

SAN DIEGO RAILROAD CHRONOLOGY 1850-1888

<u>DATE</u>	<u>AGENCY</u>	<u>EVENT</u>
2/18/1850	SD	County formed- includes what is now Orange County, Imperial County and part of Riverside County.
1853	USA	First railroad crosses the Mississippi River. Congress orders Jefferson Davis to conduct a railroad survey to the Pacific Ocean.
1854	SDGSPA	San Diego and Gila, Southern Pacific and Atlantic RR chartered.
1855	SDGSPA	Line surveyed east along San Diego Riverbed to Santa Ysabel, north to Warner's ranch and east to Fort Yuma via San Felipe valley.
1862	USA	Pacific Railroad Act passed by Congress.
1866	A&P	Congress grants charter for rail line from St. Louis, Mo. to Albuquerque, thence via the 35 th parallel to the Colorado River and the pacific coast. Original land grants amounted to some 42,000,000 acres. A rider also authorized the original Southern Pacific Railroad of California to meet the A&P at the California boundary.
1868	SD	Land assessment for San Diego County is \$600,000 total.
	ATSF	Santa Fe Railroad chartered in Kansas.
1869	MEP&P	General Freemont charts Memphis, El Paso & Pacific and assumes assets of SDGSP&A.
	USA	First transcontinental railroad opened at Promontory, UT.
9-25-69	SP	Central Pacific purchases land grant and assets of Southern Pacific, including right to meet any other railroad building to California via a southern route and lands acquired between San Francisco and L.A.
7- -70	MEP&P	Memphis, El Paso & Pacific fails.
12- -70	CS	California Southern Railroad chartered by General Rosecrans with assets of \$3,000,000.
	T&P	What would become the Texas & Pacific RR is chartered as the Pacific RR Company. Gold discovered in the Julian area.
	SD	First school opened in Cajon Valley.
	STRR	Southern Transcontinental RR proposed by Marshall Roberts. MEP&P loses financing.
3-3-71	T&P	Texas & Pacific re-chartered by Col. Thomas Scott from Texas to San Diego.
8-20-72	T&P	Colonel Scott arrives in San Diego with a distinguished party including Governor J.W. Throckmorton of Texas, Senator John Sherman of Ohio (General Sherman's brother), Ex-Senator John Harris of Louisiana and Prof. Agassiz. A public meeting is held at the skating rink. Scott asks for clear title to all San Diego & Gila lands, a 100' wide r.o.w., a 600' by 1500' depot lot and 100 acres of tidelands adjoining the depot. He agrees to help settle the title problem with the MEP&P, which is in default.
11-11-72	T&P	Ground broken in San Diego.
- -73	T&P	"Panic of 1873" following the collapse of the banking house in New York destroys financing for T&P. All money and lands donated in San Diego County are to be tied up in court settlements for a decade; half are lost permanently.
9-5-76	SP	First train arrives in L.A. from San Francisco on SP.
5- -77	SP	SP line from L.A. reaches the Colorado river from L.A., bypassing San Diego.
1879	CSRR	Frank Kimball attempts to convince Santa Fe RR to terminate their line in San Diego, but the plan is defeated by interests in Los Angeles.
1880	CSRR	Frank Kimball successfully convinces directors of the ATSF to construct a line of railroad from National City to the California border to meet the main line. It will be called the California Southern Railroad Company. Chinese merchant Ah Quin invited to

		San Diego to recruit Chinese contract labor. He opens a general store also.
	Census	National City census shows a population of 248 persons, mostly farmers.
10- -1880	CSRR	Nickerson resigns as president of ATSF to run CSRR.
10-11-1880	CSRR	Chief Engineer Joseph O. Osgood arrives on the Orizaba, rents office in the Reed & Hubbell building near 6 th & G. Four survey crews hired.
12- -1880	CSRR	Bids for grading opened. First camp established 16 miles from San Diego in a large tent.
1880	CS	Frank Kimball successfully convinces directors of the ATSF to construct a line of railroad from National City to the California border to meet the main line. It will be called the California Southern Railroad Company. Chinese merchant Ah Quin invited to San Diego to recruit Chinese contract labor. He opens a general store also.
1880	Census	National City census shows a population of 248 persons, mostly farmers.
1880	SD	Kimball Brothers Water Company sold to the San Diego Land and Town Company.
7-2-1880U	SD	Captain Johnson of the <i>Orizaba</i> suggests white washing the buildings on the waterfront to present a more pleasing appearance.
7-8-1880U	SD	Mr. Buckman has made a pleasing place at the soda springs.
7-14-1880U	SD	County census is published.
7-17-1880U	SD	The Reverend Father Ubach has returned after an absence of one year.
7-20-1880U	SP	A special car on the Santa Fe brought Charles Crocker, President of the SP to Albuquerque. Crocker stated that they would make a junction with the ATSF (at Deming, NM) not later than December.
7-21-1880U	SD	Till Burnes' menagerie has been reinforced.
7-25-1880U	MEX	Rumors of a serious insurrection in Mexico.
8-6-1880U	SD	The engine at the flourmill will start up today.
8-7-1880U	SD	California counties census total is 864,876, compared to 560,247 in 1870. The engine at the tannery pumped water from the new well all day. The level remained steady at 36', sign of an inexhaustible supply.
8-11-1880U	T&P	The annual director's meeting was held with Gould, Ames, Tom Scott and others present to arrange for the consolidation of interest on the Gould roads, which now total 6,000 miles in the southwest, including Colorado and Kansas.
8-13-1880U	SD	A suggestion was made was melt down the old town cannon to make a new fire bell. The cannon was presented by Commodore Stockton in 1846.
8-14-1880U	SD	It is confirmed that a new revolution is underway in Mexico. A Mexican warship, the 161' bark-rigged <i>Mexico</i> has arrived from Mazatlan.
9-3-1880U	SD	Till burns will run a stage line to San Rafael B.C. through the Tijuana valley. Tom Tighe has opened a new saloon, the Magnolia, on Sixth Street near the post office.
9-5-1880U	T&P	Rumors that Jay Gould has made consolidations as the American Railway Improvement Corp. Included are Scott's son, Sidney Dillon and G.M. Dodge of the UP.
9-28-1880P	A&P	The Santa Fe has laid 50 miles of track westward from Albuquerque towards Ft. Wingate and is pushing towards El Paso. The route is definitely located to the Colorado River just below the Needles. Thomas Nickerson et al will organize under state law to build a railway from San Diego to the Needles.
10- -1880	CS	Nickerson resigns as president of ATSF to run CSRR.
10-9-1880P	SP	Orange is to have a station on the SP branch to Santa Ana - track runs within a mile or so of town.
10-11-1880	CS	Chief Engineer Joseph O. Osgood arrives on the Orizaba, rents office in the Reed & Hubbell building near 6 th & G. Four survey crews hired.
10-21-1880U	CS	Articles of incorporation for the CS are filed SD "The San Diego Historical Society" was organized yesterday at the public school house. A cabinet for specimens purchased in April was broken into during vacation and many specimens were taken.

10-23-1880U	SDSB	Directors were elected at a meeting of the San Diego & San Bernardino RR Co.
11-19-1880U	USA	The Denver paper states that Jay Gould has purchased the Denver & South Park RR. Gould hopes to bring Ben Palmer of the D&RG to terms.
11-24-1880U	A&P	The Attorney General reached a decision on the A&P land grant. The effort of CP interests to have the grant declared forfeited in order to cripple a formidable competitor were in vain, as the decision affirms the validity of the grants.
11-27-1880U	T&P	The Texas and Pacific, which will meet the SP at El Paso, is completed 140 miles west from Fort Worth. It is expected that the entire line along the 32nd parallel will be open to San Francisco early next month.
11-27-1880P	PCSS	The steamer <i>Arcon</i> , drawing 12' of water, entered Wilmington harbor and discharged at the PCSS wharf. All that is needed now is an extension of the railroad to the wharf.
11-29-1880	SP	A meeting of the board of directors of the SP RR of Arizona has decided to lease the line to the CP for a period of five years. The current end of track is about 500 miles east of Yuma.
	PCSS	Ad says the following steamers are in service: <i>Dakota-Idaho, Victoria, State of California, Senator, Alexander Duncan, Los Angeles, Orizaba and Arcon</i> . New stops are to be added at Port Harford (San Luis Obispo), Santa Barbara, San Pedro, Los Angeles and Anaheim.
12- -1880	CS	Bids for grading opened. First camp established 16 miles from San Diego in a large tent.
12-6-1880L	LASD	"The Los Angeles and San Diego RR Company gave mortgage for \$2,800,000 to agents of the Central Pacific on all properties of the company from Los Angeles to San Diego for a term of 30 years at a rate of 6%. This is for the extension of track from Santa Ana to San Diego." This means that a contract will be let soon to grade and iron the gap of 103 miles. San Diego is pretty sure of having two railroads - The SP via Santa Ana and the ATSF via Cajon pass. T&P lands in the bay will soon be brought into use.
12-14-1880U	ATSF	The ATSF connection to the SP will be delayed until February on account of a delay in receiving rails.
12-15-1880U	SP	A recent wreck left 15 cars crushed together like so many eggshells. Superintendent Hewitt is given authority for the statement that the SP means to be the first railroad into San Diego. We say all right, let the CS be the first one <u>out</u> . Also, let the Utah Southern come.
12-22-1880U	SP	The LA&SD mortgage was filed with the San Diego County recorder yesterday - the same as the one filed in L.A. County.
12-28-1880	SDSC	The San Diego Streetcar Company commenced work on its line yesterday AM. The line runs from the west boundary of National Ranch to Old Town, Roseville and La Playa. Dr. Strong has been appointed chief engineer.
12-29-1880U	SP	The Arizona Central will be built from Maricopa to Prescott. SD The old Spanish cannon brought over from Old Town to a lot at First and E St. burst from improper loading early Tuesday AM. A fragment was blown east of 13th St. Eugene Schafer was thrown to the ground and the rear of the gun fell on him.
1881	ATSF	ATSF reaches Deming, NM and links with SP.
1881	BC&S	Plans announced to construct the Baja California & Sonora Railway. (Blue Line) through Mexico to a junction with the ATSF at Nogales, Mexico.
2- -1881	CS	Seven firms hired to grade thirty sections. Pay is \$1.75 per day.
2-25-1881U	SD	The Stewart brothers have completed plans for building two stores on the corner of Fifth and F streets. George W. Marston will own the corner store.
3- -1881	CS	Construction begun. First project is National City wharf. First ship at the wharf is the <i>Trafalgar</i> , 100 days out from Antwerp, with Belgian and German (Krupp) rails, also locomotive #4. First engineer hired is A.D. Xander, with J.H. McNeil as conductor. First ties arrived from Oregon and Japan.

4-2-1881	SP	An immigrant train went into the ditch at Gila Bend. The SP is surveying from Wilmington to Timms' Point where the PCSS wharf is located.
4-7-1881U	SD	M.G. Elmore of San Francisco, representing the Natural Petroleum Gas Co. of New York has been visiting SD and has succeeded in enlisting citizens in building a gas works. He left on 3/25 to purchase materials. The <i>Orizaba</i> will bring the first installment - 80 tons. A lot was selected on Ninth between M and N and excavation is being made. Mr. Elliot and Mr. Norcross a contract to lay 2 1/2 miles of main pipe. The works will be lighted on or before July fourth. The company will introduce gas pipes from the main to all buildings and set meters free of charge. All work will be tested for leaks. Over 70 sets of works have been built in the east.
4-23-1881	SD	San Diego Gas Company incorporated.
5- -1881	CS	1500-2000 men working on line. Construction includes 241 wooden bridges totaling 23,715'. 14 bridges are located between National City and the San Diego River; the longest is 700'. 60 men work in the bridge crews. Rails being laid at 3/4 mile per day. Chinese live in old tents or brush huts. Three miles of the grade in Temecula canyon are at 140' per mile (2.6%), with a maximum elevation of 970'.
5- -1881	CS	First rails (52 pound) laid in National City.
5-28-1881U	SD	San Diego Gas Company organized with a capital stock of \$100,000.
6-11-1881P	USA	The largest railroad suit ever filed in court is that of the T&P vs. the SP to recover all of the SP built upon the T&P land grant. The suit was brought by Jay Gould, President of the T&P.
6-18-1881P	SP	Article on the trip from Colton to Deming.
7-2-1881U	SD	George Copeland became postmaster yesterday.
7-6-1881	SD	H.W. Broad, railroad subcontractor, drowned at Collier's Bathhouse midway of the SS wharf.
7-11-1881U	CS	The locomotive that arrived at San Diego last Sunday on the brig <i>Ories</i> , which is the first to be used on the CSRR is marked " <i>Sonora</i> ". This is one of several engines now on the way for the southern roads.
7-14-1881U	CS	A large number of people drove down to National City yesterday afternoon to see the landing of the 48-ton locomotive - the first railroad locomotive ever seen at San Diego. We hail the arrival of this first locomotive as an auspicious event. Viva!
7-19-1881S	CS	The National City yards and terminal grounds are said to be the largest in the U.S. Engineer A.D. Xander, born in Pennsylvania in 1846, describes the journey of the locomotive <i>Ures</i> to SD: We traveled via the Providence & Worcester to Worcester, then on the Boston & Albany RR to Albany, then to Buffalo on the New York & Hudson River RR, to Toledo on the Canada Southern, then on the Wabash Valley to Saint Louis. Then to Council Bluffs, Iowa on the Kansas City, Saint Joseph & Council Bluffs RR, then via the UP and CP to San Francisco, then via the brig <i>Orient</i> to San Diego. The trip took a total of 50 days.
7-21-1881S	USA	Article reprinted from the Chicago Tribune on discrimination against steamship line users by the Pacific railroads, who give favorable freight rates to their exclusive customers.
7-22-1881U	CS	Timber for a 700' bridge across the San Diego River is being delivered.
7-23-1881U	CS	The lately arrived locomotive of the CSRR was steamed up yesterday for a trial run - cars were attached and a good many people enjoyed the novelty here of motoring on a rail.
7-27-1881S	SP	The Yuma, Port Isabel and Guaymas RR is incorporated by SP.
	CS	A horse owned by Navy Captain Joseph Friedman was frightened by a locomotive in NC - the first reported incident.
	A&P	The California Central Railroad, incorporated yesterday, is said to be the Pacific

		connection for Gould.
7-28-1881S	SD	Advertisement for D.C. Reed Real Estate and Insurance.
8-1-1881	CS	Waterman Jct. changed to Barstow in honor of William Barstow Strong, president of ATSF.
8-6-1881P	SP	It is rumored that the SP will extend its Anaheim branch to SD.
8-7-1881U	CS	The ship <i>Trafalgar</i> from Antwerp, 15,000 miles distant, arrived yesterday after 118 days with the first cargo of railroad rails.
8-14-1881U	CS	Duty on the railroad iron aboard the <i>Trafalgar</i> now unloading at NC is \$71,800.
8-17-1881U	CS	The PCSS wharf is being extended to the McDonalds' lumberyard.
8-19-1881S	CS	The National City yards are under construction. Track is being unloaded from the <i>Trafalgar</i> one flatcar load at a time.
8-21-1881S	SD	The Gaskill brothers have been experimenting with their steam road engine. Capable of hauling ten tons, the engine will be used to haul freight from SD to Campo. The engine will weigh 32,200 lbs and when loaded has a speed of 6-7 mph.
8-25-1881S		1 1/2 miles of track are laid on the CS.
8-26-1881U	CS	As the puffing and whistling of the locomotive is something outside of "hoss" experience, it would be well enuf for all to keep special watch upon their teams.
8-27-1881S	SD	Col. Manuel Ferrar will host a ball to celebrate Mexican Independence Day.
	CS	Engineers are surveying the Cajon pass.
8-29-1881	CS	Track reaches San Diego. Barkeeper opens the tap and a good time is had by all (no rule G in 1881).
8-31-1881U	CS	The ship <i>James A. Wright</i> from New York with three locomotives and other rolling stock will certainly arrive in a few days. She left New York on 4/8 and we understand she is a slow craft. Her captain said he could not make the trip in less than 150 days.
8-31-1881S	CS	150 men are grading right of way approaching the wharf. The PCSS wharf is being lowered to match the grade.
9-1-1881U	CS	Article on railroad history.
	SD	G.W. Marston moved into his new store yesterday (n.e. corner of Fifth and F).
9-1-1881S	CS	The first rail shipment on the CS. Mr. Richardson is sending window glass to NC to be used in the passenger car under construction. The train returning to NC carried 155 passengers. Mr. Weed, the saloon proprietor, met the train at the gas works with 2 kegs of Dobliar lager beer. Conductor A.J. Rayburn, brakeman R.J. Cassin and fireman C.H. Symmes were the grateful recipients.
	USA	The condition of President Garfield has improved.
9-2-1881U	CS	It seems to be quite a treat now to watch the cars run up and down the track. This novelty will soon wear off. The track has nearly reached the barracks.
9-3-1881	CS	The bark <i>Wright</i> arrived with two large locomotives- the other is a small switch engine.
9-4-1881U	SD	Quite a stir around Westscher's warehouse and Cullverwell's wharf - Mr. Jones is extending the wharf to reach 7' of water at low tide.
9-5-1881	CS	
9-9-1881	USA	An uprising of the White Mountain Apaches is stirring Arizona.
9-9-1881S	A&P	Grading on the line is to commence at Needles.
9-10-1881S	CS	Construction and bunk cars are being completed in NC. Material is being unloaded in SD for depot construction and ties and rails are piled for the construction of depot sidings. Two-yard locomotives have arrived at NC.
9-16-1881U	CS	Messrs R.V. Dodge and W.O. Maxfield, each of whom will take charge of engines for the CS, are now at work on locomotive #3 with a view of putting it on the road as soon as possible.
9-17-1881P	SP	It was found that while stages were departing without the baggage at Colton the SP baggage man was eating.

9-17-1881S	CS	A locomotive went on a rampage in NC, striking phone wires lowered over the track for repairs.
9-21-1881	USA	President Garfield has died.
9-24-1881P	A&P	Engineering difficulties make a coast route impracticable - they will probably build on the east side of the San Joaquin Valley. Tracks are currently 60 miles into Arizona. The line is built on a land grant of 44,000,000 acres commencing at Springfield Missouri and extending 40 miles on either side of the track with an indemnity of 10 miles.
9-30-1881S	CS	Norman Weaver, the assistant engineer at Temecula Canyon, has arrived.
	SD	Completion of the yarn about a floating island and trained whale is related.
10-1-1881U	CS	The third locomotive will be ready for the track next Monday or Tuesday.
10-1-1881S	CS	The ship <i>McMillen</i> is unloading iron for the CS at NC.
10-2-1881S	CS	CS track at the first bridge in NC is sinking every day. The new boarding house cars are moving to Sullivan's ranch on Monday.
10-3-1881U	CS	New locomotive #2 was fired up yesterday. Dick dodge takes the new engine.
10-6-1881S	CS	1,083 tons of rail are arriving on the <i>HMS Connaught</i> from Rotterdam.
10-8-1881U	CS	Track laying is now six miles beyond Old Town.
10-8-1881S	CS	The bark <i>Lizzie Perry</i> arrived with rails and hardware.
10-9-1881U	CS	A force of about 2,000 men is now working in Temecula.
10-11-1881S	USA	One page parody, called "Les Incomprehensibles" by "Victor Hugo" is printed.
	CS	CS has so far used 12,500 tons of rail. Over 100 flat and boxcars are being built in the shops. The former San Diego Foundry was bought by the RR and moved to NC. The yard covers 225 acres.
10-12-1881S	T&P	The T&P is now 145 miles east of El Paso.
10-15-1881S	CS	Note that the locomotive only lays over for one minute at the wharf, so passengers for NC had better be on time.
10-16-1881S	CS	The sidetracks are completed at the waterfront. The main line track is laid to Soledad, where work is held up by bridge construction.
10-17-1881	CS	Fifty citizens accepted an invitation to make an excursion to the railroad front from NC to Rose Canyon. In passing through Old Town, with its decayed adobes, Dick dodge pulled the whistle, sending a screaming noise through the streets and startling the half-awake inhabitants. The older members of the party were thinking of the fandango days of Auld Lang Syne.
10-19-1881S	SD	Mr. Brader has sold his ginger bier factory to Mr. Schmidt, who has moved it to the Alhambra Saloon.
10-20-1881S	SDSC	Several prominent citizens are moving to establish a street RR on Fifth from the wharf to City Park.
10-21-1881S (Sunday)	SD	Work is progressing on excavating for the new Masonic Hall on H street.
	CS	Three boxcars and several flats have been completed. A map of San Diego has been published by the RR Co.
10-22-1881	T&P	A T&P survey party has arrived in Tucson.
10-25-1881S	CS	Engine #1 has collided with a handcar of men returning from the front and one man was injured. The accident occurred just south of the Old Town bridge.
10-26-1881	SD	"The tooth amputated from Bailey's whale by the steamship company has been repaired by Mr. Pitcher."
10-27-1881S	SDSC	Article on a proposal for street cars on Fifth St.
	CS	The <i>Carnegie</i> arrived with 1,264 tons of RR iron, but ran aground at the harbor mouth.
10-28-1881S	PCSS	A low opinion is expressed about the rates charged.
	CS	Drill striker William Fuller was injured by falling rock in Temecula Canyon.

11-1-1881S	ATSF	The RR line was completed from Sonora to Guaymas.
	CS	The schooner <i>Page</i> is unloading ties at NC.
11-5-1881P (Sat.)	A&P	A letter from H.C. McNutt says that the road will not run through L.A. It is reported that the SL&SF has offered ATSF \$2 million cash for its half interest- the offer was declined.
	CS	Rail has now been laid 26 miles from NC on the CS. An engine derailed on the switch Thursday evening with no injuries. Three locomotives are now running and some cabooses as well. The boarding house cars are moving to the front today. Xander has #4, Dodge has #2. Krupp steel has received a contract for the Canadian Pacific RR as well as the CS.
11-8-1881	SD	Denunciation of the Stingaree block.
11-10-1881S	CS	A locomotive has again jumped the track at the same switch as on Tuesday evening in NC. Z. French, the CS contractor, says that work in Temescal canyon will be completed by January first. The track is now completed 27 miles from NC.
11-16-1881	CS	Accident on the CS. #1 with Maxfield as engineer, derailed while pushing a flat filled with work crew plus 2 cars of ties onto a landslide at a tight curve. The location was just near the top of Soledad grade. One man was killed and several injured. The Sun favors a passenger depot at the foot of Broadway on city land.
11-17-1881	CS	Injured CS foreman Guffey is better and will recover.
11-19-1881	SD	Bailey has received a sea horse from La Paz. It "will be used to help the whale in towing ships to sea." A letter from NC takes three days to arrive at the San Diego office.
11-20-1881	CS	Several hundred workers have been released since the heavy work in Temecula canyon is done.
11-23-1881	MEX	The Mexican National RR has crossed the Rio Grande.
11-26-1881P	A&P	It has been decided to push the line into San Francisco
	CS	A Sun reporter has ridden a train to the front, describes the pretty scenery in Rose's Canyon and a 250' bridge across a ravine at the summit. He recommends that the RR take pictures of scenery to sell like the CP and SP do.
11-27-1881S	CS	More agitation for a Broadway passenger depot with a freight depot at 22nd St. A committee meeting has moved to deed a lot at the foot of "Spring Avenue" for a depot.
11-29-1881S	SP	A trainload of cars in Tucson got loose and rolled 65 miles to Casa Grande, where it demolished two cars on a siding. A telegraphic message to hold the special passenger train (carrying SP brass) at Casa Grande saved it with only seconds to spare.
	PCSS	The PCSS has sold its northern run into Canada to Henry Villard.
12-1-1881S	ATSF	A Santa Fe special has arrived in Guaymas.
12-2-1881S	ATSF	The L.A. Herald is quoted as interviewing Thomas Nickerson (ATSF president) following his ride through the SD backcountry. Deprecating remarks galore.
12-5-1881S	CS	Opposition to the D street depot is mostly gone.
12-6-1881S	CS	The CS is now constructed for 38 miles with the boarding house cars at the 35-mile mark. Trains leave NC at 8AM and return at 3PM.
12-7-1881S	CS	The CS says it will not go out of its way to go to either Arlington or Riverside.
12-8-1881S	CS	The Sun calls for a growth of local industry to invest the money being spent by the RR construction crews. The CS has adopted the Box Springs route.
	USA	The Arizona & Nevada Railroad & Navigation Company has been incorporated to build from Collville, NV to Yuma AZ and then to the Gulf of Mexico.
12-9-1881	CS	We are informed that six more locomotives and eleven passenger cars have been ordered for the CS.
12-13-1881S (Tues.)	CS	The CS vs. Loup and Withers trial resumes Thursday.
12-17-1881U	SD	A new paper to be started in NC in a couple of weeks is to be called the Register.
12-20-1881S	SP	The T&P has turned over its SD railroad lands to the SP. A.B. Hotchkiss is appointed as

		representative.
	CS	James Mc Keen has filed an injury suit against the CS for \$26,000.
1882	CS	Telegraph line is opened to Fallbrook.
1882	CS	Rails reach Fallbrook station (Howe post office).
1-3-1882U	SD	The fruit stands of the county have some of the finest oranges ever seen. RR workers on the coast report seeing sperm whales almost every day.
1-7-1882P	A&P	The Atlantic & Pacific has surveyed from the summit of Tehachapi to Bakersfield and found the route superior to that of the SP, which has 17 tunnels and a loop. The A&P will have only 6 or 7 tunnels but is 7 or 8 miles longer. The grading contracts to the Colorado River include a fine iron bridge near the Needles.
	SP	Article on rates and fares claims it is cheaper to travel from the east to San Francisco than to Colton.
1-7-1882S	MEX	A contract has been signed for the construction of the Baja California & Sonora Railway between Gen. Carlos Pacheco, Mexican Secretary of State, and Y. Alas and Thomas R. Rogers. The line is to go from Tijuana to Punta Isabel and beyond to the Sonora Railway, with branches to Altar and Magdalena, Real de Castillo and Todos Santos. Surveys must begin within four months and construction must be completed within seven years.
1-16-1882S	CS	A report that the railroad committee has raised over \$16,000 and cannot account for \$10,000 of it has excited much discussion. Many complaints about the depot being in a mud hole two miles from town. Teamsters charge double (\$1.00 a ton) to deliver freight to it. Advance crews are now working in Box Springs.
1-17-1882S	MEX	The L.A. Herald calls the Baja California and Sonora project a "financial delusion and a snare" and predicts a "disastrous collapse".
	CS	The CS now makes all of its passengers go to the 22nd street depot, which has no shelter for its platform.
1-18-1882S	CS	The CS windmill at the Soledad pumping station was blown over in a gale. All RR bridges over the slough, beginning with #6, will be cemented to protect from borers and shellfish. A Mr. Davis was crushed on CS engine #4 when backing onto a track with no ties near San Luis Rey. He was pinched between the locomotive and tender. The <i>Shirley</i> has arrived with 25,000 ties and misc. mail for the CS.
1-20-1882S	CS	A list of the subscribers to the RR fund is printed, but still no accounting by the committee.
1-21-1882P	CS	Grading is at Box Springs and Big Laguna.
1-21-1882S	CS	The 22nd street depot has been moved from a siding to the main line. The editor requests that if the depot is to stay there, a road should be built to it.
1-22-1882S	CS	Geddes and Gassen have been awarded a contract for the heavy work in Box Springs. Mr. Story is now the dispatcher and Decatur has been made telegrapher.
	SD	20' snowdrifts have cut off the town of Julian.
	MEX	Myron G. Wheeler has been requested to do survey work for the BC&S.
1-24-1882S	SD	A Spiritualist Society has been formed. The editor suggests asking a dead friend what the RR committee did with the money.
1-29-1882S	A&P	The new directors of the SL&SF (Frisco) are Jay Gould, Russell Sage, C.P. Huntington and Leland Stanford. The A&P will build toward a junction with the SP at Mojave.
	CS	The RR front is now within four miles of Temecula Canyon. Xander is now in charge of #8.
2-26-1882U	CS	Track on the new PCSS wharf will be standard gauge; a curve will lead on to the turntable.
3-7-1882U	CS	Tracklayers have completed 72 miles, still working in Temecula Canyon.
3-11-1882P	A&P	Article on the agreement with the SP.

3-22-1882	CS	Track has been laid for 85 miles. The grading is completed to Colton.
3-25-1882P	CS	A history of Riverside.
4-7-1882	NCO	Col. Wm. G. Dickinson of Topeka is in Las Vegas as toastmaster at the opening of Santa Fe's new Phoenix Hotel & Sanitarium.
4-11-1882	BCS	Ground was broken at the border monument for the Baja California & Sonora Railroad (Bee Line). President is Thomas L. Ryan, VP of the California Southern. The line is to follow the Tijuana River for the first part of the route to Sonora with a branch to Yuma through Mexico.
4-15-1882P	A&P	Article on the involvement in the A&P of the Santa Fe and the Frisco lines. The ATSF is still master with 2 out of 3 trustees and 7 out of 13 directors, so compromise with the SP is unnecessary.
	CS	The value of the CS subsidy is at least \$1,000,000.
4-22-1882P	SP	The SP line between Mojave and Needles was first laid with English rail. When the law required the A&P to use American steel the line was re-laid.
	A&P	The A&P is putting an iron bridge across the Canyon Diablo 500' long and 220' high. It will be completed by 6/10.
4-22-1882S	SD	R.V. Dodge and partner are negotiating for the establishment of an ice factory.
5-26-1882	CS	The CS has an immense pile of wood in its yard in NC. It is brought from Temecula Canyon.
	SP	The SP is building a roundhouse at Indio, which will shelter seven locomotives.
6-27-1882U	CS	One of the engines went out to the end of the new PCSS wharf yesterday afternoon.
6-28-1882U	SD	Jorres and son are rebuilding the old wharf at the foot of F street. It will be about 75' long.
7-10-1882	CS	Pinacate (Perris) reached.
8-1-1882	CS	Rails arrive from Cardiff, Wales to be used from Temecula to Colton.
8-14-1882	CS	Colton reached. It is now possible to transfer to the S.P. at Colton; San Diego is connected to the outside world, but SP diverts freight to L.A. Construction was budgeted at \$10,000 to \$18,000 per mile for first 116 miles, superintendent Osgood spent over \$25,000 per mile and was fired.
8-30-1882U	PCSS	New steamers on the coast: the <i>Queen of the Pacific</i> arrived at Port Harford on 8/22, the <i>San Juan</i> is at Aspinwall, also the <i>San Pedro</i> and the <i>San Jose</i> .
8-31-1882U	PCSS	Article on the <i>Queen</i> - Built by Cramp & Son of Philadelphia, she is 336' long and weighs 2,727.80 tons.
9- -1882	CS	Rancho Santa Margarita is purchased by Richard O'Neill and James L. Flood from the heirs of Don Juan Forster.
9-1-1882U	SD	The L.A. Herald reports the death of Don Juan Forster.
9-21-1882U	USA	Article on the Silver City, Deming & Pacific RR Co. in New Mexico.
9-22-1882	SP	Major wreck on the SP- a head-on collision five miles east of L.A.
9-28-1882R	SD	The new ice factory of Dodge and Paris has been tested successfully; it cost \$6,000 and produces 1-1/2 tons of ice daily.
10- -1882	CS	National City depot and general office is completed.
10-5-1882R	CS	John Patterson was injured while stringing a telegraph wire to the new SD freight depot. The victim is unconscious. A locomotive was dispatched with Dr. Ramondino and brought him back to NC. The railroad hotel is nearing completion.
10-19-1882R	USA	A story was related by a CS conductor about a passenger train which was sidetracked by its engineer when he mistook the planet Venus for the headlight of an approaching train.
10-26-1882R	CS	John Patterson is showing signs of recovery.
10-28-1882P	SD	A narrow-gauge line is being proposed between San Bernardino and Calico.

