



San Diego Electric Railway Association
 d.b.a. San Diego Electric Railway
 PLEASE ADDRESS ALL WRITTEN
 CORRESPONDENCE TO
 922 WEST 23RD STREET, NATIONAL
 CITY, CA 91950

SDERA is at the historic National City Depot,
 off I-5 at Mile of Cars Way - take Bay Marina
 Dr. west, right on Cleveland, go one block and
 left on W. 23rd St and straight into the Depot
 Open Saturday and Sunday, 10AM — 4 PM.
 Depot phone: call (619) 474-4400

To submit items to the Newsletter, contact : Richard Finch via e-mail (editor@sdera.org)
 Items need to be submitted by the 10th of the month prior to publication. -- Next issue in January
 Please send all photos in the largest size as possible. 2 or 3 meg file (about 1000 pixels on the longest side)
 also include the names from left to right of people in the photos.

Attention Members: Please look carefully at the mailing label. If your membership has expired, or will expire soon, and you wish
 to renew your membership, or become a new member, we offer the following levels: Life, (for a single member) \$400; Family,
 \$35 (please include names); Regular (or Individual) \$25; Senior age 60 and up, \$15; Junior for ages 17 and below, \$15.
 Checks can be made out to, SDERA and mailed to
 SDERA, 922 West 23rd Street, National City, CA 91950

Upcoming Events

The Members meetings are now held
*Quarterly on the 2nd Saturday of the
 month at the National City Depot.*

YOU CAN NOW FIND US ON:



[https://www.facebook.com/pages/
 San-Diego-Electric-Railway-Association/
 241154262614173](https://www.facebook.com/pages/San-Diego-Electric-Railway-Association/241154262614173)

*Depot Opens: 6:00 PM for social time
 Business Meeting: 6:30 PM
 Program: 6:45 PM*

November 12, 2016:
elections for officers and directors

Please plan to attend the November 12th SDERA
 meeting at the depot, we will be holding
 elections for officers and directors.

Afterwards Madison Kirkman will talk
 about the restoration of the McKeen Motor
 Car "Cuyamaca". It is one of three surviving
 McKeen Motor Cars in the world. It ran on
 the San Diego, Cuyamaca & Eastern Railway,
 to Lakeside and Foster from 1908 until 1914.

Board of Directors Meetings

All members and the general public are
 invited to attend the Board of Directors meet-
 ings at the National City Depot. The meet-
 ings begin at 7:00 PM on the second Monday
 of each month. The meetings for the next 5
 months will be held on November 14,
 and December 12, 2016.

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SAN DIEGO ELECTRIC RAILWAY ASSOCIATION



Trolley Lines

October 2016

When the train left the platform
 "It left in peacetime and ended up in a war zone."



During recovery from the World Trade Center wreckage, Car 745 is swung over Car 143 by crane.
 Peter Rinaldi / Shoreline Trolley Museum

By Lori Mack
 Aug 11, 2016

One of two subway cars that survived the
 collapse of the World Trade Center in the 2001
 attacks will soon be open to the public. Car 745
 will welcome visitors aboard for the first time

in 15 years at its permanent home in East Haven,
 Connecticut. The Shoreline Trolley Museum
 acquired the car a year ago and built a special
 display that will be dedicated on the September
 11th anniversary.

Continued on page 4

PRESIDENT'S REPORT

By the time you read this, our new car barn will be finished and just about ready for SDERy Car #54 to take her place inside! It took about a week to erect this 20 by 50 foot RV sized carport. I would like to thank Whillock Construction for working with us to finally get this project done.

Stop by the depot and take a look at this new structure! We will let everyone know when we will move Car # 54 into the building. This project was 2 years in the making and the end has arrived!

elections for officers and directors

On another note, Please plan to attend the November 12th SDERA meeting at the depot, we will be holding elections for officers and directors. This year the Nomination committee is comprised of Scotty Lewis, Mike Reneau, and Tom Carnes. If anyone would like to run for office or to nominate someone for a position, please contact one of them.

