railroad from National City up the coast to the San Luis Rey River in 1881. (San Luis Rey station was renamed "Oceanside" in 1883.) It was extended through Temecula Canyon to Temecula, Elsinore, Perris and Colton in 1882, to San Bernardino in 1883 and finally, through Cajon Pass, to Barstow. The first Santa Fe passenger train from Kansas City to reach a Pacific port in the United States arrived in San Diego Monday morning, November 16, 1885.

This set off a vicious rate war, followed by a huge surge of immigrants in Southern California. The result was a great land boom so fantastic as to border the lunatic fringe, extending from mid-1886 through the first part of 1888. New townsites and sub divisions sprang up overnight.

One new colony of San Diego County was named "Escondido" (Spanish meaning "hidden".) and lots were placed on the market by the Escondido Land & Town Co. in March 1886. "No saloons! We prohibit, by a clause in our deeds, the sale of intoxicating liquors.", read the ads.

In September of that year a new railroad scheme was formulated by a group of business men gathering in Oceanside. The plan was to build from Oceanside via Escondido, Poway, El Cajon, Chollas Valley and Maricou to San Diego. The organiza-



| ESCONDIDO DISTRICT |           |                |       |           |
|--------------------|-----------|----------------|-------|-----------|
| WESTWARD           |           | CURRENT-1956   |       | EASTWARD  |
| Cars               | Ring, Gr. |                | Miles | Ring, Gr. |
|                    | Ascend.   | Dist.          |       | Descend.  |
| 25                 |           | Escondido YL   | 21.1  | 95.0      |
| 14                 | 83.4      | San Marcos     | 16.2  | 113.2     |
| 11                 | 70.3      | Buena          | 12.9  | 116.2     |
| 10                 | 116.2     | Vista YL       | 9.2   | 116.2     |
| 9                  | 116.2     | Falda          | 7.8   | 84.5?     |
| 8                  | 87.6?     | Talica         | 3.7   | 84.5?     |
| -                  | 87.6?     | Escondido Jct. | 0.0   |           |

No switch lights on Escondido District.  
None at Escondido

Office of Communications at Escondido & Vista  
Clearance at Escondido on return trip.  
(from Emp. TT. #152)

tion was to be named "San Diego County Central Railroad Company".

Within two weeks there were persistent rumors that the Southern Pacific would extend its Los Angeles & San Diego Railroad from its terminus at Santa Ana to Escondido, El Cajon and San Diego, via the "inland route".

In October, William Barstow Strong, President of the Atchison, Topeka & Santa Fe Railroad, and party appeared on the scene, ironed out difficulties with the promoters of the San Diego County Central and, in November, the articles of incorporation of the "San Diego Central Railroad Company" were filed. Since the charter of the California Southern Railroad did not provide for the construction of branch lines, separate corporations were formed for each feeder. The Santa Fe promoters soon took over the San Diego Central company. Surveys were run and a route was established, but no effort was made to build.

In April 1887 the Oceanside Star raised the question: "When will the San Diego Central commence work?" The Escondido Times answered to the effect that it will not commence until it is forced to do so and, if it can keep the Southern Pacific out of the field, it never will commence.

Then came the announcement that the Pomona & Elsinore Railroad was formed to build through the Chino Ranch, the ultimate object being to extend the line to San Diego via the "back country." Plans were proposed for a San Diego & Elsinore Railroad.

About this time there was a reorganization of the California Southern's feeders. In June 1887, the San Diego Central Railroad and seven other branch line companies were consolidated into the California Central Railway Company.

In the same month word was spread that the San Diego Central will soon be built over the route as surveyed. Now it looked like at least "two parallel railroads are headed for the City of Bay and Climate." Grading work was started from the 22nd Street (now Beardsley St.) station of the California Southern towards El Cajon in October.

The San Diego Central had already purchased the new Babcock & Story wharf, including the slip for the Coronado ferry, and built trackage to it on Atlantic St., now Pacific Highway, in San Diego.

Construction from Oceanside followed and by December 9 the graders were in San Marcos. On the "San Diego & El Cajon"

four miles had then been graded, with the expectation that it would be completed to the Valley in March 1888.

On December 24, the Times reported that "Escondido can hear the locomotive whistle" and the initial trip from Oceanside to Escondido, was made on Dec. 31, 1887.

