

Linnie (MP 460.7) was an aqueduct and railroad supply camp known as Siding 19, where aqueduct supplies were unloaded for the siphon in Nine-Mile Canyon. The name Linnie came on April 18, 1909. A wye track for turning locomotives was in place from 1910 to 1927. Two attempts to sink a well were made but abandoned on account of hitting hard rock and striking bad water. One of the early settlers in the area was Loren Sterling, with wife Minnie. They had raised and broke pack mules and horses before finding employment hauling supplies for the aqueduct. The family also owned and operated a few local mines including the Sterling Queen mine on "B" Mountain, now on Navy property. They later built a store, café, garage and service station on Highway 395 at Kennedy Meadows Road. It is conceivable that the name Linnie was coined from the names Loren and Minnie. Linnie was changed to a Class G freight station (see Neuralia) on November 15, 1959 and the spur was removed from

the timetable.

On June 14, 1970 the station of Linnie was re-established at milepost 461.5 where a siding was laid to serve Sierra Pacific (lumber) Industries for the loading of wood chips. Two years later, a spur was added to handle boxcars of lumber; in June 1976 it was extended and paid for by new owner Louisiana Pacific Corporation. The logs were hauled by truck from Kennedy Meadows down to the yard at Linnie siding and processed there before shipment by rail. Train service was terminated when SP abandoned service back to around milepost 431.7, near Searles, in August 1982. Truck service continued to handle the lumber business until it ceased operations in 1987.

Narka (MP 464.3), originally Siding 20, was established by February 1909 and served as the supply point for the aqueduct camp of Soda Hill; it was abandoned March 15, 1935. A post office existed here from July 1909 to June 1913 when it was moved to Little Lake.

Sodan (MP 466.3) spur first appeared in San Joaquin Division employee timetable No.117 dated December 22, 1912, though the *SP Station Index* file suggests that it may have been established October 22, 1912. The station was abandoned December 31, 1919. Business at this spur is unknown, though shipment of soda product might be suggested by its name.

Little Lake (MP 468.3) had been a stage stop on the old Mojave-Keeler route. A construction train

with a passenger car in tow arrived here at Siding 21 in early February 1909; regular service commenced two months later. A temporary water supply for railroad construction use only was secured by laying a four-inch pipeline from a spring on the north end of Little Lake, a distance of about 2300 feet. A 6'3"x8'3" shelter on a 12'x16' platform was constructed around September 1916; both were abandoned in 1954. The station name was removed from the timetable in 1960, sometime between the issue dates of April 24 and September 25.

Mabel (MP 471.5), known as Siding 22, was the end of the line for regular service beginning April 18, 1909. A temporary freight, ticket and REA agency was immediately opened with the telegraph call letters "CS"; probably indicating construction office and agency as these call letters were subsequently and temporarily applied at Haiwee and Olanca as the line progressed during the following year. The station of Mabel was renamed **Coso** (2nd designation) on August 15, 1925 and abandoned July 1, 1941. In 1926 an 8"x10' shelter shed on platform was built. A wye track was located here from 1909 through 1939. There was a spur that extended to the Red Hill Mining claim where cinder was excavated for ballast purposes. On June 20, 1951 Coso spur was re-established to serve the Red Lite Aggregate Company. Coso remained on the timetable until service on the Lone Pine branch was cut back to around Searles in August 1982.

Coso (1st designation, known as Siding 23) (MP 475.6) was first officially indicated in timetable No.108, dated January 1, 1910, but most probably saw train service by the latter part of 1909. It is an Indian

word and was named after the nearby Coso Range and Hot Springs. In the 1860s there was a small mining camp near the latter also called Coso. For many years earlier the hot springs were used for spiritual healing by the Shoshone and Paiute Indians. For reasons unknown, the railroad station was renamed **Sykes** in December 1910. In 1945 this area was absorbed within the boundaries of the China Lake Naval Station (formerly NOTS). There are large amounts of pumicite nearby which was hauled by trucks to the loading ramp at Sykes and dumped into gondola cars; under contract with American Pumice, Inc.; there was also a Crownite Pumice Company in operation in the 1950s, not sure if these were the same company. Sykes remained on the timetable until 1982 when service was cut back to around Searles. A post office by the name of Coso Junction was in operation from January 1925 to September 1930 and November 1941 to July 1965.