After the elections we will welcome Madison Kirkman and he will provide his program on his efforts on the restoration and the return of San Diego, Cuyamaca & Eastern Railway's "Cuyamaca", a McKeen Motor car built for and operated by the SD,C&E Ry. This car ran between downtown San Diego and Foster, north of Lakeside. This line was completed in 1887 and continues today as portions of today's SD Trolley Line to Santee!

We will have refreshments available at the meeting.

Please tell all your friends about this program, as well as about SDERA!

We are looking to expand our membership and our docent staff, ALL will be welcomed!

We are also working with other community groups to host community events at the depot! The Waffle/pancake breakfast we hosted for the National City Rotary club a few months ago, was a great success with about 300 hungry folks buying tickets and enjoying an outdoor breakfast at the Historic 1882 National City Depot!



San Diego Electric Railway Association
DBA San Diego Electric Railway Co. Inc
922 West 23rd Street
National City, CA 91950
(619) 474-4400

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SDERA operates the historic National City Depot museum which is located at 922 West 23rd Street, National City, CA 91950 and is open Saturday and Sunday from 10 a.m. to 4 p.m. Or visit us on the web at: www.sdera.org

San Diego Electric Railway Association, Inc

- ❖ Mike Reading - President
- ❖ Tom Carnes - Vice President
- ❖ Jody Surowiec - Secretary
- ❖ Randy Butler - Treasurer
- ❖ Jim Anderson - Director
- ❖ Mitch Beauchamp - Director
- ❖ Richard Finch - Director
- ❖ Mike Reneau - Director
- ❖ Jason Ballard - Director
- ❖ Chris Higgins - Web Master
- ❖ Sam Judd - Legal Counsel
- ❖ Richard Finch - Editor
- ❖ Dave Slater - Editorial staff
- ❖ Jody Surowiec - Editorial Staff
- ❖ Tom Sapien - Librarian
- ❖ Jim Anderson - Curator of Special Collections Gift Shop Manager/ Facilities Director
- ❖ John De Lalla - Special Events/ Docent Coordinator
- ❖ Bill Steinmetz - Groundskeeper

NEW LIFE FOR PART OF THE SANTA FE ROUTE

Story and photo By
Jeff Trimble

Another portion of the Atchison, Topeka and Santa Fe Railway (Santa Fe) thru Pasadena has started a new life in March of 2016. It now is the extension of the Metro Gold Line in Los Angeles County, running from the Sierra Madre Villa Station in Pasadena, to the APU/Citrus College station in Azusa.

This route was the home of the Santa Fe Super Chief, which went from Los Angeles to Chicago. The Chief started service in 1936 and ended in 1971 when Amtrak took over. Amtrak kept the name Super Chief for a while, and eventually renamed its train to the Southwest Chief. The Santa Fe Railway (freight only) and Amtrak thru Pasadena ended in January 1994, when an earthquake took out a bridge over the 210 freeway.

Remnants of the Santa Fe Railway route in this newly opened section include two depots.

There are plans to renovate both structures for complimentary use with the new Gold Line extension.

The Monrovia station is the first depot structure on this site. Built in 1926, and somewhat small in size, it shows some ornate architecture.

The second depot in Azusa, was built in 1946 from the Streamline Moderne style. This building is smaller than the first, and has been kept up better, presently sporting a new paint job, complete with a Santa Fe logo on each end.

So for those wanting to relive the Super Chief era, you can ride the Metro Gold Line from Los Angeles Union station to Azusa. Further extensions are planned along this route East of Azusa.



The Cuymaca returning home a hundred years later

flatbed truck and driven all the way to Ramona.

Although the car is basically a shell, Kirkman plans to restore it to "factory condition." He estimates that will cost about \$1 million and could take a decade. "I'm probably going to do most of the work on it, but also is looking for Volunteers" the Ramona High School junior said.