A select excursion was run on New Year's day. The trip was described in the San Diego Sun, in part, as follows: Invitations were issued late Saturday evening, the 31st, by the San Marcos and the Escondido Land Companies. A special car took thirty prominent citizens to Oceanside. There the train was made up consisting of the engine and three cars and left Oceanside at 10 a.m.

"The new road runs parallel to the old railroad about two miles, then turns eastward through Crouch's Canyon and, making many graceful curves and ascending the steepest grade of 116 feet per mile, it finally debouches a short distance beyond Buena into the famous San Marcos Valley. Here is seen the first evidences of a live town.... Three or four miles beyond, the train travels down into the famous Escondido Valley, the celebrated sun-kissed vale. There were many exclamations of admiration from the visitors who saw Escondido for the first time."

The 35 mile drive from San Diego to Escondido by horse and buggy or wagon was a long, disagreeable, dusty (or, maybe, muddy) trip over unimproved country roads. So immediately through train service was sought, even though the distance by rail was 65 miles.

The "Escondido Branch" was included in the Joint California Southern-California Central Time Card No. 2, effective January 1, 1888 but through passenger train service was not inaugurated until Time Card No. 5, in effect May 20, 1888. Then two passenger trains, each way daily, were put on between National City and Escondido. These were operated by the California Southern Railroad, usually using eight wheelers of the A. T. & S. F. RR. as motive power. These were operated for only a few months and, when two passenger trains were established on the California Central's new "short line" to Los Angeles (the present route), service to Escondido was changed to three local trains daily, each way, connecting at Oceanside.

Depots were built at San Marcos, 15.9 miles from Oceanside (present mileage 17.2), and Escondido, 22.2 miles, being

finished about July 1888. Other station stops were established at (Buena) Vista, 10.1 miles, and Buena, 13.6 miles.

But the Boom had begun to collapse. The inflated prosperity quickly faded though progress continued on the construction of motor railroads out of San Diego and some real estate ventures flourished for a time. Within two years San Diego had lost one-half of its population. Construction on the San Diego Central stopped and Escondido remains to this day the terminus of the branch line from Oceanside.

Schedules were cut and juggled: two locals, then only one, then "daily except Sunday", one mixed train from National City, then plus one additional through train on Saturdays and Mondays, Escondido-Oceanside-Fallbrook tournarounds, the latter changed to "mixed", and other variations.

Passenger fares were reduced in June 1889 between San Diego and Escondido, the one-way from \$3.15 to \$2.20 and the round trip from \$5.70 to \$4.00.

A shake-up in the management of the Santa Fe took place in 1889 and, on Nov. 7, the California Southern Railroad, the California Central Railway, together with the Redondo Beach Railway, were combined into the "Southern California Railway Company."

The depression of 1893 forced the A. T. & S. F. RR. into bankruptcy and the present corporation, the "Atchison, Topeka & Santa Fe Railway Company" emerged. The A. T. & S. F. Ry. leased the Southern California Railway in 1904 and "bought" it in 1906.

"Grape Day" in Escondido was inaugurated on September 9, 1908. Unfortunately the schedule of festivities was upset by four hour delays in the arrivals of the two excursion trains bringing visitors.

When water from Lake Henshaw was in supply for domestic use and irrigation, the section around Vista developed rapidly during the "Avocado Boom" of the '20's.

One through passenger train from San Diego to Escondido was restored for several years but the development of the automobile and World War One caused its elimination and the establishment of "mixed trains" only, daily except Sundays, between Escondido and Oceanside. A wooden combination baggage and passenger car was used.

Passenger service was entirely discontinued during World War Two, the trains retaining their "Second Class" status with the notation "Freight only" for a time. Now they run as extras.

Escondido's growth has been slow but

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## WELCOME

Welcome aboard RESofSD Excursion No. 4. We sincerely hope you find our train to your liking and that you make yourself at home. Please keep in mind the common sense rules of safety. Remember that our train is a regularly scheduled freight and not a passenger train. RESofSD members wearing "official" ribbons will be happy to answer all your inquiries. Our enthusiastic thanks to the Santa Fe Railroad for giving us this rare opportunity to see a little known and historical section of their road.

The Society is in need of new blood. If you would like to join our group you are most welcome. Just give your name and address to one of the members and you'll be notified of the next meeting. No dues, no constitution...just a group of people interested in railway historical lore.

Let us know how you like the excursion and if you'd be interested in more in other parts of the county.