11-2-1882R	CS	The CS ticket office is now located at the D St. depot. Chief Engineer Osgood has resigned (fired), says he plans to go east.
11-4-1882P	CS	J. O. Osgood has resigned as chief engineer.
11-5-1882R	CS	Reprint of article from the Boston Transcript: Subscribers have invested \$3,033,000 only to find their interests blocked by the Huntington/ Gould combination on the A&P. The SP has broken all promises and no business is to be had at Colton. Also, the steamship lines at SD are controlled by the opposition. The ATSF has ordered an extension to San Bernardino and is looking for a steamship line of their own. Quite a battle is anticipated between the San Francisco money and the Boston money.
11-8-1882R	CS	A circular issued by the company office in Boston asks for funds for the extension of the line to San Bernardino and completion of the machine shops, etc. in the amount of \$417,000. " This subscription is now offered to the stockholders under circulars 1 and 2, each holder of 50 shares of stock being entitled to subscribe for one block under this circular. All subscriptions must be made in sums of \$800 or multiples thereof, and must be received at the office of the Company, no. 70 Kilby Street, Boston, on or before November 16th, 1882." The Boston Journal also comments: "National City? Where is that? We were under the impression that this road ran to San Diego, in Southern California.) The Record stated that NC will appear with suitable cuts and maps in the next issue of Peter Parley's Gazetteer of North America.
11-15-1882R	BCS	A party of surveyors under F. Copeland, civil engineer, of this place, commenced the preliminary survey of the "Bee Line" route yesterday, starting at the southern terminus of the California Southern track near the new National City depot. They will proceed direct to the Mexican line where they will start the permanent location of the road. Next week we expect to be furnished with more data and fuller particulars and prospects. Loaded teams with implements and camping provisions passed our office for the work with a company of ten men, and our people have renewed faith in the ultimate success of this great enterprise.
11-16-1882R	USA	It is estimated that rail construction in this country has now reached from 11,000 to 12,000 miles of total track.
	CS	The <i>Argyle J.</i> has arrived with 1300 tons of rail and 50 tons of corrugated iron for the machine shop.
11-23-1882R	USA	A giant magnetic storm affected all of the US and Europe on the 22nd. Auroras were seen all over America. The telegraph office in Chicago reported that the switchboard had been on fire a dozen times and half a dozen keys of instruments had been melted. Milwaukee reported that the electricity coming in on the telegraph wires was enough to keep an electric lamp burning.
	SP/ATSF	The SP is offering to buy back a 1/2 percent interest in the Baja California & Sonora RR from the ATSF.
11-25-1882U	SP	A curious thing occurred on a passenger train reaching L.A. Tuesday AM on 11/21. It lost one of the trucks on a passenger car, and just when or where the loss occurred is not definitely known. The first intimation when they drew up to a station was that a couple of the wheels were missing. Article on the dangers of upper berths closing up on passengers.
11-30-1882U	MEX	The line to Chihuahua is complete- 225 miles south of El Paso. Two trains a day to Chihuahua, where the population was once 60,000, now is only 15,000.
12-2-1882U	SP	The SP is to connect at Needles with its own line, the Central Arizona RR.
12-6-1882	SP	Track is laid 50 miles east of Calico, where a large depot is being erected.
	ATSF	It is reported that ATSF president Nickerson has been trying to sell out to the SP, but the SP does not think the route advantageous.
12-7-1882R	ATSF	Editorial claims the ATSF will make no profits in Southern California until it has a road

		of its own terminating here.
12-9-1882R	BCS	Ground is broken at the property of Don Ignacio Arguello, about a mile this side of the hot springs in Tijuana. Huge guest list includes Luce, Morse, Gunn, both Dodges, CS officials, WW Stewart, the Kimballs, etc.
12-21-1882R	NC	The National City & Cajon Valley Railroad Company is incorporated to build a 25-mile-long steam railroad to the base of Cajon Peak. Directors are John B. Steele, Frank A. Kimball, Warren C. Kimball, Henry E. Cooper and E.T. Blackmer. Capitalization is \$350,000.
12-26-1882R	CS	According to the San Bernardino Index, a report from J.R. Stanwood, who came up from San Diego on the CS, says that a great deal of ties and railroad material is coming up from Colton and the flat cars switched off at convenient side tracks. The present terminus at Colton offers no facilities for sidetracking this material, the absence of which convenience alone is evidence that the company never intended to make Colton the terminus. This material is to be used in the extension of the road to San Bernardino and we are assured the work will commence this January. The Colton Semi-Tropic claims that the rumors some of its citizens were against the extension are unfounded.
	NCO	A company has been formed, all the stock subscribed and 10% paid in to build a line of rail from National City to the Cajon Valley. Work will be commenced at once on this new feeder. It is probable that the road will eventually be extended to Bear Valley, Warners Ranch and on to the east and it will bring great benefit to its terminus.
12-27-1882U	NCO	The Copeland survey party for the National City and El Cajon narrow gauge RR has run a preliminary line to Cajon via Spring Valley.
1883	SD	The First National Bank opens with deposits of \$28,756.03. The population of San Diego is 2,637.
1-11-1883R	CS	The survey to San Bernardino has been completed by Fred Parris and forwarded to the main office for approval.
	DRG	The Denver & Rio Grande is within 167 miles of Salt Lake.
1-14-1883R	CS	Reprinted from the San Bernardino Times: The California Southern will soon be whistling its arrival at the county seat of San Bernardino. The road has to make a curve of one- and one-half miles at a great expense; the price of their expense our citizens have promptly met. The only obstacle to the immediate completion is that the SP, which puts its foot in the right of way across its lands at Colton. If that foot is not bruised by the A&P and the CS we will be disappointed. It is said that the SF will also build a track to our town. Mrs. Lytle, whose land has been selected for depot purposes, has also compelled the officers of the road to file suit to condemn it. Before suit was commenced, a tender was made for fifty dollars more than the land was worth, so as to have no trouble when she refused. The result will be that the land will be assessed at its cash value, which cannot exceed \$150 per acre, as that is \$25 more than land of equal quality and location can be sold for. Joseph Thorn and Thos. Brown sold the right of way across improved land adjoining for \$200 per acre. It is known that it is much greater damage to have a road run through a farm than to run near. The road has to be continuously crossed for all time. While the delay in condemning is going on, Engineer Perris is grading on the line about half a mile from the depot, and, in a few weeks, our town will wake up some morning and hear the iron horse shrieking forth in its midst. The grading is light and level. It is time our street railroad to the depot was being commenced, so that the main business part of town will be joined to the depot lands of the CS road. San Bernardino's future is a success. The Railroad King, Jay Gould, will push his Utah Southern through to San Diego via San Bernardino. The Bee Line to Mexico from San Diego, with the other roads that will make San Diego their terminus, will build a city. San Bernardino, being the nearest producing county, will become its San Jose, or its San

		Bernardino, as San Bernardino is far more productive and larger than San Jose.
	MEX	Coal is discovered a little east of the San Rafael valley along the projected Bee Line. (BC&S)
	USA	Huge snow storm blankets California's central and coastal areas- up to six" in low areas. Streetcars become battle areas between boys and passengers in San Francisco.
	SD	150 acres of land for sale in 10 or 30-acre lots from Kimballs in NC- advertised as prime fruit and farm land only 2 1/2 miles from the depot.
1-18-1883R	T&P	A letter is sent to Congress, signed by SD mayor S.P. Jones, asking them to compel the T&P to build the RR line contacted for in the original land grant.
	SD	Arrangements are made for 100 people from the California Press Association to come to SD via CS for their annual convention in March. They are given a special excursion rate of \$16 round trip. The Third Annual Citrus Fair will be held in NC on march 13th, 14th and 15th.
	CS	The first through car from the east arrived with personal goods of J. N. Victor, Supt. of CS. Other through cars contained ATSF officials and a pump and materials for the San Diego Water Works.
1-20-1883R	NCO	R.K.P., Spring Valley correspondent for the Union, reports that engineer Nichols has had no problem getting right of way from citizens along the route. The line will follow the east orchard fence from the low lands and thence up the valley to the Cajon. The road should be completed in six months.
	CS	The Colton Semi-Tropic reports that the CS will make connections with the Carson, Nevada & Bodie RR, and that the ATSF will parallel the SP right of way from Deming to Colton, then transfer to the CS. Also, that a direct line of steamers to China will be added.
1-22-1883P	SP	A wreck on the SP at Girard on the Tehachapi grade on 1/20. 21 killed when the train ran away after the engines were cut off.
2-8-1883R	USA	Text of a bill pending by Senator Plumb to establish a U.S. Railroad Commission.
	CS	Report from the San Bernardino Index- two columns on improving prospects since the RR arrived. The morning train to San Diego from Colton leaves following the Arrival of the SP express from San Francisco usually has one car for San Diego with 30 or 40 passengers, little freight. An extra car is kept at Colton for emergencies like the recent arrival of immigrants from Colorado headed for farming in SD. Santa Margarita is a sportsman's paradise. SD and NC are dull and town property is dirt-cheap. Prospects should increase with the addition of the NC narrow gauge RR and advertising of cheap farmlands.
2-17-1883P	ATSF	A freight wreck near Caliente-train headed by two 10 wheelers hit a mudslide. The engines were turned completely around.
2-24-1883P	SP	According to the Union, the SP owns about 5,000 acres of land and waterfront privileges near SD. SP also owns a regularly incorporated company, the San Diego & Los Angeles RR Co. with an excellent route via Warners pass to Las Palmas. The A&P has a contract to grade 10 miles this side of the Colorado River. It is reported that the SP will cross the Colorado 25 miles below Needles.
2-27-1883R	SP	Second suit filed against the SP from the Tehachapi wreck. Francis W. Dougherty, Postal Agent, seeks \$5,150 for injuries and medical bills. Wreck barely averted west of Tucson- engineer was speeding on a downgrade, air brakes failed, but train stayed on track, albeit on two wheels some of the time.
	SD	Photographer Parker, on Sixth, offers views of SD and the CS.
2-29-1883S	SD	Dodge and Paris will start up the ice works next Monday.
(Wed.)	MEX	The Mexican Central RR is now constructed 322 miles north from Mexico City and 265 miles south of El Paso.

3-1-1883R	CS	The CS has been granted the right to build a National City wharf.
3-15-1883	CS	J.N. Victor is conducting a picnic to Encinitas.
4-4-1883S	A&P	Reports the Phoenix Herald: The A&P people don't seem to stop at the Colorado River. They are pushing work on the California side.
4-7-1883P	A&P	SP is now running five miles from the Colorado River. Workmen of the SP and A&P are within sight of each other. The crossing of the river will be 10 miles above Needles- no bridge is yet built. A&P tracklayers are 60 miles east of the river.
4-16-1883	CS	Southern Pacific meets the A&P at Needles. President Strong agrees to allow SP to operate the line to the Colorado River, but soon discovers that the SP is harassing the A&P, and only gets full freedom on the line after a threat to Huntington to construct a parallel line to Mojave. The way is now clear for a CSRR extension through Cajon Pass to Mojave.
5-26-1883P	A&P	The A&P has ordered a survey to Colton from Needles.
6-2-1883P	A&P	Results of the recent election show that the ATSF has a stronger hold on the A&P than the SP does. Orders are received to build the Colorado River bridge in a more substantial shape. The end of A&P track was four miles from the riverbank last Thursday, but the road comes up river 8 miles to reach the bridge.
8- -1883	CS	SP sends Deputy Tom Brandt from San Bernardino to National City to impound the crossing frog designed by ATSF engineer Ben F. Levet and intended for the crossing at Colton as part of a legal delaying action. The scheme unravels when the deputy talks about his intentions aboard the train bound for San Diego, and is delayed in San Diego by citizens who are opposed to SP while word is sent to National City and the frog is loaded onto a flatcar and sent out of his reach.
8-9-1883	CS	SP has continuously operated a locomotive across the junction at Barstow to prevent CSRR from installing the crossing frog. A sheriff's posse brings news that SP has been awarded \$12,000 but lost the legal challenge, orders the locomotive crew to desist and the crossing is laid by J.N. Victor, his crew and local volunteers.
9- -1883	CS	Mexican labor force under Frederick Thomas Perris begins laying track north to Barstow. Perris had surveyed San Bernardino in 1874. 22 gangs of Chinese labor start south toward the Cajon Pass. Food for the Chinese is imported rice and pinyon nuts, cooked over fires made from Manzanita roots. Cajon pass is the connection between San Gabriel and San Bernardino.
9-4-1883	CS	First train arrives in San Bernardino. Depot is a boxcar, although the San Bernardino Index says an "elegant little depot" is being built.
9-13-1883	CS	First passenger train from San Diego reaches San Bernardino. Locomotive #12 was decorated with a floral arrangement, which included stalks of corn and 100 pounds of squash on her pilot.
9-20-1883R	PCSS	The <i>Queen of the Pacific</i> ran ashore at Clatsop Spit at the mouth of the Columbia River. It was thought at first to be a total wreck, but was re-floated.
9-23-1883	CS	Special excursion train run from San Bernardino to Oceanside with locomotives 2 and 12, one baggage car, 6 coaches and six gondolas with seats.
9-25-1883R	UP	The UP has begun work on the extension of the Utah Southern to Needles.
10-28-1883	CS	Local boys are banned from the San Bernardino depot grounds to prevent mischief and "pushing cars around".
11-18-1883R (Sun.)	USA	Railroad Standard Time goes into effect at noon. The four U.S. zones (Sun.) are set at noon sun time at the 75th, 90th, 105th and 120th meridians west of Greenwich, England.
12-15-1883SP	SD	W.W. Bowers is building a monster hotel called the Florence- it is 136' long. He has already used up 177 million feet of lumber and will open January 15th, 1884. The British steel bark Valdivia, Captain Halliday, 82 days from Newcastle, New South Wales, arrived yesterday with 1500 tons of coal consigned to A. Wentscher. Mr. W. will furnish

		a return cargo of wheat, flour, abalone shells, etc. 1,450 tons
1- -1884	CS	Strong considers purchase of SP line to Mojave at \$30,000 per mile.
2-7-1884	CS	Heavy rains drench southern California area, causing much damage to roadbed.
2-15-1884	CS	New rains wash out trestle at DeLuz, stranding train with engineer Richard Dodge. Passengers are forced to walk to San Diego, the first group arriving on 2-20-84. The crew greases the rods and guides before following. Dodge and crew resign on arriving in National City. The water level reaches 26 feet in Temecula canyon, washing out eight miles of track and leaving some equipment floating in the sea. CSR is bankrupt until ATSF exchanges bonds, mortgaging line at \$10,000 per mile. Chinese construction crew hired and new rail delivered by SP from El Paso.
3-19-1884	CS	Nearly all employees are laid off.
4- -1884	A&P	Huntington and Gould sell their interest in the A&P due to financial over-extensions.
4-4-1884S	SD	Dr. Backesto is to build a two-story block at Fifth and H.
4-24-1884U	PCSS	The new steamer <i>Santa Rosa</i> passed up the coast last Thursday. She is square rigged.
5-1-1884U	PCSS	Article on the <i>Santa Rosa</i> : built by John Roach & Son of Chester, PA, 350' long by 50' wide by 40' deep, the engine has 3,000 hp, speed is 16 knots and she carries 1335 registered tons.
7- -1884	CS	Railroad defaults on interest payments on bonds.
8- -1884	CS	74 Chinese arriving from San Francisco swell road force to 150 men.
8-19-1884U	USA	Many of our San Diego people are planning to visit the World's Fair at New Orleans, which opens December first.
8-20-1884	ATSF	Lease of Mojave-Needles line from SP completed with future purchase rights at \$30,000 per mile. Trackage rights to San Francisco leased at \$1200 per mile.
9- -1884	CS	500 men and 30 teams at work.
9-29-1884	CS	First ATSF train on Mojave line.
10- -1884	CS	President Nickerson resigns, F.A. Peabody takes over. 800 men at work, 370 of them under Ah Quin.
1-6-1885	CS	Line reopened to San Bernardino. New extension to Mojave is begun. Extension to Barstow was judged difficult. Line laid with 61# rail.
1- -1885	CS	Passenger rate from Mississippi to Los Angeles set at \$125.00. Rate war keeps rates below \$25.00 for next two years. SP freight rate from Colton to San Francisco is \$1.30 per 100 pounds. Since Colton to San Diego is 40¢ per 100 pounds via CSR and PCSS charges only 40¢ from San Diego to San Francisco, this combination is 60¢ per 100 pounds cheaper than S.P.
3-17-1885	SD	George W. Marston has occupied his new home at Fourth and Ash.
5-26-1885	SD	Papers on the street ought to be picked up- they are the cause of many runaways. The dust is beginning to show itself in true summer style.
7-11-1885	SD	The new First National Bank building will be three stories high.
9-5-1885U	SD	San Diego Lumber Co. are having their property at the new wharf- in the rear of their office- filled in. The newest sensation in Oceanside is a John Chinaman Wash House.
9-16-1885	CS	First train from San Diego to Barstow is train #2 with A.D. Xander as engineer and Clarence Henderson as conductor. The consist was one mail car and one coach.
9-17-1885	CS	Train #1 arrives in San Diego in the rain with 60 passengers, 45 of whom had ridden up and back from San Bernardino "just for the hell of it".
9-26-1885	CS	First through Pullman train arrives with a Missouri Pacific sleeper. San Diego Union predicts "a period of moderate expansion".
10-15-1885R	SD	Dodge, Burbeck and Co., lessees of Horton Hall, will call it the Bijou Opera House.
10-17-1885S	SP	The RR bridge and hotel at Yuma burned last night; \$500,000 worth of property destroyed. Passengers and freight will be ferried across for the present, but the bulk of travel will be thrown to the A&P.

10-22-1885R	SD	Dodge, Burbeck and Storey are fixing up the Horton Hall.
11-1-1885R	SD	Excavation started for the new First National Bank building.
11-3-1885S	SD	The Stonewall mine is acknowledged to be the best paying mining property in the county.
11-6-1885S	A&P	Description published of a trip on the A&P.
11-7-1885	SD	New Horton Hall opens.
11-9-1885	CS	Barstow extension completed with the spike driven in Cajon pass. Maximum grade is 185' per mile. The first train from east is an 8-car freight with rails for the 3-mile extension to Riverside.
11-9-1885S	CS	The electrifying news was wired from the Cajon pass to the RR office in NC that the last spike was driven on the new transcontinental route to San Diego at noon today.
11-13-1885	CS	New timetable in effect: Train#1- passenger- lv SD at 10PM. Train #2-passenger- arrive SD 6AM. Train #3- mixed- lv SD 8:44AM. Train #4- mixed- Arrive SD 5:41PM.
11-14-1885	CS	First transcontinental train from National City arrives.
11-15-1885	CS	Timetable #1 in effect. First passenger train with Xander as engineer (Sunday excursion train) departs National City at 9:34 PM, arrives in Barstow (Waterman Junction) at 3:30 PM next day. Train #2 departs Barstow at 4 PM, arriving in San Bernardino at 7:30 PM and in San Diego at 6 AM the following day.
11-16-1885S	CS	A large number of people gathered at the D street depot about 10 o'clock last evening to witness the first train to depart under the new schedule. The train was pulled by locomotive #12 with A.D. Xander as engineer and Conductor Clarence A. Henderson. The first through ticket to Waterman (Barstow) was purchased by George Malcolm of Calico.
	A&P	A L.A. story has that Rattlesnake Island near San Pedro has been sold to the A&P, the price being \$50,000.
11-17-1885S	PCSS	The <i>S.S. Orizaba</i> will make an excursion around the bay and outside the harbor Thurs. Nov. 19th from 8:30AM to noon. The excursion will be accompanied by the brass band. In the afternoon on the return of the steamer there will be an excursion by rail up the bay shore to National City.
11-18-1885	CS	Celebration and parade held in San Diego includes store displays. San Francisco Post predicts a "big boom". The CSRRT has agreed to transfer 1/2 of the stock and exchange bonds with the A&P following the floods of 1884.
1- -1886	CS	Rumors appear that the railroad is considering moving its shops and offices to San Bernardino.
2-18-1886R	SD	We now have four arc- light towers- Fifth and F, 13th and H, D St. at the Court House and Fourth and Cedar.
	COR	A boiler has been received for the artesian well drilling at Coronado Beach.
3-4-1886R	SD	A \$10,000 contract has been awarded for the construction of the McKie Block- 50' on D and 100' on Fifth.
3-12-1886U	SD	Work has started on the light mast at Fifth and F.
4-4-1886U	SD	Walter Shaw fell off the steamship dock yesterday, but was rescued by bystanders. He lost his valise... The plaza will be lighted by electricity for the first time tonight and the City Guard Band has selected an excellent program for the event.
4-8-1886R	PCSS	The new passenger car has been completed.
	SD	The piston rod for the electric light engine has been repaired at NC.
4-15-1886R	SD	The San Diego Street Ry Co. has been incorporated with \$50,000 capital stock.
	COR	The Coronado Beach RR Co. is incorporated. Officers are H.L. Story, J. Gruendike, E.S. Babcock, Jr. Joseph Collett and Herb Ingle. Capitalized at \$24,000.
4-29-1886R	PCSS	The steamship company's new car made its initial trip.

6-10-1886	SDSC	Six horse cars have arrived.
6-16-1886U	CS	Rumor that the ATSF is planning to build from the CS to L.A.: from Riverside via Arlington, Temescal Wash to Lugonia, then follow the Santa Ana River 60 miles to L.A. This will relieve the reliance on the SP. Other RR gossip: LA& San Gabriel Valley RR, recently built to Lawanda, will be pushed 15 miles further. The eventual plan is to extend to San Bernardino.
7-1-1886R	SD	The St. James Hotel is becoming popular.
7-1-1886U	COR	The motor for the Coronado Beach RR is to be shipped from Philadelphia 7/3.
7-3-1886U	SDSC	Rails are being laid on D street.
7-8-1886R	SDSC	The SD streetcars ran for the first time last Saturday, from the wharf up Fifth to D Street.
7-8-1886U	COR	A round house is under construction.
7-14-1886U	SD	A new dining room has been added to the Florence Hotel... George W. Marston has opened a carpet store in the Choate & Nelson block on lower Fifth Street... Ground will be broken today at the corner of Sixth and L streets for a grain storage warehouse for Surr and Winchester.
7-15-1886R	COR	Eight flat cars arrived for the Coronado Beach Co.
	NC	A new water trough in front of Vaughn's store in NC has a capacity of 385 gallons.
	SD	The ferry now building in San Francisco for the SD Ferry Co. will be finished by 8/10. 100' long with a 50' beam, it is a regular double-ender of the New Jersey style and will carry 700 passengers and 7 double teams.
7-21-1886U	SD	R.V. Dodge, Jr. went to Barstow Saturday, where and when a lodge of the B. of L.F. was initiated.
7-22-1886R	SD	H.L. Story will go to SF to receive the new ferryboat. Western Union will abandon their old line between SD and Colton and string new wire along the CSRR.
	SDSC	The streetcars are now running on Broadway.
7-22-1886U	SDSC	The company is eager for the grade on 22nd St. to J to P to complete the line to the 22nd St. depot.
	SB	The Steam motor RR between Colton and San Bernardino will soon be in order and will make hourly trips.
7-23-1886U	SDSC	Streetcar tickets on sale- 6 for 25 cents.
7-25-1886U	SDSC	Business has improved since the extension to Florence Hgts and the D St. depot.
7-27-1886R	SDSC	Application made for double track franchise on Fifth and on D St. The application was renewed for M from 22nd to 30th and Fir from First to Fifth.
7-28-1886U	SD	The blasting at Sixth and Palm is something to wonder at. The dirt is for fill on Fourth from A toward the bay.
7-29-1886R	SD	Telephone service is being improved in SD by placing a 500-member switchboard at the central office- an increase of 450. Mr. Bowers is about to enlarge the Florence Hotel by a three-story addition of 38' by 90'. The new Carleton House hotel is now open.
	SDSC	Nathan Bear and AL Tyler are the conductors on the Fifth St. line.
7-29-1886U	SDSC	Standard Iron Works is casting a switch for the car line. The line is 1/2 way to the 22nd St. depot; ties and rails are on the ground for the rest.
7-30-1886U	COR	The new ferryboat will arrive this week.
8-2-1886U	SP	Article on the proposed road from San Jacinto and Riverside to San Gorgonio.
8-3-1886S	SDOT	Franchise awarded to James Mc Coy, Neale and others to build a railroad line from San Diego to Old Town.
8-5-1886R	SB	The engine on the motor road made the first trip to the bridge across Lytle Creek yesterday.
	SDSC	Tracks are laid on H street to 16th- grading on 16th to J.
	COR	Coronado Beach Co. is preparing for a bathing resort- 100 fine bathing suits are ordered.
8-10-1886U	SD	The favorite bathhouse is still the floating bathhouse on the steamship wharf.

8-12-1886R	CS	J.J. Gee has been appointed postal agent on the CSRR between NC and L.A. replacing Foster.
8-12-1886S	COR	As soon as the ferryboat <i>Coronado</i> begins running, the tug <i>Rover</i> will be assigned other duties.
8-18-1886S	COR	The ferryboat <i>Coronado</i> will begin operations tomorrow.
8-19-1886R	CS	Dick Dodge is spending a week or two in NC tallying the amount of coal received on the Italian bark <i>Fillipo</i> .
	SD	A map of the flume is published.
8-19-1886U	COR	Steam motor #1 for the Coronado RR expected to arrive today.
	SDSC	Rails are laid as far as M (Imperial) and grading is complete through Manasee's Addn. Stakes are to be set to 30th St. in Reed & Hubbell's Addn. 14 horses now in the stable and 10 more are expected.
	CS	Big excursion from L.A. set on CS- round trip price \$5.00.
8-24-1886S	CS	Switches have been added for W.W. Stewart at the foot of Fourth and SD Lumber on Sixth.
8-25-1886S	SDSC	First line opened on H (Market) street from Fifth to 22nd.
	CS	A freight with two engines and 24 cars left today.
8-26-1886R	NC	Ad for the National City Railroad Coffee House at 8th Ave. and Seventh St.- meals at all hours.
8-26-1886S	SDSC	The Florence Hgts streetcar lamps have been changed from red to green.
8-28-1886U	SDSC	The turntable for streetcars at Fifth and D is completed and the switch has been removed.
8-31-1886S	USA	A major earthquake struck Charleston, SC and was felt over much of the east coast.
9-1-1886S	SDSC	A switch has been added at Fifth and H so streetcars can avoid transferring passengers. D.C. Reed states that the tracks on H will extend to 30th St., where Col. Dickenson has pledged that a steam RR will meet it from beyond the Sweetwater valley by 1/1/1887.
9-4-1886S	USA	Charleston received a shower of pebbles and another earth shock last evening.
9-5-1886S	SDSC	Ticket fraud by conductor J.U. Henry is exposed.
9-6-1886S	CS	A fire at the CS depot destroyed two cars full of petroleum on the siding by the Union Ice Company. Funny commentary on the state of fire fighting equipment.
	SD	Milton Santee has gone to the Santa Maria Ranch to help lay out the town site for Ramona.
9-7-1886S	PCSS	The locomotive derailed while crossing the CS tracks- no one was injured.
	SD	The Buena Vista post office replaces the former Maroon Springs.
	CS	An ordinance is proposed to prohibit the parking of RR cars filled with combustible materials between Juniper and 22nd St.
9-9-1886R	SDSC	Drivers and conductors now have caps- the conductors have gold lace decorations and the drivers have silver.
	CS	The chief engineer has the route surveyed from Anaheim to SD.
9-10-1886S	CS	Article on RR ticket frauds on the CS.
9-11-1886	CS	A man was killed on the RR south of Lytle Creek. Article on the Anaheim RR, the CS extension to Anaheim.
9-13-1886U	SD	The Stonewall mine is reported to have been sold Tuesday for \$80,000...A four- horse stage will run to the Cajon Valley when the new hotel is completed.
9-13-1886S	SDSC	Conductor Henry was acquitted of the fraud charge.
	CS	The projected branch to Anaheim is being held up by a vintner who wants \$45,000 for right of way through his land.
9-14-1886S	CS	A four-car excursion has arrived from San Bernardino.
9-15-1886S	SDSC	Asst. Superintendent H.B. Stewart has resigned.
9-17-1886	PCSS	New doors and etc. have been applied to the engine house on the steamship wharf.

9-18-1886S	CS	A siding is now in place at the new town of Wildomar, between Murrieta and Elsinore.
9-20-1886S	CS	Editorial on the need for a railroad up and down the coast.
9-23-1886S	SDSC	Streetcars now run to the Florence Heights with 20 minutes allowed between trips instead of 30.
9-23-1886R	CS	A construction train of 30 men came down from Colton on Sunday 1st. It will be used in Temecula canyon during the rainy season but is now at Frazier's Station, where they are putting in side tracks, etc.
9-24-1886	USA	Article on the Baldwin Locomotive Works says the first locomotive was turned out in December of 1832. 500 engines produced by Nov. 1852, 1,000 by Feb. 1860, 2,000 by 1869, 3,000 by 1871. Currently 8,000 have been produced.
9-27-1886S	CS	New officers elected- George O. Manchester, Pres., G.L. Goodwin, Treasurer, J.P. Whitehead, Comptroller and Giles Kelly, Auditor.
9-28-1886	CS	Accident on the line between Colton and San Bernardino.
	C&C	The Carson and Colorado RR is headed for San Diego.
9-29-1886S	SD	W.W. Stewart has gone east on business with his daughter Belle.
9-30-1886S	SP	Rumors again about the LA&SD extension to SD. The line will run from Santa Ana via Santa Margarita Ranch, crossing the San Luis Rey River near Oceanside, then to the San Marcos Valley, Escondido, San Pasqual, San Bernardo, Bear Valley, Poway and the El Cajon Valley.
10-1-1886U	SP	The SP is to extend their line from Santa Ana to SD, then to Dos Palmas.
10-2-1886S	CS	A landslide occurred on the Cajon Pass at the big cut yesterday at 10AM.
	SD	Article on the Jenny Electric Light plant.
10-3-1886U	SD	A new electric light plant has arrived- a duplicate of the Jenney Co. plant.
10-5-1886S	SP	Editorial on the SP line to SD.
	NCO	There is a rumor that Col. Dickinson has gone to the SD Land & Town Co. offices to discuss a railroad from NC to a 13th St. connection.
	SD	A four-train circus is coming to town.
10-5-1886U	SDSC	The manager of the Leach Opera House is complaining about the siding on D between First and Front.
10-8-1886S	PCSS	The Arcon has run up on the rocks on 9/13 in Glacier Bay near Juneau and has a hole in the hull.
	SDSC	C.R. Williams is the new Asst. Superintendent.
10-9-1886S	SP	The San Francisco Chronicle learned yesterday that the SP Co. proposes to extend it's Santa Ana branch to SD Bay, to cut off the CSRR from further enjoyment of the heavy traffic between L.A. and SD, also to build a connecting line from Dos Palmas.
	CS	A new reservoir has been completed by the depot. It holds 13,470 gallons of water, supplied by two artesian wells near the county hospital.
10-11-1886S	SDSC	The company will extend the D street line to 12th street to the Russ School. Six new cars, made at the Pullman Company are ordered from Chicago. They are much lighter than the present cars. The line on H Street is so well patronized.
10-15-1886S	SD	The Pacific Bridge Co. will build an iron bridge across the SD River at Old Town. A dam has been proposed on the Cuyamaca.
10-16-1886U	PCSS	Electric lights will illuminate the steamship wharf tonight.
10-16-1886S	USA	Article on the Santa Ana Narrow Gauge RR.
10-18-1886U	SDOT	A meeting of the stockholders of the SD&OT RR was held today- James McCoy was elected President. A preliminary survey will commence immediately.
10-18-1886S	SDOT	Capital stock is \$50,000.
10-20-1886U	SD	Work on the Pierce block at Sixth and F started this AM.
10-21-1886R	SB	Mail agent Gee reports a slight shower on Monday last, and that the motor RR is completed between Colton and San Bernardino.

10-22-1886S	SD	A Street is to be graded from ninth to 14th. Article on the Santa Ana & Newport RR.
	CS	An increase in passenger traffic from Colton has required the addition of an extra car.
10-23-1886S	SDSC	Yesterday cars on the H street line began making regular trips to south 25th street, 3 blocks beyond the CS freight house and into the Reed and Hubble Addition.
10-24-1886U	SDSC	Conductor Connant of the Florence Hgts. run has been promoted to Supt. of stables.
10-26-1886S	CS	Delays experienced on CSRR trains at the connection at Colton.
	SD	Article on RR extensions in California.
10-26-1886U	CS	Engine #4 is taking the place of the regular switch engine #3 which is laid up for repairs.
10-27-1886U	SD	The McGouch Bldg. at the northeast corner of Fifth and H will be three stories high.
	ATSF	W.B. Strong and party are visiting SD.
	CS	Heavy travel reported.
	SDSC	Supt. Santee expects three miles of rails for Fifth St. and H St. The company now operates four miles with 20 men and 40 horses.
10-28-1886	ATSF	The Atchison company is on the inside track vs. the SP Co. The ATSF intends to protect its interests, thus the object of Strong's visit- to settle RR controversies. It was necessary for Oceanside to raise \$10,000, which was soon subscribed, and gents in Escondido met to pledge a larger sum.
10-28-1886R	NCO	National City has been struck by the boom. Now a motor RR is contemplated.
	SD	The Western Union office has been moved to the St. James Hotel. A proposal is made for an electric monorail designed by Enos.
10-29-1886	SDSC	Grading on Fir from Fifth to First is nearly completed at private expense. Mr. Horton furnished lumber for the bridge between 3rd and 2nd Streets, and rails are going on the ground.
	SD	Wm. H. Carlson has returned from L.A.
10-30-1886S	SDC	At a meeting yesterday articles of incorporation were drawn up for a railroad from Oceanside to SD via San Marcos, Escondido, Bernardo, El Cajon and etc. Subscribers are E.S. Babcock, R.A. Thomas, Col. J. G. Capron, Messrs Howard and Thomas of SD and Horne and Van Slyke of Oceanside. The action was taken to meet proposals by Pres. Strong of the Atchison Co.
10-31-1886U	SD	First test of the new incandescent light system at the electric plant.
	ERT	A meeting was held of the SD&OT board to discuss the feasibility of constructing an electric line to Old Town.
10-31-1886R	COR	New ferry schedule- every 30 minutes from 8AM until 6PM. Also new rates- Ferry is 10 cents round trip, RR is 10 cents each way.
11-1-1886	COR	The Coronado Railroad is extending south from the dock to the new San Diego Lumber yards. A levee is to be built across the Spanish Bight at Fourth Street and Fourth will be extended north through the whaling camp.
11-4-1886S	CAL	Mention is made of a narrow-gauge RR to Santa Cruz's Boulder Creek branch.
11-5-1886S	SDC	The San Diego Central RR is incorporated by Elisha Babcock, Levi Chase, J.R. Thomas of Escondido, D.H. Horne, H.H. Van Slyck of Oceanside, George A. Cowles of El Cajon and W.W. Thomas of Escondido with \$1,500,000 of capital stock.
	SD	The Enos monorail proposed for SD is being considered for San Francisco, Sacramento and L.A.
11-6-1886S	SDSC	Horse cars are now running on Fir to Third.
11-8-1886S	COR	The Coronado ferry slip was used for the first time- the Atlantic Street slip will be ready in a few days.
	CS	Work has started on the extension Riverside, Santa Ana & Los Angeles RR at Arlington.
11-10-1886S	SP	The SP reached Templeton on the 20th.
	CS	Article on removing the depot from D St.
11-11-1886S	CS	Editorial on the RSA&LA RR.