Kirkman said he would like to get it running again on the tracks from San Diego to Santee, like it did in 1908, so people can have the experience of riding it. To have this opportunity means a lot, he said, "particularly because of the San Diego history."

Madison needs your help to restore this piece of history. He is in the process of forming a 501c3 corporation, which will be named, the "McKeen Motor Car Company Historical Society." A link to that site with many more photos is at: <http://www.mckeenar.com/gallery-2/s/san-diego-cuyamaca-eastern-railway/>

There is also a GoFundMe page at: <https://www.gofundme.com/mckeenarcuyamaca#> where you can donate to this monumental project.

Also as an added treat to members of The San Diego Electric Railway, you can meet Madison at our November membership meeting as he will do a presentation on his research and the history of the The McKeen Motor Car "Cuyamaca."



Jeff Trimble photo

The McKeen Motor Car "Cuyamaca" returns to San Diego

The McKeen Motor Car "Cuyamaca" is one of three sole surviving McKeen Motor Cars in the world. This car is also possibly the oldest existing vehicle in North America, and in the World, to display early attempts of aerodynamic design. The 17-year-old first became intrigued with the rail car and its aerodynamic design about five years ago and has plans to restore the Cuyamaca.

The McKeen Motor Car #1 "Cuyamaca" was built in Omaha, Neb. in 1908. It weighed 34 tons light, and could seat 75 comfortably and was called the "55" model. So named because the Car was 55 foot long. It had a McKeen Built 200H.P. Engine which could run at 3 Miles Per Gallon. Back in those days, 100 gallons of gasoline in a drum cost 24 cents.

The Cuyamaca is one of the only surviving pieces of equipment from the San Diego, Cuyamaca & Eastern Railway, and ran from 1908 to 1914. On its route, the motor car transported passengers from San Diego to Lakeside and the former community of Foster, near today's San Vicente Reservoir. From there people could take a stage-coach to Ramona, and the gold mining town of Julian.

Later in 1914, the motor car was sold to the Yuma Valley Rwy, in Yuma, Arizona, where it ran as the YV-1



Meet Madison Kirkman the brains behind efforts to restore the SDC&E "Cuyamaca" Ut photo

It was there that the car was modified and had a baggage door placed behind the cab on both sides of the car.

In 1925, it was sent to Alaska for use on the Alaska Rwy. It was there in 1927 when it had the "Knife-Edge" nose cut

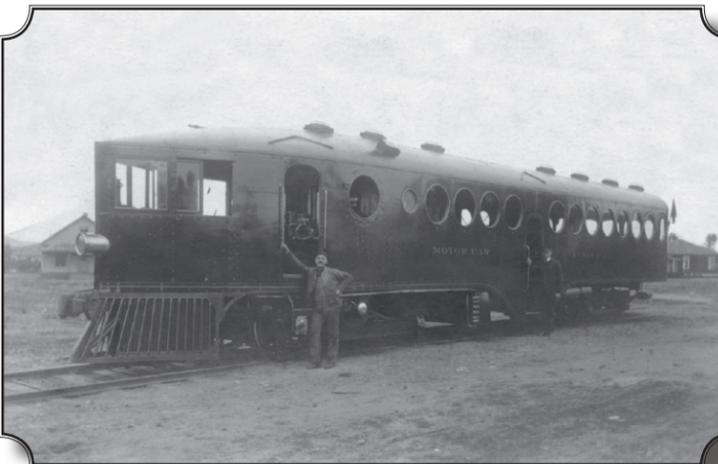
off and a round end was attached like the back end of the car.

Then during WWII, the car was modified a second time in Alaska, as a Combine and There it served on the 714th Railway Battalion.

After WWII, the car sat in the Anchorage Rail Yard for several years. The car changed hands a few times during the past 30 years. Around 2004, it was acquired by the Anchorage Historical Properties Inc.

Through his research, Kirkman found that the Cuyamaca was in the possession of Anchorage Historical Properties and contacted the group. In 2014, Anchorage Historical Properties called to say he could have the rail car if he paid to have it transported.

