

SAN DIEGO ELECTRIC RAILWAY ASSOCIATION



Trolley Lines

October 2017

“A SHORT STRIP OF RAILROAD CALLED THE CALIFORNIA SOUTHERN
WHICH BEGINS NOWHERE AND ENDS NOWHERE.”



Locomotive #3, Manchester #895

Arrived September 2 1881 on board sailing vessel 'Wright'

She was the second locomotive to be delivered to the National City Pier

It is difficult, for you, today to understand how vital it was in the middle of the 19th Century to ambitious communities to have railroad facilities. Residents of the village of Old San Diego began efforts in the 1850 's, later in including those of New San Diego and National City, to obtain rail transportation and repeated attempts were made over a period of nearly 30 years, each ending in failure and frustration.

The Fallbrook Line
continues on page 4

PRESIDENT'S REPORT

We have had an interesting summer at the depot.

First off I would like to Thank Richard Finch for ALL his efforts on the Movie Night at the Depot series, not only finding the films that were screened and prepping them to project them on screen but also his time and effort in setting up and screening the films at the depot. This series of programs were an attempt to publicize SDERA and our museum at the depot, we weren't too successful in this regard with small groups of people attending each movie, but we now know where we have to strengthen our efforts for marketing SDERA and where we need help in these areas!

Richard has also been hard at work on upgrading our displays at the depot, starting in the freight room of the depot. He has begun rearranging the area around the scale platform just inside the main entrance. He has brought in some new "props" to stage around the scale and has researched the scale itself (see the July issue of Trolley Lines) and is trying to acquire parts for the scale head to make it complete. He is working on materials and photographs about the California Southern Railway, for which the National City Depot was built.

Jeff Trimble has recently taken on the task of curator of the small objects collection. He has been working with Richard and Chris Higgins to set up the database and start cataloging some of the many artifacts that are in storage at the current time.

We recently were given some lengths of rail from a construction project on Kettner Blvd. Between Vine and Laurel Streets. This track was originally the steam powered line the San Diego, Pacific Beach and La Jolla Railway, later taken over by the San Diego Electric Railway Company and upgraded with heavier rail. The rail sections we were given is this heavier, girder rail and built as slab track, laid on a concrete slab with no wood ties!

Sunday, September 17th, we hosted the National City Rotary Club's Waffle and Pancake breakfast. This is a fundraising event with proceeds going to various programs around National City. They have asked to make this an annual event at the Depot!

During the breakfast, I was approached by Karen Azhocar McManus, the chairperson of the revived Maytime Band Review about us hosting their VIP breakfast the morning of October 7, 2017. This event will take place before the parade, scheduled to go down Tideland Avenue to Pepper Park on the National City waterfront. They will be staging the VIP cars to be used in the parade from the depot!

Continued on page 11



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
- ❖ **Randy Butler** - Treasurer
- ❖ **Jim Anderson** - Director
- ❖ **Mitch Beauchamp** - Director
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- ❖ **Jeff Trimble** - Curator of Collections
- ❖ **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



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
 Sheila David

WE COULDN'T
 OPERATE WITHOUT
 YOU!

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 760-330-3949v

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)** ☐ **Senior**
 \$15 yearly (Conductor)
 \$15 yearly

☐ **Regular (Motorman)** ☐ **Family**
 \$25 yearly (Maintenance
 Crew) \$35 yearly

☐ **Life (dispatcher)** ☐ **Corporate**
 \$400/one-time (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!*

The Fallbrook Line

By Richard V. Dodge

As printed in DISPATCHER, April 10, 1958 Issue 17

SOME SALIENT FEATURES OF THE CALIFORNIA SOUTHERN RAILROAD AND ITS SUCCESSORS FOR THE BENEFIT OF RAILWAY HISTORICAL SOCIETY OF SAN DIEGO IMMIGRANTS AT FALLBROOK STATION - AUGUST 11, 1957.