11-11-1886R	CS	Plans have been made public for the abandonment of the D St. depot and to concentrate business at 22nd St.
11-12-1886S	SP	The SP is looking into extending a line through Lugonia, old San Bernardino, Redlands and Crofton to Mt. Grayback
11-13-1886S	SDC	Editorial on the pressing need for RR communications through the interior of the county, also the agricultural possibilities.
	SD	Incorporation of the San Jacinto & Murrieta RR Co. by F.E. Bates with \$240,000 capital stock, and incorporation papers filed for the San Diego & Oceanside RR.
	CS	Be assured that the company is not idle. A new corps of engineers is in the field and will rapidly extend the interior line as soon as the Anaheim extension is finished. The 8PM train has 14 cars for the Coronado auction sale.
11-14-1886R	CS	New timetable- two trains daily- first train lv NC at 8AM.
11-18-1886R	CS	The mail and express is now delivered to the 22nd St. depot and the Sun man moaneth because it takes longer to get the mail from there.
11-19-1886S	SP	Articles of incorporation have been filed for the Los Angeles and San Diego Ry. Co. ATSF Articles of incorporation are filed for the San Bernardino & San Diego Ry. Co.
	COR	Steam engineer "Jumbo" has retired.
11-20-1886U	SD	The new bathhouse at the foot of D street is nearly finished. It has swings, slides and diving boards. A new colony will be called La Mesa.
	SDSC	Six new cars from Pullman are on the way. They are much lighter and handsomer and are somewhat different in style although they are open cars.
	ERT	Article on the proposed electric line, to be called Electric Rapid Transit.
11-21-1886U	NCO	A survey is being made for the dam site.
	COR	The Coronado Beach Co. is contracting with the San Diego Electric Lighting Co. for arc lights at the wharf and on Orange Avenue. 100,000 bricks have been fired at the new Coronado Brickyard near Coronado Heights.
11-21-1886CR	SDSC	John Spreckels buys the outstanding notes of the San Diego Streetcar Company for a discounted price of \$71,550.
11-23-1886U	SD	Article on rapid transit – the Enos system.
11-23-1886S	SD	The Marilou tract has gone on the market. It is only a short distance from the 22 nd Street depot. Streetcars will be there soon.
	SDC	The new railroad will run through the Marilou tract.
	CAL	The Pacific and Atlantic RR was incorporated in Alameda.
11-25-1886R	SD	The 120-acre Marilou tract has been sold to Hanbury and Garvey and will be sub-divided.
11-26-1886S	SD	Editorial on the SJ&M RR.
	SDSC	The street RR is to be extended out Babcock & Story's wharf.
11-29-1886S	CS	A man was struck and killed by a CS locomotive.
12-1-1886S	SP	Commenting on the extension to SD from Santa Ana, SP attorney A.D. Hotchkiss: " The SP means business, and don't you forget it!"
12-2-1886R	NCO	The contract has been let for the construction of the Sweetwater dam- it will be 80' high.
12-2-1886S	SD	The San Diego Telephone and Messenger Co. has adopted the Brown Telephone as superior to the Bell phone because it requires no batteries.
12-4-1886S	A&P	Article on the A&P.
12-6-1886S	CS	RR notes on the San Bernardino Valley RR.
12-7-1886S	CS	Engine #2 hit a caboose and a flatcar of freight at the 22 nd St. depot.
12-8-1886S	CS	The board has decided to order 10 locomotives, 30 coal cars and 30 flat cars.
12-9-1886S	SD	RR Movements- notes on SP and ATSF. Visit to Buena, 10 miles Southeast of Oceanside.

	NCO	Article on franchise on Fourth St.
12-9-1886R	NCO	Col. W.S. Dickinson asks to amend his franchise so that he can stop at Fifth St in SD. Petition deferred for one week to advise residents on K St.
12-10-1886S	LA	Since the CS is building two lines into L.A., the SP must build feeders in self- defense. L.A. is competing for the terminus of the San Jacinto & Murrieta RR.
	SD	Article on the SJ&M RR.
12-11-1886S	CAL	Reprint from Railway Age article on California's railroad system.
12-13-1886S	PCSS	A boy was caught stealing a ride on the wharf.
12-15-1886S	LA	Long article on a trip to look over the proposed route of the SJ&M RR.
12-16-1886R	COR	H.L. Story is talking about an electric road from NC to SD.
12-17-1886	SP	Rumor that the SP is buying land at the foot of D St.
12-18-1886S	SD	Ho, for SD- two parallel railroads are headed for the city of Bay and Climate. It is definitely arranged that the SP will extend the LA&SD to San Diego.
	ATSF	The Prescott & Arizona Central has 8 miles to go to Phoenix.
12-22-1886	ATSF	Article on the Santa Fe serving us.
	SD	Report on RR work in progress.
12-24-1886R	SP	It is definitely arranged that that the SP will extend the LA&SD from Santa Ana to SD.
12-24-1886S	SDC	Complete list of property to be condemned for the SD Central RR.
12-29-1886S	NCO	The National City and Otay Railroad Company is incorporated by the San Diego Land and Town Company. A branch will be built up the Sweetwater River to El Cajon Peak.
12-30-1886S	SD	The newly erected light mast at 12 th and B will be in service tomorrow.
12-31-1886S	CS	A new depot will open at D street next year.
1886	SD	Total land assessment for San Diego County is \$14 million.
1887	USA	Active labor unions include carpenters, railroad firemen and engineers and Knights of Labor. The first electric street Ry is opened in Richmond, VA, using the Sprague system.
1- -1887	CS	Construction of new shops is started at San Bernardino.
	SD	The San Diego & Coronado Gas, Fuel & Electric Light Co. is organized 1-1-1887. Purchased the Jenney Electric Co. and the SD & Coronado Gas & Electric Light Co. Will purchase the ERT power plant in 1892.
1-2-1887S	SDSC	Six new cars for the street RR are enroute from Chicago.
	CS	Purchase of a 1,000-mile ticket gives a rate of 3 cents per mile.
1-4-1887S	ERT	A franchise is granted to C.F. Francisco and D. Gochenaur to operate a line of electric RR for 24 miles: on G to 21 st to B to 29 th to Dartmouth. Also on 3 rd from G to A to 14 th , also on 25 th from B to 23 rd to the depot.
	SDC	The San Diego Central RR applies for a franchise in San Diego.
1-5-1887S	NCO	Petition is made to the County Board for a franchise: in NC from National Ave. to 12 th St., 12 th to 8 th Ave., to 24 th St., then east 6600' on 24 th St., then s.e. to the s.e. corner of section 135, to the east line of ¼ section 136, to the s.e. corner, then west 1320', then south through sections 137, 138-143 to the south line of the National Ranch. The District Attorney advises that the Board has no power to grant franchises.
1-6-1887S	NCO	The Board grants NC&O a franchise.
1-7-1887S	USA	The rate war between the SP and ATSF is heating up.
	SP	Officials arrive in SD for a visit.
1-8-1887S	SDSC	The horse car line now makes connections to the ferry landing.
	NCO	A grading contract is let out.
	CAL	The first streetcar arrives for the Riverside Streetcar System.
1-9-1887S	A&P	The Atlantic & Pacific RR is officially placed under the management of the ATSF.
	SB	The San Bernardino Street RR is laying track on 3 rd St.

	SJ&M	There is a dispute over the location of the depot in San Jacinto.
1-11-1887S	SDC	The surveys from SD to El Cajon are completed.
	BC&S	The Bee Line makes a change in its franchise rights.
	CS	The PCSS steamer Orizaba raced the CS train to SD from Oceanside- it was more or less a tie.
1-14-1887	SDC	Chief Engineer Trumbull and R.O.W. Agent King are in Escondido surveying for the SDC.
1-15-1887S	SJ&M	Surveyors are in Murrieta.
1-18-1887S	CS	Passengers are waiting overnight in Colton to buy tickets for SD.
1-20-1887S	SD	Carlson and Higgins have incorporated the San Diego Commercial Wharf Company at the foot of H St.
1-21-1887S	SDSC	Streetcars are carrying 2,000 passengers daily.
1-22-1887S	A&P	The ATSF and the A&P will merge on February First.
1-24-1887S	SD	An electric RR company is formed to go to El Cajon via La Mesa.
1-25-1887S	ATSF	Santa Fe forces have clashed with SP forces near Santa Ana.
1-26-1887S	ATSF	Report from San Francisco says carloads of rails are arriving for the ATSF in Southern California.
1-27-1887	SD	The electric RR surveyors are in El Cajon.
	SDSC	A side track on D between Front and First has been laid.
1-28-1887S	SDSC	Six cars for the street railroad are enroute from Chicago.
	SD	Very large "RR Notes" column.
2-2-1887S	SP	The SP will run two trains daily from San Diego to L.A.
	CAL	Work commenced yesterday on the Anaheim Street RR, which will connect the SP depot to the new ATSF depot.
	SD	Ad for :Thermo-luminous, or Solar, Magnetic, Electric Baths- corner of Fifth and H St.
2-3-1887S	SP	Article on the Guatemala Central RR built by SP. The freight agent says that the SP will build to San Diego in four months.
	ATSF	San Bernardino & Los Angeles RR has five miles of track and is graded to Cucamonga. Article on the transfer of management from the A&P to the ATSF. 1500 Chinese are working on the ATSF road to SD in Santa Ana.
2-4-1887S	CS	A spur line is proposed to the coalmines at Elsinore. An estimated 4,000 have arrived via the CS between 11-18-1886 and 1-13-1887.
	ATSF	A telegram from Santa Ana says that the SP has dropped its survey parallel to the ATSF because of rough country. The Santa Fe has held "numerous points of vantage, such as Santa Ana Canyon and the bluff below San Juan Capistrano. At the latter place the line will run along a cliff not more than 60' wide, and where it is possible to run but one road." The ATSF has the inside track.
2-5-1887S	COR	Two new coaches arrived for the Coronado Beach Company's steam RR line and will be taken across the bay. They seat 100 each and were built in Philadelphia.
2-7-1887S	SDC	A map of Escondido on page one shows it to be located on the LA&SDRR.
	ERT	Francisco & Gochenaup plead for an adequate franchise for the electric street RR.
	USA	A major accident occurred on the Vermont Central RR.
2-9-1887S	COR	A horse was frightened by the steam locomotive as it backed down to the ferry landing on Coronado.
	SP	The SP surveyors are at Laguna looking for a route to SD.
2-10-1887S	SDOT	Staking is completed for the line to Old Town and grading is to follow.
	COR	A telephone cable has been laid to Coronado.
2-11-1887S	SD	The trains were on time this morning. The SP and ATSF are both pushing through the San Joaquin Ranch.

2-12-1887S	CS	Pullman cars have been added to the trains.
2-14-1887S	CS	The northbound freight train was derailed by spread rails.
2-15-1887S	SDSC	The company has applied for a franchise from 22 nd St. to Rancho Nacional.
	NCO	NCO asks to extend from 17 th St to Sixth, then to K and then to Fifth. The request was granted.
	ERT	The franchise request was granted with Carlson voting no.
	ATSF	Big article on ATSF nationwide.
2-16-1887S	ATSF	The SB&SDRR has sued the San Joaquin Ranch for right of way. The ATSF has taken control of the SD Central. Work is to commence shortly. ATSF has a 1/3 interest in the SD Marine Ways & Drydocks Co. The Coronado Company has 1/3 and the bank has the other 1/3.
	SDSC	Editorial in favor of open streetcars.
2-18-1887S	COR	The Marine Railway Company has organized to build a dry-dock on Coronado. All subscribers to \$10,000 are listed.
2-19-1887S	USA	General Grant's daughter is engaged to an Englishman. A new Pullman car, the Pindar, is replacing the China on the L.A. train.
	SD	Jesse Shepard plans to build a cottage.
	SDOT	A letter says that the SDOT has no intention to build the line and lose its franchise to the electric line (ERT). The editorial replay is that the two sides have reached an agreement.
2-21-1887S	ATSF	The ATSF is to acquire the Pacific Coast RR to San Francisco. (Not the one owned by the PCSS Co.)
	CS	The engineer of #22 was mugged near the 22 nd St. depot, but hit one assailant with a lantern and escaped.
	COR	The Coronado Beach RR had a two-coach afternoon.
2-23-1887S	SDC	The grading party of the SD Central is leaving for El Cajon.
	CAL	The American Rapid Transit Company has been formed to build the Enos monorail system from Pasadena to Santa Monica. The fare is to be 10 cents and the operating cost \$2. Per day. The press is invited to a meeting and dinner.
2-24-1887S	SDC	The "real work" on the SD Central is to commence in one month.
	CAL	The Niagara & San Jacinto RR Co. is incorporated to build from Niagara (3 miles from Elsinore) to San Jacinto along the CS route. Backers include D.C. Reed, T.J. Daley, H.A. Nelson, H.C. Christianson and W.H. Carlson.
2-25-1887S	ERT	Electric Rapid Transit Co. is incorporated by Francisco and Gochenaur. The line is to run from the foot of G on G to 21 st , to B, to Dartmouth. On Third from G to A to 14 th . On 25 th from B to 23 rd to the CS depot. On 23 rd from G to the waterfront. On 17 th from G to L, then through the Mount Hope Cemetery ravine to the ex-mission line and etc.
3-1-1887U	COR	The Coronado steam motor is soon to be replaced with a cable car.
3-8-1887CR	PARK	Articles of incorporation for the Park Belt RR are filed and incorporated in Ordinance #167.
3-10-1887U	SDC	Work has started between San Diego and El Cajon.
	USA	A railroad fight is in the air between the SP and the ATSF.
3-10-1887S	CS	A train of 6 coaches or more require the use of two locomotives.
3-11-1887U	NCO	The grade for the NC&O is completed on L Street to 16 th .
3-12-1887U	COR	Work has started on the foundation for the Hotel Del Coronado.
3-12-1887S	PB	No grading has been done except the minimum to hold the franchise.
3-14-1887S	CAL	The Niagara & San Jacinto RR pleads for land rights of way.
3-15-1887S	CS	A switch is being built from Colton to the Slover Mountain lime mine.
3-16-1887S	ATSF	Description of a ride on the San Bernardino & Los Angeles RR. A shipment of 40# rail has arrived for the San Bernardino Valley RR to Lugonia.

3-17-1887S	SD	Article on state of SD transportation, plus a whole column on the BC&S (Bee Line).
	USA	Collision on the Northern Pacific in Dakota Territory. Arizona Indians are barred from riding on trains to prevent the spread of smallpox.
3-17-1887U	PCSS	The company is erecting a new building 48' x 200' with a 10' platform.
3-18-1887S	USA	New ICC freight rates are published.
	SD	Interview with Gochenaur on the subject of electric RRs. The Murrieta line has failed to raise the \$45,000 necessary to build the line.
	NCO	Contractor Proctor is laying ties with rails to follow; he says the rail job will take seven days to complete.
3-24-1887S	CS	A freight train has derailed at Colton.
	ATSF	The company has ordered 121 locomotives, 73 First class coaches, 41 second class coaches, 22 baggage and mail cars, 70 way cars, 1600 box cars, 1,075 stock cars, 1,570 coal cars and 535 flat cars.
	USA	Rumored that the B&O has been sold.
3-25-1887S	USA	Scientific American says that the VanDeputee system is the best electric railway system.
3-26-1887S	SD	The San Diego Gas, Fuel and Electric Lighting Company is incorporated.
	USA	The blockade on the Canadian Pacific has been lifted. Several new RR consolidations in the east.
3-28-1887S	SD	San Diego Marine Ways & Drydock Co. elects officers: Pres. W.W. Stewart, VP Geo. W. Cowles, Secy. J. Dillingham.
3-29-1887S	CS	The ATSF pier is to be lengthened.
	SDSC	Streetcars now haul 2,000 passengers per day, 3,000 on Sunday.
3-30-1887S	SD	A new "union depot" at the foot of D is agreed to by the city trustees.
3-31-1887S	SD	The Sweetwater dam will open 7/1/1887.
	PCSS	The <i>Orizaba</i> is to be scrapped.
4- -1887	CS	10 new locomotives begin arriving- 2 nd #5 to 2 nd #10 and numbers 14 through 17, all Baldwin "10 wheelers". Many ATSF locomotives also operating on the line.
4-1-1887S	SP	The survey engineers have left Escondido for Poway.
4-1-1887U	COR	The foundations for the Hotel Del have been completed.
4-2-1887U	SD	A railing now protects the palm trees in Old Town from being gnawed by horses.
4-3-1887U	SD	The electric lights went out last night due to incompetence.
4-5-1887U	SDC	A construction train is expected to facilitate work on the Atlantic Street track to the Babcock and Story Wharf.
4-7-1887S	SD	Article on Mines of SD.
4-8-1887S	ATSF	The CS has extended out to the Coronado Beach wharf on Atlantic St. The switch is 200' east of D St.
4-9-1887S	SD	Run down of new building in SD.
4-9-1887U	SDSC	The H St. line is completed to the Babcock and Story wharf and the ferry slip. Cars will run from 30 th St. to the wharf this AM.
4-11-1887S	ATSF	500 men have been transferred from the SB&LA to the Riverside, Santa Ana and Los Angeles RR to hasten construction of the SD line.
4-12-1887S	COR	The Coronado Beach RR has ordered a new locomotive and a double decker car.
4-12-1887U	NCO	The line is graded three miles south to NC. Delays have been encountered in getting the dummies from the San Francisco engine works. The line to Otay will open about 5/1/1887.
	SDC	A franchise was granted for Atlantic (Pacific Hwy) from F to the ferry wharf.
	SDSC	A franchise was granted to extend the line on H St. to 22 nd over a route almost parallel to the NC&O.
4-13-1887U	SDSC	Two new streetcars are added to the Fifth St. line. Cars will run from the PCSS wharf to

		the ferry via D and H every 10 minutes.
4-17-1887U	ERT	Contracts have been signed with the Henry Electric Railway Company for building several railways, the principal one being in San Diego. Machinery, wires and rails for the G Street railway are being manufactured. A large gang is grading on G Street.
4-18-1887S	ATSF	Editorial plug for the San Bernardino Valley RR.
	COR	The ferry <i>Coronado</i> is making 90 trips across the bay daily.
4-19-1887S	ERT	Full column on the equipment and plans of the company.
	NCO	Col. Dickinson says the motors will arrive by May first.
	SDOT	A meeting of the board decided that grading and track laying will commence out Arctic to a point 3 blocks beyond the brick yard- about one mile. Rails are here. The company has a contract with Electric Rapid Transit Co. to equip and run the road as soon as it is completed with their electric system. The cars are now being built near the brickyards on Coronado.
4-20-1887S	COR	The Coronado Beach Company has ordered 800 tons of English rail for the construction of a proposed belt line.
	SD	The Pomona & Elsinore RR is incorporated.
	ERT	The SD&OT/ERT have ordered 120 tons of 30# rail from Pacific Mills of San Francisco.
	PB	120 tons of 30# rail is ordered to equip the line to Old Town-2 ½ miles. Mr. Francisco of ERT is examining the possibility of extending to the mussel beds (Ocean Beach).
	SDSC	The streetcar company ordered 250 tons of rail from Liverpool for the line to NC. Work has already started.
4-21-1887S	SP	The SP is rumored to be surveying from San Juan Capistrano to Yuma.
	SD	Carlson & Higgins, who had recently sold Ocean Beach for \$10,000, had second thoughts and re-bought the property for \$30,000. After sub-dividing the land into lots and holding a land auction they have sold \$50,000 worth of lots in one week.
4-21-1887R	NCO	The NC&O is putting down ballast and crossings.
	COR	The Coronado Beach Co. has ordered 800 tons of rail steel from Liverpool to NC for the extension, virtually of the CS, around the head of the bay and up the isthmus to the very door of the Hotel Del Coronado. The line is principally for passenger traffic but will run through the brickyards at the head of the bay. The freight cars for the Beach will be carried across the bay from the Babcock & Story wharf.
4-22-1887S	OBRR	Carlson says that an electric line to Ocean Beach can be built for \$16,000 once the SD&OT is complete.
	ATSF	Company officials will again visit SD.
	COR	A bathhouse is being built on the wharf at Glorietta Bay.
4-22-1887U	OBRR	The price of Ocean Beach lots will triple when the motor line reaches the mussel beds.
	SD	Editorial on the Pomona & Elsinore RR.
4-23-1887S	ATSF	The ATSF has announced consolidation of the extensions in the L.A. area. Included are: SB&LA (San Bernardino & Los Angeles), LA&SGV (Los Angeles & San Gabriel Valley), RSA&LA (Riverside, Santa Ana & Los Angeles), San Diego Central, San Jacinto Valley, San Bernardino Valley, San Bernardino & San Diego and Los Angeles & Ballona.
	COR	The Coronado Beach Co. says it is considering an overhead cable car system invented by a Mr. Casebold.
	SD	Carlson and Higgins announce a huge mussel roast at Ocean Beach. Plans for a City Park Conservatory are unveiled.
4-26-1887S	CAL	The L.A. city council likes the Enos monorail.
4-27-1887S	CAL	A franchise for the Enos monorail in L.A. is refused. The city council wants to see a demonstration outside the city.
4-28-1887S	ATSF	The California Central consolidation is finalized.

4-29-1887U	NCO	The Sweetwater dam is under construction.
4-30-1887U	COR	An ostrich farm has been started on Coronado.
5-1-1887U	SP	Surveyors are at Linda Vista and Mission Valley.
	CS	The northbound "Cannonball" struck a bull at Sorrento and the lead truck of the engine was derailed.
5-3-1887U (SUN.)	SDC	The line will be complete in October.
	PB	The Pacific Coast Land Co. will build track for 12 miles from SD to La Jolla Park.
5-3-1887S	SDOT	1 ½ miles of track laid.
5-4-1887S	CS	W.A. Davis is appointed Roadmaster. Fares from L.A. to SD are reduced to \$12.40 round trip.
	SP	SP engineers are surveying near the old mission in Mission Valley.
	COR	A site for the Marine Ways is chosen on North Island near the Spanish Bight.
5-4-1887U	SDOT	Four blocks have been laid on the electric RR and work has begun on a motor depot.
	NCO	The motor RR will open as soon as the motors arrive. Cost of the road is \$60,000.
5-5-1887S	COR	The Marine Ways orders 500,000 feet of lumber.
	SP	Work is begun on the new Altadena & Pasadena RR.
	ATSF	Article on new officials Goddard and White.
5-6-1887S	LA	Incorporation papers are filed for the Pasadena, Ramona and Long Beach RR.
5-6-1887U	SDOT	Grading on the electric line is in progress under Dr. Gochenauer.
	SD	The Old Town reservoir for the San Diego & Coronado Water Company is under construction. Eight wells are currently used to supply water. The reservoir is on the side of a hill on the top of Mission Valley. It is 320' x 120' x 15' deep and holds 45,000 tons of water. A cistern on the south side is made of concrete.
5-7-1887S	ATSF	The ATSF has ordered 5,000 new cars and 400 engines.
5-7-1887U	SD	Knox's hotel is open in El Cajon.
	SDSC	The H Street bridge has been completed- the streetcar line will connect with the 16 th St. line. The street grade was raised 4' from 15 th to 20 th St.
	ERT	Article on electrical phenomena.
5-9-1887S	COR	A child playing on the tracks is saved by the quick action of the conductor.
	SD	Plans are made for a RR around Lake Elsinore. A RR from Todos Santos, Mexico, to SD is discussed.
5-10-1887S	USA	Rail rates to the west coast are reduced. Northern RRs are discussed.
5-11-1887S	COR	Five boxcars of ties arrive at the Babcock and Story wharf for the new belt line.
5-12-1887U	PCSS	The new 40' x 200' warehouse is started.
5-12-1887R	NCO	Six new flat cars have arrived.
5-13-1887S	SD	Jorres petitions for a wharf at the foot of F, Bailey for one at the foot of ninth.
5-16-1887S	CAL	Rumors that the SP and ATSF have divided up the state.
	SP	A condemnation suit for the old T&P right of way through Mission Valley is withdrawn.
5-17-1887S	SDOT	The cars are being constructed in Middletown.
	SP	Surveyors are at San Juan Capistrano and Old Town.
5-19-1887U	SP	The SP surveyors are in Old Town.
5-19-1887R	NCO	The <i>SS Alcazar</i> has arrived with a load of ties.
5-19-1887C	COR	The English bark <i>Clydebank</i> is on the way from Liverpool with RR iron and cement-enough 45# English rails to complete the Coronado RR to La Punta.
5-20-1887S	SD	India Street is to be extended from Chalmers to Old Town.
	CS	22 carloads of lemons are to be shipped.
5-20-1887C	COR	Coronado RR train crews: engineers Walter Upward and William Barnes, conductors W.W. Graham and Will M. Riggs, fireman Will Sturgell.

5-21-1887U	CC	The California Central has applied for a wharf franchise.
5-21-1887C	COR	A natural museum is being talked about- the Beach Company will provide the grounds.
5-24-1887C(Tues.)	COR	The Coronado RR Co. has ordered a new and more powerful locomotive, as the present one is too light.
5-25-1887C	COR	A large tent was put up as a boarding house near the Hotel del Coronado. The dummy train beheaded an unfortunate dog near Fifth St. This makes the second time. A substantial bridge has been completed across the slough between the lumber yard and the machine shops. A RR track runs across to connect the shops with the wharf and motor track.
	NCO	Another company is forming to take hold of the Tia Juana country and boom it. When our SD RR system is finished Tia Juana will be the junction of the road to Ensenada and the road to Yuma. Tia Juana is a fine agricultural and fruit section.
5-26-1887R	NCO	The <i>SS City of Topeka</i> has arrived with ties. A new bull motor came snorting, puffing and bellowing through NC streets- turned out to be a little one-for-a-cent motor of the PCSS, borrowed to haul over a few rails. The Real-for-surely motors will be here in a few days.
	COR	Warrants were issued for the arrest of Babcock & Story and all workmen on the H ST. wharf on the complaint of ex-city Trustee Wm. H. Carlson. The charge is obstructing navigation of the harbor of San Diego. Piles have been driven to extend the wharf 90' toward the main channel, encroaching 26'.
	SP	The new proposed route for the line from Oceanside to San Diego is via Buena, Vista, Poway, Murphy's Canyon and the SD River to Old Town. A rumor says the SP has purchased 20 acres in Roseville for a warehouse.
	CS	Notice- 5/31 is the last day that the CS will route anything major over the SP from Colton.
5-27-1887S	NCO	Frank Kimball has returned from the marble quarry.
5-27-1887C	COR	The large boarding tent bears the enticing legend: "A good square meal for 25 cents and don't you forget it".
5-28-1887C	COR	15 new houses have been commenced and 50 tents, little and big, are scattered over the island.
	CS	As the shifter from NC was nearing the H St. crossing last evening, the southbound freight rounded the curve beyond. By quick application of the brakes the locomotives came to a stop only a short distance apart. The freight was obliged to back some distance to allow the shifter to go on a siding.
5-30-1887C	PCSS	The superannuated <i>SS Orizaba</i> is being dismantled in San Francisco. The <i>SS Topeka</i> is still on the flats.
5-31-1887	ATSF	First train arrives in Los Angeles via purchased Los Angeles & San Gabriel Railroad. Operations transferred to CSRR.
5-31-1887C	PCSS	The <i>SS Topeka</i> has anchored off the Babcock & Story wharf after succeeding in getting loose.
6- -1887	SD	Suburban land in San Diego is selling for \$500 per acre.
	CS	Some employees, including Xander, are sent to L.A. to operate the new "Cannonball" train, running from L.A. to San Diego on the surf line. Running time is 7 hours and 15 minutes.
6-1-1887U	SD	The new electric light works has an 80HP engine. Ad: property Values- various lots in Horton's Middletown- 100' x 100' on State St between A and B- \$3500.
6-2-1887U	NCO	The cars will be running from SD to NC in a week.
6-2-1887R	COR	The trial of Babcock and Story continues
	NCO	George F. Locke has been appointed Superintendent.
6-3-1887S	ATSF	Officers for the new consolidation (California Central) are named. A franchise has been

		granted for a wye track on 22 nd St.
	NCO	25 carloads of rock each week are loaded from the Sweetwater quarry, shipped to SD and loaded on lighters for Ballast Point. The Land & Town Co. is experimenting with tobacco plants. Hornbeck announces free tickets to children of the Helping Hand Home for a picnic at Lemon Grove on 7/1.
	CAL	The Sierra Ry has laid track to Maxwell, 25 miles east of Oakdale, and is to open today.
6-4-1887S	NCO	Frank Kimball has cleared space for a picnic park in Sweetwater Valley on the RR line.
6-4-1887U	INTL	Ad: in Lower California, 18,000,000 acres are now open to colonists and settlers- Hanbury & Garvey, International Company.
6-5-1887U	PCSS	The PCSS wharf is being extended.
	SD	Russ lumber Company is building a wharf.
6-6-1887S	SP	Agent Stubbs says the SP does not consider SD worthy of a RR line.
6-7-1887U	ATSF	Vice President Smith of the ATSF says Los Angeles County will contain 200,000 people in 10 years. There is no agreement for the SP to keep out of SD or for the ATSF to keep out of San Francisco.
6-8-1887U	CAL	The current populations of counties in southern California: Los Angeles- 80,000 San Bernardino- 20,000 San Diego- 18,000.
6-9-1887U	SDOT	Grading is almost complete for the electric line to Old Town; ties and rail are being laid.
	COR/ATSF	Mr. Babcock is transferring his wharf interests to the ATSF.
	SDC	ATSF V.P. Smith says the ATSF will build a line to El Cajon to develop the fruit business.
6-9-1887R	CC	Officials for the new California Central Ry are: George Manchester, Pres., C.W. Smith, Vice Pres., F.T. Perris, Chf. Eng. E.S. Babcock and O.J. Stough are Directors.
	NCO	Master Mechanic O.W. Wilson has inspected the new motors in San Francisco- they should be running this week.
6-10-1887S	CS	New machinery for the NC shops arrives.
6-10-1887U	CS	Four locomotives have arrived in San Bernardino for the CS.
	SDSC	Article on the removal of horse car tracks from Atlantic St.
	SDOT	The franchised route has been modified to run via Arctic, Chalmers and California St to Middletown.
6-11-1887S	CS	Plans are made to add coal chutes and an elevated railway to their pier.
	NCO	Engines and two cars for the line have arrived and are being assembled.
6-12-1887S	SDOT	All ties are laid.
6-12-1887U	NCO	The motor line will start up next week now that two dummies have arrived.
6-14-1887S	SDSC	All drivers now have money belts.
6-14-1887U	NCO	Trial trips were run on the NC&O today.
6-15-1887	NCO	The new line is opened from San Diego to the Kimball house in N.C. The opening ride took 28 minutes, leaving at 3:10 and arriving at 3:38PM. List of passengers and first timetable are published.
	CAN	The Canadian National has lowered its transcontinental freight rates.
6-15-1887R	NCO	The return train left NC at 1PM from the Land & Town office with Wilson overseeing. Frank Martin was dressed in regulation style. The train then backed up to W.C. Kimball's house to pick up papers. The trip to San Diego took less than 30 minutes. The coach was an elegant enclosed car with windows and doors. A.E. Hornbeck, the smiling young treasurer, walked backward and foreword through the car rubbing his hands together in anticipation of the vast hoard of nickels he would handle in the future.
6-16-1887S	LA	The Pasadena & Wilson's Peak RR is incorporated to build to the top of Mt. Wilson, site of the future observatory.
6-16-1887U	NCO	The suggestion was made that the NC&O burn anthracite coal account of smoke in the faces of passengers. The fare has been set at 5 cents to the city limits and 10 cents to

		NC.
6-16-1887R	NCO	The Kimball Brothers were as happy as children with a bunch of firecrackers on the fourth of July.
6-17-1887S	CC	Will the Calif. Central build from Perris to San Jacinto?
	SP	The SP is negotiating the purchase of the Mt. Lowe RR.
	NCO	A franchise is granted for a spur on Ninth St. Receiver Lanning has sold the Land & Town Co at public auction to Messrs Cheney and Frost for \$901,383.42. Frank Kimball, George H. Hill and others are protesting that it is worth three times that much.
	SD	Billy Carlson is now a full-fledged San Pedro boomer and a citizen of L.A.
	USA	Ground has been broken for a RR from Truckee (NV) to Lake Tahoe.
6-17-1887U	SDSC	The streetcars are running on Artic from D to H St.
6-17-1887R	COR	The steam launch <i>Della</i> which capsized Wednesday afternoon has been raised.
	SD	An ordinance was passed granting J. and C.E. Keller power to build a street railroad.
	PB	The ordinance was amended allowing J.M. McCoy and G. Veale the right to build a street railway.
6-18-1887S	ATSF	Will the ATSF build from SD to Ensenada?
6-18-1887U	ERT	Article- The electric motor to old town: Doubters and croakers have been squelched. Additional engine and boiler work is progressing. A description is given of the Denver "series" system. The Old Town line is restricted to safe current. A description is given of the Kansas City Henry system, which employs a 250-volt maximum with five dynamos running eight cars, each car using an 80 horsepower Ball motor. Although the buzzing of the motor can be overcome, Henry likes the noise since it acts as a warning to people. The trolley or "troller" is made with steel spring, clamping it to the sides of the main conductor- brass wheels with grooved edges run along both sides of the conductor. More cars will be added as soon as more "motiveers" (operators) can be trained.
6-19-1887U	SD	Description of the new Pierce-Morse block.
6-20-1887S	NCO	It was standing room only on the first train to the new picnic grounds.
6-21-1887S	CS	Engineer George Stone was scalded to death when his engine overturned due to a broken wheel flange near Perris.
	NC	The Sweetwater pipeline and many new homes are under construction.
6-21-1887U	NCO	One of the motors broke down yesterday.
	SP	The final survey is being made between Santa Ana and SD.
6-22-1887U	CS	A cut-off is being built between the Raymond Hotel and Lamasda Park. There was a wreck on the line at Perris.
6-23-1887S	USA	Article on subway construction.
6-23-1887R (Thurs.)	NCO	The NC&O is averaging 500 passengers a day. Some of the heaviest grades and worst curves are to be eased up. The line is already feeling a lack of engines and cars.
	CS	A new timetable went into effect on Monday, 6/20. The Pullman which heretofore started from SD will start from NC. Harry Powell of the Coronado Beach Company- riding on the CS switch engine slipped in alighting while the engine was in motion and his foot was crushed.
6-24-1887U	NCO	Two motors are running on the NC&O.
6-24-1887S	SDSC	The D ST. line is complete to 12 th .
	SD	The Cuyamaca dam and flume for the San Diego Flume Co. are under construction.
6-25-1887S	SD	Lumber is enroute for the SD Flume.
	CS	The contractor building the D St. depot says it will be complete in 90 days.
6-28-1887S	SD	"The few drops of rain which fell Sunday night were immediately absorbed in the unfathomable depths of the dusty streets."
6-29-1887U	COR	A new motor arrived for the Coronado RR.