Getting the Cuyamaca here was no small feat; Kirkman raised \$15,000 to cover the expense of having the rail car lifted onto a trailer at the yard where it sat in Anchorage, then moved to a shipyard and loaded onto a steamship that took it to Seattle, where it was loaded onto a



A Salute To Our Volunteers! They are as follows:

Jim Anderson
Jason Ballard
Robert Baxter
Mitch Beauchamp
Chuck Bencik
Randy Butler
Robert Butler
Tom Carnes
Missy Cheeseman
John DeLalla
Richard Finch
George Geyer
Conrad Gomez
Chris Higgins
Hubert Jansen
Gary Johnson
Scotty Lewis
Tim Lewis
Patrick McColgan
Sean McColgan
Steve Mitton
Jim Price
Mike Quigg
Mike Reading
Mike Reneau
Tom Sapien
Dave Slater
Bill Steinmetz
Jody Surowiec
Jeff Trimble
Matt Zacharzuk

WE COULDN'T
OPERATE WITHOUT
YOU!
Thanks!

URGENT REQUEST FOR VOLUNTEER DOCENTS AND CASHIERS

Please consider sharing your interest in railroads and San Diego's historic streetcars with our visitors.

Our dedicated group of docents needs your help to ensure that the Depot is properly staffed.

Docents guide our visitors through the depot and the grounds.

Training and support are provided by our docent coordinator and other experienced docents. Reference material is on hand, including talking points for the tour, and general procedures for operating the depot. Shifts are for 3 hours: 10 AM to 1:00 PM, and 1:00 PM to 4:00 PM.

Please contact John DeLalla at: docents@sdera.org or 858-847-3138

for additional information and to join our group of docents.



SAN DIEGO ELECTRIC RAILWAY ASSOCIATION, INC.

Membership Application

Mr. Mrs.
 Ms. Corporation (If Applicable)

Last Name _____

First Name _____ Middle Initial _____

Family Name (s): _____

Telephone (Home) _____

Telephone (Work) _____

Email: _____

Address:

Street _____

City _____ State _____ Zip _____

Membership Classification Desired (Check appropriate box)

Student (Passenger) \$15 yearly
 Senior (Conductor) \$15 yearly
 Regular (Motorman) \$25 yearly
 Family (Maintenance Crew) \$35 yearly
 Life (dispatcher) \$400/one-time
 Corporate (Inspector) \$500 minimum yearly

Please send this application, payment for membership, and optional contribution of _____ to:

San Diego Electric Railway Association, Inc.
DBA: The San Diego Electric Railway Co.

Attention Members: Please look carefully at the mailing label. If your membership has expired, or will

expire soon, and you wish to renew your membership, or become a new member, we offer the following levels: Life, (for a single member) \$400; Family, \$35 (please include names); Regular (or Individual) \$25; Senior age 60 and up, \$15; Junior for ages 17 and below, \$15.

Checks can be made out to, SDERA and mailed to
SDERA, 922 West 23rd Street,
National City, CA 91950

Come visit,
and enjoy all the improvements
in your Museum!

SUBWAY CAR PULLED FROM
9/11 WRECKAGE, NOW IN
CONNECTICUT MUSEUM
FROM PAGE 1

On a normal weekday in New York City people by the thousands arrive at the Port Authority Trans-Hudson -- or PATH World Trade Center station. For PATH car 745 September 11, 2001 started like any Tuesday morning -- loaded with passengers, from New Jersey. At around 8:52 am it pulled into the World Trade Center Station for the last time. Within three hours it would be buried beneath hundreds and thousands of tons of debris.

Alan Zelazo knew car 745's route well. "North to the World Trade Center," Zelazo said. "That was my regular route up til that day."

He was a PATH train engineer scheduled to go into work later that day, so was not on duty that morning, but knew the stops by heart.