Dry Lake (MP 477.8) station was established December 26, 1911 and changed to **Lanson** on March 6, 1912, according to the *SP Station Index* card file. It is interesting to note that neither station name appeared in the timetable or Form 70 (List of Stations & Agents) during these years. Lanson eventually appears in timetable No.117, dated December 22, 1912; it was abandoned December 31, 1919, purpose unknown.

Talus (MP 479.9), originally known as Siding 24, came online when service began as far as Haiwee on November 17, 1909. This was the train stop on the SP for Coso Hot Springs and by 1919 there was an advertisement stating that train passengers could arrange for

an auto stage from the nearby (Jim) Cowan Station to meet the train and drive them to the springs. SP records indicate that a freight and ticket agency operated at Talus from January 7 to June 10, 1927. The reason for this brief agency and the type of facility used (carbody?) is unknown. It might have been at this time when the stage location or highway stop moved to the west side of the road and became Dunmovin. The railroad station of Talus was abandoned April 15, 1935.

Haiwee (MP 484.1) is derived from the Shoshean Indian word 'haiwai', meaning dove, their term for the wild pigeons once abundant here. Haiwee Meadows dates back to 1861. A post office operated from February 1906 to April 1913; Harry C. Skinner, first postmaster. This is the site for the Haiwee Reservoir on the aqueduct system and there was a tufa cement plant located here. Originally called Siding 25, this was a busy supply point on the railroad for that reason when operations commenced to this point on November 17, 1909. Very briefly (see Mabel) it served as an agency and office of communications. ICC records show the following structures built around 1914: a section house comprised of two 8'x28' carbod-

ies with court between, four carbody bunk houses and a 9'x14' tool house. A 6'x8' freight shed on platform was built around 1921, later destroyed by fire. A 65,000 gallon water tank was erected around 1910 and water was gravity fed through 800 feet of four-inch pipe from Hog Back Creek. This station served as a water stop from late 1910 until around 1954, even though the non-agency name of Haiwee had been abandoned since July 1, 1942 (as per *SP Station Index* and *SP Record of Station Changes* files, despite the fact that Haiwee does not appear in San Joaquin Division employee timetable, dated March 8, 1942).

Loco (MP 488.5), originally Siding 26, was established in 1910; believed to be coined from an Indian word, meaning unknown. There were stock loading pens here. According to SP records, the non-agency station was abandoned December 15, 1953.

Olancha (MP 493.3) was officially established as a townsite in 1860 near the southwest tip of Owens Lake by miner Minnard H. Farley, though others like Joseph Walker had trekked through the area nearly three decades earlier. Farley had referred to his Indian guides as being from the Olanche or Yaudanchi tribe, hence the phonetic spelling for the settlement. In December 1863 he built an 8-stamp mill, a blacksmith shop and sawmill. In 1867 the mill burned during a period of Indian uprisings wherein numerous mills and buildings were destroyed in the Coso area. It has not been determined if Farley's mill fire was Indian related, but many miners fled due to the unsafe conditions. News of the Cerro Gordo silver discovery came in 1865 and a William Walker (no relation to Joseph) established a stage stop at Olancha to accommodate the mule teams and teamsters. A post office was established September 23, 1870 with M. Allison Wheeler as postmaster. During the first decade of 1900 the Roosevelt Oil Company was in the area drilling for oil with little success. Around the late 1940s, a clay mill was erected near the railroad platform, which operated intermittently.