6-30-1887S	CC	The ATSF has agreed to build to Escondido soon.
6-30-1887U	COR	The ferryboat <i>Coronado</i> has been painted.
	SD	A new gas works is being erected.
6-30-1887R	NCO	The two new motors are beauties- the <i>WG Dickinson</i> and the <i>AB Lawrie</i> . The names are painted in gold letters. 1,751 people rode last Sunday.
	CS	Timetable #23 is published. Two more freights have been put on.
7-1-1887S	NCO	The line carried 10,000 people in the first two weeks. A route change is requested to include Seventh to G and G to B via Fifth.
	SD	The line from Old Town to Ocean Beach is assured.
	SDOT	The SD&OT has received a 90-day extension.
7-1-1887U	OBRR	A streetcar to Ocean Beach via Old Town is contemplated.
7-2-1887S	NCO	The RR will run a special picnic schedule for July Fourth.
	SD	"Ponce De Leon" ad is run for the Ocean Beach Co.
7-5-1887S	NCO	A passenger car was derailed with no injuries at the mouth of the Chollas Valley.
	ERT	The engine for the powerhouse has arrived on the <i>Queen</i> .
7-5-1887U	NCO	The new timetable has 10 trains to NC on Sunday.
7-6-1887S	SP	Management says that they haven't given up on SD.
7-6-1887U	NCO	A motor jumped the track in the Chollas Valley.
	ERT	The new machinery is to be put up next week.
	SDSC	There were, luckily, no injuries when a boy threw a firecracker under the horses on D St. at the depot.
7-7-1887S	SB	The East San Bernardino RR is to be built between Redlands and Lugonia, ½ mile apart. The SP will build from Mound City to Lugonia.
7-7-1887U	ERT	It is the intention of the company to at once complete the construction of the road over the route held by the old Fifth St. Railway, which extends from Fifth and Grand Avenue to Lydia Avenue and thence north to the East Bottoms, thence east to the distillery. Cars will now be placed on the track as rapidly as the motioneers can be instructed in the operation of the motors- four cars are on the way from the factory.
7-7-1887R	CS	Phillipp's excursion for the east will leave NC on Wednesday the 13 th .
7-8-1887S	SP	1,000 men have been off-loaded at Mound City to begin the new line.
	SD	A racetrack is to be built at False Bay.
7-8-1887U	SDC	Dr. Keller agrees to surrender right of way for the motor RR on N Street and give a right of way through Marilou Park.
7-9-1887S	CS	A depot is to be built at Sorrento.
7-9-1887U	SDSC	Streetcars are to start on Arctic today.
7-10-1887U	SDOT	Cars for the line to Old Town are being constructed at Rankin's Brick Yard. The engine is being placed ready for use. The continuance of the route to Ocean Beach is also in contemplation and Messrs Carlson & Higgins are about to commence negotiations.
7-11-1887S	COR	Another motor for the Coronado Co. arrived today. Large crowds- the surf was alive with bathers.
	SDC	The SD Central says that 22 nd Street is the only compromise available for entry- four property owners dissent.
7-12-1887S	SDC	30 people protest against the 22 nd street right of way.
	NCO	Lots in La Presa are selling for \$50. Each.
	COR	Babcock and Story were found guilty of obstructing navigable waters and fined \$100 each.
7-14-1887S	CS	A pile driver is at work on the RR wing of the Babcock & Story wharf.
	PCSS	The company is repairing the wharf, which was built in 1869.
7-16-1887S	SP	The company is short of rails.

	ERT	W.W. Bigalow has the contract for the ERT track on Fourth St.
	NCO	Much needed rolling stock is being ordered.
	CS	Framing has started on the depot. The building will be 40' x 109' with a 9' porch all around and will have a 84' tower.
7-17-1887U	ERT	A contract has been let for ERT rails. Work on the projected motor line to run from the upper end of Fifth St. over the mesa to El Cajon will be commenced next week as the Mesa & El Cajon Railway. Backers are W.E. Robinson, T.J. Wrampelmeier, J.G. Capron, A.W. Hawley, C.F. Francisco, W.H. Somers, G. Frank Judson and C.C. Seaman.
	PCSS	Work is started on the depot- it will be 40' x 100'.
	COR	Work of grading on North Island for the Marine Way commenced yesterday.
7-17-1887S	PCSS	The <i>Orizaba</i> is being dismantled in San Francisco.
7-19-1887S	ERT	Description of ERT poles and wiring. The overhead wire is fed at intervals from an underground cable and "nicely painted" poles are located on each side of the track. The city engineer specifies they must be not less than 150' apart or more than 20' high. On Arctic, the posts are 180' apart, some 30' square and painted white- very different from L.A.'s 50' apart and with huge, ungainly cross arms. Grading has started on the Fourth St. line between D and C St. There is some dissatisfaction over the swapping of franchises, allowing the ERT to build on the Fourth St. franchise held by the NC&O.
	COR	The new motor in use is a great improvement over the former one as it is faster and more powerful.
7-20-1887S	SD	The Elsinore Lake Shore RR is incorporated.
	MEC/ERT	Engineers are pushing the motor line.
	SDSC	Passengers are compelled to wade through dust at the CS crossing at least one foot deep.
	NCO	Rails are ordered for Otay.
7-21-1887S	SDC	Engineers are working on 22 nd St.
	COR	Another locomotive arrived and may be seen on the wharf.
	NCO	Seventh street extension difficulties have been overcome. A new town in the upper Sweetwater Valley is called La Presa.
	SDC	A camp has been set up at 22 nd St. for laborers working on the line to El Cajon.
	SD	Ad for Teralta shows its location east of College Hill and shows exact planned location of ERT lines serving it.
7-22-1887U	ERT	The Fourth street line is to go only as far as the Florence Hotel. The Fifth St. line will go to El Cajon.
7-22-1887S	CS	Work has started on the Sorrento station.
7-23-1887S	NCO	Station posts are being erected at stops.
7-25-1887S	CS	The West Coast Lumber Co. is building a platform on the rear of the barracks. A train has jumped the track at the San Bernardino depot.
	COR	H.L. Story has inspected the L.A. electric RR, which operates over about five miles and uses the Daft system. He said the system appeared to work well, but there are no steep grades and only one car.
7-26-1887S	SP	More discussion on the prospects of an SP line to SD.
	ERT	Notes on operation of the Henry system. The working of the motors is simple- a rheostat is operated by turning a crank. Reversing is by means of a small lever. The motor is used as a brake and can stop the car in within 10' from full speed. Electric appliances carry more a less danger. 1,000 volts is fatal, 500 volts might kill an invalid. Power on the Henry system never exceeds 350 volts. Arc lights use 2,000 volts.
7-26-1887U	PCSS	The frame for the depot is up.
7-27-1887S	SP	The SP has appointed a ticket agent for SD. Mr. Trowbridge has received a contract to build the line to SD.
	SD	"Tia Juana, San Diego's greatest suburb"

7-28-1887S	SDOT	The road has been extended to Sixth and F.
	SD	A traction engine hauled lumber for the flume and returned.
7-28-1887R	COR	South San Diego is booming.
	CS	Trains are delayed due to a small bridge burning near Fallbrook. The loss was \$2,500.
7-30-1887S	SP	The SP is to begin grading from Oceanside by 8/15. The route is to be through San Juan Capistrano, San Joachin and Cajon Pass and should be operational by 1/1/1888.
	SD	The False Bay Racetrack has been graded.
7-31-1887U	PB	Developments in Pacific Beach include the railroad line and the College of Letters.
8-1-1887S	SD	15 Indians have died of measles at Warners.
	PB	According to Golden Era Magazine, articles of incorporation have been filed for the Pacific Beach Company with capital of \$1,000,000. Allied to it is the San Diego & Pacific Beach RR Co., which is capitalized at \$100,000 to build a line from Old Town to the frontage of False Bay.
8-2-1887U	SDSC	A runaway on the H Street horse car line at First St. caused some interest.
8-2-1887S	COR	A box factory is coming to Coronado
	SD	Large articles on Commodore J.D. Spreckels.
8-3-1887	SD	A new light mast is up at Fifth and J.
8-4-1887S	SP	The SP road to Santa Barbara will be completed by 8/15.
8-4-1887U	COR	A new motor has arrived for the Coronado Co.
	MEX	The San Diego & International RR is to build from the head of the bay to the boundary.
8-4-1887R	PB	The La Jolla Hotel Co. has been organized.
	NCO	Surveys are being run up the Sweetwater and to Tia Juana.
8-7-1887R	PEN	The <i>City of Topeka</i> , which was purchased from the PCSS by the International Company, is now plying the route from Ensenada to San Diego.
	NCO	The Sun says the line will extend to La Presa and Jamacha for a \$4,000 per mile subsidy offered by Schuyler and Fitzhugh- 7-1/2 miles. The American Bridge & Building Co. of San Francisco a contract to grade and bridge up the Sweetwater. Two engines, four coaches and several flat cars are almost complete.
	CUY	A steam motor line is to be built from SD to Julian- Lt. Gov. Waterman, Robert Allison and Dr. Case et al are interested. It is to start from 22 nd St to So. Chollas Valley, Spring Valley, Jamacha and up the Sweetwater to its head, through a mountain pass near Valle de Las Viejas, cross the south fork of the SD River and Boulder Creek, keeping to the right of Cuyamaca Dam to the Stonewall Mine, then to a point agreed upon in Julian.
8-8-1887S	CC	The ATSF wharf is being decked.
8-9-1887S	SDC	California Central Freight Agent H.B. Wilkins said that the line now under construction from SD to El Cajon would not be extended beyond for some time, would be 20 miles long and would be completed by 10/1/1887.
8-9-1887U	SD	Article on Tia Juana City (Calif.) includes map.
8-9-1887S	SDSC	A crossing for ERT at Fourth and D is being put in.
8-10-1887U	SDSC	Six new cars have been ordered from Philadelphia and are due in 60 days.
8-10-1887S	CS	Delays in shipping due to a slight collision near L.A.
8-11-1887S	CS	Train wreck- outbound engine 11 collided with inbound engine 4; both stayed on the track although severely damaged. Departing train 12 was in the arroyo and slowing for Wells St. where the view is hidden by semaphores. Engineer Reynolds suddenly found himself confronting train 15 for San Diego with engineer John Worrell. Both crews jumped to safety. Train 12 was carrying brick for the Spreckels warehouse on Atlantic St.
	SDSC	The streetcar company plans a Coronado belt line. The company has an old franchise on H St. from Fifth to the city limits. Then building would be through the Chollas Valley and around the foot of the bay to the Hotel Del Coronado. The rails would be heavy

		enough to run locomotives and cars, even passenger trains with Pullman cars. Fare boxes on the Fifth St. line have been removed and the drivers wear registers similar to those on H St.
	COR	\$125,978 worth of furniture for the Hotel Del is ordered from Chadbourne Furniture Co. Ties have arrived to build the stretch from Pomona Avenue to the hotel.
	ERT	Some materials have arrived. Manager Gochenauer says that he has met delays in delivery of the machinery- it is expected to ship on 8/15. Ties and steel are ordered for the line through Crittenden's Addition and the College Hill tract to the line of the Ex-Mission lands at Teralta. The contract calls for the line through General Crittenden's addition to be completed inside 90 days and to Teralta by 1/1/1888. The cars are in the process of construction and as soon as the machinery arrives you will see the carriages in motion.
	MEX	The Mexican Central RR has been acquired by the L&N.
8-11-1887U	SD	Among the contemplated improvements for the St. James Hotel is a five-story addition to the east end with two additional stories on the present structure. The hotel capacity will be increased by 200 rooms.
8-12-1887S	COR	Rails have arrived for the Coronado Co. RR from the ferry landing to the Hotel Del Coronado.
8-13-1887S	ATSF	A RR survey is being made from Escondido to Julian.
	NCO	The NC&O is using 30# rail. Some of the new extension will use 40# rail.
	SD	John D Spreckels has applied for a wharf franchise. The Pacific Bridge Company has the contract for the Carlson & Higgins wharf.
	SDSC	A fractious team broke away while being changed out and ran off down Fifth St.
8-14-1887U	COR	Description of the new Coronado hotel.
8-15-1887S	ERT	A steamship company motor tested the ERT track yesterday, hauling one open passenger car with a swarm of boys thereon. It passed up Fifth and down D to Arctic, then north on the Old Town line. The track tested satisfactorily.
8-16-1887U	ERT	The ERT track was tested by a PCSS motor.
8-17-1887S (Wed.)	COR	A team of horses with a heavy wagon belonging to the Coronado Beach Co. backed off the ferryboat and were drowned. The driver jumped.
8-18-1887S	PB	Amended articles incorporating the SD&OT RR were filed.
	CS	Chief Engineer Perris is locating a switch on Atlantic Avenue for the Spreckels Brothers warehouse.
8-19-1887S	NCO	The NC&O has gotten a \$4,000 subsidy to build the Sweetwater branch.
8-19-1887U	SD	A franchise application was made for Crittenden's streetcar line to run from California and B to Roseville.
8-20-1887S	NCO	The line to La Presa is to begin at once.
	CC	The California Central line to Santa Ana will be complete in 15 days.
	SD	A barbeque to celebrate the opening of the Cliff House hotel in Ocean Beach is to be held on Sunday. Round trip is 50 cents.
8-20-1887ST	SD	2,000 buildings have been erected in San Diego in the past twelve months.
8-21-1887U	SD	Article on the old Missions.
8-22-1887S	ATSF	The switch for the Spreckels warehouse is located at Atlantic and J on lots A, B and C of block 32.
	SDC	An increased grading force for the SD Central starts next week.
	SD	Piles for the Carlson & Higgins wharf are being floated in.
8-23-1887S	SDSC	The SD Streetcar Co. has increased its capitalization to \$250,000.
	ERT	Overhead wires are strung as far as G St.
8-24-1887S	NCO	Special Correspondent Sherwood reports on the probable route of the Sweetwater branch, mentioning several homestead sites. He suggests the Hartley Brothers site would

		be a good step-off to Guatay and Julian.
	CUY	Robert Waterman proposes a route for a RR line to Julian via the West Chollas Valley to the headwaters of the Sweetwater, through the Valle de Las Viejas and Boulder Creek, past the Cuyamaca dam and the Stonewall, a distance of 55 miles.
	ERT	Rails for the extension on E St. to 7 th have been ordered.
	SD	The pile driver and donkey engine is about ready for the Carlson & Higgins wharf. The piles are being treated for borers. Panacea for fleas: One Old Town man takes a pepper tree branch to bed with him- the more berries the better.
8-25-1887S	NCO	La Presa owners Fitzhugh and Schuyler plan to erect a new hotel in the South Chollas Valley area.
8-27-1887S	CS	The addition of coal bunkers is planned for the Santa Fe wharf.
8-28-1887S	ERT	A roll of 2" diameter iron cable has arrived for the electric railway.
8-28-1887U	SD	Article on Ramona's Marriage Place.
	CC	Ground has been broken on the line to Escondido.
8-29-1887S	SD	Another RR has been proposed for the San Jacinto to SD route, this time via Ballena.
	SDOT	The Old Town line is to operate within thirty days. George B. Hensley has been identified with the road. Grading for sidetracks is ongoing. Seats in the cars on the line to Pacific Beach will have seats running both across and lengthwise to please everybody.
8-31-1887S	SDET	A Franchise for a RR from Old Town to Pacific Beach has been applied for by Carlson & Higgins.
	CUY	The San Diego & Cuyamaca RR is to go north of Descanso, up Green Valley, the Laguna Valley and Strawberry Canyon to Banner, then through Julian to Santa Ysabel, San Vicente and Lakeside to Cajon City.
8-31-1887U	ERT	Operation of the Old Town line has been delayed due to the late arrival of equipment scheduled to be shipped from Kansas City on the 15 th . It has been decided to start the steam motors in 30 days.
9-1-1887U	PEN	Plans are revealed for the Peninsular RR.
	COR	Machinery has arrived for the new ferryboat being built on the beach in Coronado (<i>Silvergate</i>).
9-1-1887S	CS	The station at the crossing in Colton will be abandoned and the station in town will be used effective today.
9-3-1887S	SD	Advertisement: "A Great Panic! Everyone in New York City is leaving for San Diego and Tia Juana to buy land!" The current population of San Diego is estimated at 20,000. East San Diego and Nob Hill areas being developed by Klauber & Choate have water under pressure and a motor road is guaranteed.
	A&P	The A&P is lowering freight rates.
	USA	The Pennsylvania RR is to manage the B&O RR.
9-3-1887U	SD	Article on single vs. double tracks for street railroads.
9-4-1887U	SDOT	The SD&OT tracks to Old Town are completed.
	PB	Article on the College of Letters.
9-5-1887S	SDET	The SP superintendent and his party are visiting SD to tour Roseville and the Carlson & Higgins wharf. Carlson and Higgins anticipate selling the wharf and RR franchise to the SP.
	SD	Ad for Teralta.
9-6-1887S	SD	Carlson & Higgins "Garden of Eden" advertisement for Ocean Beach property runs again this month.
	USA	The Popular Science News column suggests the use of a bread and soda poultice to relieve the symptoms of poison oak and poison ivy.
9-6-1887U	SD	There is a gas shortage in SD.
9-7-1887S	SDSC	The streetcar co. petitions for permission to lay a flat rail double track on Fifth to Upas.

	CS	The Ballona extension opens today.
	PB	A scarcity of rails and ties will delay the extension to PB.
9-8-1887S	CC	500 men are working on the ATSF line in San Marcos.
	SDOT	The overhead cables are being strung along the SD&OT.
	USA	Transcontinental RR shipments going east has exceeded those going west for the first time.
	COR	Piles are being driven for the Babcock & Story wharf. Babcock & Story will build two stories of offices on the ATSF wharf for the Coronado Co., the Spreckels Bros. and the International Co. of Mexico. A new ferry slip and bridge is being built for the <i>Silvergate</i> so that Pullman cars can be loaded onto barges and taken to Coronado.
	SD	A light mast is being erected on 28 th St at the crossing of the streetcar line and the motor road.
9-8-1887R	NCO	The line to Otay will be complete in 10 days.
9-9-1887S	CUY	Julian land values have doubled because of the plans of the San Diego and Cuyamaca RR.
	SD	Railroad progress report: tracks on the SD&OT are laid from D Street to the Old Town Plaza. Choate & Klauber's line is being surveyed from the east end of the D Street line through Choate & Klauber's Addition. A franchise was granted for the Old Town, Roseville & Ocean Beach Ry and the line is to operate by Christmas. The Coronado line is to be extended to the head of the Bay. The ERT track is laid from F to Ivy on Fourth Street and the College Hill extension is to be operable by November. The NC&O has ordered two new motors and four coaches from Pittsburgh and the line is to be extended to La Presa, Oneonta and Monument City. After 3 months of operating, the line is a success beyond sanguine expectations.
	ERT	The company advises that after its line is completed to Teralta, the Teralta Motor Co. will extend an additional 5-6 miles either by steam or electric.
9-9-1887U	SDSC	Fire caused by oil in a car lamp igniting frightened several passengers.
	COR	The ferryboat <i>Coronado</i> is laid up for repairs. Passengers will be ferried by the <i>McPherson</i> .
9-10-1887S	CUY	Incorporation papers are filed for the San Diego & Cuyamaca Ry.
	USA	Jay Gould has purchased the B&O telegraph lines for \$3,500,000.
9-11-1887U	SD	Article on the San Luis Rey Mission.
9-12-1887S	SDSC	The Seventh St. horse car line will soon begin construction from C to L St. with connections to the NC&O. More cars are coming from San Francisco.
	SD	The Marine Ry Co. says that work is progressing favorably. When completed, the railway will be able to raise an iron ship out of the water in 45 minutes.
	ATSF	The railroad telegraph from the west coast is now through to Chicago.
	COR	The Coronado Beach motor is disabled- travelers are obliged to walk to the ferry.
	NCO	The 7 th St. horse car connection will be made as soon as material is available. It will be equipped with two elegant coaches now building in San Francisco.
9-13-1887S	CAL	Gov. Bartlett has died of illness. Lt. Gov. Waterman will succeed him.
	SDSC	Six cars from the Brill Co in Philadelphia are expected in four weeks.
	SD	The Cuyamaca flume has been tested for the first two miles.
9-13-1887U	PCSS	The depot is nearly finished.
	NCO	The NC&O is thronged with passengers. The branch is being extended from the Sweetwater bridge to the dam.
9-14-1887S	SDOT	The SD&OT has installed a siding at the foot of D St.
	NCO	The NC&O now runs seven round trip trains from SD to NC daily, ten on Sunday.
	COR	A large telescope is to be mounted on the highest tower of the hotel for the service of guests.

	SD	Application is made by Milton Santee for a wharf franchise at the foot of D (Broadway). It will be 3200' long with a 500' cross section.
9-15-1887S	CUY	The survey party has left the city.
	SDET	A floor is being laid on the Carlson wharf.
9-15-1887U	ERT	The tracks on Fourth are being torn up to lay a sewer pipe.
9-15-1887R	NCO	A contract was let to the American Bridge & Building Co. to extend the Oneonta line to within ½ miles of Monument City. 30 carloads of steel are in the yards. 40# steel is to be used on the Sweetwater line. Two engines are to arrive November first.
9-16-1887U	PB	Application has been made by the Pacific Beach Company to build a motor RR from the SD&OT out the old T&P grade and around False Bay to the Beach.
9-19-1887S	SDSC	The franchise for double track on Fifth St. was granted.
	COR	Articles of incorporation are filed for the Coronado Brick Co.
	SDET	Carlson has asked for a wharf franchise for Roseville. The intention is to run a ferry from H St. to the hotel at Ocean Beach, which is nearly complete.
9-20-1887S	SDET	Wm. H Carlson has asked for a grade on Atlantic Street and offers to pave it himself to old town.
9-20-1887U	SDOT/ERT	Four dynamos and six motors have arrived and are stored in a car at the depot, where they will remain until the arrival of the expert from Kansas City to set them up. A second overhead wire will soon be completed on the Old Town line. The Fifth St. line is to be double tracked from L to Upas.
9-21-1887S	ATSF	The company reports \$10,625,537 in gross earnings.
	SP	Mr. Crocker of the Central Pacific, testifying in a bankruptcy case, claims that the government never gave promised contracts to the CP.
	OBRR	The franchise for the Roseville to Ocean Beach line has been finalized.
9-22-1887S	SP	The SP has washed out east of Tucson again.
9-22-1887U	CS	Grading is to start on the San Jacinto branch.
9-23-1887S	SDET	The Board has approved the Carlson franchise from Old Town to Roseville.
	NCO	A shipment of ties has arrived for the NC&O.
	CUY	Bonds for the Cuyamaca line were subscribed at a meeting in El Cajon.
	USA	Article: "Capacity of a Freight Car" as 20,000 pounds and lists some typical cargoes. Sixty barrels of whiskey, for example.
9-23-1887U	ERT	Application has been made for double track on Fourth, Palm and Fifth.
9-24-1887S	CC	A spur has been built from south of Del Mar to gravel beds near the beach (Beach Shingle RR on USGS map).
	ATSF	According to a San Francisco newspaper, the Santa Fe has reduced the freight rates- the agent in SD denies the story.
	SD	A motor road from Oceanside to Carlsbad is announced.
9-24-1887U	CS	Contracts are let to build depots in Carlsbad and Encinitas.
9-26-1887S	CS	The town of Fallbrook is planning a line from the CS station into town.
	CUY	The survey party has left for the Chollas Valley.
	PB	Trustees have granted a franchise to the Pacific Beach Company to build a RR from Old Town to Pacific Beach.
9-26-1887S	PARK	Babcock & Story have contracted to build a (Park) belt line consolidating the Choate & Klauber route. Rails have been bought in New York and shipped on the schooner <i>Jeannie</i> . Two locomotives similar to the Coronado's were also bought in New York.
	ERT	Work is progressing on setting up the dynamos and motors. The sewer work is progressing on Fourth and workmen are replacing the track.
9-27-1887S (Tues.)	USA	Edison has invented a "pyro-magnetic motor" to convert heat into electricity.

9-27-1887U	ERT	Interview with J.C. Henry about his electric RRs- says SD will have the finest system in the country.
	CUY	Grading is to start on the narrow gauge to Julian.
	PB	The contract for the building of the motor road to Pacific Beach has been taken by Babcock & Story. The line will be built in connection with one to Klauber & Choate's Addition.
9-27-1887U	PARK	The line to Klauber & Choate's Addition will run to the College Hill tract, which lies north of the City Park. The exact route through the Park is not determined.
9-27-1887R	NCO	The first train to Otay ran today. A new timetable will be in effect as of 10/24.
9-28-1887	COR	The Coronado Bight Bridge is under construction.
	CC	A 26-car train arrived in SD.
9-29-1887S	LA	The Salt Lake & Los Angeles RR has been organized in L.A.
9-30-1887U	CUY	More on the narrow-gauge route to Julian.
9-30-1887S	NCO	Articles of incorporation are filed for the Otay RR Co. to build the line to Oneonta, Monument City and Tia Juana, a distance of 15 miles. Directors are W.A. Dick, Frank and Warren Kimball, J.S. Borden and Charles Josselyn.
10-1-1887S	SD	Advertisements: Cliff House in Ocean Beach features a picture of the Hotel. Property is available in "Otay- the terminus of the NC&O motor line". La Jolla Park touts a new road from the CS tracks. The balloon <i>City of Tia Juana</i> will make its first ascent on Coronado. The "Villa of Sunnyside" claims a motor road (NC&O) will operate by November first. W.H. Carlson has announced his coming wedding.
	USA	Article on the popularity of Whist.
	CS	J.D. Spreckels approved plans for wharf work under the supervision of Charles T. Hinde.
10-1-1887U	SD	Article on current building construction on page 3. Article on SD growth by Douglas Gunn. Ad for Teralta development says that work has resumed on the electric motor road and it is to be completed to Teralta by 1/1/1888.
	COR	Ties for the Coronado RR extension have arrived.
10-3-1887S	SD	William H. Carlson married the former Miss Ferrer (Carmen) today. The wedding was held at the home of the bride's parents at India and E Street. Full-page ad for an auction of Otay lots on 10/7/1887. "Where is Linda Rosa" is answered in another property ad.
	USA	Article on Japanese Railroads; visitors from Japan describe a boom in their country and state they will soon be building their own cars.
	COR	The Balloon Ascension: A crowd of 6,000 people was drawn to Coronado and 4,000 of them witnessed the brief voyage of Professor Melville in his air ship after the event was delayed from 2:30 to 4:30. The daring aeronaut, hanging head down from a trapeze bar, started heavenward, but the balloon was not very thoroughly inflated. It rose 500', drifted southeasterly, then quickly descended and dropped into Glorietta Bay.
10-4-1887S	SD	The Sun is up to eight pages. C.W. Smith, Vice President of the ATSF is in town on an inspection tour.
	MEX	The San Quentin' Land & Town Company is incorporated.
	PB	A new town is to be called Morena.
10-5-1887S	CC	The new depot in Escondido will cost \$6,000. The route of the San Jacinto branch line is described.
	ERT	The San Diego College Company is taking bids for the foundations for the central building and two dorms; track is being laid.
	SD	A new switch has been installed on the 26 th street line opposite the barracks. (What RR?) The Coronado Marine Way is progressing. The Mission Valley Water Co. has been formed to dam the river in Mission Gorge. The petition of the (La) Mesa & El Cajon RR to run along public streets has been referred to the District Attorney. The Oceanside

		Coast Motor RR has filed for incorporation to build a line from Oceanside to Carlsbad, a distance of five miles, with \$50,000 in capital stock. The Directors are J.C. Hayes, C.W. Maxson, O.M. Reive, Frank H. Cunningham and Charles L. Morrill, all of Oceanside.
10-6-1887U	CS	Passenger statistics for the CSRR are printed. Information on the San Jacinto branch route.
10-6-1887R	NCO	Trains were very crowded yesterday.
	CS	The auditors' office has been moved to San Bernardino.
10-7-1887U	CS	Bad brakes result in a wild ride through Temecula Canyon.
10-8-1887U	NCO	One of the motors has blown out its cylinder head. A yard engine and CSRR coaches took passengers to NC and the remaining motor took them to Otay.
10-8-1887S	CS	Progress is reported on the Barstow depot, hotel and eating-house.
	SDOT	A (steam dummy) motor arrived and was tested yesterday. A party of Directors was taken over the road and all worked satisfactorily. It will run on the line for a few weeks until the electric apparatus is working. Cars built by ERT will be utilized and regular trips will commence tomorrow morning. The electric motor will run from Fifth St. down, but for the present, trains will start at D and Arctic
10-10-1887S	SP	A surveying team is in Riverside.
10-11-1887S	CS	The ATSF has begun work on the coal bunkers.
10-11-1887U	COR	Ad for "Coronado Heights- the Pasadena of San Diego."
10-12-1887S	COR	A double deck car has arrived for the Coronado Beach Co.
	PB	One mile is graded on the Pacific Beach RR.
	SD	Two carloads of honey were shipped to Denver and Kansas City.
10-12-1887U	CS	The passenger train ran through the switch at E Street and derailed.
10-13-1887S	CS	Another Pullman car has been added to the evening express train.
	SD	The addition to the St. James has reached its height of five stories.
10-14-1887S	ERT	The Old Town line will convert to electricity in ten days (to allow testing of equipment before downtown installation).
	SDSC	12 new cars have been ordered. Lines were blocked yesterday by moving houses.
	SD	A baseball league is to be formed.
10-15-1887S	CS	A.D. Xander, the first engineer on the California Southern, has died.
10-15-1887U	SD	List of proposed streetcar projects. Discussion of cable vs. electric.
	COR	An application for a wharf franchise on Coronado has been made by Mr. Wetmore. Mr. Story has filed an application to franchise a RR from Fifth St. out M and N to the brewery, Chollas Valley and NC to the International Hotel. The motive power is not decided. While east, Mr. Story made a study of VanDepoole, Sprague, Henry, Daft and other (electric) systems. Story rode on a battery-powered car in New York City.
10-15-1887U	PARK	Mr. Story has applied for a franchise to build a RR through the Park and returning on a westerly course through the College Hill tract and terminating on Fifth Ave.
10-17-1887S	SD	Warner's Ranch has been sold- rumor says to the SP.
10-18-1887S	SDSC	Application has been made for new routes.
(Tues.)	SDC	The grade stakes are completed. Grant Brothers of Escondido (contractor) says the graders are to arrive next Tuesday. The route goes along 22 nd Street to N, to 32 nd , to H, on H to the Chollas Valley and then along the north side.
	CUY	The Cuyamaca line has caused a land boom in Ramona and San Vicente. 23 miles are surveyed from Ninth and N to lakeside.
	ATSF	The ticket agent in St. Louis says that 150 people per day are ticketed to San Diego.
	SD	Application has been made by Klauber and Castle for a route along Ninth to Park, also a branch along F from Ninth to 30 th St. The engine house will be located at the foot of Ninth and will be similar to that employed on the Market Street line in San Francisco. The road will cost \$75,000 per mile in addition to machinery.