Railway Historical Society ofSD  
Jack Stodelle, president

### From Column One

steady, and surrounded by some of the best horticultural and agricultural lands to be found in Southern California, continues to prosper. It boasts two of the largest citrus packing plants of the "Sunkist" organization. The availability of Colorado River water has immensely brightened the outlook for the future of the territory served by the "Escondido Branch."

Richard V. Dodge  
September 24, 1956

# BRANCH LINE FIREMAN

4.

by Phil Middlebrook

I had been fighting the extra board for over a year and was getting tired of irregular hours, hostling jobs, midnight goats and several other things which befall an extra man. A regular daylight run on the Escondido branch had opened up and as I thought I had enough whiskers to hold it I decided to bid the job in. Much to my surprise I was the senior and only bidder. Several of the boys advised against my going down on an outlying job. "Never be able to learn anything down in the sticks" was the main theme.

Phil Middlebrook, Dispatcher subscriber and well known San Diego railroader, wrote the notes for this story over 30 years ago. He had intended to use them in a story and submit the story to a magazine. He never did. But he offered us the notes for use in this special issue. Phil is now a Santa Fe engineer on a San Diego switching job.

The run tied up at Escondido, a town of about 2500, some twenty miles inland from the coast. We signed on at six thirty in the morning, did what switching we forgot to do the night before and departed for Oceanside about seven ten. At Oceanside we did station switching and on arrival of Train 72 we went to Fallbrook and return on the other branch. Connecting with Train 74 we returned to Escondido for the night. No Sunday service gave me an opportunity to come home weekends.

The crew consisted of Engineer Bob Milligan, Conductor E. M. Day, Brakemen A. W. Fox and Gus Mathews. All were old heads, Fox and Mathews being Numbers one and three on the seniority list. Milligan would work a few weeks and then lay off for two or three months. Engineer William Angelo would come down and take the job. Later Engineer Frank Farmer bumped on the run. When Farmer was pensioned I gave the run up and have never been back on it.

The Escondido branch was laid with 51 pound rail and no ballast, so small engines had to be used. Nothing larger than the 724 was allowed. Once a month an engine would be sent down from San Bernardino for a change off. We had to keep the engine running and we did all the necessary repair work, boiler washing and so on. I soon learned to take apart and clean a brake valve, double check valve or tripple, replace broken brake beams, springs, spring hangers and pack pistons. I also learned many little tricks about getting the engine in with broken pipes, springs and other petty failures.

Chugging towards Escondido one rainy afternoon we flushed the granddaddy of all Jackrabbits. He loped alongside the engine for some little time and then decided to cross over ahead. Frank tooted the whistle in a series of short toots and Mr. Rabbit put on more speed. A freshly oiled highway paralleled the railroad at this point. When the rabbit hit the oil his feet went out from under him, he turned over on his back and slid across the road into the ditch. His legs were flailing the air as he slid and as he lay there in the ditch. Had he been right side up he would have been making at least fifty miles an hour.

Having lost a side rod collar, Frank sent for a new one. That night when we tried to put it on, the pin was too large for the hole in the drive wheel, so we tried to force it with a few taps with a sledge hammer. It wouldn't go in, and also wouldn't come out, and as it did not clear the guides the engine could not be moved. We tried every way to get the pin out but it was stuck fast so the only thing we could do was to saw it off. Another tragedy----there wasn't room for the hacksaw frame. By taking turns laying on our backs under the cross head we finally sawed the pin off by using the blade without the frame. It was some job. Glad I'm not a shopman.

One of the Escondido barbers lived along the track at a little station called Richland about four miles out of town. At intervals his mother-in-law would come to visit. She always traveled by train. When she had finished her visit, her daughter and she would walk to Richland station and flag the train with an old newspaper.

The station was at the bottom of a short two percent grade. The section foreman would cut the grass at the top of the hill and in the flat at the bottom, but always leave the hill until last. The grass was exceedingly lush this spring and we were having a lot of difficulty making the grades. This day the two ladies flagged the train and Bob made quite a heavy brake application as he was going at a good clip. Every wheel on the train picked up and we went sliding merrily past the station. As we passed, the barber's wife hollered, "why don't you stop?" Bob looked back over his shoulder, his moustache blowing in the breeze, and hollered back, "I cain't stop!"