The Southern Pacific railroad began operations to Olancha on March 19, 1910 and very briefly (see Mabel) a carbody depot served as an agency and office of communications. Other temporary services included water and fuel for locomotives and a wye track. The water supply was tapped from Olancha Creek via 800 feet of four-inch pipe. Grading for the wye had begun in September 1909; it was then taken out of service by 1914. Around 1916 a 6'3"x8'3" freight shed on platform was built; later retired around July 1943. A two pen cattle corral was installed in 1910; later abandoned in February 1953. The station name remained

on the timetable until this portion of the line was taken out of service in mid-to-late 1982. Although the rails are now gone, a platform still stands where ore trucks had once dumped their loads into gondolas. It was originally designated as Siding 27.



The Cartago post office was established March 1, 1918 with Max G. Sickman, first postmaster.

—Lee Gustafson collection

Cartago (MP 497.7) station was located near the old site of Cartago Landing, just north of where Cartago Creek emptied into the southwest corner of Owens Lake. In June 1872 John Baptise Daneri, a successful businessman of Lone Pine, commenced building a warehouse, store and wharf to land the steamer *Bessie Brady*, built in 1869 by James Brady and D.H. Ferguson, which carried tons of silver bullion bars from the Owens Lake Silver-Lead Company's smelting furnaces at Swansea on the eastern shore of the lake. This leg of the transportation of Cerro Gordo silver en route to Los Angeles reduced the overall journey by four to five days, eliminating the tedious and sluggish wagon run around the southern end of the lake. The bullion teams would then depart from Cartago Landing, rather than Swansea. The \$10,000 steamer made her maiden voyage on June 27, 1872; it was named for and christened July 4 by the young daughter of Superintendent James Brady. Daneri's wharf was formally completed in early August and remained essentially nameless until November of that year. The operation became known as the Owens Lake Steam Navigation Company but harsh winter conditions hindered distribution of silver by the teams and the whole operation soon folded.

In 1873 Mortimer Belshaw and Victor Beaudry, owners of the Cerro Gordo mines, teamed up with Remi Nadeau and formed the Cerro Gordo Freight Company to re-establish bullion shipments to Los Angeles. They purchased all the interests of the former freighting contractors including the *Bessie Brady*. Nadeau redesigned the freighting system and route commencing from a new Cerro Gordo Landing a mile or so south of Swansea, at the foot of the Yellow Grade Road that led up to the mines. Soon forty (later 80) teams were transporting the ore. The first shipment arrived in Los Angeles on June 6, 1873. The freighting of ore was greatly enhanced in 1876 when the SP railroad reached Mojave and pushed on into Los Angeles. The new Mojave station became the southern terminus for the bullion teamsters, reducing their run by over 100 miles. This company became a transportation monopoly in the area and remained so for nearly a decade until the arrival of the Carson & Colorado Railroad in mid-1883. The reader wanting more information on the Cerro Gordo mines should read *From This Mountain and City Makers* (see bibliography).

Cartago station became a railroad siding when the branchline was completed and opened for service on October 22, 1910. It is highly suspected that shipments from this siding commenced immediately. World War I brought on big changes and in mid-1917 the California Alkali Company began extracting soda from the mineralized waters of Owens Lake. The CAC plant was built (beginning in February) in close proximity to the SP railroad and owned 200 acres of shore frontage near the old Cartago landing. As a note of interest this company purchased in January 1918 the old Inyo Development (Soda Works) Company on the eastern shore of the lake, about one mile north of Keeler. That plant was subsequently closed in 1920. The Cartago plant was shut down in 1921 and remained idle until purchased by Inyo Chemical Company in May 1924; it was closed in 1932 and never reopened. Around August 1945 a detergent soap factory began operation here under management of L.S. Shauer. In charge of production was W.F. Lawton, former head chemist for Proctor & Gamble. The output of the plant was under contract with Globe Soap Company in Los Angeles, which marketed the product; final disposition of company unknown. The spur tracks were removed around 1948.