"It left at 8:42 outta Hoboken in the morning. The first station was Pavonia-Newport," he said. It was still being called Pavonia-Newport back then. When it left Pavonia-Newport is when the buildings got hit. So, midway in this train's trip, it left in peacetime and ended up in a war zone."



Alan Zelazo was a PATH train engineer. He was scheduled to go into work later in the day on September 11, 2001. Zelazo stands with car 745 at the Shoreline Trolley Museum in East Haven, Connecticut.

Credit Alan Zelazo

After the planes hit, before the buildings came down, and before anyone understood what was happening, the Port Authority suspended all train service into New York. In fact another PATH train from New Jersey was en route, but the crew was instructed to turn around when they reached the World Trade Center Station and take all passengers back.

"So rather than have an additional 2,000 people dropped off in a potential deadly area they got 'em back out of there," said Bill Wall who works for the New York City Transit Authority.

Alan remembered that day as he sat surrounded by vintage trolley cars at the Shoreline Trolley Museum in Connecticut.

He said the Port Authority saved thousands of lives with that judgment call.

"And then they had another train in New Jersey, they got all the passengers off of that and they sent the train, with the crew, into the Trade Center, which at that point everybody was getting out of, to do what we call sweep the platform. Anybody who was there, they had one last chance to get out," said Wall. "And shortly after that the buildings came down."

As a result there was no loss of life on the PATH trains or in the World Trade Center Station that day. But an empty seven-car train that included subway car 745 was left behind.

"It was a train that was in the terminal that they just finished using and normally would leave it there during the day to wait for the afternoon rush hour to start," said Wall. "And it was already in place and that's the reason that train was there."

The train was discovered during a search of the site. Five of the cars were obliterated, a sixth car suffered minor damage, and a seventh was undamaged. That was the lead car -- car 745.

The surviving two PATH cars were taken to Kennedy International Airport, where they were stored in a Hangar with other artifacts held for a future 9/11 memorial museum.

Car 745 Continued from page 4

Car 745 represents a time when people were much more trusting said Bob Roberts, a former New York City reporter who now works at CBS in Chicago. He also volunteers at the museum as a motorman and docent during his summer vacation.

"We are proud to have 745 as part of our collection. It's something nobody else can claim. I'm going to be very proud to be able to say, You can step in here. You can take a look at the world the way it was the morning that everything changed." Bill Wall was instrumental in acquiring the car. He said in a day of terrible tragedies car 745 is a survivor.

"Prior to that event it was just an everyday, run of the mill subway car. Now it's an icon.

And that's exactly what it is."



On Sunday September 11th at 12 noon the Shore Line Trolley Museum dedicated and opened car 745 to the public for the first time since that faithful day 15 years ago

Many Thanks to Lori Mack; Connecticut's Public Broadcasting Network (including CPTV and WNPR)(<http://wnpr.org/>); and the The Shore Line Trolley Museum in East Haven, Connecticut, (<http://shorelinetrolley.org/>) for the permission to reprint this story and photos.

A stop was made at the Brewster Hotel, situated on the south east corner of Fourth Avenue and C Street. There the distinguished guests: Robert W. Waterman, Governor of the State of California and party; San Diego's Mayor Douglas Gunn and other notables, were picked up. It is said that Miss Kate Sessions, a well-known horticulturist, was the first revenue passenger.

The cavalcade of the "horseless horse cars" climbed the hills to the mesa and continued out to the Power House. The car storage section had been fitted with seats and a speakers' platform. Oratorical masterpieces were delivered. The Mayor pointed out that San Diego was the fourth city in California to boast a cable railway, the others being San Francisco, Oakland and Los Angeles. Los Angeles' was less than two years old.

The future plans were explained, The uptown, or north mesa section will be finished soon, The track is all in and the cable is ordered, A tour of the plant followed. "The Power House" is a big affair with monster machinery. It fills one with awe to see those great wheels revolving with so little friction and noise."