Just as we stopped over the pit one night a spring hanger broke letting the spring fly up against the boiler. Bill started getting wedges and blocking to raise the engine so we could put in a new hanger. I suggested that we wrap a chain around the end of the spring and around the mainrod, then move the engine and pull the spring down in place that way thus saving a lot of back-breaking labor. He didn't think much of the idea but he agreed to try it. Instead of the spring coming down, the mainrod bent up. We had to take it off and get a rail bender and straighten it as good as we could. Then we put on the hanger in the old fashioned way. The main rod had several funny looking kinks in it, but it seemed to work all right. I don't know how Bill explained it, if he ever did. He told me to keep my labor saving ideas to myself hereafter,

Vista station is in a narrow valley with two percent grades in both directions from the station. Milligan would bring the train down the grade with the automatic air and just before making the station stop he would release the automatic and set the straight air on the engine. If we had twelve or fourteen box cars ahead of the coaches it was murder. Anything Albert had in the baggage car door to unload was unloaded along the right-of-way. Seasoned passengers learned to brace themselves. The conductor ranted and raved, but I never did see Bob make a station stop any other way.

Two girls kept pestering Frank to let them ride on the engine from Vista to San Marcos. One day Frank told them to get on and get it over with. About three miles out of Vista a spring hanger broke, not an unusual thing on the rough track. We all piled out of the engine and stood looking at the broken part. Frank put his hands on his hips and glaring at the two girls said, "Now look what you have done to my engine." We started removing the broken parts when I happened to look back up the track. There were the two legging it back to Vista as fast as they could go. We never did see either one of them again. I guess they thought they had broken down the whole Santa Fe system.

In spotting the packing house at Escondido the curve was such that it was necessary to pass signals to the fireman. Albert was quite nervous and unless he could see at least half of the fireman draped out of the window he would run all the way up to the engine to find out where he was. I had a hole in the back of the cab where I could look out and see him on top of the cars, but he couldn't see me. Bill would back up rather fast and Albert would start to scream and run, waving his arms like a windmill. Just as soon as he gave a stop sign we stopped. Then I'd stick my head out and ask if he had the cars spotted O.K. I should have been shot as he was one of the best hearted men I ever knew and would do anything for you he could.

We were making a drop of the merchandise car in on the house track at Ocean-side. Albert was at the switch and Gus was to get the pin. For some reason after lining the switch for the car to go in on the house track, Albert decided to run it down and ride it in. Gus after pulling the pin climbed leisurely up the front ladder, Albert swarming up the rear one. Both popped their heads over the top at the same time and then climbed down and dropped off. After the car had passed they stood looking at each other and then started after the car, but too late. It had too much of a start. There was quite a lot of noise and dust when the car hit the ones spotted at the house. No damage except to Albert's pride.

Albert wore a regulation uniform cap in the top of which he carried the

switch list, waybills and various other articles. He would put the switch list in his cap then sally forth to the yard. If late he would run up one track and down the other holding his hat in front of him checking cars against the list. One day the yard was full of stored reefers. The only switching to be done was spotting the house and an oil car for the pumper. An extra engineer who had been a switchman was on a work train. He talked the operator into letting him make out the switch list. He took one of the long lists and listed every car in the yard on it. Along in the middle of the list were two moves. Albert got this long list out of the box, his eyes bugged out. Cramming it into the top of his hat he raced out into the yard. For twenty minutes he ran up one track and down the other, the work train hogger rolling on the floor of the baggage room with glee.

The stem of the wye at Escondido just held an engine and two coaches. After setting the freight cars out on the house track we would back around the wye with the coaches, kick them back up the main line to the depot and pick up our freight cars and double onto them. One evening we were backing around the wye. It had been raining, and there directly back of the stem was the most perfect rainbow I had ever seen. I called the engineer's attention to it and we were both enjoying the sight when suddenly the engineer said, "I wonder what is the matter with Albert? He is way out in the hayfield having a fit." About the same time we stopped with a lurch. The back truck of the hind coach was off the end of the wye and over the dirt bumper. Luck was with us for it pulled right back on the track in spite of Albert's prediction that, "We'll all get fired."

One lesson I'll never forget. I learned it the hard way. We had broken a tank brake beam. After putting the engine over the pit Frank opened the main reservoir drain to get rid of the air before starting to remove the broken beam. As I walked around the back of the tank I reached down and yanked the angle cock open. The coupling on the end of the hose hit me in the knee so hard I was just able to stagger over to the pump house and lay down. Never have I had anything hurt so. From that day to this I never turn the angle cock without having a firm grip on the hose.