10-19-1887S	OBRR	Grading for the line from Roseville to Ocean Beach is to begin on the 24 th , according to contractor William Osborne.
	ERT	Ties are strung over the mesa for the line to Teralta.
	SDOT	The motor is running with regularity and doing a good business.
10-20-1887S	ATSF	The ATSF has announced direct train service from Chicago to San Diego.
	NCO	Four cars destined for the NC&O were destroyed by a fire at the Hammond car works in San Francisco and three others were damaged. One of the cars was to be loaned to the Pacific Beach Co.
10-20-1887U	PB	Work is to start on the College of Letters.
10-20-1887R	LA	Ballona Harbor is a complete failure- the ATSF has never been identified with the scheme.
10-21-1887U	NCO	The NC&O is blocking road grading south of Otay.
10-21-1887S	COR	The new ferry <i>Silvergate</i> is to be ready for launching in 10 days. She will be towed to this side of the Santa Fe wharf where her boilers and heavy machinery will be placed on board.
10-22-1887S	COR	A new Baldwin locomotive has arrived for the Coronado line.
	SDC	The California Central is to begin construction on Monday.
	CUY	The Julian narrow gauge survey has been completed. The grades were found to be more passable than expected.
	COR	A new Baldwin locomotive has arrived for the Coronado Ry.
	SD	The Warner Ranch Land Company is incorporated with \$1,000,000 capital. Directors are John G. Downey, Peter Dean, James Simpson, John T. Doyle and Thomas V. O'Brien. N Street (Commercial Ave.) is certainly well supplied with RRs- west of 22 nd the San Diego Streetcar Co holds the former franchise of Keller, east of 22 nd the California Central has a franchise, and the San Diego & Cuyamaca RR has a franchise for the entire length of the street.
	USA	A new electric light company is offering fireboxes and hotel annunciators, also the matchless lighting of gaslights.
10-24-1887S	SD	39 vessels are enroute from foreign ports.
10-25-1887U	NCO	Two new motors ordered from Pittsburgh are 3 tons heavier than the first ones.
10-25-1887S	CS	300 men are on the payroll in NC.
	SD	Surveys are to commence next week for a rail line from Encinitas to Glen Barham, seven miles inland on a line from Stewart's to Escondido. Linda Rosa is revealed to be just east of Murrieta, west of the river bend.
10-26-1887S	SD	The Glen Barham RR project is editorially promoted.
	CS	Construction of the Carlsbad depot has started. Machinery for the Rose Canyon brickyard has arrived.
10-26-1887U	CUY	Article on the Cuyamaca surveys.
10-27-1887R	NCO	The NC&O motor has been overworked. Last Sunday a slight accident delayed trains an hour or two. A loss occurred to the Otay Ry from the burning of the Fulton Locomotive Works last week in San Francisco. The woodworks of one open car, four flats and two light cars were burned- only the wheels, ironwork and castings were saved. Track laying to Oneonta and to the Monument City extension has progressed to four miles below that place. The first rails on the bridge to la Presa were laid on Saturday. The company has in contemplation the building of a line to Tijuana Hot Springs.
10-27-1887U	NC	List published of new building projects in NC. (Sunday)
10-28-1887S	SD	A new petition for a cable RR franchise is made by M. Klauber, M.C. Keller, A.E. Castle, Harry Wagner, and R.H. Young from Second and E along E to 32 nd , then on 32 nd to the city limits. Also from Third and Ivy along Ivy to lot 1123, also from Ninth and D

		along Ninth to the Park, also from the foot of 24 th along 24 th to 26 th and N and along N to the (Marilou) Park. M. Santee's wharf will cost \$50,000.
10-29-1887S	PB	50 Chinese have arrived to work in Pacific Beach.
10-30-1887U	NCO	Both engines broke down. No trains will run until a motor (#34) can be borrowed from the Coronado RR.
10-31-1887S	SDEC	The last property right of way has been acquired for the San Diego & El Cajon Electric Ry. A mile and a half is already graded.
	PB	The Pacific Beach Company has let a contract for grading the line from Moreno to PB. An agent is leaving for San Francisco to buy cars. The PB Company's two Baldwins are ready for shipment.
	COR	Construction has started on a wharf at Coronado Heights designed for ballasting ships.
11-1-1887S	CS	A man was killed by a California Southern train.
	NCO	A man under the influence of liquor fell of the 32 nd St. platform and was killed by a NC&O train.
11-1-1887CR	PB	A contract is signed with A.C. Phillips to lay track.
11-2-1887S	COR	Construction has started on a dike across the Sweetwater River marsh along the coast for the Coronado Belt Line railroad.
11-2-1887U	CAB	The San Diego Cable Car & Land Company has been incorporated.
	ERT	Article on protecting watches from electricity (being magnetized).
11-3-1887S	NCO	A new locomotive (named <i>National City</i>) has arrived for the NC&O. A painting of the NC&O now hangs in the office of Arnold, Jeffries & Mouser. The grade to Oneonta is complete. The motor now makes five trips a day to Otay.
	OBRR	Material for the Ocean Beach RR has been ordered in New York and is due in sixty days. The line will run from the Old Town plaza skirting the bay shore to the center of Roseville and up a canyon to Ocean Beach.
11-3-1887U	COR	C.C. Willis will replace William Riggs as conductor on the Coronado Ry. More ties have arrived for the Coronado Hgts motor road.
11-3-1887CR	PARK	SD Ordinance #149 grants a franchise.
11-3-1887R	CS	A switch for the Isham & Gordon Warehouse has been installed on Ninth St. (in NC)
	NCO	A new motor arrived Thursday last; another locomotive (#4) shipped from Pittsburgh on Oct. 25 th . Three new passenger coaches will be shipped from San Francisco on 11/25, also one open and four flats. The business far surpasses the most sanguine hopes of the owners. About 1,000 travel daily.
11-4-1887S	CS	The spur to the gravel bed at Del Mar has been completed.
	SD	F.S. Jenkins and George H. Crippen have applied for a competing RR franchise from Roseville to Ocean Beach. The petition of Klauber, etc. is granted by the Trustees.
11-4-1887U	SD	A franchise is granted to Keller and M. Klauber for a street RR to Marilou Park.
11-5-1887S	PARK	Choate & Klauber have purchased a locomotive in Philadelphia.
	ERT	ERT is using a traction engine to grade Fifth St.
	SDSC	Ties are being delivered on N St. for the NC extension of the SD Street Ry. Glass fronts are being installed on streetcars as of last week.
11-5-1887U	NCO	Another breakdown on the NC&O.
11-7-1887S	SDC	50 graders and 40 mules are working on the SD Central on 22 nd St. and more are coming.
11-7-1887U	NCO	Crowds are riding the NC&O- over 1,000 passengers per day.
11-8-1887S	SP	The SP has lowered the stopover rate for excursion fares to southern California. The company is buying land to build shops at Colton.
	SD	Election Day.
11-9-1887	CS	Rate war between ATSF and SP increases passenger boom to San Diego. 34 passenger cars arrive at Barstow bound for San Diego requiring a 4- section train.

11-9-1887S	ERT	Electric Motioneer J.R. Thomas, #1, started from D street to make the trial trip. Dr. Gochenauer acted as engineer and conductor. On leaving D St. the motor glided over the rails and, had the track been in good condition, the ride would have been smoother. Contact with the rails was tested.
11- -1887	CS	Los Angeles depot destroyed by fire. Most of the furniture for the hotel Del Coronado is burned in a train wreck at Irvington (north of San Bernardino).
11-10-1887S	ERT	The overhead is being strung on Fourth.
11-11-1887S	PARK	Article about the Park Belt line.
11-12-1887	CUY	An "informed source" says the SP will probably build from Dos Palmas to Julian and then buy the Cuyamaca line. A Director of the Cuyamaca line says that provision has been made to add a third rail for conversion to standard gauge.
11-12-1887U	CS	The ATSF is proposing a San Jacinto Valley RR.
	NCO	Engine #34 has been called back to Coronado. A new engine, the <i>Sweetwater</i> , is due.
11-13-1887U	PCSS	An excursion to Los Olivos is offered on the Pacific Coast Ry.
	NCO	The NC&O is putting in a switch from Seventh St. to F.
	COR	Riggs has been made an engineer on the Coronado RR.
	SDOT	Electric and steam motors will make ½ hour trips on the line to Old Town.
11-15-1887S	COR	The ferry <i>Silvergate</i> is launched.
	PARK	Bids were opened for the RR through Stein, Klauber, Choate and Castles Addition. The line will enter the addition near Pueblo Ave.
11-15-1887U	COR	The Coronado motor jumped the track near the Pavilion yesterday.
11-17-1887S	DER	The Keller & Morphy franchise on E Street is to be called the Derby Heights Cable Ry. Co. It was decided to build two miles, from the foot of E to beyond 27 th St.
	SD	The Daily Bee has been sold.
11-17-1887R	CAL	On the boom rush by the Santa Fe New Mexican of Oct. 25 th : "Last night, west bound's train was run in three sections and about 1500 people were aboard. The California craze seems to have no end. The Santa Fe company have already sold 15,000 tickets and passenger agents estimate 200,000 people will visit California this winter."
	NCO	Engine #4 is on the road between here and Kansas City.
11-18-1887S	ATSF	The first transcontinental vestibule train has left Boston bound for San Diego.
11-18-1887	SD	A Fifth street store display features a toy train representing the trans-continental line to San Diego. A woman throwing mud at the train is labeled "Mrs. Lost Angel(es), your editorial mud has not stopped the cars!" A man placing a block in the way of the train reads "Mr. Frisco, your blocking is played out". A sign in front says "Boston-Welcome-San Diego. Big boom predicted."
11-19-1887S	ERT	An axel broke yesterday on an overloaded car.
	LA	A pass through the Sierra Madre has been found for the Salt Lake City and Los Angeles RR.
	DER	Several motors similar to those on the Coronado RR have been ordered for Choate & Castle's line to Derby Heights.
11-19-1887U	COR	The Coronado motor (Belt Line) is now at the brickyard (on the Strand).
11-20-1887U	SDOT/ERT	Yesterday morning the electric motor commenced running to Old Town and the residents along the line are no longer bothered with the coal smoke and shrill tootings of the steam dummy. A second motor is to be added today. The electric motors run very smoothly and are a great improvement over the steam dummies.
	NCO	The engine <i>Sweetwater</i> is at Wallace NM.
	COR	A franchise was granted for the Coronado Belt Line through NC.
11-20-1887U	PARK	Several steam motors have been ordered for the City & University Heights road.
	ERT	The parallel overhead wires on the Fourth St. line have been strung to the Florence Hotel and the laying of underground conductors will be commenced next week. The dynamos

		are set up and the motor and passenger cars are nearly complete.
	CS	The CSR is to build a handsome depot at Morena.
	USA	Article on steam heating for passenger cars.
11-21-1887U	USA	Editorial on the Salt Lake RR.
	COR	About 80 Chinamen went down to work on the new motor road to Coronado Hgts.
11-21-1887S	ERT	The first fatality on the ERT occurred 11/20. A spaniel belonging to the conductor was riding on the motor, saw a bird and sprang from the motor to roll under the wheels.
11-22-1887S	ERT	The ERT is officially open to Old Town on the tracks of the SD&OT. Trains operate until noon, when hard rain washes out the tracks.
	SDSC	All service halted due to rain.
	SD	Echo Publishing Co. is incorporated. Advertisement for the Fairview tract at 33 rd and E promises that the (Keller & Morphy) cable road will pass through the center of the tract! –Haffenden & Emory, 888 Sixth St.
	USA	History article on Sherman's March titled "Destroying a Railroad" on page 3
	CS	Ad for "Lugonia- The east San Bernardino terminus of the Santa Fe and the Southern Pacific". Work is in progress on the Murrieta depot and the Barstow hotel and depot, as well as the Moreno depot. Landscaping is being done at the D St. depot.
	COR	800 tons of 30# T rail was ordered to build 25 miles and enough 45# rail to extend from the hotel around the bay to NC, allowing the through run of Pullmans to the hotel. At NC the line will connect with our new motor line in the course of construction from the foot of Ninth. At Ninth it will connect with the Ninth and 12 th St. horse car lines and to the motor running up Switzer's Canyon and so on around to the College Hill tract. For motive power we have ordered 12 steam motors similar to those in use on the Coronado Beach Railroad and one large locomotive. The latter will run from the big hotel along the beach, but will probably be used mostly for hauling brick from our yards near Coronado Hgts. Also ordered are 12 suburban cars like those used on the Coronado Beach line, four closed suburban cars and six double-deckers, enclosed below, the latter for Coronado Hgts. The Chadbourne Furniture Company has started to unload 40 carloads of furniture (Hotel Del), making a parade from Stewart's warehouse track to the beach.
11-22-1887U	ERT	Interview with Prof. J.C. Henry, electric Railway inventor. "The rapidity of motion is entirely under control and surmounts almost incredible grades. It starts, stops, and moves promptly and smoothly. The passenger as he rides marvels at the mysterious power that propels him; marvels at its transmission in such strength through the medium of an overhead wire; marvels as he beholds the brilliant sparks that occasionally flash from the revolving wheels, sensible manifestations in another form of subtle force the inventive genius of man is subjecting to his service."
11-23-1887S	CS	Collision near Rialto after the eastbound train broke down.
11-23-1887U	SD	The city has passed an ordinance to insure safer buildings.
	ATSF	A freight blockade is instituted on the Santa Fe system.
	SDSC	The streetcar company has let a contract to build a motor line on N for the Coronado Belt line. The line runs on N from Eighth to 25 th and through section 25 to the city limits and will commence in one week.
	ERT	The company will not have to place an underground wire on Fourth St., as the parallel overhead wires on the Old Town line have worked OK with each motor drawing up to four cars each.
11-24-1887U	SDOT/ERT	The storm did not affect the operation of the electric motors.
	CC	The California Central is working on a line from Riverside to Santa Ana.
	SP	Editorial on the first through vestibule train and the SP line from Santa Ana to SD.
	CAB	The San Diego Cable Car Company has purchased the rights for the E St. line to Marilou

		Park.
	COR	The Coronado motor ran into a coach yesterday causing some damage to the engine. The scaffold has been removed from the engine house.
11-24-1887R	PB	It has been arranged to use the CS tracks to Morena until the line from Old Town to Morena is completed. A junction has been made at Morena.
	CS	Two carloads of lumber were sent out to build a station at Morena. The new design with wide platforms and a finely furnished interior will cost \$3,000. A survey is completed for adding 1800' of siding.
	NCO	Engine #4 arrived at headquarters on 11/18, engine #5 is expected in February. Master Mechanic Wheeler and his force are busy rebuilding #2; engine #1 is next. 20 carloads of steel are in the blockade on the ATSF.
11-25-1887S	COR	H.L. Storey says the belt line will connect to the California Southern and a streetcar line at the foot of Ninth Street.
	SDSC	300 tons of Johnson rail is ordered to double track five miles for Fifth, First, F and 12 th St. lines. 18 new horse cars have been ordered- 9 open and 9 closed. The closed cars for Fifth will be but 10' long and only ½ the weight of present cars and will be drawn by a pair of horses.
11-26-1887S	SDC	Obituary for George Cowles, Director of the SD Marine Ways, Vice President of the San Diego County Savings and Director of the San Diego Central RR. Mr. Cowles was the guarantor of the right of way for the RR to El Cajon.
	SD	Mr. Holabird is organizing a RR from Old Town to Grantville. All RR land is booming- South San Diego, Otay, San Marcos, Escondido, etc.
	SDOT/ERT	There is no definite agreement between the San Diego & Old Town RR and Electric Rapid Transit- the former alleges that the poles are not properly set and cars are not suitable. George B. Hensley has ordered 8 cars for the Pacific Beach motor line plus one fine chair car from Pullman. The line will soon extend to G Street, where the waterworks is nearly complete.
	COR	The ferry <i>Silvergate</i> has been towed back to the Coronado side.
	SDET	A dead horse now ornaments the waterfront near the C&H wharf.
11-26-1887U	CAL	Column of RR news for southern California.
11-27-1887U	NCO	The La Presa branch has been completed for four miles. No more whistling is allowed entering San Diego. Engine #2 has changed appearance.
	PB	Nine cars have been ordered and two locomotives are on order from Baldwin.
	CS	Engine #142, badly used up in a collision some months ago near Leisander Park, was turned out in the NC shops rebuilt. The companion, #175, is undergoing repairs.
	COR	The first meal was served in the hotel yesterday.
11-28-1887S	ERT	Another axle (front) broken on the ERT car. "It is becoming evident to the public that the present cars in use...are not suitable."
11-28-1887S	PARK	The contract for construction was let to Graham. The first dirt was thrown 18 th and City Park.
11-28-1887CR	PARK	Copy of signed contract is on file to R.A. Graham for construction of the Klauber, Steiner, Choate and Castle route.
11-28-1887U	SD	Ad- Map of the SD Bay region showing RRs for an opportunity to ride.
	COR	Coronado brick from the Coronado Beach Company's yard is being unloaded at the addition to the ATSF wharf. Passenger coaches from the CS will be transferred to the ATSF wharf and from there to Coronado.
11-29-1887S	PB	The SD&OT is grading a (rail)road to Pacific Beach. When completed, the San Diego & Old Town and the San Diego & Pacific Beach will combine (to form the San Diego, Old Town & Pacific Beach RR) to form a line of eight miles. Two complete trains and three engines have been ordered. Each train will consist of two closed cars, one open car, one

		baggage/mail car and one Pullman coach.
	SD	Property at International City (Carlson) is now being offered. The San Diego & Old Mission Railway has been organized to build from Old Town out Mission Valley to near Grantville, where the line will split, one branch going south to Grantville and the other going north through lot 70 up Murphy Canyon. Directors are: W.H. Holabird, C.J. Fox, C.M. Fowler, Robert Allison, John G. Capron, R.A. Thomas, C.C. Seaman, C. Jones and H.D. Wilson of L.A.
	SDET/ NCO	International City (Carlson & Higgins) is the name of the latest tour site. It is in the very southwestern corner of the U.S. The company guarantees to build a hotel and motor line.
11-29-1887U	CS	Engines 579 and 143 are damaged and headed for the shops. Engine 8 was turned out yesterday.
11-30-1887S	SD	Carlson & Higgins sold 160 lots in International City yesterday.
	NCO	Houses will be built at Oneonta as soon as the motor line is ready. The motor hit a wagon at 17 th St., injuring the driver.
12-1-1887S	SD	A new light is installed at the D Street depot.
	OBRR	Rails have been shipped from Scranton, Pa.
	CS	Supt. J.N. Victor telegraphed for more rails; the company says they can't spare the motive power as everything is being used to move the freight backlog. A freight engine jumped the track near Fallbrook.
12-2-1887S	ERT	Rails are strung as far as the College Hill tract; the overhead wires to beyond the Florence Hotel. The company is dropping the Old Town operation to operate Fourth St. more satisfactorily and will start removing the overhead to Old Town as soon as the weather settles. Dr. Gochenauer will soon begin the construction of a new style electric motor in which the dynamo and machinery will be entirely encased in glass.
	CS	20 plus cars of overdue freight passed Barstow yesterday.
	CAL	Dan Rathbun of San Bernardino has gone to San Francisco to buy ties and order an engine for the San Bernardino, Waterman & Arrowhead narrow gauge RR. The line is located to a point one mile west of Harlem Springs.
12-3-1887S	SDOT	New 35# rail is to be laid for coming steam service. The company will endeavor to run one train in the morning and one in the evening after the track has been re-laid.
	NCO	New time card is in effect to include Sweetwater.
	SD	The Sun will introduce a new 8-page format.
	CS	A carload of lumber went adrift and blocked the main track- the switch engine came along and ran into it. One boxcar was broken up and the lumber car overturned.
12-5-1887S	COR/PARK	Rails have been ordered from Saint Louis for the Coronado and Park Belt lines by Babcock and Storey.
	CS	Cars which were cut off at Pasadena escaped and followed downhill, crashing into 3 flats and a boxcar.
	PB	Water pipe is being laid to Pacific Beach.
	NCO	The Oneonta Hotel will be 100' x 68' and have 30 rooms. The cost is \$15,000.
12-6-1887S	PB	Article on the plans for Pacific Beach.
12-7-1887S	PB	Map of PB shows RR route and a depot two blocks north of the bay, the Grand Pacific Hotel is one block south. J.R. Thomas is manager of the RR.
	COR	¾ mile of track has been laid from Coronado Hgts. to the Hotel. A special train from Chicago arrived at 10AM this morning with help for the hotel- 7 tourist cars pulled by a Southern Kansas engine.
12-7-1887U	CC	Work on the California Central extension from Oceanside to Escondido is being pushed- operation of the line is expected by 1/1/1888.
12-8-1887S	COR	Tracks at Coronado Heights will be laid on the twelfth. Work has started straightening the motor tracks. The new help has been moved into the kitchen.

	SDOT	Four locomotives are due at a cost of \$6,000 each.
	USA	Trolley wires fell to the ground in Montgomery, AL, striking the Governor's secretary's horse. The horse was shocked and burned to death.
12-8-1887U	USA	Article on rail laying at Promontory Point (Utah).
	SD	Real estate ad lists lot j in block 122 of Horton's Addition selling for \$20,000.
	OBRR	Ties for the OBRR arrived via train on 11/30.
12-9-1887S	ELS	The San Diego & Elsinore RR is incorporated as a UP branch line to SD by C.C. Stevenson, Governor of Nevada, Sam Merrill, Bryant Howard, Richard Gird, E.W. Morse, M.A. Luce, H.A. Palmer, F.H. Heald and George L. Joy. The directors have an aggregate wealth of \$25,000,000.
	NCO	A route change is requested from L and 13 th via 13 th to N, to Grand Avenue to 28 th St.
	PB	Rails are run on Arctic to F St. Four locomotives ordered for \$6,000 each, 12 cars from the Pullman Co. of Chicago at \$3,000 each and 18 cars ordered from the Hammond Bros. in San Francisco at \$2700 each. Ocean front lots in Pacific Beach are selling for \$150 to \$700 each.
	SD	The G.A.R. Home will not be built at Grantville.
	CC	A camp for the graders is set up at the spring in San Marcos. A local passenger train to SD is being discussed.
12-9-1887U	PB	A map shows the SD, OT & PB RR running from Pacific Beach to Mission Beach. (not true)
	SD	Real estate ad shows a 50 x 100' lot at 6 th and K for \$25,000.
	SDSC	Rails for the F ST. horse car line are being laid from Atlantic to 13 th St.
12-10-1887S	SDSC	Workmen are removing the turntables at Fifth and D for the new double track on Fifth.
12-10-1887U	PARK	Ad says Steiner Choate & Castle's steam motor road, grading at 18 th and A, will run through Switzer Canyon and City Park.
12-12-1887	CS	A work train with 10 cars carrying 60 men ran into standing flats at the sand pit near Seventh St. on 12/11. The construction train was backing- the first car broke in two and acting Conductor Tom Rose was killed, others were injured.
12-12-1887U	PARK	Ad for University Hgts. motor road.
	CS	There is a freight blockade on the California Southern. 15 locomotives have been ordered.
12-13-1887S	DER1	The General Manager of the Pacific Cable Car Construction Co. is in town to talk to officers of the local cable RR Co. Three lines are projected- on E from Second to 35 th , from the foot of Ninth to City Park, and on Third to lot 1124. The estimate cost of construction is \$180,000. The engine house will be on 35 th St. in Hoffenden's Addition.
	PB	"Opening Sale- the big thing in real estate" One party bought the entire block #154 for \$16,000. A number of flats have arrived on the <i>Queen</i> .
	NCO	The <i>Queen of the Pacific</i> brought two closed cars.
	ERT	The poles on the line to Old Town will be taken down tomorrow. The grand opening at University Heights sold \$100,000 of lots by noon.
	CS	A train with 53 cars of lumber and coal left the Santa Fe wharf yesterday.
12-13-1887U	SP	A reported SP project is a line from Colton to Ivanhoe on the San Diego County line, thence to SD.
	PB	The 40# rails laid are too light- the CS had 50# rails and are now replacing them with 61# rails. (weight is per 3' of rail)
	CC	The opening of the Escondido line is to be a big event.
12-14-1887S	CS	The company will pay employees monthly instead of the previous every two months. San Diego is experiencing a freight jam- 363 loaded cars are in the yards and each train can take only 11 cars due to the heavy grades. Bridge timbers for the Santa Margarita bridge construction on the Santa Ana extension are lying on the wharf. The 96 carloads

		of freight at Barstow have been moved; now the only serious delay is the San Diego yard.
	NCO	A long letter is published protesting the re- location of the NC&O since property of the SD Land and Town was sold along the old route.
	OBRR	A shipment of rails is at Colton. The line is half graded.
	SD	Horton, Morse and Wetmore are petitioning for a new wharf at the foot of Ivy St. The San Diego Lumber Co is to work on a new 800' wharf, eventually to expand to 2100'. Boom prices have gotten out of hand- a cigar vendor who was paying \$50 a month for stair space has had his rent raised to \$70 per month.
	PB	Total sales yesterday were \$200,000.
	COR	The first train over the new line from Coronado Hgts. to the Beach ran today. The new steam launch to serve Coronado Hgts is the <i>Clarita</i> . It is enroute to Coronado from Racine, WI.
	DER	The San Diego company paid \$25,000 to the Pacific Cable Co. for the rights in SD. Three lines have been franchised.
	ERT	The E St. line has been delayed for grading.
12-14-1887U	PARK	45# rails are being laid in Switzer Canyon.
12-15-1887S	UP	Jay Gould is rumored to be interested in the Salt Lake & L.A. RR, which would connect with the San Diego & Elsinore RR.
	ERT	The Fourth ST. line is progressing, with all track laid to the campus.
	CS	A tie dropped across the track derailed a freight car into the bay.
	NCO	The PCSS <i>Alexander Duncan</i> came in from San Francisco bringing a handsome coach.
	SDET	Surveyors are at work on the motor line from Old Town to Roseville.
	PL	The Point Loma Land & Town Co. has sold \$75,000 worth of property. G.R. Peck, General Solicitor of the ATSF is Vice President of the Land & Town.
	PB	A \$5,000 hotel will be built in Pacific Beach to house the workmen.
	COR	Extensive preparation is being made for the land auction at Coronado Hgts- the motor line is in and 5,000 people are expected.
12-15-1887R	NCO	The NC&O will soon run to la Presa. For a short distance, the scenery will rival the D&RG. \$4 and two new coaches have arrived. #5, the <i>Chula Vista</i> , will be turned out of Pittsburgh.
	CS	An accident occurred Wednesday night on the wharf when ties laid across the track were not removed. The train backed on the wharf. The engineer misinterpreted signals on account of the brakeman used old signals instead of the new. Speed accelerated; the cars struck the ties, jumped the rails, tore along the wharf and into the bay.
12-15-1887U	ERT	Editorial on the Fourth St. line- cars will run 4 miles within 30 days. The Fifth St. horse car line is being extended to the north edge of City Park and the steam motor is being built along the north side and the east side of it to connect to D St. (Broadway), a distance of six miles. The G St. line is being constructed and is expected to operate by 1/1/1888.
	SDSC	The H St. line will be extended from 28 th to 32 nd St.
	COR	The motor line will run from 5 th and L to 25 th and thence to NC, Coronado Hgts. and Coronado.
	SD	"Thus do we fool our eastern decriers who are impatiently waiting to see San Diego's boom collapse."
12-16-1887S	NCO	Advertisement for Oneonta.
	CS	The second section of a CS special train was hit by a pair of runaway coaches from the first section south of the Cajon pass at Irvington. The locomotive caught fire and burned. The head of engineer Thompson has not been found and the fireman was also killed. The Moreno depot is nearly completed.

	PB	Auction sales aggregated \$80,000.
	COR	The Oneonta Land, Town & Water Co was incorporated by A.C. Young, William S. Hinkle, John Thurman, W. Parrish and A.C. Mouser.
12-17-1887S	ELS	Newest rumor is that Gould will meet the San Diego & Elsinore with the Missouri Pacific, the Union Pacific or both. Chief Engineer Treadwell is doing the surveying for the SD&E. A possible plan is for the line to add a third rail and share the Cuyamaca roadbed to Lakeside.
	SD	The Carlson & Higgins wharf is being renovated. H.C. Whitney, who recently obtained a franchise for a wharf near 26 th St., has ordered piles.
	USA	SP has driven the final spike on the California & Oregon RR.
	NC	The National Carriage Mfg. Co. is incorporated by the Kimballs, et al.
12-18-1887U	ELS	The San Diego & Elsinore RR is incorporated. The Pomona & Elsinore was previously incorporated.
12-19-1887S	SDSC	SD Streetcar has broken ground on the F St. line- 75 graders are employed.
	OBRR	Frank J. Higgins has gone to San Francisco to buy water pipe and rolling stock for the railroad. The Cliff House is due to open on 1/1/1888.
	SDOT	Large travel on the line necessitated the loan of a coach from the NC&O.
	SP	The Long Beach, Whittier and Los Angeles County RR Co. has filed articles of incorporation with \$1,500,000 capital stock.
	SD	Article on William Heath Davis. The Carlson & Higgins wharf is now at 780' - 200' more is contracted for.
	CS	The new depot at Elsinore is complete.
12-20-1887S	SD	The Marine Ways are due to be complete in two months and will be the largest in the world. The population of Carlsbad has reached 200. The Brick walls are complete and the roof timbers are in place on the Spreckels Brothers bonded warehouse. The store of the Chadbourne Furniture Company is located at the southwest corner of Fourth and C in the four-story Marshall block.
	COR	Objections are being raised to the planned motor RR on N street, as it already has more RR lines projected than any other street in town.
	ERT	A 60-day extension has been granted.
	ATSF	The line into Chicago will be called the Chicago, Santa Fe & California RR- it will be completed in 10 days.
12-21-1887S	ERT	The Electric road is to be extended from the campus to the steamship wharf via Fourth St. Two motors are in operation, three more are ordered and one is missing parts (axels, maybe?) for a total of six. Also, one is a new type ordered from Hall Brothers of Stockton. Almost all of the lots in University Hgts have been sold.
	SD	The first "personal" ad is run in the Sun when a letter from a man decrying the lack of marriageable ladies is answered by several of the local belles.
	PCSS	The <i>SS San Vicente</i> has burned.
	COR	The new ferry will accommodate four times as many teams. 40,000 bricks a day are being turned out at Coronado Hgts.
	OBRR	Sales have begun on Ocean Beach lots from Carlson & Higgins. A \$300 lot may be had for \$30 down and \$30 per month.
	CS	A locomotive jumped the tracks in the NC yard after the switch was left open.
	CAL	A RR survey is being run from Seven Palms to Agua Caliente (SF Bay area?). The company is owned by southern California capitalists- L.M. Holt of Riverside is the President.
12-22-1887	DER	The San Diego Cable Car Company will hold a meeting in an attempt to raise an additional \$50,000.
12-22-1887R	NCO	The company now has 4 engines, 8 coaches and 10 flats.

