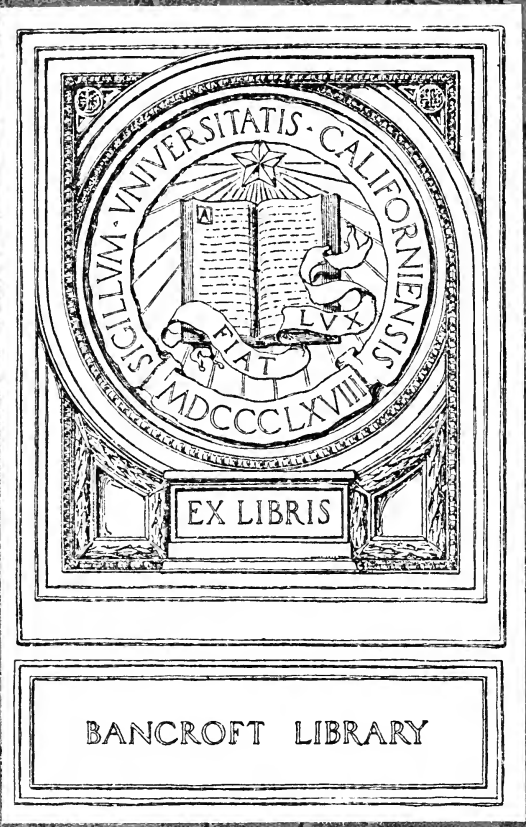


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HISTORICAL REVIEW

OF

THE ATCHISON, TOPEKA AND
SANTA FE RAILWAY
COMPANY

(WITH PARTICULAR REFERENCE TO
CALIFORNIA LINES)

Lewis B. Lesley

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HISTORICAL REVIEW
OF
THE ATCHISON, TOPEKA AND
SANTA FE RAILWAY
COMPANY

(WITH PARTICULAR REFERENCE TO CALIFORNIA LINES)

AS FURNISHED TO THE
RAILROAD COMMISSION OF THE STATE OF
CALIFORNIA

IN COMPLIANCE WITH ITS GENERAL ORDER No. 38

COMPILED BY
G. HOLTERHOFF, JR.
WESTERN ASSISTANT SECRETARY
LOS ANGELES, CALIFORNIA
JUNE, 1914

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HISTORICAL REVIEW OF
THE ATCHISON, TOPEKA AND SANTA FE
RAILWAY COMPANY

THE present corporation known in the West and on the Pacific Coast as the "Santa Fe," and in the investing and financial centers of Europe and America as the "Atchison," was incorporated in Kansas, December 12, 1895, for a term of nine hundred and ninety-nine years. The new company was formed at the close of the receivership between 1893-1895 of the Atchison, Topeka & Santa Fe Railroad, and pursuant to the plan of its reorganization, to acquire the properties of the various separately organized railroad lines which had constructed the mileage of the Atchison System between Chicago and San Diego Bay on the Pacific Coast, the Texas lines to Galveston and the Sonora line to Guaymas.

The first and original company was chartered as the Atchison & Topeka Railroad Company by the Kansas legislature in 1859. In 1863 the name was changed to the Atchison, Topeka & Santa Fe Railroad Company and work was first begun, nearly ten years after the charter was secured, on the line from Topeka west. The original line was chartered to build into the coal fields of Kansas and in a subsequent evolution built further westward, first through the prairies of Kansas, thence into Colorado and New Mexico, opening up new agricultural, grazing and mining country approximately along the line of what was known in the early days of wagon traffic as the "Santa Fe Trail." The earlier lines were entirely constructed within the State of Kansas, and it was not until 1875 that the construction of some mileage outside of that state was commenced, the more extended operations, however, not being undertaken until 1881. By 1889 the termini of the Company's lines were in Chicago, St. Louis, Galveston, El Paso, Denver, San Diego and Guaymas. The mileage at that time, including the lines jointly