The Fallbrook branch left the main line two miles west of Oceanside, swinging away to the right between the Santa Margarita River and a series of high bluffs. About two miles from the Junction the valley widens out and the road crosses several side valleys. In the spring time this whole wide valley was one solid mass of wild mustard, a vivid yellow standing cab high. As the train passed through this mustard the blossoms and petals would eddy around and up into the cab and coach like yellow snow. I think my hay fever, from which I have suffered for years, started right here.

The right-of-way was not fenced off, so cattle, horses, pigs and other live stock roamed at will over the tracks. At a siding called Stock Pen, right where the Camp Pendleton headquarters are now located, it was quite common to find fifty to two hundred pigs sprawled out between the track, their heads resting on the rail. We would have to stop and shoo them off before proceeding. The tracks were built on a fill between Ranch House and Stock Pen, several short bridges being used instead of pipe culverts. One day we saw a large Percheron horse standing on one of these bridges. On stopping we found one had slipped down between the ties, all four feet dangling in the air. It was necessary to get cowboys from the ranch, ropes and planks to extricate the unfortunate animal. I was standing near the horse's tail while the boys were getting ropes under his front feet in an attempt to pull them up on the bridge deck. The conductor admonished me to look or I would get kicked.

A short distance beyond Stock Pen the road leaves the valley and climbs over the hill to Fallbrook. The grade was nearly three percent. One morning the engine slipped down in a cut near the bottom of the hill. Investigation showed the cut literally alive with small grasshoppers. Try as we might we could not get enough traction to get the train through that cut. All the sand in the dome was used up and dirt was shoveled on the track. Fallbrook had no train service that day. (Cont. P.8)

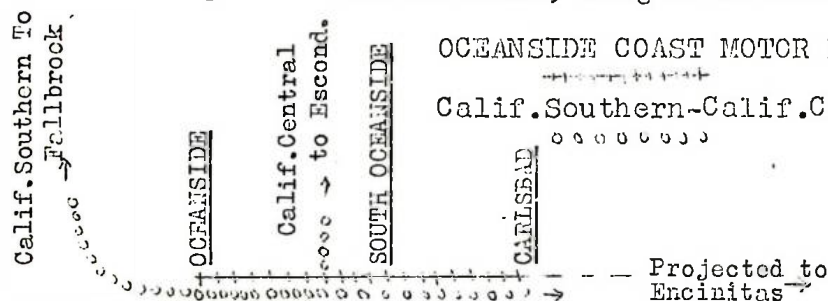
# FORGOTTEN LINES OF SAN DIEGO COUNTY <sup>7.</sup>

by CLIVE FOSS

The excursion on Santa Fe's Escondido branch will doubtless arouse a great deal of interest in that line. However, railfans have so far neglected the fact that there were additional rail lines at both termini of the Oceanside-Escondido line, which are the subject of this article. Information on these lines is relatively scarce, and the writer only found about them from a couple of passing references encountered while working on another project.

Since Oceanside had expanded greatly due to the boom of the late 1880's, there was considerable agitation for additional railway lines (Oceanside was then known as an important railroad center, being on the main line of the California Southern, and the terminus

of the California Central). As a result of this agitation, the Oceanside Coast Motor Railroad Co. was incorporated in 1887, with a capital stock of \$50,000, and with the purpose of constructing and operating a steam-dummy



line down the coast to South Oceanside and Carlsbad. Mr. J. Chauncey Hayes, an early settler, who founded and owned most of South Oceanside, was the president and principal stockholder.

Naturally, the press was quite elated about this project. The South Oceanside Diamond of 9 March 1888 carried the following enthusiastic notice: "UNITED! The Motor Road a Certainty! Oceanside, Carlsbad and South Oceanside to be One. Work to begin at once!" The gauge of the road had been determined upon by the end of that month, and work was progressing rapidly by May - over 1000 feet of the roadbed were already completed and ready for the rails. The press predicted that the road would be finished in a few weeks, and would be extended to Encinitas "as soon as the people of that section realise its advantages and solicit the same." The Diamond said, "Carlsbad will be greatly benefited by this new road, as it will afford a cheap and convenient mode of transit between our town and its neighbors, a convenience that cannot fail to be appreciated."