	COR	Article on the new motor line to circle the bay.
12-22-1887S	CC	The RR from San Bernardino to L.A. is now run by the California Central instead of the California Southern. A locomotive has crossed the Santa Ana bridge on the road to Lugonia.
	SP	An excursion train with seven carloads of tenderfeet from the east recently passed through Colton.
	DER	More technical details about the projected cable RR operation. The 200HP Corliss engine will move 20 cars at once, even though 70% of the power is used to move the cable and only 30% actually moves the cars.
	PB	Plans for the La Jolla hotel have been accepted. Iron is now here and work on the RR will be pushed. It is calculated that a through connection will be made about 1/15.
	COR	The Coronado Beach Company is offering free transportation on the new motor line to Coronado Hgts to the auction on 12/31. The ride itself along the peninsula is one the like of which cannot be found elsewhere in this country or any other country. The number of visitors to the Heights is increasing daily. Four trains now run daily from the Hotel to the Hgts. A round trip ticket from San Francisco to the auction on 12/31 is only \$13.50. There will be an excursion Saturday to the Heights for school children. The street sprinkler has made its appearance again. Ben Kelley of New York, a new employee of the Hotel, had his foot crushed while attempting to board the motor train after leaving the ferry.
	SD	Coal prices may go to \$25 per ton due to the current shortage.
12-22-1887U	SDSC	The use of "T" rail is decried- the Union believes flat rail only should be used.
12-23-1887S	PARK	400 men are working in Switzer Canyon- the surveyors are staking along the north side of Park from Fifth to the Switzer junction.
	ERT	The E ST cable line is to cost \$200,000.
	CS	150 people are squatting on city property along the waterfront on Atlantic from A to D Streets. Dwellings range from tents to 2-story "cottages". Indications are that they will have to be removed forcibly.
	SD	Construction on the SD Flume is progressing.
12-23-1887U	SDSC	Ties and rails for the Fifth St. line to Upas are being dumped.
12-24-1887S	ERT	The Fourth St. line is to start up- the electric motors will be making experimental runs. The gap is completed from G St. to the bay so the line runs from the waterfront to University Hgts- 4 miles. Oops- an unexpected break in the wire at Fourth and D will postpone operations until 12/26.
	CC	Work on the San Jacinto branch should be done by 5/1/1888 Escondido can now hear the locomotive whistle.
	NCO	The NC&O is running to Sweetwater Dam. Track is laid to Oneonta and three round trips daily will run from SD on and after 12/25. A holiday bash and picnic at Oneonta will run next Thursday, 12/29. Round trip ticket price is 30 cents. A first-class boarding house and restaurant will be opened at Oneonta on 12/26. Lumber was loaded today on cars at the foot of Sixth for building the Oneonta Hotel- the contractor, L.M. Hickox will commence the work on 12/26 and complete in 60 days at a cost of \$20,000.
	COR	Free trains ran today to the Heights at 10AM and two PM- the double deck car was used- it suited the beach. The mini-railway on the beach west of the boathouse is 1,000 feet long with a succession of hillocks. Cash sales of lots are a rarity.
	CS	Capitalization was increased to \$10,500,000. A consolidation of the CS and CC is proposed.
	OBRR	The schooner <i>Eclipse</i> is discharging lumber at the Carlson & Higgins wharf. Mr. Carlson is arranging an excursion from Los Angeles to Ocean Beach for 1/24/1888 with a sale of lots to follow on 1/25. The round-trip fare is \$2.50 He will take a brass band to

		L.A. and rent another there to put on a procession what will startle the natives. He expects the motor road to be completed and will hire all of the boats on the bay to carry passengers.
12-24-1887S	PARK	100 lots are available in SKC&C's Addition for \$350 at \$35 a month.
12-27-1887S	SDC	A court verdict condemns land for the San Diego Central RR in blocks 22 through 31, 47 and 80.
	COR	Tugs and barges, beside the ferry and motor line, will take everybody from the Santa Fe wharf to Coronado Hgts. on Saturday 12/31 for a splendid lunch, live music and a good time.
	PL	The Point Loma Land & Town Co. has let a contract for grading a motor line from Old Town to the wharf at New Roseville- a distance of three miles. President F.S. Jennings is in the east securing rolling stock. Wells will be sunk at New Roseville in block 187.
	CC	The branch RR to Redondo is complete. The ATSF will operate the line by contract with the PCSS and will compete with the SP.
	SD	A new wharf at the foot of Seventh St., built by John P. Sheldon, will be 24' by 1875'. Except for the last 600' the piles will be protected from Teredo with paraffin paint.
	ERT	The first car arrived downtown as far as D today after noon- the clanging bell attracted attention. The car contained Dr. Gochenauer only. A number of gents made the return trip- dirt was cleared. The trips are experimental to clear up circuit difficulties- the track must be smooth. The cars are painted a dark olive color and will present a handsome appearance. Doctor G. perfected a new motor proper enclosed in glass. The attraction will not injure watches.
12-28-1887S	SDSC	A switch has been installed on D between Fifth and Sixth.
	PL	The Point Loma Land and Town Co. has let a contract for a railroad between Old Town and New Roseville (Pueblo block 187).
	ERT	The first run was made on the new line on Fourth St.
	COR	The addition at the Hotel Josephine is being pushed- 100 houses are to be built, the most costly for Story, Babcock and Heber Ingle.
	CS	The Temescal Tin Mine is the richest in the world.
12-29-1887S	PL	A Point Loma nail works is planned along with a rolling mill.
	CC	Escondido is reached.
	ERT	The motioneer had problems with dirt on the track. The complete success of the electric motor line is being watched for with some eagerness by several owners of large tracts.
	NCO	The San Diego Land & Town Co. has purchased a portion of the SD&OT rails. As soon as heavier ones can be laid, the light ones will be taken up and used on the Seventh St. horse car line.
	COR	It is rumored a steam laundry will be started. Two regular passenger coaches of the CSRR are to be used on the railway from the Beach to the Heights. One was brought over on a lighter yesterday.
	ATSF	The RR ordered 140 locomotives a year ago. It has proved to be inadequate and the company has contracted for 150 more.
12-29-1887R	NCSC	Several companies organized for horse and cable cars will reach and traverse every part of the city, from the bay to the Terrace and beyond. A cable system connecting NC with SD is being organized (bitter satire).
12-30-1887S	OBRR	Ties for the Ocean Beach RR have arrived on the <i>Volente</i> .
12-30-1887S	SD	Summary of RR construction in 1887.
	NCO	Grading is started on the 7 th St. line. Delays have been encountered in getting new horse cars. There is a shortage of coal in SD. The application for a change of route was denied. Five trainloads of passengers traveled to the Oneonta picnic.
12-30-1887S	PARK	A city ordinance grants a connection from the motor road to the end of D St.

	CUY	The Cuyamaca company was granted the privilege of constructing a wharf at the foot of N St.
	SDSC	The San Diego Streetcar Co., assignee of W.T. and C.E. Keller, is granted permission to use steam on the F Street line from Ninth to 22 nd .
	OBRR	Carlson's application for a wharf at Roseville was granted.
	CS	Contractor F.E. Johnson & Son has completed the depot at Morena. The new Barstow depot will be completed in a few days. Depots at Murrieta, Escondido and Carlsbad will be finished in 10 days- the delay is owing to the shortage of lime and plaster.
	CC	The Redondo branch will be in running order March First- a contract has also been let for extensive wharves. The railroad is finished to Englewood- nine miles from Redondo Beach.
	ERT	The ERT line is completed.
12-31-1887S	CS	The line from Perris to San Jacinto (San Jacinto Valley Ry.) is under construction. A new timetable goes into effect tomorrow- trains leave SD at 8AM and 7:50PM, arrive at 6:40AM and 5:08PM.
	SDC	The San Diego Central has completed four miles of grading from the 22 nd street depot. 200 men are at work.
	SDOT	The San Diego & Old Town RR has "branches in course of construction to Ocean Beach and Roseville with a proposed branch up Mission Valley to Grantville."
	CC	The ATSF is almost complete from Oceanside to Santa Ana. There will be an excursion to Escondido on January first. It will leave at 7:30AM and arrive in Oceanside at 9, making connections with the special for San Marcos and Escondido. The line will open Monday for regular business.
	ERT	The Fourth St. line is in operation despite the croakers. It is the first line to overcome an 8% grade with fair traction. The line will now be pushed to Teralta and La Mesa.
	OBRR	Rails for the motor road were shipped by Humphreys & Sayce from Scranton, PA on 11/8/1887.
	COR	The Coronado Heights auction sale is a big thing- two special trains came from L.A. and bands led the way from the SD depot to the ferry landing. There were \$40,000 in sales in the first 1 ½ hours. Effective January 1 st , the ferry will make regular trips every 20 minutes up to 11PM- rates have been reduced.
	PB	Plans are made for a depot at Pacific Beach. It will be two stories high with an office upstairs, a dining room, lunch counter and news stand below.
12-31-1887	NC	Frank Kimball and his Celestial Brigade (Chinese who had worked on the Texas & Pacific RR) are at work at the brick kilns on the Sweetwater. 2,716,690 bricks were fired in 1887 and sold for \$7.00 per thousand at the kiln. The office is at Ninth and National in NC. The current output is 50,000 bricks a day from the four kilns.
1888	SD	Total land assessment for San Diego County is \$40 million. 256 vessels docked in San Diego vs. 1100 in San Pedro.
	CS	Railway Commission reports 29 accidents on CSRR, resulting in nine deaths and 20 injuries. 6 injuries are from link and pin couplers, 3 are while boarding locomotives.
1888S	CC	The first train to Escondido carried a distinguished list of passengers, including George B. Hensley and Alonzo Horton.
	CS	The Linda Rosa depot, three miles from Murrieta, is under construction at a cost of \$5,000. The Murrieta Fountain House will be the lunch stop for trains.
	SD	New city officials will enforce the law about freight trains blocking public streets and will kick out the residents of "squatters row".
1-1-1888U	PB	The motor road is now nearing completion.
	NCO	Trains are now running to Otay. A new timetable is in effect: Trains leave SD-For Oneonta at 6:20AM, 8:30AM, 1:50PM and 5PM: For Sweetwater Dam at 9:50AM and

		1:10PM: For National City at 11:45AM, 6:20PM, 9PM and 11:20PM
1-3-1888S	CC	Last Saturday the initial trip was made from Oceanside to Escondido. From Oceanside, the trains turn east through Croveh's Canyon and finally debauches a short distance beyond Buena into San Marcos.
	CS	Linda Rosa is shown to be 3.1 miles north of Temecula and two miles from Murrieta.
	CAL	The Salt Lake & Los Angeles RR will be independent of the Utah Central.
	SD	The present water supply for the San Diego & Coronado Water Co. & Works is in Mission Valley. The company has contracted to supply Morena and Pacific Beach and will also run pipe, when it arrives, to SKC&C Addition- about 5 miles. The present capacity is 2,600,000 gallons/day in this city and 840,000 gallons in Coronado. 13 wells are sunk in the riverbed at Old Town with a 25-30' drain 16-20' deep, interconnected by pipes. The reservoir at 5 th and Hawthorn holds 350,000 gallons at 190'. The Old Town reservoir at half full holds 1,000,000 gallons at 143'. Lengths of SD wharves: PCSS-3745', ATSF- 3062', C&H- 778', Jorres- 520', Russ Lumber- 335'. A flume has been constructed on B street from 10 th to the bay- 9' wide x 6' deep x 5260' long. Paving has been ordered on the following streets: Fourth from K to Fir, Fifth from K to Juniper, Sixth from L to A, on D to 12 th , F, G, H and K from 4 th to 6 th .
1-3-1888C	SP	A wreck occurred at Athlone when a passenger train swiped a freight at the siding before it got into the clear. Both locomotives were demolished.
	CC	A work train consisting of an engine, 3 cars and a caboose near North Ontario was rushing to repair a washed-out track and hit a spot where the storm had carried away the earth. Line repairman Pierce Vaughn was killed when the wreck rolled over on him and 3 laborers were injured.
1-4-1888S	CS	Most work has been held up due to the heavy rains.
	SD	Mayor Hunsaker will be installed today. His latest project is to construct a circular electric railway around city hall on top of the covered veranda.
	PL	The San Diego Iron & Nail Works has decided to begin construction on 50 acres donated by the Land & Town Co.
1-4-1888S	PARK	Construction is expected to be complete in 3 weeks.
	ERT	The line up Fourth is now running regular trips and is working without a hitch- 3 trips a day all the way to the college campus- service will be increased as fast as travel to University Heights demands. On account of bad weather, the work of extending the line has been suspended. Track from the college to Teralta will soon be pushed as well as the short line on G St.
	CAB	Articles of incorporation are filed for the San Diego Cable Ry Rights Co. The object is to purchase and sell patent rights relating to cable railways, machinery or materials. Directors are F.L. Castle, S. Steiner, J.M. Thompson, M.B. Kellar and R.H. Young.
	NCO	The NC&O will start on 7 th St. as soon as the old SD&OT rails are taken up, delayed by weather. GM Gassen expects to start changing this week.
	COR	The tugboat <i>Santa Fe</i> being constructed at Coronado Beach is nearly complete. Another tug is on order from San Francisco, 3 rd is the <i>General McPherson</i> .
1-4-1888U	ERT	With their electric motor, they pull a heavily loaded train, consisting of a motor and a passenger coach, up a hill having a 8 ½% grade. In some places, the grade is nearly a 9% one, yet the average is 8 ½%. As stated, no ordinary traction engine of any device ever overcame a grade as great. In going uphill, the speed of the train does not noticeably diminish and the motor is capable of starting the train when it is on the heaviest grade. In the Henry system, the one in use on the Fourth street road, the current enters the motor from the overhead wires and returns through the car wheels and rails to the dynamo or generator. It is a singular electrical phenomenon that when a current passes from wheels

		to rails, the tractive power of the wheels is increased probably more than 50%. For this reason, the driving wheels of the electric motors using rail for return currents seldom, if ever, slip, although the weight of the motor is not 1/5 that of a steam dummy of the same capacity. However, many passengers are afraid of sparks from the wheels.
	COR	The Coronado Heights road has been turned over to the contractor, Mr. Graham, for completion. Traffic has now been suspended until the line is finished, about 2 weeks.
	CC	When the new line from Santa Ana to Oceanside is completed it will cut the travel time to 7 hours and avoid Temecula Canyon where night trains are frequently held up by landslide fears.
1-5-1888U	COR	The coal bins which caused the accident have been moved back.
1-5-1888S	SD	The first election of 1852 had only 60 voters out of an estimated population of 300. Names given.
	NCO	The NC&O will build a fifty-foot bridge across Oneonta Bay to Coronado and connect to the Belt Line.
	ELS	The board meeting of the San Diego & Elsinore has been delayed by rain. There is much speculation as to the power behind the road.
1-5-1888C	COR	Article on page 3.
1-6-1888U	NCO	Tracks have been washed out between Chula Vista and Otay.
1-6-1888S	COR	The Coronado Beach Railroad is using two closed coaches acquired from the California Southern, not yet re-lettered. The closed cars from the CS are greatly superior to the old cars and afford protection from the sharp west winds. The label on the cars should be changed to the Beach RR. Engineer Riggs and conductor Willis are in charge.
1-7-1888U	CS	The short line is now open from Santa Ana to San Juan by the sea.
	SDSC	The F Street line is ready. Cars will run from the ferry to 13 th street.
1-7-1888S	OB	The Ocean Beach Railroad is incorporated by Carlson and Higgins, F.G. Whitehead, Henry A. Nelson and H.T. Christian.
	COR	The closed cars will be exchanged for open ones as soon as the ocean breezes moderate. Workmen continue grading for the Coronado Heights road around the west shore of Glorietta Bay, where it will be continued along Loma Ave., 4 th St. and across the Spanish Bight to North Island.
	ERT	C.A. Wetmore was driving along Fourth St. When opposite the Sun Office the horse stopped and dropped to earth as though he had been shot- his legs quivered and there was a slight tremor of the head as he lay extended on the ground. It was soon discovered that he had sustained an electrical shock. A telephone wire had been stretched from the Zaire Building to the west side of fourth and rested on top of the large wire that carries the current for propelling the ERT cars. As the horse passed along, his head came in contact with the small wire. As an employee of the telephone company was pulling the wire across the street, the end touched upon the rail of the electric road causing sparks to scintillate in all directions and burning the wire up as if it had been paper. The horse got up, appeared greatly exhausted but was apparently uninjured.
	ELS	Governors Merrill and Stevenson, chief promoters of the San Diego & Elsinore Ry Co. have not arrived. The San Diego & Cuyamaca will take no hasty action.
	CAL	The San Diego & Pacific RR is simply an extension of the Salt Lake & Los Angeles project.
	SDSC	Two new cars arrived from Philadelphia; nine cars were shipped. The F St. line will operate tomorrow, making 20-minute trips between the Santa Fe wharf and 21 st St.
1-8-1888U	NCO	Engine #1 has struck a group of cars north of the Sweetwater dam.
	CC	Work has started on completing the gap in the surf line. It is expected to open up in February.
1-9-1888U	CS	There is an accumulation of lettered engines and cars in the N.C. shops.

(Mon.)		
1-9-1888S	CUY	The SD&P directors are expected here to reach a decision concerning the proposition to unite with the Cuyamaca line in building as far as El Cajon.
	CS	The coal famine is over- six carloads have arrived at \$20 a ton.
	COR	Arrangements are being made for burning crude petroleum on the motor railway locomotives. The new bathhouse, which will replace the old one, will be a very stylish establishment with 300 rooms. It will be surmounted with towers similar to those on the boathouse. A 21,000-gallon oil tank for use at the brickyard was received with a 40HP boiler. The company is preparing to turn out 100,000 bricks per day.
1-10-1888U	ERT	Wire is being strung on the G street line.
	PARK	All bridges have been completed and ties are on hand. The line should be running in about 3 weeks.
	CC	A new tariff is in effect to Escondido.
	USA	A test was made of the Westinghouse air brake in Boston. A train stopped by 5 brakemen using hand brakes required 1,563' while the air brake reduced the stopping distance to 171'
1-10-1888S	SP	A speculator says that the SP will take over whatever railroad goes to El Cajon.
	CUY	Article on the project with the SD&CE, SD&P and SD&E. And don't forget the SP.
	CS	A switchman was injured after being thrown from a box car at the foot of 7 th St.
1-10-1888C	SDSC	John A. Helphingstein's horse was crowded from the apron at the ATSF ferry approach and into the water. A slash at the tug & line saved the carriage and the horse, struggling in the water, made its way to the shore.
1-11-1888	SDSC	Six open cars have been received.
1-11-1888S	CAB	President Castle says that they are unable to raise funds but will keep trying. The road will cost \$200,000 and only \$11,000 is subscribed. The San Francisco backers are unhappy at the apparent lack of interest.
	ELS	The San Diego & Elsinore route will be up Mission Valley. The Junipero Land & Water Company has a survey party in Mission Valley for the motor road up Mission Valley to Grantville. It is an easy grade to Poway and even San Bernardo, Escondido and even north to Elsinore, which promoted the idea of inviting cooperation. The northern end of the line, Pomona to South Riverside (Corona) has been graded. The company will soon let a contract to grade from S. Riverside to Elsinore, from where the route is 80 miles more to San Diego vs. 110 miles on the CS.
	COR	The new flats are a great improvement over the old ones, which frequently jumped the track. They have wider wheel flanges and Baltimore duplex car gear.
	PB	The foundations are laid for the La Jolla Hotel.
1-11-1888C	SD	Ad: International City- lots for \$100. At "The El Paso of Southern California, commanding the trade of 700 miles of the coast of Lower California". (Carlson & Higgins)
	CS	The northbound passenger train that left San Diego last night was derailed between Sorrento and Selwyn. The smoking car, coach and head sleeper left the track owing to a broken rail.
1-12-1888U	OB	The grade is completed and ties are being strung.
	ATSF	The Redondo Beach branch will be open in 40 days.
	NCO	Delays are being experienced due to poor coal.
1-12-1888S	ELS	A board meeting of the San Diego & Elsinore RR was held. The board is the same as for the Pomona & Elsinore.
1-12-1888C	SP	An emigrant car went off the track just east of tunnel #1, 5 miles from Caliente, caused by a broken wheel. The car rolled down the grade and was completely wrecked. The train had gone 2 miles before the accident was discovered; the locomotive and coaches

		immediately returned to the scene. Brakeman Mc Curdy received fatal injuries and several emigrants were seriously injured.
	PB	Tracklayers are at work near the racetrack. The bridge across the SD River is well under way; it is a masterpiece of RR work.
1-12-1888R	NCO	The trains now have 3 coaches.
	COR	The planned route on Third Ave. was defeated. "If the road must come here, put it where it will do no harm."
1-13-1888U	ERT	Dr. Gochenauer is purchasing two new larger cars- double deckers with locomotive drivers and side rods- for the Fourth Street line. The extension to La Mesa and El Cajon is sparsely settled and speeds of 20 mph are expected.
	PB	The track is laid to the campus. Two 24-ton Baldwins and eight coaches are due in February. The present rolling stock has been increased by the purchase of a small engine and coaches from the Long Beach RR.
	NCO	The company is experimenting with the use of crude petroleum for fuel.
	CS	The throttle leaked on engine 550, causing it to jump the track.
1-13-1888S	SD&E	The board has ordered two surveys to be made; it plans to locate the shops in SD.
	SD	C Street will be opened to Chollas Valley. A lime plant has been opened in City Park by John A Helphingstein and W.E. Gilmore.
	NCO	The <i>George W. Elder</i> brought 2 flat cars and the <i>Bonita</i> brought a handsome new coach.
	COR	The RR has been constructed around the head of Glorietta Bay along Pomona Ave. to the planing mill. It will be continued along First St. to the Company offices at Orange.
1-13-1888C	SDSC	The streetcars have a very provoking knack of getting off the track.
	NCO	The auction sale at Otay yesterday was a success.
	SP	The SP is coming- a good route has been discovered across the mountains and the extension from Yuma to SD will soon be completed.
1-14-1888U	ERT	Rails are laid to Fourth on the G street line.
1-14-1888S	SDET	Materials are arriving for the nail works in Roseville.
	PL	Rates for ferriage from Jorres wharf to Roseville are published by Jennings and Crippen. GM Crippen has selected Block 10 for the site of the nail works.
	CUY	Article on the "misfit deal" between the SD&CE and the SD&E.
1-16-1888U	COR	More materials are now on hand. There is a squabble over the route through N.C.
	ERT	The power plant for the extension to La Mesa and El Cajon will require the building of a flume to supply waterpower.
1-16-1888S	SDET	A road is being graded from Old Town to Roseville.
	OBRR	The ties are in place.
	ELS	The Elsinore Lake Shore Electric Ry will be in operation as far as the Lake View Hotel about Feb. 1.
	ERT	A study is being made to see how other lines can cross the trolley wires (the problem was never solved).
1-16-1888C	COR	Framing for one pilothouse is in place on the <i>Silvergate</i> . Engineer Kirkbride will be the chief engineer.
	SDSC	The curve in the streetcar track approaching the ATSF wharf will be taken up and an incline put in the new rails as they are laid- this will prevent the cars from going off the track, a thing which is now an hourly occurrence.
1-17-1888U	ERT	The new double deckers are to be 30' long, ½ open and ½ closed. The line will be double tracked.
	NCO	The line to the border will be built soon.
	SP	The SP intends to build a new station in L.A.
1-18-1888U	ERT	Timetable #2 in effect- four trains per day.

1-18-1888S	SD	Article on four RR projects: SD&E, SP, SD&CE, Junipero L&T. Statistics show the SD population in 1886 was 12,000, grew to 30,000 in 1887.
	PB	Corner stone exercises have been delayed by the non- arrival of rails.
	SP	Wreck near Lathrop- a passenger train and a double-headed freight collided. All 3 engines were piled up promiscuously. No one was killed, but a large number were injured.
1-19-1888C	SD	Mayhew, father and son, blew out the gas at the Tremont House and lost their lives.
1-19-1888R	COR	Engine #5 passed Emporia on 1/11. Coach #8 and two flats arrived Sat. The shops are to be enlarged. The line will enter NC on Third to 12 th , diagonal to the CSRR. Warren Kimball opposes Ninth Ave. on account of no protection against fires.
	NCO	Engine #1 is in the shops.
1-19-1888S	CS	A new double-action donkey engine is being placed on the wharf- it can be used to discharge cargo from 2 vessels at a time.
	SD	George Jorres has bought material to extend his wharf to a total of 2,000'
	PB	38 blocks measuring 270' x 500' were sold to parties agreeing to build on them; all went for not less than \$2500 each.
	NCO	A "round house" and machine shops are soon to be erected.
1-20-1888S	COR	Franchise granted to Babcock and Storey for a right of way through N.C.
	USA	Railway Age magazine says that 13,000 miles of track were laid in the USA in 1887.
	INTL	The Hanbury & Garvey office, stage line and etc. has been attached by the International Co.
	SD	A new motor road is projected from Colton to So. Riverside- 15 miles. Rails are pending.
1-21-1888S	SDOT	The SD&OT attempt to discontinue service on Arctic during sewer work has drawn protest. Editorial suggestion is that the franchise be revoked for non-operation.
	CS	There was a wreck five miles north of Oceanside. 3 cars were derailed and 5 more piled up.
	NCO	Survey and soundings have begun for the SDL&T wharf at the foot of 12 th St.
	COR	Until further notice, the ferry will not run after 7PM account of necessary maintenance and the motor will not run after the last ferry.
	SP	The CP has borrowed 12 UP engines to move freight between San Francisco and Ogden.
	CAL	The brig <i>Claus Spreckels Kahulua</i> has run aground on Dupbury Reef and is a total wreck. A movement is afoot o extend the California & Nevada narrow gauge up the San Ramon Valley. The present terminus is Oak Grove.
	CUY	The previous owners of the Stonewall thought the mine was nearly worked out and sold it to Waterman for \$47,000. Waterman has taken out nearly \$200,000 and has made a big deal.
1-21-1888C	SP	There is a freight blockade on the SP.
1-22-1888U	COR	The road is half completed and trains should be running in six weeks.
	SDOT	The line ends temporarily at Juniper Street due to sewer work.
	SD	The section between A and K streets and 29 th to 32 nd is now to be called Euclid Heights. Lots on India St. between E and F are the cheapest buy in the city at \$10,000 each.
1-23-1888C	PB	"The Pacific Beach Company has set apart 38 lots, 270' x 500' with broad streets and alleys- sewer, water and gas pipes will be laid. A clause prohibiting the sale of all intoxicating drinks is put in all ads."
1-23-1888S	SDOT	The management of the Old Town motor road has decided to reconsider; the last train ran on Arctic to D this morning. Henceforth, they will run as far on Arctic as work on the sewer will permit- it is probable only one trip will be made.
	ERT	No electric cars will run tomorrow while repairs are made to the engine.
	PCSS	A new time schedule is in effect. The fine large <i>SS City of Pueblo</i> , recently purchased in

		New York, will be placed on the south line the first of February and the <i>Queen of the Pacific</i> will be laid off for overhaul.
	NCO	The NC&O will erect handsome depots at 18 th St., Third Ave. and National Avenue where tickets will be sold.
	INTL	The International Company is in lots of trouble.
	CS	The San Bernardino Valley branch line is open and there is celebration in Lugonia.
	SD	W.E. Hadley is to erect a fine building for Wells Fargo & Co.
1-24-1888S	ERT	A new company, the La Mesa & El Cajon Ry. will continue from the end of ERT at Teralta through La Mesa and on to the Cajon Valley, terminating on the Hawley tract. The flume company and ERT have the same management. The water company can furnish power at a point near La Mesa where a waterfall will be constructed with water wheels attached and so arranged that gravitation will supply power to move the dynamos of the electric railway. It will be the cheapest power known. The flume company is laying out a town south of La Mesa.
	PB	Track has been laid from the CS crossing at Morena to the College at PB.
1-24-1888U	OBRR	Steel has arrived for the line.
1-24-1888C	COR	The contract for building the ferry house at the foot of Orange Ave. has been let to J.T. Barnes for \$1150.
1-25-1888S	CUY	The Cuyamaca management has abandoned efforts to coincide with the San Diego & Elsinore to El Cajon.
	ELS	Management will meet with officials of the SP on the 27 th . The hitch in negotiations over the depot site has been overcome.
1-26-1888U	PARK	Work is on D street. Work is progressing on the Fifth street end. Ties will be laid in Switzer canyon in a week.
	COR	Four engines have arrived and are stored at Coronado. They are of the latest design, and said to be noiseless as far as pulling is concerned. Trains will run to Coronado Heights next week.
	PB	The new track has been inspected by CS Superintendent Conners.
1-26-1888R	CS	A shocking accident occurred Monday as Charles Patterson, switchman, was trying to pole a car. The pole gave way and a piece struck his face, causing him to fall under the car wheels. Net earnings for the CS for 1887 were \$13,805,600, up 11.5%.
	COR	Article on Coronado franchises.
	MEX	The narrow gauge Mexican national will be finished from Laredo to Mexico City before September.
	NCSC	Crenshaw & Chase were given the franchise for the streetcar line 2 weeks ago and will start work soon.
1-26-1888S	NCO	W.H. Carlson is proposing to extend the line from Oneonta to the Monument.
	ERT	The 4 th St. line is expected to start up tomorrow after installing a cement pad under the dynamo. Block 106 in University Heights will be the site of a distributing reservoir for the great flume.
	CUY	R. Waterman is a native of New York, age 61, arrived in the west in 1850 in Butte, MT and became interested in mining.
	CS	Article on Carlsbad.
	INTL	The <i>SS Montserrat</i> was attached on arrival in SD. Agent Schofield argues that the ship is owned, not by the International Company, but by the Mexican International, Pacific & Gulf of California SS Company.
1-27-1888S	CUY	Charles Crocker is negotiating with Waterman to buy the San Diego & Cuyamaca. A meeting of the directors was held and all negotiations toward combining with the San Diego & Elsinore have come to naught after delaying for 6 weeks. The gauge will now be standard. The line will open up the finest apple country and the best granite quarry.

	INTL	Articles of incorporation for the Lower California Mining Co. are filed with capital stock of \$5,000,000. Theophilus Massore, J.D. Hanbury, Richard Garvey, L.J. Mack and Milton Santee are directors.
	PB	Trains for the cornerstone ceremony in PB will leave the D St. depot at 9AM and 10AM tomorrow, returning at 1 and 3PM. Round trip price is 50 cents and lunch is free.
	COR	150 men are working on the extension from Coronado Heights. Plans are finished for a \$20,000 hotel at South San Diego. Chicago capitalists have completed arrangements for an iron foundry at Coronado. It will cost \$50,000 and have a capacity of 30 tons a day. \$10,000 of coke is already discharged at Coronado.
	ELS	After consulting with the SP, it is estimated that the line from Pomona to Elsinore will be in operation in 90 days. Arrangements are being made for rails and ties to complete the line to San Diego. The SP deal is nothing more than an agreement as to traffic and exchange of business. The route is not decided except that it will pass through some part of the Cajon Valley. Governor Waterman is said to have a controlling interest in the line and is negotiating with the SP. Separate article on the possible involvement of Jay Gould and the D&RG.
1-28-1888U	SDSC	New improved flat-topped rail is being installed on First and 12 th streets.
	ERT	Service has been resumed after a two-day delay making repairs to the engine.
1-28-1888S	CAB	Mr. Klauber has resigned as a director of the San Diego Cable Car & Land Company.
1-28-1888C	COR	The work commenced on the incline on the Santa Fe wharf to be used in running freight cars from the RR wharf to lighters for transportation across the bay to Coronado. The incline will be 300' from the switch to the float. The lighters will have a capacity of 10 loaded freight cars.
1-28-1888CR	COR	Copy of contract for construction from NC to South SD calls for ties on 24" centers, 45# rail and stub switches.
1-29-1888U	PB	The cornerstone has been laid for the college.
	COR	The Coronado water pipe is laid to within 1.1 miles of Coronado Heights.
1-30-1888U	NCO	The Sweetwater dam is becoming a Sunday resort.
1-30-1888S	SD&E	The meeting with the SP is to be continued.
	ATSF	The first train was run on the San Bernardino Valley Railway.
	SDOT	Delivery of a 24-ton Baldwin is expected on 2/15.
	NCO	The RR to Oneonta is nearly finished; the last spike will be driven next week. The hotel is well under way and all ready for the roof. A 2-story store and several dwellings are also under construction. The supply of mineral water is inexhaustible. The line to the Monument has been surveyed and a grading camp established last Saturday just this side of the monument. Work will be pushed vigorously according to Mr. Carlson. John McDermott has been appointed as the regular conductor on the NC&O.
	CS	The northbound freight was wrecked at Sorrento; six cars were ditched at the bridge.
1-31-1888U	PARK	New 45# rail has arrived.
(Tues.)	PB	Grades are being reduced preparatory to running to PB.
	NCO	New timetable has trains every hour in and out of San Diego.
1-31-1888S	NCO	Ad for the Monument Hotel at International City, guaranteed to be finished before 9/26/1888. Lots sell for \$100 to \$500 and contain a clause guaranteeing the completion of the hotel and motor line. Cut of hotel shows a two-story building with towers. \$80,000 worth of lots sold in 2 days.
	ERT	Ad for lots in the Estudillo tract just north of Florence Heights. A meeting of the directors of the ERT has authorized GM Gochenaur to proceed with all work and purchase the necessary materials. The line to Teralta will be completed at once.
	COR	2 million bricks are being burned and will sell at \$12.50/1000. The mammoth Hotel Del Coronado will be thrown open to the public tomorrow.