owned with other companies, comprised approximately 7,100 miles within the Santa Fe System. During a period of five or six years preceding 1889, the construction of extended mileage taken in connection with two years of bad crops, adverse rate legislation and an extraordinary amount of competitive building carried on by other lines in the West, brought about a condition of decreased earnings and occasioned a change in management, under which new management a rearrangement of the Company's obligations without foreclosure of its mortgages was concluded and a temporary relief obtained from the burdens taken on by the Company in extending its lines and developing the resources of new sections of country. The period intervening, between 1889-1895, was one of bad business generally, plus a ruinous competition in railroad traffic, culminating in December, 1893 in the appointment of receivers for nearly all of the railroad properties of the Santa Fe System. The year 1893 was an historical one for hard times and general business depression. The bondholders, who might have recognized that conditions in 1889 were such as to warrant them in coming to some relief of their property, were convinced during the receivership between 1893-1895 that their valuable property could be soundly rehabilitated with some material assistance given by themselves in addition to that furnished by the stockholders in providing funds for the reorganization of the company. An international committee was formed representing the bondholders (co-operating with the receivers), directors, shareholders and others interested, which, in turn, appointed a committee with very broad powers, who succeeded in formulating, during the receivership, a comprehensive plan of reorganization, which united all security holders in a satisfactory plan for the rehabilitation of the System.

In 1895 Mr. Edward P. Ripley was elected President of the reorganized company, remaining to this date, (1914) as chief executive officer of the System, and under his conservative management the lines of this railway have not only been rebuilt throughout, but much of the mileage has been relaid two and three times and rock ballasted to carry safely the increasing traffic developed.

Under the plan of reorganization the bondholders conceded the necessity for the making of certain improvements and in providing for new construction, and of the new general mortgage Atchison bonds authorized to take up the older issues, \$33,000,000 were set apart for this work. As an evidence of the ensuing great development of the country served by Santa Fe

rails, it may be stated that approximately \$270,000,000 have been expended since the reorganization of 1895, partly in increasing the then directly owned and operated mileage from 6,427.53 miles to 10,574.88 (owned) and 10,771.45 (operated) mileage as of June 30, 1913. The cost of this increased mileage, including betterment and improvement expenditures covering all mileage, has been financed through the issue of bonds against new line construction or acquisition, plus sale of convertible bonds authorized by the stockholders, exchangeable at par for common stock within certain definite periods.

The policy of the various administrations of the Santa Fe System has always been that of building up the country served by its rails, and to that end the reconstruction and improvement of existing lines has been, and continues to be so conducted as to furnish the territory served with the most substantial roadways, facilities and conveniences of all description, with equipment and service in keeping, in order to serve the public safely and efficiently.

CALIFORNIA LINES

Actual construction of the earliest California mileage was commenced in January, 1881, under the original California charter acquired by the old California Southern Railroad Company, October 23, 1880, such being organized by Boston stockholders of the Atchison, Topeka & Santa Fe Railroad Company to build from San Diego Bay to San Bernardino.* Control of the property, however, was not formally acquired by the Santa Fe until January 7, 1885, following the wrecking of approximately thirty miles of the California Southern line through the Temecula Canyon by floods in the spring of 1884, a year of unusually heavy rainfall. The California Southern stockholders not being willing to furnish money to reconstruct the mileage destroyed, the Santa Fe was solicited to advance funds for such reconstruction and to complete the line to a connection with the Atlantic & Pacific Railroad. In 1885 active construction of the extended California Southern line was undertaken, and the line built from San Bernardino, its then terminal, to Barstow, making connection there with the Atlantic & Pacific Railroad, then jointly owned by the Santa Fe and the St. Louis & San

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*This line was first constructed to Colton, (connecting there with Southern Pacific Railroad) and in operation in the Fall of 1882; later, in the Fall of 1883, the line was constructed to San Bernardino.

Francisco Railroad Companies. Completion of this new line in the fall of 1885 and the inauguration of through train service over the Santa Fe System from Kansas City to Los Angeles (from Colton to Los Angeles over Southern Pacific rails under traffic arrangement) was the direct cause of the ensuing great development in California. The following years, 1886-1887, saw a large influx of population into Southern California, a boom period and expansion, particularly in real estate values. The attention of the East, however, was directed more closely to the great future possibilities of development of the State, and from that period dates its great development and upbuilding. The Santa Fe may, therefore, be said to have been primarily instrumental in bringing about the phenomenal growth of Southern California in particular. During 1886 and 1887 practically all of the present (June, 1914) Santa Fe mileage in Southern California south of the Tehachapi was constructed, aside from that of the California Southern line, which ran from National City on San Diego Bay, through San Diego, Oceanside, Temecula, Colton, San Bernardino and the Cajon Pass, to Barstow.