In 1879 the Atchison, Topeka & Santa Fe Rail road was set to build west and, due to the indefatigable energy of Frank Kimball of National City, a deal was carried to a conclusion with the backers of the Santa Fe, investment bankers and capitalists of Boston, Massachusetts. For a large consideration, known as a subsidy, these railroad builders agreed to construct a railway from San Diego to Yuma, Territory of Arizona, and the Santa Fe would be extended south-westerly from Albuquerque to connect with it.

Before grading began, the contract was abruptly canceled. In the meantime the Santa Fe had formed a partnership with the St Louis & San Francisco Railway, more commonly known as Frisco. The latter had acquired the concessions with land grants covering the building of a line, to be known as the Atlantic & Pacific Railroad, on the 35th parallel of latitude. Now, together, they would build from Albuquerque to the Colorado River and enter California.

After the initial shock had subsided, negotiations by Kimball were renewed and another contract was executed.

In 1880, the California Southern Rail Road was formed to build from National City north and eastward to San Bernardino, then on to a connection with the Atlantic & Pacific in California. No one knew where that point would be. Do not let anyone or the Santa Fe literature convince you that the line was built down from San Bernardino.

With National City as the initial terminus, all equipment and materials had to be brought into San Diego Bay by ships. Ties came down the coast. Rails and fastenings were shipped

in sailing vessels around Cape Horn from Belgium and Germany, The locomotives and some of the rolling stock came from eastern states either around the Horn or overland to San Francisco and transferred to a boat there.

By January 1881, surveyors, locating

and staking the line, had advanced up the coast to what is now Fallbrook Junction, then headed in a generally north-easterly direction up the Santa Margarita River, reaching Hayden's in April of that year. The name was soon changed to Fallbrook for the depot but the Post Office there was known as Howe. Fallbrook Post Office was on the mesa two miles south, where the present town of that name is located.





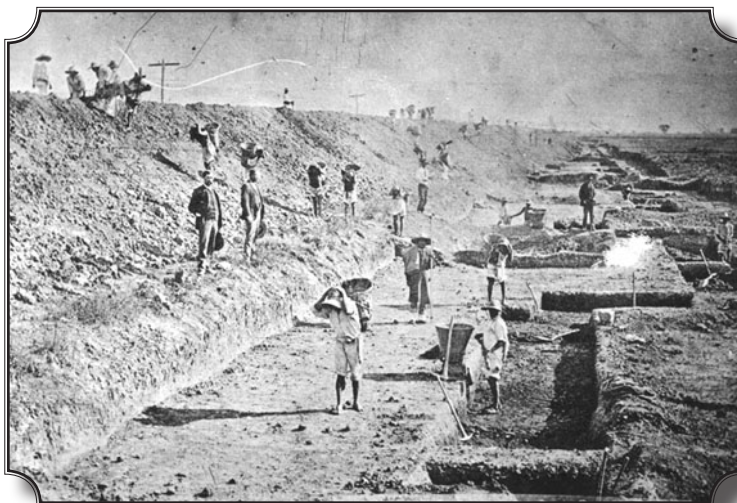
Temecula Canyon presented formidable difficulties, both to railroad construction and operation. There were seven miles in the upper canyon through rock with almost perpendicular cliffs. A grade of over 140 feet per mile was required for three miles, the summit being at 970 feet elevation. Many low bridges had to be constructed, the line crossing and recrossing the river many times. Hundreds of Chinese coolies or laborers, were brought in to work on the preparation of the roadbed.

It was hot, dusty and the wind would blow a gale. One of the Chinese commented: All the same Hellee, you bet.

Trains were running from National City to San Luis Rey, renamed Oceanside a couple of years later, by January 1882. When the bridge across San Luis Rey River was completed, track laying advanced rapidly. In the first week of February, rails were in place to Fallbrook station, 19.7 miles from Oceanside and 66.7 miles from National City. A wooden turntable was being built in the National City Shops for installation at Fallbrook. By the 10th the rail front was reported as being 70 miles from National City or 3.3 miles farther up the canyon. Ranchita station was established 4.0 miles up and Temecula station was to be 11.5 miles from Fallbrook.