Apparently, work was continued for a little while longer, but it soon came to a standstill, since the city had failed to grant a franchise down Couts St. (South Oceanside). A year later, the Council had still failed to grant the required franchise, and the Diamond of 10 May 1889 bemoaned the fact that the company was making plans to dispose of the ties and rails now on hand to San Diego parties.

Despite this, advertisements for South Oceanside in the local paper carried the following notice through 1889: "The town is soon to be connected with Oceanside and Carlsbad by a motor road, already graded," and the line was shown on maps of South Oceanside as late as 1891. However, in March of that year, the company finally sold its rails and ties to the Southern California Railroad, thus ending Oceanside's hopes for a Rapid Transit line to the south.

Calif. Central

U.S. 395

Broadway

Post Office

Brewster Hotel

Depot

ESCONDIDO STREET RAILWAY

## AND IN ESCONDIDO

In Escondido, the boom of the 80's had a considerable effect; the Escondido Land and Town Co. built a hotel and water works, and projected many other civic improvements, including a street railway. Equipment (one or two cars) was ordered, and track was laid. An early assesment book for (Continued Page 8, Column 1).

The section house was about half way up this hill. All water had to be hauled up in tank cars. The car was cut off the main line, as there was no siding, and chained to the track while the train proceeded on to Fallbrook. The section foreman would empty the car into a trackside tank and the car would be picked up on the return trip. The section house was so isolated that the turnover of labor was large. Mrs. Brown, the foreman's wife, had a contract with the school district to haul the children to and from school. One day a new section hand and his family boarded the train at Oceanside. They nearly filled the small coach with their household goods and eight children. Mrs. Si nearly had a fit for with the five children she was already hauling this extra eight was more than her old model T Ford could handle in one trip. Si had this man transferred to another section in short order.

When the going got too tough for trainmaster Wild, he would come down to Oceanside, where he kept his pet shotgun and hunting togs. If the motor car maintainer was not busy they would take a motor car and go off up the branch hunting. If the maintainer was busy he would ride up with us and get off at some favorite spot, always warning the engineer to be on the lookout for him on the return trip. He seemed a different man after trampling alone with his gun. He was one of the few people the O'Neills' allowed the hunt on the ranch.

(Editor's note: Phil M. says motive power used on the Escondido and Fallbrook branches 30 years ago included 480, 260 and 724.)

#### FORGOTTEN LINES BY FOSS, Continued

The city (1888) lists the Company's properties, and includes the following: "Ties and equipment for street railway (assessed at) \$500." By June, 1888, according to the South Oceanside Diamond, the track had been laid, and within 30 days cars would be running between the depot and the hotel, a distance of one mile.

However, the equipment ordered was delayed in reaching Escondido, and by the time it had arrived, the boom had subsided, and the equipment was returned to the sender, never having been taken off the railroad cars. Nevertheless, some service was provided on the line after thoughts of operating a passenger service had been

abandoned. According to the Escondido Chamber of Commerce, the railway agent used a little flat car (not a hand car) over the tracks, from the station to the post office on Grand Avenue to deliver the mail pouches. This makeshift flat car was the only equipment used on these tracks.

Even this service, though, did not last long, since assessment books for 1896 make no reference at all to street railway equipment. Therefore, Escondido can be said to have had a street railway, though it was probably never a common carrier.

I wish to thank sincerely the Escondido Chamber of Commerce, the Oceanside Transportation System, and the staff of the Oceanside Public Library, from whom the great part of this material was obtained.

- Clive Foss

9 September 1956

#### APPENDIX

J.C. Andert reports that through passenger service between Escondido and San Diego was discontinued October 15, 1916. Two mixed trains in each direction between Escondido and Oceanside were put on daily except Sundays.

Speed limits for the Escondido and Fallbrook branches are:

|                    |    |
|--------------------|----|
| Escondido Branch   | 25 |
| At U.S. 101 MP 0.3 | 10 |
| MP 0.3 to 0.6      | 15 |
| Fallbrook Branch   | 20 |

Three weeks ago the editor noted that AT&SF locomotives 3004 and 3009 were handling the branch service. Cabooses were 1649 and 1974.