In October 1917 SP opened an agency, possibly a carbody facility, and in the following year a post office and school were established. In June 1918 the railroad completed a one-story depot measuring 24'x76' to better accommodate its freight, ticket and REA agency;

the telegraph call letters were "CO." During the Depression a number of railroad stations were affected. On June 13, 1932 the CRC authorized closure of the SP and REA joint agency at Cartago; official date was June 30. The facilities were abandoned around mid-1943 and a 44-foot section of the depot was moved to Searles; use unknown. The platform was moved to Owenyo, and the remaining 24'x30' portion of the depot was used as the section foreman's house. In 1946 this house and the 18'x41' bunkhouse were wired for electricity. Cartago became a Class G freight station on May 1, 1959 (see Neuralia) and the station name was abandoned.

Marilyn (MP 501.5) spur was established April 1, 1947 and later removed from the timetable when it became a Class G freight station on December 1, 1959. It was located near the mouth of Ash Creek on the west side of Owens Lake. The Kaiser Permanente Company briefly operated a three-story plant and mill for the recovery of soda ash from 1947 to around 1950. The station name possibly honored some family member of a company official.

Monachee (MP 502.3) was an original siding for aqueduct use when the branch opened for service on October 22, 1910. SP records state that it was abandoned July 1, 1941.

Located just north of Monachee, not quite one mile, was Cottonwood Creek, former site of a boat landing built by Col. Sherman Stevens to transport lumber from his mill located 13 miles up Cottonwood Canyon in the Sierra Nevada Mountains to Cerro Gordo on the east shore of Owens Lake. The lumber mill began operations in June 1873 producing wood for the V-shaped flume that would float the lumber to a point near the main road, where it was loaded into wagons and hauled the remaining three miles to his wharf, just on the north side of the creek's mouth. At first his lumber was stacked on barges and towed across the lake by the steamer *Bessie Brady* (see Cartago).

In April 1876 Stevens and J.B. Bond formed the Inyo Lumber & Coal Company (with \$500,000 capital stock) and built two charcoal "bee-hive" kilns a short distance from his wharf. It was their intention to supply fuel for the smelters at Cerro Gordo, as well as Coso and Darwin. In June 1877 Stevens launched his own steamboat named *Molly Stevens*, after his daughter. Her engine came from the old Civil War vessel, the *U.S.S. Pensacola*. Unfortunately, Col. Steven's operation never got into full gear. In September 1877 a portion of the flume burned severely hampering mining activity and the *Molly Stevens* made very few trips across the lake. Within two years poor returns forced

the closure of the Cerro Gordo, Coso and Darwin mines – Steven's enterprise was devastated and was shut down. A year later, Col. Steven's company, including the steamer *Molly Stevens*, was purchased by the Owens Lake Mining & Milling Company, headed by a Mr. Hawley. Read more on this in the narrow gauge chapter under Keeler.

Brier (MP 506.3) was another original siding built in 1910 for aqueduct construction, it was later abandoned August 1, 1942. This site was named in honor of Rev. J.W. Brier and family who were members of the Forty Niners that camped in Death Valley, Panamint Valley and around the Red Rock area before arriving in Los Angeles. In 1910 a well was bored to 530 feet when water was found, but it was deemed unsuitable for locomotive purposes and abandoned.