	INTL	Hanbury & Garvey are suing the International Co. for \$590,502 due on commissions on sales of the company's land in lower California.
2-1-1888S	NCO	A standard time schedule has been adopted for running trains- trains will leave the 6 th St. depot every 40 minutes.
	SP	The SP Company has ordered 70 new locomotives at a cost of \$480,000.
	INTL	The full text of the agreement between the International Company and Harbury & Garvey is printed.
	ERT	G. Frank Judson was elected President and George D. Copeland is Vice President.
	ELS	The traffic agreement with the SP allows SP trains to run into Elsinore and SD&E trains to run on the SP from Pomona to L.A. 44 miles of the 140-mile road is now graded. The entry into SD will probably be by way of Mission Valley.
	SD	Milton Santee was robbed of \$13,000 in stocks and bonds on the sleeper to L.A. The SD Lumber wharf will soon be ready.
2-1-1888U	COR	Description of the electrical installation at the Hotel Del Coronado: 5 Mathe dynamos power 400 lights each plus three others with 250 lights each. The field magnets are horseshoe shaped and almost envelope the armature. The dynamos run at 1300 rpm, consuming 40 hp.
2-2-1888S	COR	Company says that four of eight cars ordered are double deckers.
	ERT	Dr. Gochenauer has resigned as President but will remain as G.M.
	NCO	The first train reached Oneonta today. The engine on the construction train derailed yesterday afternoon by rails spreading on the curve east of 28 th St. without serious damage. The Land & Town offices are now supplied with water from Sweetwater. Several carloads of iron for the Spring Valley Canyon bridge have been received.
	SD	Current coal prices: Wellington- \$20/ton Gallup- \$15/ton. The mine at Elsinore is shipping 4 to 6 carloads per week.
2-2-1888U	CUY	It has been decided that the road will now be standard gauge to the Cuyamaca region and beyond.
	CS	Ad for: The Temecula Hot Sulphur Springs- "These springs are noted in Indian tradition and Spanish legend for their wonderful cures of rheumatism and skin diseases."
	COR	A new \$7,000 wharf is completed at Coronado Hgts.
	PEN	The Ensenada & San Diego RR is surveying a line from the head of the bay to the Mexican Line.
	NCO	Carlson Ad: The Monument Hotel is guaranteed to be finished before 9/26. The motor line is now built and running to within 1 ½ miles of international City and soon will be completed. Four trains daily now run as above.
2-2-1888R	NCO	The company cannot handle the amount of freight offered.
2-4-1888S	COR	The racetrack will be located on the motor line to North Island. Article on the foundry. 300 men and teams are building the line on N St. and onto 28 th St. Three miles is ready for rail.
	PCSS	January 1888 was the most prosperous ever, requiring 9 steamers.
	DER	Progress on the E St. cable line is waiting for differences among property owners to be settled.
2-4-1888U	NCO	The NC&O motor road is now completed to the Oneonta Hotel- the first train ran over the line yesterday.
	COR	
	SDSC	The streetcar company will commence the erection of a large paint and repair shop on the corner of California & E this morning. A carload of track material arrived and will be distributed on First and 12 th Streets.
2-5-1888U	SDSC	The company will commence the extension on Fifth from Fir to Upas this week

		and will apply for a franchise on 12 th from K to N, which will connect with the Coronado Belt Line. Upper 12 th construction has been delayed by a sewer installation. The H Street line is extended to Whitney's place.
2-6-1888	INTL	Inside secrets of the law suit.
2-7-1888C	SD	The electric light works have been removed to the new building near the gas works.
2-7-1888S	SDC	The San Diego Central branch of the California Central RR is headed for the Cajon; grading began six weeks ago. The line begins at the foot of 22 nd St. and runs northwesterly across the Land & Town Addition, continues down the valley to Central Park, through Sunnysdale and out on the old valley road to Cajon. Five miles are graded but no tracks have been laid.
	NCO	Travel is increasing- 3 coaches are used on nearly every trip.
	NCSC	Two new streetcars of the bobtail variety have arrived for the NC streetcar line.
	CS	Perris now boasts 500 inhabitants.
2-8-1888S	CAL	The Los Angeles, Carleton & Eastern RR was incorporated yesterday with capital stock of \$500,000 to build a road running from L.A. to a point on the Clinton Ranch and connecting with the Anaheim, Olinda & Pomona road. The length will be 25 miles.
	SDSC	Two more Fifth and University Heights cars for the SD Streetcar Co. are at the NC yards. The cars are made by the St. Louis Car Co.
2-8-1888U	NCO	Motor #3 broke down.
2-9-1888R	NCO	One of the motor trains killed a cow at 22 nd St. in SD yesterday morning. Engine #5 has arrived. The Sweetwater dam is about completed. The motor ran to Oneonta last Sunday. Carlson & Higgins have a gang of Chinamen grading the extension to the Monument.
	CS	Engine #556, which fell off a bridge in the Sorrento, is now in the shops.
	NCSC	Messrs Chase & Crenshaw are to lose no time getting streetcars started. As soon as grading is completed on principal streets they will begin laying track.
2-9-1888U	PARK	Laying rails on the Park Belt has been delayed by the lack of a connection.
	PB	Rails are laid to 1 mile beyond the campus.
	ERT	Two trains are running on 4 th and one from the Florence to University Hgts.
2-10-1888U	COR	The new wharf on the boulevard at South San Diego is finished up to 1000' - 2000' more will have to be built. The Belt line is graded to the La Punta salt works. The elevator in the hotel ran for the first time yesterday.
2-10-1888U	PARK	Work is delayed due to Chinese New Year.
	CS	Engine #556 ran off the bridge at Sorrento and is being repaired.
2-11-1888C	PCSS	There will be a grand excursion to Ensenada and San Quintin on the <i>Montserrat</i> Tuesday, Feb. 14. Cost is \$4.50 round trip to Ensenada, \$6.50 to San Quintin.
	CS	The company experts have filed on extensive coalfields what are supposed to underlie the town of Encinitas and vicinity. Indications have been found on the beach.
	NCO	A siding has been put in at the border between SD and NC for convenience.
2-12-1888U	COR	Trains leave the hotel for Coronado hourly today from 9AM to 5PM.
2-13-1888S	SD	Louis Rose (Roseville) has died.
	CS	A sidetrack to Russ Lumber Company's yard in Oceanside has been run.
2-13-1888U	SD	Map of wharf area.
2-14-1888S	COR	An excursion train with 1200 people is expected for the opening of the Hotel Del Coronado.
	NCO	Two passenger cars were shipped from San Francisco- this is the second lot. Grading has started on the extension to the custom house in Tijuana.
2-14-1888U	PB	Commencing Sunday, the PB railway expects to run semi-weekly excursions over the CS

		and their own line to PB on Sundays and Wednesdays. One of the handsomest depots is being erected in PB on block A- it will be ready for occupancy by march 15 th .
2-15-1888S	NCO	Passenger car #3 is at the shops for new wheels.
2-15-1888U	COR	The next Raymond & Whitcomb excursion party will arrive 2/22 from Boston. The big ice machine (at the hotel) will be in operation in a few days; it will turn out 5 tons of ice per day and has a cooling capacity of 20,000 cubic feet. A preliminary test of the passenger elevator was made yesterday and 2500 pounds was carried easily. The safety clamps were also tested and worked all right. Work on the Chollas bridge is progressing. Electric lights will be used in the Hotel Josephine dining and billiard rooms in place of gasoline hereafter. The reading and smoking room of the Hotel Del was thrown open today.
	SDC	The line to El Cajon will not be built unless they are given a right of way.
2-16-1888R	CS	Article on changes- pg 3. G.R. Gott has been made asst. supt. Of the CC. Machinists are working day and night, even Sunday- the road is a year behind with repair work. The pay car disbursed money in NC today. Crews are engaged in hoisting cars which fell into the bay recently.
	NCO	New timetable shows 44 trains daily.
2-16-1888S	CS	President Nutt of the A&P has arrived along with other officials in 4 special cars. Coal is coming in from the Aztec Mine in Gallup NM.
	ERT	Ad for Mission Villas north of Teralta shows ERT and a flume line through Teralta and down Fourth St.
2-16-1888U	COR	A large force working on the Belt line is making rapid progress from NC to SD. The line is graded and ties laid on N to 32 nd , then down to S St. and across past the old Chollas Valley Brewery to 34 th St and straight down to the NC line. There are few curves and the grade is insignificant. The ties are all Oregon cedar and the rails are 45# steel. Only closed cars will be used during the rainy season. The entire length will be 25 ½ miles.
2-16-1888U	PARK	Work is being delayed by materials in the freight blockade. Track laying on University Hill will begin this morning. No steel can be placed in Switzer until the connection is completed.
	SDSC	Supt. Howard says the 1 st Street line will be in operation one week from next Sunday, laid with 38# Johnson rail. They then will concentrate on 12 th ST from Russ Hgts. to N St. The hope then is to double track Fifth if the sewer is completed.
2-17-1888S	NCO	A new ticket office will open at Seventh and F Street. A queen post bridge is going up at Spring Valley Canyon.
	PEN	Route of the Peninsular RR: From Ensenada to San Carlos through San Carlos Canyon to San Rafael Canyon, then through 23 miles of that valley to and through Gov. Ryerson's ranch at Vallecitos, then through the Valley of the Palms to Tijuana. Work began Wednesday.
2-17-1888U	USA	Article on automatic air brakes.
2-18-1888S	CS	20,000 pounds of coal was stolen from a car at Morena. Two men were arrested and pleaded guilty.
	SD	The Point Loma LA & Town Co. has a well down 80'. First reached was a layer of coal, then a layer of yellow sand and considerable water. Outcroppings of coal have been found and petroleum.
2-20-1888S (Mon.)	ESC	Supt. W.W. Thomas of the Escondido Streetcar Co. said: "in another week we shall have our street car line in operation. Rails are being laid. Cars are on the way. The line will be one mile long, from the railway depot up Grand Avenue to the hotel." The line may be extended later and a motor used.
	SD	A stage line has opened to Golden Hill, from Sixth and E to 27 th and B. The stage came

		from the Carville Mfg. Works of San Francisco, and the outfit with team cost \$1200. The first trip will be made Wednesday and trips will run every two hours.
2-20-1888U	COR	The first dinner in the Hotel was illuminated by brilliant incandescent lights.
	CS	A man was killed at the foot of 4 th by engine #579.
2-21-1888S	COR	The new ferry slip and house are complete. The train station has been changed from the east side to the west.
	CS	Two flat cars and one box were hauled out of the water at the wharf. Trains could not be operated due to the shortage of engines.
	PB	Two motors are expected this week. The tracks are laid from the CS junction at Morena to the beach.
2-21-1888U	NCO	How can we run engines without coal? There is a shortage in NC.
2-22-1888S	NCO	Work has commenced on the extension to Tia Juana.
	SDOT	Old Town residents are indignant over the lack of transportation.
2-22-1888S	PARK	Ties and rails were dumped on the ground this morning for the extension of the SD Streetcar Co. extension from 12 th and D to the 18 th St. motor. The entire line should be running in 20 days. The motor line from 18 th is entirely graded and rails and ties are strung out along its full length. It was expected this morning that by tomorrow a sufficient amount of track would be laid to warrant the bringing up of one of the motors to assist the work. The company now has 4 motors here from the Baldwin Locomotive Works at Providence RI. They are of the same pattern as used on the elevated roads in New York and are noiseless. The motors weigh 25 tons each, but the eight bridges are built to sustain 60 tons on standard gauge 45# iron. The motor to be put on the road tomorrow was fired up today and found to be in working order. Some grading is yet to be done to connect with Fifth St. The whole line will be operated by the SD Streetcar Co. All Babcock & Story lines will be operated as one system.
2-22-1888U	COR	A brakeman's thumb was mashed while coupling cars.
2-23-1888S	SBOC	Papers are being drawn up for the incorporation of the San Bernardino Central RR. The line will run in connection with the P&E and SD&E lines from a junction at Elsinore up the San Jacinto Valley to San Gorgonio, Lugonia and San Bernardino.
	NCO	2,602 revenue passengers were carried on Sunday.
	CS	There are several hundred cars on the sidetracks at the 22 nd St depot and many destined for SD are at NC.
2-23-1888U	PB	There will be no service for a month while tracks are torn up.
2-24-1888S	SD	Flume progress: 16 miles completed- will be in the Cajon within 3 miles of Lakeside next week with grading.
2-24-1888U	NCO	The first passenger train ran over the Spring Canyon bridge yesterday.
2-25-1888S	CS	The evening train was late, caused by breaking of the flanges on 3 of the locomotive wheels.
2-26-1888U	CS	The creosote works is busy day and night.
	COR	5,000 ties were received.
2-27-1888S	ESC	The Escondido street car line will cost \$8,000. Article on Escondido enterprises.
	CAL	There was a boiler explosion on the <i>SS Julia</i> .
	ELS	Consolidation of the Pomona & Elsinore and the SD & Elsinore has been carried out. The line between Pomona and Elsinore is progressing rapidly.
2-28-1888S	NCO	E.A. Hornbeck has been appointed dispatcher. A maliciously minded person threw a switch yesterday causing engine #3 to leave the track. The train had gone down a siding after an extra car leaving the switch open. When they came back, the switch was closed and locked; the fog prevented the trainmen from seeing the switch.
	SDET	Articles of incorporation were filed yesterday for the Del Mar & San Diego RR Co. to operate a standard gauge line from Del Mar to SD by way of La Jolla, Pacific Beach,

		Ocean Beach and Roseville to the foot of H St. Stock is \$200,000 and directors are W.H. Carlson, Frank J. Higgins, George K. Porter, Frederick C. Siebe and Alex Junes of Alameda. The 3 ¼ mile long line from Ocean Beach to Roseville will become part of the new road. An engine and 4 cars await shipment at San Francisco.
2-28-1888U	NCO	3 stations have been established between Otay and Oneonta.
2-29-1888S	CS	Article on Oceanside, page 1.
	PB	Pres. A.G. Gassen says he will have a force of men at work grading the roadbed Monday morning and will have the work completed and trains in operation again in 2 weeks.
	CUY	Since the death of Major (George) Cowles the work has lagged somewhat.
2-29-1888U	ERT	Cars ran over the track on G St. from the waterfront to 4 th St. for the first-time last evening.
	COR	A motor and 3 cars derailed at Glorietta Bay.
3- -1888	ATSF	All offices will be moved to L.A. Plans announced to build a tunnel under Soledad Hill and eliminate the Rose Canyon curve.
3-1-1888R	CS	Timetable in effect: <u>Leaving</u> SD – 8AM – 7:50PM Colton – 1:44PM – 4:10AM S. Bern -.2:04PM – 4:30AM Riverside – 4:30PM – 8:15AM Santa Ana - - 11:37AM L.A. – 4:50PM – 7:43AM Friday, the fine vestibule Pullman car <i>Pasadena</i> was inspected by scores. It is the first vestibule car anchored in NC. Master Mechanic Bautelle has his hands full with 7 locomotives being overhauled.
	ELS	It is expected that the transfer of the San Diego & Elsinore RR Co. to the SP will be made public soon. It is believed that the SP has also purchased the Pomona & Elsinore RR- now in the process of construction- and will make two roads into one- 140 miles, Pomona to San Diego. The route is from Pomona via S. Riverside, Elsinore, Oak Grove, Warner's Ranch, Ballena, El Cajon to San Diego. 44 miles of the P&E is now graded and will be in operation inside 60 days, and the entire route will be ready for cars within 12 months. Work will very shortly be started on the SD end. (quoted from the Valley Echo)
	SDC	Work has stopped on the Central & Cajon.
3-1-1888U	ERT	An injunction has halted all work on the G street line from Arctic to 21 st on account of accusations of bribery in obtaining the franchise.
3-2-1888U	CS	Engine #111 has been repaired.
	COR	The first steam-up of the ferry <i>Silvergate</i> .
3-3-1888S	COR	Construction has reached Eighth Street in N.C.
	NCO	A small washout at the SD terminus has been repaired and early this morning trains departed from 7 th St. Yesterday .93" of rain fell between noon and 7PM. Pile driving on the bridge at the curve leading down into Chollas Valley is about completed. 4 or 5 carloads of wood has been received from Flagstaff, Ariz. Terr. For use in burning brick at the yard near the line between SD and NC.
3-3-1888U	COR	The first trial trip of the ferry <i>Silvergate</i> was successful.
3-4-1888U	COR	Graders are at work on Eighth St. in NC.
3-5-1888S	USA	Article on RR strikes on the Burlington and other roads.
3-5-1888U	SD	Details of the Snyder Building on Sixth St.

	NCO	The line to Tia Juana is graded for two miles.
3-6-1888S	NCO	The first cars on the 7 th St. horsecar line from F to L will be put in operation tomorrow. They leave F St. 15 minutes before the departure of the motor and are free to patrons, otherwise 5 cents. The offices have moved to 7 th and F. The line to Tia Juana will be in operation within 2 months; it branches off 2 miles this side of Oneonta and runs to within 100' of the Mexican border.
	OB	Completion of the Ocean Beach line has been delayed by the late arrival of fish plates (tie plates). An appeal has been made to the Board of County Supervisors for a franchise to operate a ferry between the H (Market) St. wharf and the foot of 12 th in Roseville.
	PB	Grading is at the brickyard. Another gang will begin at Old Town and grade to a connection with the PB road. In GM Gassen's opinion, work can be completed within two weeks. A telegram received from San Francisco says 6 cars were shipped yesterday. A motor was shipped from Philadelphia on Feb. 18 th .
3-7-1888S	SDOT	A 30-day extension has been granted to complete the re-laying of track following the removal of the electric motors. The city has advertised for bids on grading Arctic Street after an understanding with the SD&OT that the city would not grade the street. "This will bother us some," stated the SD&OT management.
	CUY	Jay Gould is coming to SD and will likely bring the Missouri Pacific RR with him. All plans are changed. The original proposition was to build to the Julian mining district. The board yesterday adopted a plan to extend the line to the Needles and junction with the A&P. The name is changed to San Diego & Cuyamaca Eastern Railroad Company and the original \$1,000,000 capitalization will be increased. The new route will pass through Dos Palmas Salt Creek (the Salton Sea did not exist in 1888) and across the Chocolate Mountains (San Bernardino Range- southern portion), a distance of 250 miles versus 454 miles Needles- Barstow- San Diego (CS). The Union Pacific RR is sure to come this way- John A. Hurlbert of Portland, OR, completed the journey by buckboard. From Milford, the first 60 miles was easy, then heavy grades are encountered. The likely route will strike the A&P at either Dagget or Barstow. (It DID later connect at Dagget, but not from Oregon, but Utah)
	PB	The water mains from Old Town to the entire PB tract have been laid and the water turned on.
3-8-1888S	SBOC	Articles of incorporation are filed for the San Bernardino Central RR Co. Capital stock is \$540,000. The new route is from San Bernardino through Colton, So. Riverside (Corona).
	CUY	Terminal facilities are secured at the foot of 9 th St. The exact route has now been determined: From the foot of 9 th out N St. and up the Chollas Valley to Cajon, then Lakeside. From Lakeside, the original route was out through the east side of San Vicente Valley, thence due east making a line direct to the Cuyamaca and Julian mining districts with a branch to Santa Maria. The new route is up San Vicente across the northeast edge of San Vicente Rancho and into Santa Maria about midway of its southern boundary line and passing directly through the town of Ramona. It leaves Santa Maria at a pass in the northeast corner of the ranch and from thence continues to cross the Santa Ysabel Ranch, reaching and passing through the southern edge of the Valle de San Jose and to Warners. From there, the line drops southerly through Warners Pass and along the western edge of San Felipe Valley, thence out to the open desert lands in a straight line to a point on the SP about midway between Dos Palmas (Salt Creek) and Frink's Station. A branch will be built to Julian from a point in the Santa Ysabel Ranch about 8 miles. Governor Waterman was at first opposed to the plan.
	CS	Switch engine #3 has been laid up for repairs and passenger engine #86 has taken its place. Yesterday morning's train pulled out on time and everything went well until

		within a short distance of De Luz station. Here, an embankment about 8 or 9 feet high had washed out for 15 or 20' leaving its ties and rails hanging in mid air. The problem was discovered in time. The train was started back to Oceanside, but in the meantime the Santa Margarita River had risen so rapidly that it was completely over the bridge at Ranch House. Timid passengers waded across the bridge first, then the train got safely across. At Oceanside the passengers had supper and then returned to SD.
	NCO	The bridge across the Otay River was so badly washed out that no trains are crossing for Oneonta today. One train had a narrow escape last evening; the approaches went down about half an hour after it had passed. The bridges in Chollas Valley were also weakened.
3-9-1888U	ERT	The new, larger motor is working on Fourth; the two old motors have been taken off to be cleaned. When they are done, five-minute service will be run and hourly service to University Heights.
	CS	No trains will run until Sunday due to washouts.
3-10-1888S	SDET	The survey for the San Diego & Del Mar is being run from La Jolla to Del Mar under the general direction of O.N. Sanford. At present, the greatest difficulty is with the required 2% grade.
3-10-1888U	NCO	Twenty new freight cars have been ordered.
	COR	The new closed passenger cars have arrived and they are quite handsome.
3-12-1888S	CUY	The articles of incorporation have been filed and the capital stock is raised to \$7,000,000. Financial plans are discussed.
3-12-1888U	SD	The population has increased in 1887 from 10,000 to 30,000.
	CUY	The SP will build from Dos Palmas to Lakeside.
3-13-1888S	CS	Front-page article on Elsinore. Switch engine 759 is in the yards for repairs and repairs on #556 are finished.
3-13-1888U	CUY	Long article on the Cuyamaca plans.
	NCSC	Grading has commenced on the NC streetcar line.
3-14-1888S	COR	The flour mill at the foot of 8 th formerly known as Darling's Model Mills has been taken over by the Coronado Milling Co., E.S. Babcock, Pres.
3-14-1888U	ERT	The engineer averted a collision with a wagon at Fourth and Beech.
	SP	A mass meeting is to be held at Louis' Opera House to discuss the SP coastal route to SD and possible plans to take over the Carlson road.
3-15-1888R	NCO	Free streetcars on 7 th St. in SD are a great convenience. The Otay bridge was washed out for a brief time. Trains are now running.
	NCSC	It is believed that the rails will be here by the time grading is done and the line will be completed within 3 weeks. Rolling stock and all appurtenances will be on hand in ample time.
3-15-1888S	NCO	A motor train left Sixth St. at 4:15Pm yesterday with an open car next to the engine followed by a closed car. Crossing 16 th St., a team of heavy draught horses attached to a heavy draught wagon came thundering along 16 th St. and crashed into the rear car. The car was thrown from the track and 6 or 8 windows broken. One horse had a broken leg. The wagon was a total wreck. Many passengers would have been injured if it had struck the open car.
	ATSF	The big strike reaches SD: The engineers' strike has extended to the ATSF in California, so no overland trains are running.
3-16-1888U	ERT	The ERT has been granted temporary rights to use horse cars on G St.
3-17-1888S	CS	The strike situation is worse.
3-17-1888U	NCO	A runaway team caused some damage to a car at 16 th St.
	CS	Engine #20 is out of the shops.
3-17-1888U	PARK	Enough ties to complete the City Heights division have arrived.

	SDSC	The track on Fifth has been repaired following completion of the sewer work.
	PB	GM Gassen expects the trains to Old Town to be operating in a week and rails laid to the oceanfront in ten days.
	SD	Lots in Marilou Park south of the RR on the mesa brought \$40 at auction.
3-18-1888U	NCO	Mule operators on the Seventh St. line are on strike.
	COR	Changes in Conductor assignments are being made; Brown and Long will handle the Orange Avenue line and Case will take the South SD run.
3-19-1888S	CS	Trains are to move again!
(Mon.)	SDET	The San Diego & Del Mar RR has filed \$100,000 in bonds for faithful performance.
3-19-1888U	CS	Article on the ATSF strike.
3-21-1888S	PEN	The road from SD through lower California to Yuma will be built at once. President Edgar T. Welles has raised several millions.
	SDET	The (City) Council has postponed the granting of a franchise to the Del Mar Co. on Atlantic St. (Pacific Hwy).
	CS	There was a wreck at Carlsbad, where a freight engine derailed and blocked the road. It was necessary to build a shoo-fly.
	INTL	Hanbury & Garvey have reached a compromise with the International Company.
3-21-1888U	COR	Ugly reports are emerging about the performance of the ferry <i>Silvergate</i> .
3-22-1888R	SP	175 locomotives have been ordered. A snow shed collapsed, burying four locomotives between Cisco and Tamarack.
	MEX	The volcano Popocateptle is erupting near Mexico City.
	COR	The tug <i>Santa Fe</i> towed logs from the creosote plant to Coronado. Complaints are heard that the graders made Third St. impassible.
	ATSF	The strike of engineers on the ATSF has been settled- they return to work Tuesday. During the strike all unnecessary help was laid off.
3-22-1888S	SD	The Saint Louis & San Francisco RR is coming to SD.
3-22-1888U	NCO	The NC&O is experimenting with air brakes
3-23-1888U	NCO	The NC&O intends to equip the line with air brakes. Two freight trains are running daily.
3-24-1888U	COR	Engine #39 is hauling rails and ties from SD; The track is now laid past the crossing with the NC&O on 22 nd St (in NC).
	NCO	Grading is nearly complete to Tia Juana. Boys are annoying the conductor by jumping onto the train while it is at full speed.
3-25-1888U	COR	The grading from South SD to NC will require 15 bridges and a long trestle.
3-26-1888U	PARK	On College Hill and University Heights the grade has been completed but a large bridge has to be built.
	SDSC	The Fifth St. line will not be extended until the street is graded. The track probably will be used both by the streetcar company and ERT.
3-27-1888S	COR	A survey is being made for a possible extension of the Coronado line up the Otay River valley.
3-27-1888U	COR	The crossing with the NC&O was put in yesterday.
3-28-1888U	SDET	A mass meeting tonight will discuss the SP and Del Mar lines.
	CS	Engines #550 and #556 will be repaired following a collision near Ranchita.
	NCSC	Grading is complete to National Avenue.
	COR	Engine #4 broke a spring.
3-29-1888R	CS	There will be a grand excursion to Carlsbad on Thursday 4/12/1888. Six locomotives are in the shops. This does not look like the shops are going to be removed. 225 men are in the mechanical department and 60 in the material dept
	NCSC	Rails and ties for Chase & Crenshaw's streetcar line are being delivered on 7 th Avenue-

		track laying will begin tomorrow and the line will run within 15 days. Mr. J.C. Crenshaw and L.B. Clark have gone “across the line” (Mexico) to search for “Bronchos” (locomotives).
3-29-1888U	ERT	Dr. Gochenauer has resigned in order to introduce the Henry system in other cities, since perfection has been reached on the Fourth St. line.
3-30-1888U	ELS	The SP is furnishing rails and ties for the Pomona & Elsinore road.
	NCO	The road is complete to La Presa except for ballasting. The company is commencing to replace the 30# rail with 40#.
3-31-1888U	CUY	Work is to begin now that the right of way has been secured to Lakeside.
	PARK	The Park Belt line is to be completed at the earliest date and will run two trains daily. The D St. streetcar connection to 18 th and A is complete. 45# rail is to be used on the City Heights end and lighter rail on the other end. It is the intention of Babcock and Story to build the line to El Cajon, a distance of 18 miles.
4-1-1888U	OBRR	Track laying has started.
	COR	The <i>Silvergate</i> is to begin service on 4/2.
4-2-1888U	NCO	Conductor O.G. Day was struck by a low telephone wire.
	OBRR	The motor is expected to arrive on 4/5.
4-3-1888S	COR	The Belt Line is almost complete after delays caused by the recent rains.
4-3-1888U	ERT	The trolley wire is down on Fourth to Ash.
	CC	The first train has run over the Redondo branch.
	NCO	The first train has arrived at La Presa.
4-5-1888R	CUY	Work has been commenced and surveyors sent out to survey over Warner’s pass to the SP and thence to Needles.
	CS	The yards are filled with wrecked cars.
	COR	The track crossed Division St. on Monday and is now completed to NC. Ninth Ave. is the current location of work. The line is also finished from Coronado Heights to the wharf.
4-5-1888U	ERT	The G Street demurrer was sustained.
	CS	Engine #17, damaged in a recent smash-up at Oceanside, and #556, wrecked in Temecula Canyon, have been repaired.
4-6-1888U	PB	Opening the line has been delayed ten days as the new motor was in a PB accident. The road is complete to the oceanfront and trains are running to Old Town.
	COR	Rails are laid to NC- it will take a month to close the gap.
4-7-1888S	COR	The owners of the Coronado line are waiting for a shipment of flat cars so that ballasting can commence at the head of the bay. The last load of rails is due on the William McGilvery from New York City.
4-7-1888U	PARK	8400 ties have been delivered.
	CUY	Reports that the ATSF is supporting the project and Babcock and Story are representing the ATSF.
	ERT	The G St. line is to be extended to 21 st , to B, to 30 th .
	CS	Engineer Simmons ran engine #7 off the turntable.
	NCO	The NC&O will decorate the engines with wild flowers.
4-8-1888U	NCO	A franchise has been applied for from 28 th and Grand on Newton to 13 th and L, also from 26 th and Newton to the waterfront. No ties or rails have yet arrived for the Tia Juana branch.
	CS	The first section of a freight broke in two on Box Springs grade and collided with the second section.
4-9-1888U	OBRR	Rails are laid to the trestle 1 ½ miles from the beach.
	COR	The <i>Silvergate</i> missed the slip and hit pilings in four attempts to get into the slip.

	SDET	Arguments heard concerning the Atlantic St. franchise.
4-11-1888U	COR	Two double-deck cars were shipped from St. Louis. Motor #1, used to test the experimental oil burner, died at Fifth and Orange and had to be rescued by #3.
	OBRR	The track is laid to the beach.
4-12-1888C	OBRR	The Carlson & Higgins wharf at Roseville will be complete by Friday, 4/13. A big multitude will attend Ocean Beach's first anniversary on Sunday, 4/15.
4-12-1888R	NCO	The 18 th ST. depot is nearly complete. Straightening the curves on 12 th St and Chollas trestle will shorten the line.
	CS	68,000 ties are being sent to the California Central.
4-13-1888U	ATSF	Article on the freight blockade.
	COR	The dike south of NC is completed.
	NCO	11,000 ties have been received.
4-14-1888C	SDET	The San Diego Union Depot & Terminal RR offers W.H. Carlson, as President of the San Diego & Del Mar RR (et al), use of their proposed facilities and a directorship in their enterprise if he will abandon his petition for a franchise on Atlantic St.
	OBRR	Sales have been rapid for tickets for the anniversary barges leaving the commercial wharf every hour from 9AM to 2PM. Visitors can take either train or boat.
4-14-1888U	CS	Four new freight locomotives passed Barstow.
	NCO	The rail change to 40# is under way.
4-15-1888U	SDET	Carlson is appearing before the city council about the Del Mar franchise.
	COR	The line is complete from Ninth and N to NC. Yet to be built is Ninth to L to Fifth.
4-15-1888U	PARK	Track is laid to Wabash Canyon where heavy grading is necessary. On the University Heights end, the engines were taken out ERT and rails are being laid at the rate of one mile per day. It is proposed to build from the University end south to Wabash Canyon.
	ERT	The company will add a coach to each motor to do away with the idea that watches can be ruined. The coaches will be built by the ERT.
	SD	The Whitney wharf will be located at the foot of 28 th St.
	ELS	The SP/ P&E will enter SD from Murphy Canyon.
4-16-1888C	COR	The Coronado Beach Co. extends the time for making the first deferred payments from 1 month to 3 months.
4-17-1888C	OBRR	Trains are now running regularly between Roseville and Ocean Beach. There will be a formal opening in a few days. On May first the ferryboat that will ply between SD and Roseville will be completed.
4-18-1888S	COR	Workers are laying track from Ninth and L to the Fifth Street car line in preparation for the National City celebration tomorrow. The program has been published for the opening ceremonies at Sweetwater dam.
4-18-1888C	SDSC	In changing ends with his team at the Santa Fe wharf this morning; the driver of the H Street car lost his grip and the team dashed off. The runaways dashed into a single buggy. The buggy's top was laid with the wharf, the horse was lying on the ground stunned and one of the runaways was reclining upon the laps of an astounded couple. One horse's back was broken and the buggy is a total wreck
4-19-1888S	NCO	The new Chollas bridge and track were completed in one day! Both the Coronado and NC&O lines honored all tickets and several people made the round trip to National City over both lines.
4-19-1888C	PB	The motor was tested yesterday and the regular train will be running Saturday. A combination passenger and baggage car was conveyed on trucks to the corner on Arctic (Kettner) and D (Broadway) for the SD,OT & PB line.
4-19-1888R	NCO	The new station at 18 th St. is completed- an ornate little building.
	COR	The first passenger train arrived in NC at 9:10 this morning.
4-19-1888U	COR	Engine #13, which has done much heavy freight service, is now hauling clay from the

		brickyard to the boulevard. The big laundry is the busiest establishment in the Beach- everything is done by machinery.
4-20-1888C	PB	The San Diego, Old Town and Pacific Beach RR Co. filed articles of incorporation.
4-20-1888U	NCO	Celebration! The Sweetwater dam is completed.
4-21-1888U	COR	The air brake on engine #1 broke, delaying trains until #34 could be procured; #1 is now known as the Jonah. The belt line is graded and all bridges and trestles are complete. H.L.Story on last Thursday stated that it was the intention of the Coronado RR to erect a depot and roundhouse on the grounds near the CS depot (in NC). This is the point where the junction was affected. It will allow the Coronado Company to run their Pullman cars direct to the big hotel. The stage line from South SD to the monument, Tia Juana and the hot springs in Mexico is now in daily operation. Painters are at work on the Coronado Museum and Professor Ward is daily expected. H.L.Story has moved from the hotel to First and A, where he will remain until his new residence in the Beach is built. Machinery in the steam launch <i>Portage</i> underwent a test. The Belt line is completed except for track from South SD to NC. The work has been delayed by the non-arrival of the bark <i>William McGilicut</i> .
	CUY	Governor Waterman guarantees immediate construction provided that those who have subscribed its stock will pay the subscriptions as the assessments are made.
	SDUDT	The San Diego Union Depot & Terminal Ry. Co. has completed its organization and a survey is ordered for a double track from La Playa to NC along the waterfront and about on a line of Water St.
4-22-1888C	SDSC	Ground was broken for the extension from Fir to University Heights.
	OBRR	The motor road was completed and ballasted.
4-22-1888U	OBRR	Today, hourly trips from Carlson & Higgins wharf at the foot of H street will be made connecting with the Ocean Beach RR at Roseville.
	SDC	Babcock and Story are negotiating to get control of the right of way and get the line built some eight miles in the El Cajon Valley.
	NCSC	The crossing with the NC&O on National Avenue has been completed.
	NCO	About 8,000 passengers were carried on 4/19 to the celebration.
	COR	The Pavilion will be moved to a position near the pier leading to the bathhouse and will be utilized as a passenger depot.
4-23-1888S	CS	Switch engine #3, the standby of the crew in the yard, is in the machine shops. Engine 579 is in the shops. #643, one of the large mogul passenger engines just received from the manufacturer (Manchester) is in the machine shop.
	OBRR	The reporter made a trip over the line and was entertained at the Cliff House. The 3-mile trip took 7 minutes. Regular trains are running today.
4-23-1888U	COR/ NCO	The NC&O people have done everything except going into court to keep the Coronado people from occupying the franchise from Ninth and N to Fifth and L and thus holding the same terminal. The NC&O threatened an injunction if any move were made by the Coronado people to lay track. Supt. Howard outwitted the rival company, for on Saturday morning the NC&O people found that the Coronado track had been laid through to Fifth St. the previous night.
	COR	Trains ran between SD and NC yesterday. The First train met with a slight accident, one of the cars jumping the track, but matters were soon righted and travel continued regularly throughout the day. Mrs. E.S. Babcock, Jr. will vacate her apartment in the hotel and live in her residence on the Heights in SD until her Coronado Beach mansion is completed.
4-24-1888C	CUY	The San Diego & Cuyamaca Eastern RR filed articles of incorporation on March 10 with capital stock of \$7,000,000. The object is to build and maintain a standard gauge RR as well as an electric telegraph. The line will go in a northeasterly direction from SD city to

		a junction with the SP in this county, thence in a northeasterly direction to a junction with the Atlantic and Pacific RR at or near the Needles. The incorporators are R.W. Waterman with a stock of \$37,000; Milton Santee with \$36,000; W.E. High with \$27,000; R. Allison with \$36,000; J.M. Merrill with \$36,000; M. Klauber with \$36,000 and G.W. Jorres with \$36,000. At 2PM today, Gov. Waterman, in the presence of 300 of our most solid businessmen and representative citizens, turned over the earth at 16th and N Streets. In a few words he covered the importance of the occasion, the benefits to be derived and asserted that the road would be built, and as fast as possible. R.J. Pennell (Coronado RR Conductor) spoke of the immensity of the resources of our backcountry and how this line would bring the products to the sea. Col. Brandt was sure the line would be built. Judge Luce said he was impressed with the magnitude of the enterprise. C.A. Wetmore said that we take pride in our backcountry and this road will develop it. "It will give us Arizona, New Mexico and Utah. Jay Gould once said San Diego will be the Baltimore of the Pacific." Governor Waterman said, "the line will go right through the mining district, and a richer country does not lie outdoors." Round after round of applause was heard.
	OBRR	The steamer <i>Roseville</i> was launched by the Point Loma Land & Town Company at the foot of D St. this morning. As soon as the machinery is in place she will ply between SD and that promising burg, and thence by motor to Ocean Beach.
4-24-1888U	PB	On Sunday, the new 24-ton Baldwin motor and two of the new coaches of the SDOT&PB took a party of invited guests over the new line to PB. Regular trains will not be put on until Thursday when the Odd Fellows celebration will be held at PB. On that day, trains will run each half hour.
4-25-1888S	COR	E.S. Babcock has announced a 100-ton blast furnace will be built on Coronado. The Beltline has established stations at the foot of Fifth, 16th, 22nd, 28th and Chollas Valley in San Diego. In National City, stations are at 3rd Avenue, 12th Street, Kimball's Mill and the Isham & Gordon Company.
	NCO	Train derailed at 28th Street due to dirt spilled on the track by street grading teams.
4-25-1888U	PB	The excursion yesterday left the foot of D ST. at 10 o'clock; the party was composed of officers and prominent citizens. The consist was a locomotive, baggage/express car, coach and observation car. And, speaking of the train, it is in order to congratulate this RR company upon the good taste as well as good judgment they have displayed in the selection of their rolling stock; the cars are neat, comfortable and attractive. In good cars and on good track the trip to PB is delightful in very way. It is ten miles from the foot of D to the pavilion at the driving park and across the beautiful tracts of land owned by the company to the pavilion that stands on the verge of the sea. The beach at this point is exceptionally fine, sloping gently out to deep water extending for more than a mile to the right and left, making either a delightful drive or a perfect bathing place. The pavilion is a large and very handsome structure and is well along towards completion. A bathhouse will be finished in a few days. A new hotel will be begun as soon as the pavilion is completed.
	OBRR	The railroad will commence hauling (building) sand from OB to Roseville and return with lumber and other building material.
4-26-1888C	SD	D.C. Reed talks about RRs.
	PENN	E.S. Babcock telegraphed that the International Co. of Mexico had secured a loan of \$3,500,000 with which to build a road from Yuma to Ensenada.
	P&E	The SP was pushing the road from Pomona to Elsinore and in 12 months the trains of the SP will be running to SD.
4-26-1888R	CS	Two new engines arrived today. Foreman Brooks of the CS car shops at San Bernardino is in the city to secure material for 60' turntables at Barstow and Redondo Beach. Bob

