

Carlsbad Rotary Club -
Olausio Lane 2 1960

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Encinitas was the first community to spring up along the new right-of-way of the old California Southern Railway, and its first two residents were J. B. Elliott, a section foreman, and Lemuel C. Kincaid, a conductor, on that line.

California Southern started building north from National City to Colton in 1881 when its first locomotive, an O-4-O intended for the Sonora Railroad, was unloaded from the brig Orient, at National City. By October of that year, the railhead had progressed to Rose Canyon.

California Southern's first big excursion^{train} -- a balloon-topped smokestack engine and two cars -- reached Encinitas on Washington's Birthday of 1882. And Encinitas, in a small way, became a "railroad town" about the same time. It was where they stopped for water, and for the wood which the locomotives used for fuel. The wood was local oak, cut and hauled in by the Indians.

The Encinitas station probably was built at about this time, while railroads were still young in California. Only 13 years before, California's first railroad, the Los Angeles & San Pedro, had opened its service between Los Angeles and Wilmington.

In the interim, there had been a lot of talk about railroads, and San Diego thought that it was going to be the western terminus of the Texas & Pacific. Colonel Tom Scott had planned it that way, and the famous but short-lived "Tom Scott Boom" in San Diego was the result. The collapse of Scott's financial fortunes in 1873, however, wrote the end to that story. Meanwhile, the Southern Pacific was making progress in the Los Angeles area, just as Central Pacific was pioneering further north.

By August of 1882, California Southern had extended to Colton, where it connected with Southern Pacific, and rail service to Los Angeles by transfer, was possible.