Bartlett (MP 509.2) spur was established in February 1927 and remained on the timetable up until this portion of the line was taken out of service in mid-to-late 1982. A post office was in service from June 1926 until December 1964 and named for Frank J. Bartlett, treasurer of the existing chemical company at that time. In 1926 the Kuhnert Syndicate of Los Angeles built an experimental plant at this site later called Bartlett. They were testing a process for recovering borax that had been patented by W.A. Kuhnert. Two years later production began, and in 1929, the Pacific Alkali Company was formed to run the operation and build a new plant using a new process to produce soda ash. On December 1, 1944 the Pittsburgh Plate Glass Company, Columbia-Southern Chemical Division, took control of the plant and began a large-scale research and development program to produce a more economical and improved product. Operation continued as before under the same management and staff led by George D. Dub, with 45 employees working three shifts per day. The old PAC plant was torn down and a new larger facility capable of three times the capacity was erected around 1958. One by-product, known as sodium sesquicarbonate, was marketed under the trade name Pacific Crystals. It was used in wool scouring and soap manufacturing operations, in commercial laundries, and a number of household products. The product was shipped in bag or by bulk. Around 1961 the Bartlett plant began manufacture of glass, paint and by-products and continued operations until the late 1970s.

The SP railroad constructed a 14'x16' freight house on platform in June 1927; it was later retired in 1943 and removed.

Carroll (MP 510.3) siding was on the timetable when the branch was completed and in service on

October 22, 1910. It was most likely named after the nearby Carroll Creek, honoring A.W. de la Cour Carroll of Lone Pine, a charter member of the Sierra Club formed in 1892. Around mid-March 1917, an alkali and soda ash plant under charge of William Skinner began operations, becoming the fourth plant on Owens Lake. The siding was subsequently renamed **Skinner** effective January 1, 1918. The Skinner family were prominent landowners and miners in Inyo County. He was part owner of the firm Skinner Brothers. One of their better known enterprises was the Christmas Gift mine, four miles north of Darwin. It was discovered December 25, 1874, hence the name. Through 1879 it produced about \$500,000 in silver and lead, the ore being smelted in Darwin. It is not known when the soda ash plant was closed. The station was abandoned and siding removed around September 1935.

Diaz (MP 514.3) siding also dates back to October 1910 and refers to the creek and lake named for the Diaz brothers, Rafael and Eleuterio, who owned a cattle ranch near the creek in the 1860s. It is said that the lake was actually formed as a result of the March 26, 1872 earthquake. It was a water stop on the railroad from 1926 to July 1, 1941, when the station was abandoned.

Lone Pine (MP 518.8) townsite has been around since the early 1860s and was named for the lone Jeffrey Pine, now gone, that once marked its site for early settlers. The name and a drawing of the pine were indicated on Minnard Farley's map (see Olancha) of the area made in 1861. A post office was established April 15, 1870 and is still in service. Lone Pine station siding, approximately 1.5 miles east of the town proper, was officially in service in October 1910.

Prior to this time, the town's nearest railroad connection was Mt. Whitney station on the narrow gauge, about four miles east; a connection was made by stage coach. The Lone Pine freight and passenger depot (Standard Plan No.22, drawing number 10488) was opened in early June 1911. At the same time the Mt. Whitney depot was closed and the agent, believed to be Mrs. Walter Scott, transferred to the new depot. The disposition of the Mt. Whitney depot has not been determined. It is very unlikely at that time the SP would have demolished the structure.

In 1913 there was railroad talk, rather rumor, that the SP had considered making Lone Pine a division point with a round house and other necessary buildings, as well as a large hotel. Alvord (later Zurich) was considered a better choice as the one valley division point, but the railroad could not get the land and water concessions it wanted and which were available at Lone Pine. Lone Pine was to become the new junction point with the narrow gauge by constructing a cut-off along the north shore of Owens Lake to Keeler. This was to coincide with the long-intended standard-gauging of the old Carson & Colorado clear north to Laws, and possibly beyond. The plan was to tap into and make more accessible the ore shipments from southern Inyo and the anticipated shipments of salt from the Saline Valley Salt Company near Swansea (later called Tramway). As history would prove these plans never came to fruition. High-ranking officials had made frequent trips to Owens Valley and in May 1915 they admitted that plans for the standard gauge work had laid idle in the chief engineer's office for sometime awaiting the discovery of a newer and larger ore camp in that section, and until Owens Valley was further developed. Of course, it need scarcely be men-