On a signal, the whistle was blown, filling all the bay region with one loud, long, sonorous, booming toot. Then came the hip-hip-hurrahs and "We throw up our hats for Collins, Dare and Fisher; A no more complete single track road that was ever built."

Regular service was inaugurated.

OUT TO THE BLUFFS

The cable for the mesa section was received a few weeks later. Then the installation was completed, Service from the Power House to Mission Valley Bluffs began in the fourth week of July, 1890.

[Editor's note: The story about the Mission Valley Bluff and Mission Cliffs Gardens with photos is in the December 2012 issue of the "Trolley Lines"]

Tourists can now ride from downtown to University Heights. Lots in the latter tract had been placed on the market in December of 1887 and the country from University Avenue to the Bluffs was very sparsely settled. Not much regular revenue could be expected.

Here ends part Four of "San Diego's Grip Cars" Richard V. Dodge's fascinating and in depth accounts of San Diego's transit history re printed from the May 1962 issue of the "Dispatcher" from the Railway Historical Society of San Diego.

SAN DIEGO'S GRIP CARS

Part Four

Continued from The July 2016 issue of the "Trolley Lines"

BRAKES

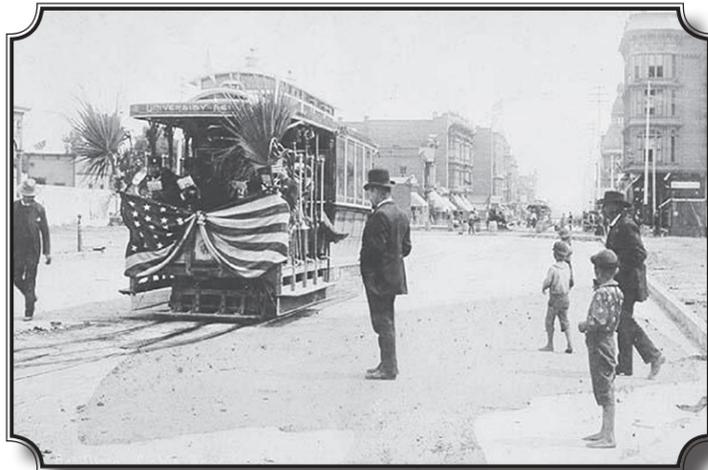
The usual practice in cable car operation was to have three sets of brakes. The wheel brakes of the forward truck were generally applied by means of a foot pedal depressed by the gripman. Those on the rear truck are set by the conductor using a staff and handle. In addition, track brakes were mounted between the wheels of the rear truck. By means of a hand lever and rigging, the gripman forces strips of suitable wood or shoes down against the rails. In San Francisco where the hills encountered are much steeper, up to 21 per cent grades, an emergency brake lever, also operated by the gripman drives a tapered metal plate into the slot.

The San Diego cars were equipped with three levers. Since it is doubtful if there were such an emergency brake, both the wheel and the track brakes must have been applied by the hand levers.

GETTING SET

Work on the cable channels and track had progressed slowly but surely. The main track of the downtown section was completed first. The mesa section was ready before its cable arrived. The boilers were fired up on April 10, 1890 and the "melodious" whistle echoed through the canyons, In The San Diego Union of April 26, an article revealed that the engines were started and the "Wheels-Go-Round".

At that time the workmen were putting in the turnouts. The first cable, for the downtown division, was delivered, It had to be fished through the channel, placed onto the sheaves and guide pulleys, What a tremendous job that appeared to be! But The San Diego Union explained how it would be done.



The end of the cable will be attached to the grip of a car at the turntable at the Power House. Then the car will be drawn by "almost a dozen horses" over the route, down Fourth Avenue, east on C Street and down Sixth Avenue to the turntable at L Street. There the car was turned, the cable

was again attached and the return journey was made to the Power House, Next the rope was threaded through the tunnels into the engine room, the required turns were placed around the winding wheel and the tension adjusting wheel. A long splice was made, completing the endless cable. After greasing the cable and oiling all the pulley bearings, trial tests were performed.