#### AT&SF Public Timetable 3-17-35

|       |               |     |                |
|-------|---------------|-----|----------------|
| 3:20p | Lv. Oceanside | Ar. | 6:20 p.m.      |
| 3:45  | Falda         |     | 6:01           |
| 4:00  | Vista         |     | 5:49 MIXED     |
| 4:10  | Buena         |     | 5:33 TRAIN     |
| 4:20  | San Marcos    |     | 5:25 Exo. Sun. |
| 4:35  | Ar. Escondido | Lv. | 5:15           |

#### A LETTER FROM SOUTHERN PACIFIC

Dear Mr. Sanders:

Thank you very much for forwarding the June 29 issue of DISPATCHER which contains the very illuminating article\* on the San Diego & Arizona Eastern.

The Southern Pacific Company considered it a privilege to participate in the memorializing of this railroad and your article covered the line's colorful history in a most interesting manner.

Sincerely yours,

H. B. Atwood

Asst. Public Rel. Mgr.

\*by  
R.V. Dodge

## SANTA FE SEEKS SD&AE TRackage RIGHTS TO CHULA VISTA

The Atchison, Topeka and Santa Fe Railway Company is negotiating for trackage rights over the San Diego & Arizona Eastern Railway between National City and Chula Vista (G Street) according to the San Diego Union.

Santa Fe seeks entry into its tideland property which lies south of the old tie-treating plant.

SD&AE owns and operates two rights-of-way in the area concerned; the mainline east of U.S. 101 and the former Coronado Belt Line west of the same highway.

National City, Chula Vista and the Santa Fe have signed contracts, reports the Union, with a consulting firm for a master plan of development of a 2000 acre area. Plans call for 7000 feet of deep water anchorage.

Santa Fe presently operates a switching service into National City while the SD&AE "roustabout" works the company's two lines as it journeys to Chula Vista, San Ysidro and Coronado-North Island.

Reminders of Santa Fe's (and California Southern's) old National City yard are the station (complete with agent), a WYE, some trackage in a Santa Fe industrial tract, and some tanks and other remains of the old tie-treating plant. Then there's the interesting "end of track."

### CITY OF SAN RAFAEL IN SAN DIEGO?

The "City Of San Rafael," a wooden side wheeler constructed in 1924 for the Richmond-San Rafael Transportation Co., may make its final landing in San Diego's Quivira Basin. That's in Mission Bay!

If San Diego authorities give final approval, the ferryboat would be converted into a theater restaurant. Most recently the ferry operated on the Benicia-Martinez run.

### AEROTRAIN TO RETURN TO SANTA FE

An Oct. 8 Associated Press dispatch in the Union stated that it is understood Santa Fe will conduct tests with the Aerotrain after it makes its final run (Oct. 27) on the NYC.

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\*  
\* *Announcement* \*  
\* Place your reservations now \*  
\* for RMS&SD Excursion #5 \*  
\*  
\* Repeat trip over the \*  
\* United States Gypsum \*  
\* Co. narrow gauge and \*  
\* a tour of the plant. \*  
\*  
\* Feb. 12, 1956 \*  
\* Lincoln's Birthday \*  
\*  
\* Reservations limited. \*  
\* \*\*\*\*\*

### SANDHOUSE TALK

Construction of a new line from Mojave (on SP's San Joaquin line) to Hesperia (near Summit on the AT&SF) is current Sandhouse Talk according to Subscriber J. L. Watson. Varied reports credit construction to both SP and AT&SF. Object would be for SP freights to bypass LA and be routed from Mojave to Cajon, Colton and east. It is said that Santa Fe (with SP cooperation) might then offer direct passenger service from LA to San Francisco.

### NEWS IN BRIEF

An area committee has reported favorably to sponsoring cities on the San Diego Transit Authority. Cooperation with the Los Angeles T.A. on enabling legislation is next in line....SDTS' eight PCC cars are still in town...PE's PCC cars are still stored in the Subway....Route W of the Los Angeles Transit Lines goes out on Nov. 18... No decision yet on Metro's Bellflower line...On Dec. 29 San Francisco's Routes B and C are bustituted...Portland Rly. & Terminal Co's. Oregon City and Bellrose lines have been cut back to the east side of the river....two former LATL street cars were spotted on the President Taft when it docked recently in San Diego. Cars were destined for Korea...SDTS has 10 new buses (501-510)...Oceanside T.S. has ordered five more...news dispatch quotes SP as continuing only SF Commuter, Cascade, City of S.F., Coast Daylight, San Joaquin Daylight Lark, Sunset and the Golden State. And still no "City of San Diego!"