tioned that the railroad itself was partially at blame for the stunted growth in the area. There were a number of reasons; to name a few would be the inadequate train service, lack of rolling stock, and the frequent delays in departure of the connecting westbound train at Owenyo, on account the slow transfer of ore and freight from the narrow gauge to the standard gauge cars. Another point was made in a heated letter to the *Inyo Register*, dated August 3, 1916, which stated, "retarded growth and development was due to the short-sighted decision of the railroad officials in connecting their standard gauge road from Mojave to the 'jerk-water' narrow gauge at Owenyo on the east side." The latter comment refers to what was considered a costly decision/error by C&C to by-pass the more developed west side settlements and laying rails several miles east of town limits. The letter continued that the N&C (SP) should have kept laying rails up the west side with standard gauge trackage connecting Lone Pine, Manzanar, Independence, Big Pine and Bishop, with a connection to Laws station. As a result, the auto stages and jitneys reaped the profits and offered great accommodations to both shippers and the general public.

In 1915, the following structures were added at Lone Pine: a section house comprised of two carbodies with a court between and lean-to; a bunkhouse made of four carbodies and a 10'x12' tool house. A two pen cattle corral and water tank (well fed) with windmill date back to 1910. In 1960, following abandonment of

the narrow gauge branch and standard gauge trackage between Owenyo and Lone Pine, a wye track was constructed at the latter and the depot became a train order office and register point. New loading docks were constructed to handle bulk, sack and dump products. There was also a conveyor belt and elevator chute. The companies served up to the end of service in 1982 were Interpace, Inc., Renegade Mines, American Perlite Co., Feather Rock, Inc, and Standard Oil. This was also a transfer point for Pacific Motor Trucking Company, which, beginning Monday, May 2, 1960, handled all business that was formerly delivered and received on the narrow gauge railroad. Following closure of the depot on April 8, 1980, it sat derelict until the late 1990s when it was used as a bookstore. At this writing it is a private residence still adorned in the standard SP paint scheme.

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Owenyo (MP 523.0) became the junction point in October 1910 for SP's Nevada & California Railway (standard gauge from Mojave) and the old Carson & Colorado Railroad (narrow gauge). It first became a station on the latter around 1905 and the name was coined from Owens Lake and Inyo County; also referred to as New Owenyo. The narrow gauge milepost was originally designated at 560.5 until changed to 559.8 in December 1912. The settlement of Owenyo had its beginnings in late 1901 as a socialist community known as the William Penn Colonial Association of California. By December carloads of lumber and building materials were arriving for the new settlers. By January 1902 Owenyo was the selected name for the site. A post office was commissioned March 20, 1902, and opened formally by C. Clemma Wilson on April 17. For some reason the settlement moved at least two times, as did the post office, before finally going bankrupt in 1905. The post office moving dates were October 22, 1904 and March 8, 1905; it was discontinued November 30, 1905. The post office was re-established June 17, 1916 as part of the railroad operations which were showing signs of permanence.

Frankly, the "new" Owenyo was a railroad company creation, one out of necessity – it being an iso-

lated interchange station with the narrow gauge railroad now running from Mina, Nevada, to Keeler, Cal. From the book *Desert Padre* by Joan Brooks, comes the following description of Owenyo culled from the journal of Fr. John J. Crowley (namesake for Crowley Lake) dated July 9, 1939, "There are in this wide world few spots half so desolate as the east side of Owens Valley near Owenyo...Today, as when it began, Owenyo is a huddle of discarded boxcars, the only buildings planned for its present use being the combination station and rooming house. The most elegant mansion is an old bridge builder's car transported from Mojave and now, with a lean-to porch, serving as the 'coolest house in town' for the chief mechanic. There is no gas, no green or growing thing except for a few spectral tamarisks and the dusty sage. Here in a frying sun the men folk don gas masks and shovel soda ash from narrow gauge to broad gauge cars, or in the fall transfer sacks of potatoes southward bound from the fields of Big Pine. Were it not for the green fields and the stores and the movies at Lone Pine, eight miles away, the exiles of Owenyo, men, women and children would go stark raving mad."