On Wednesday, April 26, 1882, the Odd Fellows put on a big excursion to and picnic at Fallbrook. The train left National City at 6:30 a.m. and the consist was four coaches and four flat cars. The fare was a low \$2.00 for the round trip.

The road was pushed north to Big Laguna (Elsinore), up San Jacinto (Railroad) Canyon to Pinacate (moved and name changed to Perris when the branch to San Jacinto was constructed). Rail laying continued over the mesa to a point 16 miles south of East Riverside (Highgrove) where they ran out of steel. Train service was begun in May, the one-way fare being \$6.10.



A Southern California railroad construction scene, c. 1880s, shows Chinese laborers removing earth in baskets.

On August 15, Colton was reached, meeting the Southern Pacific Railroad and San Diego was joined by rail with all parts of the country. The fares were reduced to \$6.00 one-way and \$9.00 for the round trip.

One passenger reported his version of a trip over the new railroad. Evidently he was a reporter for a hostile

Los Angeles newspaper. He wrote; There is "a short strip of railroad called the California Southern, which begins nowhere and ends nowhere." It is... "one of the many skeins in the network of roads thrown out all over the country by the powerful Atchison, Topeka & Santa Fe combination. It's termini are Colton and San Diego (error. Should be National City.) The former is a junction with the Southern Pacific Railroad.

"The little Boston engine puffs and pants in an agonized and agonizing manner. The train consists of the infantile engine trying to draw two small box cars and one passenger coach and smoking car combined. The mail and the express messengers are in one box car . . . It (Temecula Canyon) surely was the last place touched by the Maker's hand and, as one of the passengers aptly observed 'He left before the job was finished' . . .

AT THE DEPOT

National City Rotary Club's Waffle and Pancake breakfast

This is a fundraising event with proceeds going to various programs around National City.



They have asked to make this an annual event at the Depot!



New California Southern Railroad exhibit



New baggage display at the depot

The 3 Railer News

Model Trains Cluttering The Attic?

Our 3-Rail Layout group would love to get donations of good condition O-Scale trains and accessories. They will evaluate if the donation is usable for display on our layout or if it should be sold to help fund our operations. Recent donations have funded our new controls and electronics! (Thanks!!)

Contact the Depot at 619-474-4400 for questions about model train donations.

Photo BOOTH

Some say that this Class 5 street car has 9 lives and that may be so if you look back at the many jobs that it has performed in it's life time.

Starting out in 1923 as it roll off the American Car Company assembly floor and shipped all new and shiny to Sunny San Diego. For 24 years it took business man and beach goer alike from the downtown depot to Ocean Beach, Mission Beach, and La Jolla.

In 1951, all 50 of the 400's were sold for scrap to the Allied Salvage Co. and hauled by truck to a lot in National City at the corner of Main and Rigel. The cars sat there for some time off their trucks before being torn apart for scrap in December, 1952. The body of car No. 422, still in a rusty orange and cream paint was at one end of a long row of streetcars and the body was not scrapped, but was used as a watchman's shelter and office. Sometime later, the property was sold to the San Diego Mattress Company, and the remaining body used to store mattress stuffing and other materials.

There it remained until 1963 when an early trolley museum member saved it again from the scrappers torch. It was stored at his house in Lemon Grove until the 1980's when it was donated to the newly formed San Diego Trolley Inc. (SDTI; now MTS) as their centerpiece display in the new 12th street station that was under construction at the time.



Recently Car 422 has once again been tossed upon the scrap heap of history had it not been rescued once more by SDERA members.

The long range plans for our first interactive display is to move the car front into the building and have some fun with. Once inside the building we will restore the inside motorman controls and seat where visitors can sit and operate the controls as they would have in the car's glory day's. This should also lend it self to many photo opportunities limited only by the visitor's imagine.

Before that can happen however, we need to raise \$2,500 to make an opening in the building to get the car inside and complete the controls restoration.

All donations can be given to the docent on duty or through the web site at : <http://www.sdera.org/>

Remember that the SDERA is a 501 c non-profit so all donations are tax deductible.