WHEELS A-WHIRLING

At last, the long-awaited Gala Day arrived. It was Saturday, June 7, 1890. Seven cars left the Power House, according to newspaper accounts. The conductors and the gripmen were proudly arrayed in their new uniforms of dark gray cloth with gold buttons. Of course, there was class distinction. The caps, also of gray cloth, were trimmed in gold for the conductors while the gripmen's were in silver. The cars ran light to the foot of Sixth Avenue and turned.

The official welcoming trip began at 1:30 in the afternoon. Car "El Escondido", decorated with an American flag on its dash and with palm branches led the procession. W. C. Enneking was the conductor and J. A. Grow, gripman. The members of the renowned City Guard Band climbed aboard and the parade, accompanied by the Oompahs, started. The second car was "San Juan Capistrano".

At a point just south of C Street, the cars took the switch for the north track on that street.

That, said Wall, is where they stayed for nearly 14 years, but did not make it into the museum.

"The decision was made to not include the two PATH cars," he said. "They were just too big. It was just too big for the space that they had allocated for.

They just thought it would just overwhelm what they had designed. You know, PATH cars are pretty big. They're 50 feet long and weigh 40 tons."

New homes were found for both cars.

One went to the Trolley Museum of New York in Kingston and car 745 came to the Shoreline Trolley Museum in Connecticut, where Zelazo and Wall donate much of their time. Wall is president emeritus of the museum and Zelazo has been volunteering here since he was 16. He works on the cars and helps with other projects. He says he hasn't done much work on 745, but he has been all through the car and found some surprises. "Behind the ad where the conductor would stand in the rear of the car, there was a crossword puzzle, part of the newspaper stuffed back there from the day before. You see stuff like that, it just makes you go 'wow!'"

While car 745 managed to get through basically unscathed structurally, Wall said there was some damage to the car. "I mean the only problems that it had didn't happen from the event, but right afterwards," he said. "The car was flooded to just about up to floor level with water from trying to put the fires out, you know, and water mains that had broken, and everything else."

The aluminum 1972 class PA-3 car now shines like new. Zelazo said, that's mostly because of one guy. "He's done a lot of work, Conrad Misek, the last thing he did on that car was buff the floor.



He has a mat in front of it. He wants you to wipe your feet before you go on the car. He spent five hours. That floor -- you could look at yourself in it."

Conrad Misek is a native of Queens New York. He's also a volunteer at the museum

and modest about the several hundred hours of work he's put into car 745. "There'd been some damage done craning it out of the World Trade Center site. I fixed some body damage, reglazed it, did some wiring. Things of that nature."

Misek has invested some of his own money into the project, which includes low voltage lighting that lights up the car and the side signs and replaced the advertisements that were originally in the car on 9/11.

"This is my favorite over here," he said. "I don't think you're gonna get that picture anymore. That is a scene taken from Jersey City of the twin towers of the World Trade Center and the World Financial Center. Discount hotel rates. Hotel discount dot com. I think that's a little bit before Airbnb."

Continued on page 9



Ad for a hotel website with a photo of the twin towers on PATH car 745.

CREDIT LORI MACK

AT THE DEPOT

Mike Reading and the crew from Whillock Construction laying out the base for what is to be the new home of Car # 54



Photo by Richard Finch



Photo by Jeff Trimble

Car #54 Patiently looks on as the new car barn starts to take shape

Adrian, Victor, Martin from Whillock Construction take a well deserved break



Photo by Mike Reading

Trolley Car #54's new building was making good progress. This is what the building site looked like on Thursday September 8, 2016. Mike Reading, president, was on site supervising the construction.



Photo by Jeff Trimble



Photo by Mike Reading

After two years of planing and red tape; Car # 54 now has a place to call home

Work day at the National City Depot found junk being tossed from the storage container and our picnic tables getting a much needed coat of paint. Tim and Scott are hard at work in this picture!



Photo by Jeff Trimble