		Wiley, the oldest engineer on the CS, returned from vacation and has proceeded to San Bernardino where he will get a locomotive.
	NCSC	The line will be in operation next Saturday; the rolling stock has arrived.
	COR	The rear car on the Coronado jumped the track on Third Ave. in NC.
4-26-1888U	NCO	The engine of the train leaving NC at 9:30AM yesterday derailed at the 28 th St. station due to dirt left on the track by the graders.
	COR	New timetable goes into effect Sunday- trains leave SD at 6AM, 7:10 and every hour until 8:10PM, 9:30 and 11:15, leaving NC times are 30 minutes later. The public lavatories in the basement of the big hotel are now completed; they are spacious and well lighted, and add much to the comfort of the guests.
4-27-1888S	SP	The SP line is building to Tustin as a result of the refusal by Santa Ana to grant a franchise.
4-28-1888C	PB	Ad: Races- Grand Opening of the Pacific Beach Driving Park- May 1,2,3 1888- \$1280 in purses.
4-28-1888S	CS	Engine #3 is still in the shops- # 177 is acting in her place.
4-29-1888U (Sun.)	NCSC	A streetcar traveled along the streets for the first time yesterday.
	COR	Trains commence to run today on the schedule printed. A new pattern switch has put in on Orange Ave. near the ferry landing; it is one of those contrivances, which, it is said, prevents the cars running off the track even should the switch be carelessly left open.
	NCO	The rear car of the 8:15 train ran off the track at the foot of Sixth Ave. in NC yesterday. The track to the river in Tia Juana will be complete and passengers carried that far on May sixth.
4-30-1888S	NCO	NC&O train 15 derailed on a curve. There were no serious injuries.
4-30-1888U	COR	The Coronado RR inaugurated its schedule of running regular trains yesterday. There were several hitches and the engine jumped the track several times. Running time is 20 minutes. Never before were as many fine carriages and turnouts of all kinds on the beach as yesterday.
	NCSC	Ever since travel on the street railway commenced, J.C. Crenshaw, one of the principal directors of the company, who is also part proprietor of the International Hotel, spends his time on the rails- he does absolutely nothing but ride up and down the new road, generally accompanied by a host of children and his dog.
	ELS	J.B.Treadwell, chief engineer of the RR between Pomona and SD says he finds an easy grade to San Luis Rey.
5-1-1888S	NCSC	The NC streetcar line is in operation today.
5-1-1888U	COR	Work will commence on a depot at the foot of Fifth this morning. Passengers from NC will be taken free of charge to any part of SD covered by the streetcar system and transfer tickets will be given. H.A.Barnes retires as master mechanic of the Coronado RR- John Fitzgerald succeeds him.
	NCO	Sunday was a disastrous day- engine #2 broke down at 2:15PM, engine #1 went out of order enroute to the Sweetwater dam at 2:15PM and train 22 ran off the track near the water tank at Chula Vista.
5-2-1888U	CS	A picture of the Casa Del Mar is shown.
5-3-1888S	COR	First timetable published.
	PB	A combination baggage/smoker car was received on two flats at the foot of Fifth. The Pacific Beach motor collided with a garbage wagon at Ivy Street.
5-3-1888C (Thurs.)	PCSS	The <i>Queen of the Pacific</i> sank 200 yards from the wharf at Port Harford on account of a door aft of a porthole on the starboard side was not secured. Captain Alexander said the water started to pour in 15 miles out.
	OBRR	Grand Auction Sale at Ocean Beach on Saturday 5/19. The first grand excursion from

		L.A. will be run- 10 cars and 2 locomotives. Round trip fare from L.A. and Pasadena \$5, N. Pomona \$4.50, San Bernardino \$4.25, Riverside \$4.25 and Elsinore \$4.
5-3-1888R	CS	8 engines are in the shop.
	NCO	Two trains jumped the tracks on Sunday and Monday. Rails are being laid to Tia Juana.
	NCSC	The first street car was an event of much interest- the car was loaded on Friday. Crowds cheered as it bowled along. Two more switches will be put in and it will run every 15 minutes; until then only 2 cars can run at one time.
5-4-1888S	SD	Article on SD history. The population of Old Town in 1800 was 167.
5-6-1888C	PEN	The late troubles between Harbury & Garvey and the International Co. have been compromised- all liens and suits are declared off.
5-7-1888C	NCO	Conductor John Ball brutally beat employee John Connors on the train- a cruel and dastardly deed.
5-8-1888C	NCO	Conductor Ball has been granted a 60-day leave of absence.
5-10-1888S	SD	Article on San Diego as a convention city.
	COR	New schedule published: Trains leaving foot of Fifth every hour at 10 past the hour from 6AM to 8PM plus 9:30PM and 11:15PM. Trains leaving Isham & Gordon's warehouse in N.C. at 7:40AM and forty minutes past the hour every hour thereafter. Stations at foot of Fifth, 24 th , 29 th , Chollas Valley, Isham & Gordon's warehouse, Vesta Street, 8 th Street N.C., Second Avenue, 12 th Street and Kimball's Planing Mill.
5-10-1888R	NCO	George W. Day was promoted to Conductor. The company has a private telephone line to SD. The Tia Juana branch will be completed this week.
	COR	Trains were delayed up to 2 hours Tuesday after a train jumped the track.
5-14-1888C	SDSC	General manager E.H. Story and General Supt. Howard of the San Diego Streetcar Co. are "rustlers". To make easy connection with their National City line, the Fifth St. line needed to be extended nearly 100 yards. They feared an injunction but determined to get there, put 50-60 men to work yesterday and in a jiffy the track was laid.
	NCO	A.B. Lawrie has died in Boston. He was born in Scotland in 1822 and came to America in 1842. He was President of the SD Land & Town Co.
	ATSF	The RR has a plan to colonize Mexico by putting in 2,000 European families to dispossess the Yaqui Indians.
5-14-1888S	COR	A salt works is to be built at Otay.
5-17-1888R	CS	The rumor that offices are to be moved from SD and NC to L.A. has foundation but is doubtful. The company is bound by contract to maintain a working force here or donors can claim a forfeiture. The wharf is to be enlarged. A carload of ties was shoved over the end of the wharf Monday and the truck fell into the bay. The car was held on by the coupler pin.
	SP	Before another year, SP cars will be switching on SD bay wharves.
	NCO	A post office has opened at Oneonta- the NC&O will carry the mail. Short races are being run between the NC&O and the Coronado- the bets are about even.
5-17-1888S	CS	A survey has started for the San Luis Rey Valley RR. (CS spur line)
5-18-1888C	PB	A 24-ton Baldwin locomotive has been received and is being assembled in the NC yards. When put up, hourly trips will be made to Pacific Beach.
	OBRR	Six cars left L.A. on the excursion- four more will be added in San Bernardino.
	NCO	A record was set Sunday for the number of passengers. Numerous flat cars with seats were used. Three new engines and 5 coaches have been ordered. Work on a bridge across the Tijuana River was started on Monday. The road will be finished to the line (Mexican border) within 2 weeks.
5-18-1888S	CS	12 locomotives were operating in the NC yard at one time.
5-19-1888C	COR	The Marine Ways was tested with the schooner <i>Fred E. Sanlee</i> and (Sat.) worked satisfactorily.

	CS	The excursion to Escondido today was unusually large.
	CUY	N St. has been graded. The grading contract to El Cajon will be let.
5-22-1888C	CUY	Bids for construction of 20 miles of road will be opened Thursday evening, 5/24/1888.
	SDSC	The new turntable at Fifth and H is a big improvement. The H St. line beyond 26 th and National is torn up due to grading operations.
	OBRR	W.H. Carlson departed for New York to close negotiations for bonding.
5-23-1888S	KMSC	Keller & Morphy are putting in a streetcar line from 31 st & K to India, to Ivy, to Union, to C St.
	NCO	Engine #4, in the shop for overhaul, will be fitted to burn oil.
5-24-1888R	CS	A contract for water was signed with the San Diego Land & Town Co. The large mogul engines now in use have proved very disastrous to the turntables in the yards. Last week the table near the depot was smashed so badly that it was found necessary to put in a wye.
	NC	Despite the cry of dull times all over the land NC continues to grow.
	NCO	Two combination baggage/passenger cars have been received.
5-24-1888U	COR	Engine #5 broke down about noon yesterday and for three hours only one train was in operation between NC and SD.
5-25-1888S	NCO	The new baggage/passenger cars have been placed in service.
5-28-1888U	CS	A daylight trip was run between Colton and SD- page 5.
	NCO	Two four-car trains was the rule yesterday.
5-29-1888S	NCO	A train derailed last night at the Chollas bridge with no injuries. There was a similar derailment on the previous night at Eighth Avenue and 12 th Street in N.C.
	COR	James Hart, a brakeman, had an unpleasant experience with a red-hot poker; he was uncoupling the engine from the train when his nose came in contact with the poker, resulting in quite a serious burning. The Coronado Foundry turned out a big wheel for the Temple St. Cable Ry. in L.A.- 9" in diameter.
5-31-1888R	NCO	A wreck at 6:30PM at the 8 th Ave. curve on the switch spring- Engine #5 turned over. Engineer Pierson and the fireman jumped- no one was seriously hurt. The new combination baggage/open smokers are a great convenience. Tuesday a car was derailed on Chollas hill, narrowly missing going over the bank- there were no casualties.
	COR	Conductor Martin made the run from NC to SD in eleven minutes. That is speed!
6-2-1888S	ERT	A telegraph wire was being moved at 4 th & B and came in contact with the electric trolley wire. A ball of fire rolled down the telegraph wire and into the telegraph office in the Florence Hotel lobby, burning several instruments.
6-4-1888S	ERT	The line will be shut down for two weeks.
	CS	Engine #178, one of the most powerful and the only one with 4 pairs of drivers, is being remodeled at NC.
6-6-1888S	CS	Work will begin soon on the Cordero tunnel- 2300' per M.B. Terass, asst. to Chief Engr. Perris. The tunnel will reduce the grade from 116' to 63' per mile. The estimated cost is \$650,000.
6-7-1888R	COR	First train to leave SD in the morning will be at 6:25 instead of 6:30.
	NCO	The bridge to Tia Juana is completed. The line to the Monument will be completed at once.
	CS	Two engines were wrecked at Ysidora in the Santa Margarita Valley- #19 on a construction train and #10 on a special freight. Both had the front ends knocked in. #10 will probably have to be rebuilt; #19 is not damaged as badly.
6-8-1888S	COR	The first train to the Hotel Del Coronado will leave at 10AM.
	NCO	The train will run to Tia Juana on the 10 th . The new bridge across the river is almost complete. (The old bridge over the old channel was about 1 mile north of the border.
6-9-1888S	COR	The station at 26 th Street in N.C. has been moved to 28 th Street

6-11-1888S	COR	Engine #5 struck and killed a team of horses at 16 th and M yesterday morning.
6-12-1888S	CAL	The Salt Lake & Los Angeles RR Co. has filed articles of incorporation to build a standard gauge line from L.A. through Los Angeles, Kern, Tulare, Inyo and Mono counties to the state line, then to Salt Lake City through the state of Nevada and the Territory of Utah. Capital stock is \$20,000,000.
	CUY	The contract with Walley and Co is estimated to be worth \$450,000.
6-13-1888C	CS	The track scales on the Santa Fe wharf are nearly complete.
	A&P	The company is having their ties delivered at SD. Some 200,000 (30 schooners, heavily laden) are yet to come.
	CUY	The bid of Wally & Co. for the first 20 miles has been accepted.
6-13-1888S	PB	Arrangements are being made to extend to La Jolla.
6-14-1888R	COR	The Coronado trains will meet at Fruitland where a long switch was put in. Two accidents on Sunday- a train was derailed at the passing track and 2 horses were run into and killed in SD. An engineer distinguished himself on Ninth Avenue in NC Tuesday by stopping his train, jumping off and stopping a runaway team at great risk to himself, then jumping on again and making up the lost time to SD. A Coronado train collided with a buggy at 16 th St. this AM, tearing the step off the coach. The buggy was uninjured. The Coronado Belt Line was completed last Thursday and Friday an excursion party made the initial trip. The trains are now running regularly. The first California Southern train will go over the line Saturday evening being an excursion from L.A. to the Coronado hotel.
6-14-1888S	KEL	Mayor Hunsaker has vetoed ordinance 257 for a double track on Sixth St.
6-15-1888S	NCO	Article on Tia Juana.
6-20-1888S	SD	"Sailing down the Flume".
6-21-1888R	COR	The Dispatcher lost his head Sunday; there was considerable travel around the bay and trains were well filled. Trains encountered each other at unexpected places and one was forced to back to the nearest siding so they could pass each other, causing much delay. The first 5-car excursion from L.A. ran to the Hotel last Saturday. No stop was made in SD and excursionists objected vehemently that there was no law compelling them to go to the hotel. About 100 left the train in NC and boarded the NC&O for SD. A large excursion from Escondido, Oceanside and Carlsbad arrived today. It continued on to Coronado for lunch on the beach.
	NCO	The NC&O train made a circuit of Sweetwater, Otay and Tia Juana.
6-28-1888R	NCO	16 trains are running each way between SD and NC. #4 is in the shop.
	COR	2 gangs of Chinamen are ballasting track.
	CS	General Manager McCool is at the Hotel Del with his new private car.
6-30-1888CR	SDSC	The connection to the Park Belt line is 3,080'. Route is from 12 th and D to 16 th , to C, to 18 th to A. The connection from the Steiner, Klauber, Choate & Castle addition to the western boundary is 30,200". Total length is 6 miles, 1600" and cost \$6,000 per mile. There are 8 bridges and the total cost is \$4,469,588.
7-5-1888R	COR	A switch was found open and an accident averted.
	NCO	#4 hauled 6 crowded coaches Sunday evening and went up Chollas Hill without a squeak.
7-6-1888S	PARK	The first trip over the Park Belt Line will run at 1PM today.
7-7-1888S	SD	The flume will be finished to La Mesa in 7 weeks, 30 miles from the diverting dam to the eastern boundary of the La Mesa Colony tract. Men are now working on section miles 27-29 and water is now running from the flume through a 5-mile ditch in the El Cajon Valley on irrigation contracts.
7-8-1888C	PARK	The Park Belt RR now stands complete. The motor whirls one into Switzer Canyon, Wabash Canyon and an easy grade to City Heights- University Heights is next girdled

		and Fifth St. is reached.
7-8-1888S	CS	Article on the L.A. depot.
7-10-1888CR	SDSC	Proposed to increase the capital stock to \$500,000.
7-11-1888C	SDSC	Car #13 on this mid day trip to meet the 12:20 ferry was battered by the heels of a frisky colt at Front and D St.
7-12-1888R	NCO	Locomotive #6 (the <i>Tia Juana</i> , a Porter 2-4-2T and their largest locomotive) is a fine one. Postal services are being prepared for Tia Juana. SD tracks have been extended to 5 th St. and the ticket office moved there from 7 th St. Tuesday trains were well filled with visitors to the new oil fields (one well in Sweetwater).
7-13-1888C	SD	The SD Rowing and Swimming Club met in Steadman's Boat House.
	PEN	As part of the settlement between the International Co. and Hanbury & Garvey, the latter acquired control of the Coronado Islands, which contain a vast amount of superior and free brownstone H&P plan to quarry.
7-17-1888C	CUY	Article on the Cuyamaca dam- elev. 4,500, average rainfall 40" (?). The reservoir is 3500' above the diverting dam on the SD River. The water is carried down the rocky bed of Boulder Creek.
7-18-1888C	COR	The Benicia is back in service. The boiler on locomotive #1 was cleaned, then it became impossible to make steam. #3 was taken out but three trips were missed and many had to walk.
7-19-1888R	NCSC	The streetcar will run to the concert Tuesday leaving 7 th Avenue and 20 th St. at 7:15PM.
	COR	The Company's well at Otay is a great success and can now be bricked up. Flows of 30,000 gallons a day can be increased to 75,000 gallons. Babcock and Story will pipe the water to the Coronado Water Co.
7-20-1888S	SD	The public drinking fountains at the First Methodist church have been supplied with new cups, which, for safety, are secured with much heavier chains than the old ones.
7-21-1888S	NCO	The company will begin running special excursion trips to the new Sweetwater dam. The starting time is 9:15AM.
7-26-1888R	NCO	The NC&O has decided to put in a long sidetrack at Ware's.
7-30-1888S	NCO	A sidetrack will be installed 1 ¼ miles north of Tia Juana by the Ware Ranch.
7-31-1888S	NCO	Description of new excursion trip published.
8-7-1888S	NCO	The NC&O has opened a new track from a point near Union Park to a point south, saving a distance of one mile.
8-9-1888S	COR	A new program for receiving visitors from L.A. using the new "short line" has been announced and a reception committee named. Visitors will first go to the Horton House as guests of the ATSF, then to the Hotel Del for dinner and an evening hop via the Belt Line RR, then on a tour of the bay on Sunday morning, a tour to the dam on the NC&O, lunch at the St. James, then home.
	NCO	Extension of the road from La Presa is hardly to be looked for in the present condition of the money market.
8-9-1888R	NCO	The NC&O trains Sunday were crowded due to the horse race at Tia Juana between a local Tia Juana horse and one from Old Town. Engine #3 has been overhauled and fitted with a new grate for hard coal. Hereafter, only smokeless and odorless anthracite will be used. A new timetable will be in effect next week; trains every half hour and both lines into SD will be used. Locals to NC will travel over the old line; through trains will use the new line. 60-mile excursions over the entire line will be run for a \$1 special fare.
8-14-1888S	ERT	ERT and the San Diego Streetcar Company are fighting over the rights on Fifth Street between K and L. ERT bought the franchise from the NC&O, which is abandoning the track.
8-16-1888R	NCO	Engine #5 is laid up with grate trouble. The seventh locomotive arrived Tuesday. Its weight is about 26 tons.

	CC	The new surf line is open; Mc Cool and 150 L.A. businessmen took the trip last Saturday. Stations on the line from L.A. to SD are as follows: L.A., Ballona Jct., Laguna Rivera, Santa Fe Springs, Northam, Fullerton, Anaheim, Orange, Santa Ana, Irvine, Modjeska, El Toro, Capistrano, San Clemente, Onofre, Las Flores, L.A. Jct., Oceanside, Escondido Jct., Carlsbad, Stewarts, Leucadia, Encinitas, Del Mar, Sea Wall, Cordero, Selwyn, La Jolla, Morena, Old Town, San Diego, NC. The road cost \$2,000,000 to build.
	SP	Charles Crocker died at Monterey on Tuesday.
8-22-1888S	ERT	ERT has won the rights on Fifth Street.
8-23-1888R	COR	The Coronado Beach Co. will sink another well 30' in diameter.
	NCO	Engines 7 and 1 collided on Tuesday.
8-30-1888S	NCO	The NC&O has been awarded a contract to carry the mail to Tia Juana.
8-30-1888R	NCO	The NC&O is building more boxcars to handle the increasing freight business (box cars are usually built out of flat cars by adding a shell- look for the arrival of more flat cars). The recent 60-mile trip was a great success. Engine #1 on the on the early train from SD to NC Monday broke down by fracturing one of the forward wheels. Travel was delayed for one round trip. A fruit stand has been built at the Land & Town station.
	CS	The creosote works will begin working on piles for the Santa Fe wharf.
8-31-1888S	COR	The Coronado Beach Company will install a siding next to the museum at the Hotel Del.
	NCO	All of the cars are to be repainted.
9-1-1888	COR	Seven carloads of passengers are scheduled to arrive from L.A. for Coronado Beach, about the size of the party that can be expected every week.
9-3-1888S	ERT	Mayor Hunsaker vetoed the construction on Fifth because it would add a third track.
	NCO	Regular freight service is to be added for the south bay.
9-4-1888C	SD	The big flume stands completed. The free water fountains in the new Methodist building on D St. are much appreciated by a thirsty public these warm and dusty days.
9-8-1888S	NCO	Trains will be staggered with the Belt Line so as to allow a train every half hour to N.C. in addition to the NC&O trains on the Harrison Street line.
9-11-1888S	COR	Time card #5 in effect.
9-13-1888R	NCO/COR	New timetable alternates trains every half hour.
9-18-1888C (Tues.)	CS	Perris was visited by a heavy rainfall and cyclone Sunday afternoon. The Crawford Livery Stable was blown to pieces. The Congregational church took to itself wings. The post office and its contents were sent whirling on a visit to the northeastern portion of the county. The grade of the California Southern is washed out in many places.
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9-20-1888R	NCO	Two flat cars have been received. The Odd Fellows excursion filled 4 cars.
9-24-1888S	COR	The Hotel Del had no vacancies for the first time Saturday night.
9-27-1888R	COR	All engines were draped in black in memory of engineer William T. Robinson who drowned in the surf.
10-4-1888R	NCO	Four new flats arrived.
	CS	Pile drivers are ready to start on the new ATSF wharf.
10-8-1888S	COR	The Coronado Beach Company will build a 20x100' terminal.
10-9-1888S	COR	The 6:30AM train to the Hotel Del has been discontinued.
10-9-1888C	SD	G.W. Schnellbacher of Kansas City is building a brewery near the 22 nd St. brewery. With his machinery installed it will have a capacity of 500 barrels a day.
	NCO	The 2:15 motor on Thursday afternoon struck and killed H.M. Davis near M St. (Imperial Ave.).
10-22-1888S	COR	New timecard in effect. Trains leave Coronado at 9:10AM, 1:45 and 4:20PM.
10-23-1888C	NCO	Articles of consolidation are filed for the National City & Otay Ry. and the Otay Ry. Co. with a capital stock of \$200,000.

10-25-1888R	NCO	On account of the races at Pacific Beach (using cars borrowed from the NC&O) there will be no Saturday excursion over the NC&O this week. Joint excursions with the Coronado RR from the Hotel Del to the Sweetwater dam and Tia Juana will run next Monday.
	COR	A connection between the Coronado RR and the CSRR was made this week.
11-5-1888C	COR	Aaron D. Culver received fatal injuries attempting to jump upon the pilot of motor #5 near the hotel.
11-8-1888R	COR	The train knocked a cow off the track in Chollas Valley on Tuesday. The cow broke a leg.
11-10-1888CR	SDSC/NCO	The NC&O has leased the Harrison Street line to the SDSC
11-13-1888C (Tues.)	COR	The Company is to erect a handsome depot at its terminus in front of the Hotel Del Coronado. It will be built in a style corresponding in natural beauty with the surroundings.
11-15-1888R	NCO	The newest timetable will force two crews to lay over at La Presa and Tia Juana. The 60-mile excursion between the NC&O and Coronado RR last Monday had 5 cars, one being from the hotel.
11-16-1888CR	SDSC	E.H. Story has resigned as a director of the SDSC.
11-22-1888R	NCO	All NC&O passenger cars are being repainted; baggage car 16 was finished this week. All coaches will be furnished with rattan seats. There have been many complaints about the new timetable. Workmen miss the early trains and want the night trains put back on. The Sweetwater quarry is producing a fine grade of porphyry rock which will be used in SD paving. A rock crusher is to be built.
	SP	Building is taking place south of Santa Ana. Rumor has it that the SP will purchase the SD, OT & PB and give up all idea of converting San Pedro's roadstead into a harbor.
	CS	ATSF V.P. C.W. Smith says the new offices in L.A. are too expensive and the freight office will be returned to SD.
11-26-1888C	PB	The Company is building a \$200,000 round house (engine house, not round) near the Pavilion.
	SD	The Hotel Brewster opens today.
12-10-1888C	CUY	Opinions differ as to the real purchaser of the Cuyamaca road- the majority favor the Missouri Pacific, but there are many who assert it is the Union Pacific and still others who vow they have authority for the statement that the Rock Island did the gobbling.
12-17-1888C (Mon.)	NCO	A 5% reduction in wages was made on Saturday.
12-18-1888CR	SDSC	E.S. Babcock has resigned as VP of the SDSC, H.L. Story has resigned as President.
12-20-1888R	CS	Workmen want to know when work will start on the wharf.
12-29-1888	PENN	Captain B. Scott has gone to look over the proposed survey for the line from Ensenada to Yuma and San Diego.

This file was created from hand-written research notes compiled by Richard V. Dodge III during the 1940s and 1950s and by Bruce E. Semelsberger during the 1990s-2000s and is intended as a finding aid only. For publication purposes, it is recommended that the researcher refer to the original source materials.

Abbreviation Explanation

A&P	Atlantic & Pacific Ry. Co.
ATSF	Atchison, Topeka and Santa Fe RR
BLE	Brotherhood of Locomotive Engineers
BLF	Brotherhood of Locomotive Firemen
CAB	San Diego Cable Ry. Co
CAL	California in general

CAN	Canada in general
CC	California Central
CITZ	Citizens Traction Co.
COR	Coronado, Coronado Beach Company, Coronado Beltline Railway
CPRR	Central Pacific RR
CRIP	Chicago, Rock Island & Pacific RR
CS	California Southern RR
CUY	San Diego & Cuyamaca Eastern, San Diego & Cuyamaca
DER	Derby Heights Cable Ry. Co.
ELS	San Diego & Elsinore RR
ERT	Electric Rapid Transit Co.
ESB	Elisha S. Babcock
ESCS	Escondido Street Ry.
INTL	The International Development Co. of Mexico
JDS	John Diedrich Spreckels
KK	Keller & Kerkhoff Ry.
KMS	Keller & Morphy Streetcar Co.
LA	Los Angeles
LASB	Los Angeles & San Bernardino RR (ATSF)
LASD	Los Angeles & San Diego RR
LASD&Y	Los Angeles, San Diego & Yuma RR
LASDB	Los Angeles & San Diego Beach RR
LASL	Los Angeles & Salt Lake RR
LASL&U	Los Angeles, Salt Lake and Utah RR
MEC	La Mesa & El Cajon Ry.
MEPP	Memphis, El Paso & Pacific
MEX	Mexico in General
MIB	Mexico & Imperial Beach Ry
MKT	Missouri, Kansas & Texas RR
MLC	Mexican Land & Consolidation Co. (succeeded International Co.)
MOPAC	Missouri Pacific RR
NC	National City
NCCV	National City & Cajon Valley RR
NCSC	National City Streetcar Co.
NCO	National City and Otay Railway Co.
NCY	National City & Yuma RR
NSJ	Niagra & San Jacinto RR
OBRR	Ocean Beach Railroad
OCRR	Oceanside Coast Motor RR, Oceanside Coast RR
PARK	Park Belt Ry. aka San Diego & University Heights Ry
PB	San Diego and Pacific Beach Ry, Pacific Beach Development Co.
P&E	Pomona & Elsinore Ry
PE	Pacific Electric Ry.
PENN	Peninsular RR Co.
PL	Point Loma Land & Town Co.
PLRY	Point Loma Railway Co.
PRR	Pacific RR of 1870
SB	San Bernardino
SBC	Sonora & Baja California RR
SBOC	San Bernardino Central RR
SC	Southern California Ry.

SD	San Diego
SDA	San Diego & Arizona Ry.
SDAE	San Diego & Arizona Eastern Ry.
SDC	San Diego Central RR
SDE	San Diego Eastern Ry.
SDECE	San Diego & El Cajon Electric Ry.
SDERY	San Diego Electric Ry. Co.
SDET	San Diego & Eastern Terminal Ry. (includes all Carlson franchises utilizing same tracks)
SDGAP	San Diego & Gila, Southern Pacific & Atlantic RR
SDGE	San Diego Gas & Electric (Light) Co.
SDLA	San Diego & Los Angeles RR
SDLT	San Diego Land & Town Co.
SDOT	San Diego and Old Town RR
SDOTPB	San Diego, Old Town & Pacific Beach Ry.
SDOTLJ	San Diego, Old Town (Pacific Beach) & La Jolla Ry.
SDOV	San Diego & Otay Valley RR
SDP	San Diego & Phoenix RR
SDSC	San Diego Streetcar Co.
SDS	San Diego Southern Ry
SDSE	San Diego & Southeastern Ry. Co.
SDT	San Diego Transit Co.
SDUDT	San Diego Union Depot & Terminal Co.
SF	San Francisco
SJ&M	San Jacinto & Murrieta RR
SP	Southern Pacific RR
SPES	South Park & East Side Ry Co.
SR	Southwestern Railroad
T&P	Texas & Pacific RR
UNC	Utah, Nevada & California RR
USN	U.S. Naval RR
UP	Union Pacific Railway
USA	America in general

NEWSPAPER ABBREVIATIONS

B	San Bernardino Weekly Times
C	Coronado Weekly Mercury
H	Journal of the Historical Soc. of San Diego
L	Los Angeles Times
O	Oakland Tribune
P	Press and Horticulture- Riverside
R	National City Record
S	San Diego Sun and San Diego Morning Sun
T	Trolleyman, also San Diego Trolleyman
U	San Diego Union and San Diego Tribune

OTHER SOURCES

SD	San Diego State University Archives
HS	San Diego History Center

CR California Room- SD public library
UC UCSD Archives