Chronologically the Santa Fe's earlier Southern California lines were incorporated as follows:

CALIFORNIA SOUTHERN RAILROAD COMPANY
—October 23, 1880—Chartered to build from National City on Bay of San Diego to Town of San Bernardino. (See foregoing reference as to history of organization.)

CALIFORNIA SOUTHERN EXTENSION RAILROAD COMPANY—May 24, 1881—Chartered to build from terminus of railroad of California Southern Railroad Company, through San Bernardino Range of Mountains to a point intersecting the line of railroad of Atlantic and Pacific Railroad Company. Constructed from San Bernardino to Barstow.

CALIFORNIA SOUTHERN RAILROAD COMPANY
—January 10, 1882—Consolidation of above two Companies.

LOS ANGELES & SAN GABRIEL VALLEY RAILROAD COMPANY—September 5, 1883—Chartered by individuals resident in Southern California to construct a line of railroad from City of Los Angeles to head of Azusa Valley in Los Angeles County. Partly completed and ownership of stock acquired by the Santa Fe in 1887.

RIVERSIDE, SANTA ANA AND LOS ANGELES RAILWAY COMPANY—September 29, 1885—Chartered

by Santa Fe interests to build from Town of San Bernardino in a general westerly direction by way of Riverside, Arlington and the Santa Ana Valley to City of Los Angeles.

LOS ANGELES AND SANTA MONICA RAILROAD COMPANY—January 6, 1886—Chartered by individuals to build a line of railroad from City of Los Angeles to a point on Bay of San Monica, Los Angeles County. Stock ownership acquired by Santa Fe in 1887.

SAN DIEGO CENTRAL RAILROAD COMPANY—November 8, 1886—(Amended articles filed March 14, 1887.) Chartered by Santa Fe interests to build from or near Bay of San Diego, through Cajon Valley, Poway, San Bernardo, Escondido and Oceanside, all in County of San Diego. (Constructed Escondido to Oceanside only).

SAN BERNARDINO AND SAN DIEGO RAILWAY COMPANY—November 20, 1886—Chartered to build from a junction with line of railroad of Riverside, Santa Ana and Los Angeles Railroad Company at or near Anaheim, Los Angeles County, via San Juan Capistrano and Oceanside to City of San Diego. (Constructed from a point near north city limits of San Ana to Fallbrook Junction near Oceanside on old California Southern line.)

SAN BERNARDINO AND LOS ANGELES RAILWAY COMPANY—November 22, 1886—Chartered to build from City of San Bernardino to City of Los Angeles by most direct and feasible route (this route constitutes the present line between San Bernardino and Los Angeles via Pasadena). Constructed to connect with mileage built under charter of Los Angeles & San Gabriel Valley Railway Company.

SAN BERNARDINO VALLEY RAILWAY COMPANY—January 12, 1887—Chartered to build from City of San Bernardino to a place at or near Lugonia in San Bernardino County, (adjoining Redlands). Constructed San Bernardino to Mentone.

SAN JACINTO VALLEY RAILWAY COMPANY—March 7, 1887—Chartered to build from Town of Perris on line of California Southern Railroad Company to a point in eastern portion of San Jacinto Valley. (Constructed to San Jacinto.)

CALIFORNIA CENTRAL RAILWAY COMPANY—
May 20, 1887—This corporation formed by consolidation of
the preceding eight companies.

REDONDO BEACH RAILWAY COMPANY — April
23, 1888—Chartered to build from a point on line of Cali-
fornia Central Railway Company at or near Inglewood, Los
Angeles County, by most feasible route to Redondo Beach.

SOUTHERN CALIFORNIA RAILWAY COMPANY—
November 7, 1889—Formed by consolidation of
California Southern Railroad Company,
California Central Railway Company,
Redondo Beach Railway Company.

THE SAN BERNARDINO & EASTERN RAILWAY
COMPANY—August 11, 1890—Chartered to build from
City of San Bernardino via Highlands to connect with line of
Southern California Railway Company at or near its terminus
in San Bernardino County (connecting at Mentone with mileage
built to that point in 1887 under charter of San Bernardino
Valley Railway Company).