In 1910 the SP installed a carbody depot, loading and transfer platforms (served by both gauge roads), three carbodies for employee quarters and storage, and fuel facilities; water and oil (latter installed 1916). The water tank was filled from tank cars hauled from the fresh mountain springs at Diaz siding, about nine miles distant. A wye track for turning locomotives

dates back to 1910 and would remain in service for a half century. From the beginning there was a freight, ticket and express agency; the telegraph call letters were first indicated as "ON"; then "J" effective December 22, 1922 and finally "OW" on February 1, 1928.

Around 1912 the SP had purchased from Los Angeles seventy acres of land at Owenyo (probably excess aqueduct lands) for the purpose of laying out an extensive rail yard. The plans included a large station building, round house, and other miscellaneous buildings; only the latter would become a reality. The onset of World War I shelved all plans for improvements on the entire system, especially along non-mainline trackage. Company officials decided that business did not warrant a new larger station building, instead they moved in another carbody spaced with a nine-foot court between the two and a new A-frame roof covering both; completed in December 1918. The roundhouse was never built, but a 56-foot narrow gauge "armstrong" turntable was moved on site in late 1919. It was later removed around 1947-48. Over the next decade several carbody living quarters were installed, as well as the following: loading crane, cattle platform, ice house, loading conveyor and other miscellaneous facilities including a transfer trestle where narrow gauge cars would traverse the top level and dump ore into the standard gauge gondolas below. It is interesting to note that there was no joint trackage in the yard, though a graded right-of-way was put in place to

connect the two railroads back at the time when there was talk of standard-gauging the old C&C. Carloads of freight had to be hand transferred between cars of the two gauges. The same applied to sheep and cattle, which literally walked from cars on one side of the platform to cars on the other. In the early days the transfer of freight and stock greatly delayed the mixed trains, especially the south or westbound to Mojave, which stirred grief among the passengers. Long lay-overs between connecting trains was also a problem in those days. Passengers were required to board at the less than exquisite Owenyo Hotel, which was comprised of four carbodies with a common roof. It was assembled by George Brown (founder of Brown) and in operation in late 1913. Despite the alleged boarding discomforts, Brown's "box-car café", as it was also known, was said to provide fairly decent meals, at least under his management. Then again, after having arrived at 7:45am after a long eight-hour jaunt from Mojave through the barren and dusty desert, any meal might be appreciated. Nonetheless, as Padre Crowley noted, the Mixed train 402 was met every morning by a smiling Brown with triangle in hand that chimed that familiar and welcomed tune advising the weary traveler to "come and get it." Upon entering the make-shift facility comprised of retired railcars and depositing your half-dollar in Brown's hand, you would soon enjoy "such ham and eggs as were never seen on land or sea." In October 1920, Brown sold his eating house to J.R. Stephens and his sister Mrs. McKenzie of Helena, Montana. In later days, the "Owenyo Hotel" would accommodate railroad employees only, as auto-stages would whisk away the few arriving passengers to more pleasing destinations.

In 1959 the SP applied to the ICC for abandonment of the narrow gauge Keeler Branch (Laws to Keeler), and approval was granted at year's end. This brought about Owenyo's demise as well as the interchange.

The last narrow gauge train ran on April 29, 1960, which brought all the remaining cars on the branch into Owenyo yard. The line was abandoned the following day.

Accordingly, the Owenyo agency was closed at the end of business on April 30, 1960 and the end-of-branch operations were moved to Lone Pine. All rail and railroad appurtenances at Owenyo were removed by February 1961 and nature began its process of reclaiming the land.