SANTA FE AND SANTA MONICA RAILWAY COM-
PANY—April 4, 1892—Chartered to build from a point at
or near "Mesmer Station" on line of Southern California Rail-
way Company between Inglewood and Ballona, Los Angeles
County, to Town of Santa Monica. (This franchise and track-
age sold March 21, 1902, to Los Angeles Pacific Railroad
Company, including line from Inglewood to near Mesmer Station
built under charter of Los Angeles and Santa Monica Railroad
Company.)

SOUTHERN CALIFORNIA RAILWAY COMPANY
—June 27, 1892—This corporation formed by consolidation
of former Southern California Railway Company and above two
last named Companies.

ELSINORE, POMONA AND LOS ANGELES RAIL-
WAY COMPANY—December 6, 1895—Chartered to build
from City of Elsinore, (Riverside County), in a general north-
westerly direction by way of Pomona to Azusa (Los Angeles

County) with a branch from Pomona to Lordsburg. (Construction completed only from Elsinore Junction on line of Southern California Railway to Alberhill, 7.76 miles.) This line of Railway deeded to Southern California Railway Company May 1, 1899.

All of the above owned mileage in Southern California was conveyed by Southern California Railway Company to The Atchison, Topeka and Santa Fe Railway Company by deed dated January 17, 1906.

ADDITIONAL CALIFORNIA MILEAGE

SANTA FE PACIFIC RAILROAD COMPANY The Atlantic and Pacific Railroad, Western Division, owned jointly, (as stated herein) by the Atchison, Topeka & Santa Fe Railroad and St. Louis & San Francisco Railway Companies— operating its own line from Isleta, near Albuquerque, to Needles, California, with a lease on the line as constructed by the Southern Pacific Railroad Company between Needles and Mojave, California—went into Receiver-ship January 4, 1894. By July 1, 1897 the Santa Fe had purchased the property of the Atlantic & Pacific Railroad Company at foreclosure sale, taking title in the Santa Fe Pacific Railroad Company, a new corporation, organized with a federal charter, of date June 16, 1897, to acquire the same.

By deed dated July 1, 1903 the Santa Fe Pacific Railroad Company conveyed its line of railroad to The Atchison, Topeka and Santa Railway Company. Subsequently by sale agreement dated December 27, 1911, Santa Fe interests (The California, Arizona and Santa Fe Railway Company as hereinafter referred to), came into direct legal ownership of the Needles-Mojave Line, transferring the New Mexico and Arizona and its connecting Sonora Railway lines to the Southern Pacific in exchange. In connection therewith a new and broader agreement was entered into with the Southern Pacific Company for joint usage of the Mojave-Bakersfield line over the Tehachapi Pass, which is treated in effect as a great bridge over the mountain range.

THE SAN FRANCISCO
& SAN JOAQUIN
VALLEY RAILWAY
COMPANY

On February 26, 1895 The San Francisco & San Joaquin Valley Railway Company was incorporated by San Francisco merchants and capitalists to

build from San Francisco Bay down the San Joaquin Valley, generally easterly from but substantially to follow and compete with the line built by the Southern Pacific Railroad Company to Bakersfield. Although the construction of this line was not fully completed until July, 1900, the stockholders in 1899 entered into negotiations which terminated in the purchase of the property by the Santa Fe at its cost to the stockholders. The operation of the property was formally taken over by Santa Fe officials on July 17, 1900, and by deed dated April 1, 1901, the property was formally conveyed to The Atchison, Topeka and Santa Fe Railway Company, and thereafter operated as the Valley Division of the Coast Lines of Santa Fe, so that now, (June, 1914), the legal title to all of the exclusively owned lines in California has been conveyed to The Atchison, Topeka and Santa Fe Railway Company—excepting only some small connecting lines, (as listed hereunder), separately organized and subsequently, on December 28, 1911, conveyed to

THE CALIFORNIA,
ARIZONA AND
SANTA FE
RAILWAY
COMPANY

The California, Arizona and Santa Fe Railway Company, incorporated December 21, 1911 to acquire these and similar lines in Arizona, and primarily the Needles-Mojave line taken over from the Southern Pacific Railroad Company as previously referred to. The California lines acquired by The California, Arizona and Santa Fe Railway Company (a bound volume pertaining to organization of said Company, being on file with the Railroad Commission) were constructed under the following Charters:

THE CALIFORNIA EASTERN RAILWAY COMPANY—Incorporated, Colorado, October 30, 1895, by Roger W. Woodbury and associates of Denver. Chartered to build from Blake Station, (now Goffs) on (leased) line of Atlantic and Pacific Railroad, San Bernardino County, California, to Goode Springs, Lincoln County (now Clark County), Nevada. Also to purchase the railroad and telegraph line heretofore built along a portion of above route by Nevada Southern Railway Company (Incorporated Colorado, November 26, 1892). Constructed Goffs to Ivanpah, all in San Bernardino County,

California. Ownership acquired by Santa Fe through purchase of stock, in 1902.

RANDBURG RAILWAY COMPANY—Incorporated, Arizona, May 18, 1897, by individuals resident of Los Angeles, California, and Phoenix, Arizona. Chartered to build from Kramer—on (leased) line of Santa Fe Pacific Railroad Company—San Bernardino County, to Randsburg, Kern County, California. Constructed Kramer to Johannesburg. Ownership acquired by Santa Fe through purchase of stock, in 1903.

PERRIS AND LAKEVIEW RAILWAY COMPANY—Incorporated, California, November 1, 1898 by Santa Fe interests. Chartered to build from Town of Perris to Lakeview, Riverside County, California.

OAKLAND AND EASTSIDE RAILROAD COMPANY—Incorporated, California, March 6, 1902. Chartered to acquire The California and Nevada Railroad (sold under foreclosure proceedings July 9, 1901) and to construct a railroad from a terminal in Oakland, through Emeryville and Berkeley, Alameda County, thence through Alameda and Contra Costa Counties, etc. Constructed Richmond to Oakland.

OAKDALE WESTERN RAILWAY COMPANY—Incorporated, California, June 24, 1904. Chartered to build from Riverbank to Oakdale in Stanislaus County, California. (Connecting at Oakdale with the Sierra Railway.)

FRESNO COUNTY RAILWAY—Incorporated, California, July 25, 1905. Chartered to build from Town of Reedley to Wahtoke Winery, thence to Town of Bullard, Fresno County, California. Constructed from Reedley to Wahtoke Winery.

BARNWELL & SEARCHLIGHT RAILWAY COMPANY—Incorporated, California, April 16, 1906. Chartered to build from a Junction with The California Eastern Railway at Barnwell, San Bernardino County, California, to Searchlight, Lincoln County (now, 1914, Clark County), Nevada.

KINGS RIVER RAILWAY COMPANY—Incorporated, California, October 21, 1909. Chartered to build from Wahtoke on line of Fresno County Railway along easterly bank of Kings River to Piedra.

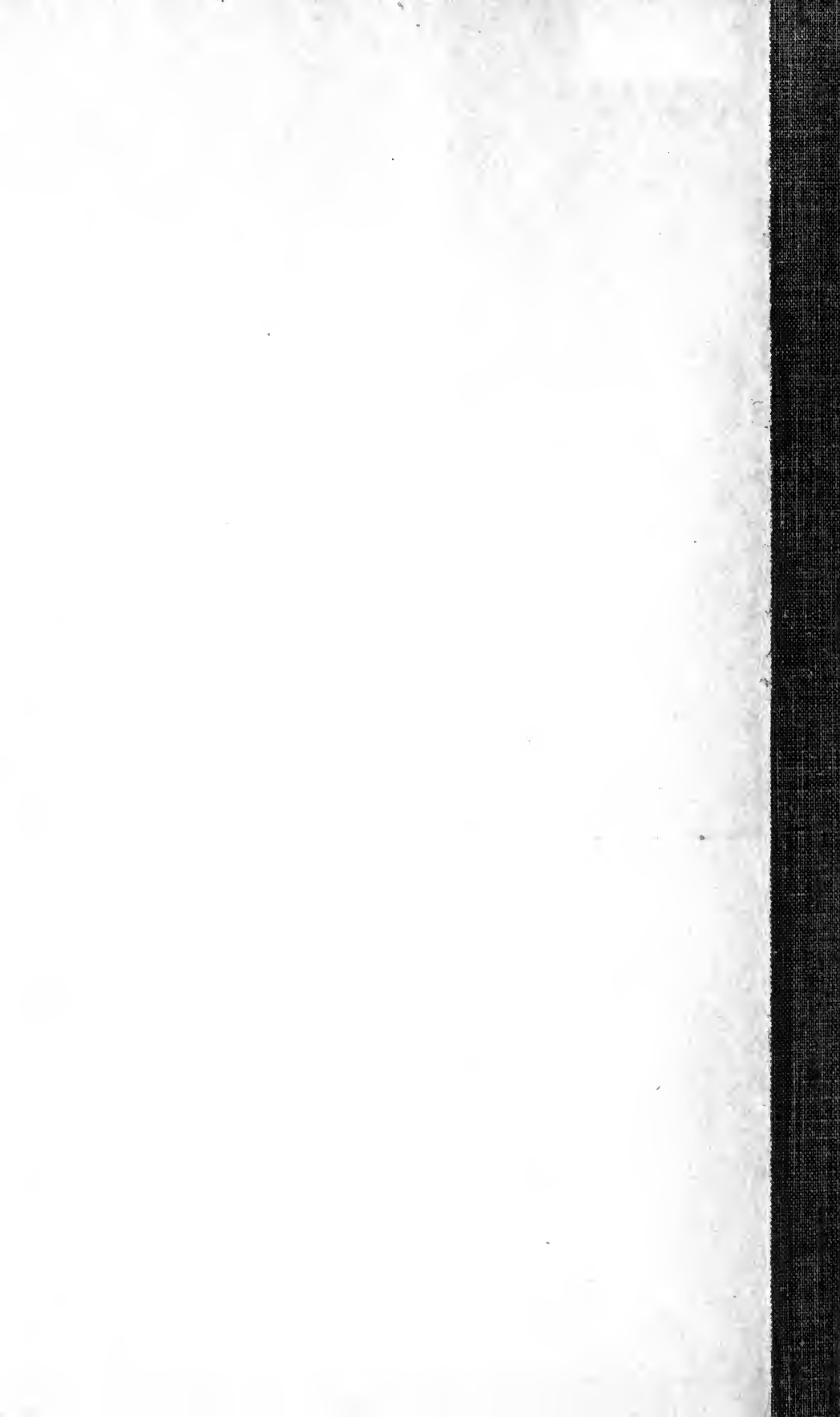
FULLERTON AND RICHFIELD RAILWAY COMPANY—Incorporated, California, February 18, 1910. Chartered to build from Fullerton to Richfield, Orange County, California, both stations on line of The Atchison, Topeka and Santa Fe Railway, to shorten the line between Los Angeles and San Bernardino via Riverside—unofficially termed the "Fullerton cut-off."

It may be stated here that the mileage of The California, Arizona and Santa Fe Railway. (incorporated December 21, 1911 as above stated), was leased to The Atchison, Topeka and Santa Fe Railway Company by instrument dated March 1, 1912, and is operated as part of the Atchison System.

MINKLER SOUTHERN RAILWAY COMPANY This is a new branch line, connecting at Minkler Station on the Valley Division, now being constructed by the Santa Fe under charter granted in name of Minkler Southern Railway Company of date May 22, 1913, "to build from the Station of Minkler, in the County of Fresno, State of California, easterly for a distance of three miles, more or less, to a point, and thence in a general southerly and south-easterly direction to the town of Exeter, in the County of Tulare, State of California, a total distance of forty miles, more or less; together with a branch extending from the Station of Cutler, in said Tulare County, easterly a distance of one and one-half miles, more or less, to a junction with the first mentioned line of railroad—41.5 miles." This construction at date, (June, 1914) is still incomplete and the line not yet in operation.

In addition to the above exclusively owned mileage the Santa Fe owns jointly and equally with the Southern Pacific Company the stock of the Sunset Railway Company and the Northwestern Pacific Railroad Company, the operations of both of which companies are separately reported to the Commission.





**Pamphlet
Binder**
Gaylord Bros.
Makers
Stockton, Calif.
PAT. JAN 21, 1908