CALIFORNIA SOUTHERN From page 5

“Fallbrook is a little Eden planted in the midst of Inferno.” Others were more favorably impressed. The National City Record opined: “The person who would begrudge \$9 for a round trip ticket . . . might be compared with the Southern Pacific Railroad Company - without a soul. The scenery through Temecula Canyon alone is well worth the price of the trip.” And tourists acclaimed that “the best and most cheerful railroad eating house is the celebrated tent at Fallbrook, a delightful nook in Temecula Canyon.”

But the Southern Pacific in those days was not a friendly railroad. Drastic measures were taken to prevent the Atlantic & Pacific from entering California and the California Southern from crossing its tracks at Colton, in order to reach San Bernardino.

After much litigation, the California Southern won the right to cross and San Bernardino was entered triumphantly by a passenger train on September 13, 1883.

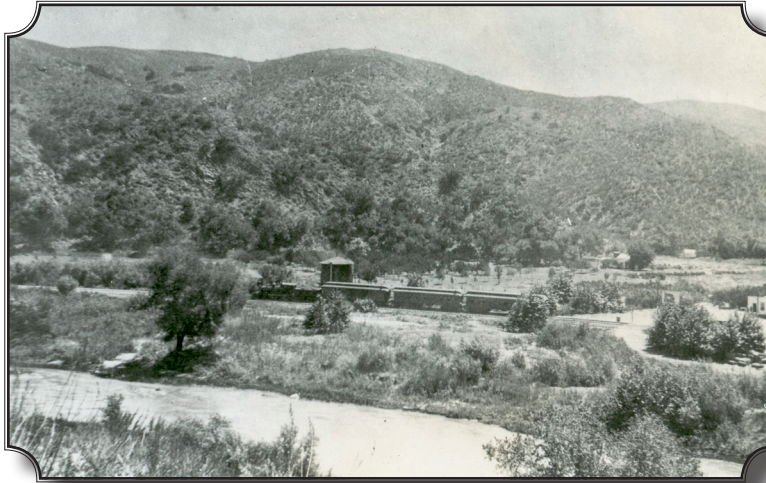
The most startling event occurred when the Southern Pacific hastily built a railway from Mojave across the desert to The Needles and got there before the Atlantic & Pacific reached the Colorado River. The latter was temporarily stopped and so was the California Southern.

But, in February 1884, it rained and rained. Floods poured down Temecula Canyon and dozens of other susceptible places. R. V. (Dick) Dodge was the engineer on the last passenger train out of National City.

A point just down the stream from Fallbrook was reached when a bridge went out. An attempt was made to back the train to Oceanside, but the track had become impassible. The train was stranded. Six days later one passenger got back to San Diego, having walked most of the way.

He reported that the railroad had made no effort to rescue the passengers or the mails. The crew remained with the train several days, subsisting, according to Victor Westfal of Fallbrook, on gophers and the like, then walked back.

Much of the California Southern's roadbed was a shamble, eight of the twelve miles through the canyon were completely washed out.



Fallbrook Valley in 1887

Ties and bridge timbers were found floating out in the Pacific Ocean.

The railroad, as a separate corporation, was bankrupt.

Assessments were levied on the stockholders and bondholders had to exchange their First

Liens for Income bonds.

Then the tracks were

rebuilt and trains were running again to San Bernardino on January 6, 1885.

During this period, the Southern Pacific had been forced to enter into a joint track agreement with the Atlantic & Pacific covering the division from The Needles to Barstow and Mojave. Work then began extending the California Southern from San Bernardino through Cajon Pass and the building of a road south from Barstow.

The last spike was driven in the Pass on November 9.

The Santa Fe's first passenger trains through to and from the Pacific Coast left Barstow and National City on Nov. 15, 1885. Fallbrook was then a station on a transcontinental main line.



It was too good to last. In 1888, the Surf Line was completed from Los Angeles Junction (now Fallbrook Jct.) to Los Angeles and the California Central's line from Los Angeles to San Bernardino was established. Then the first class passenger trains were transferred and soon only mixed and freight trains were operated through Fallbrook.

A Consolidation of lines took place in 1889 and the California Southern was merged into the Southern California Railway. Trains continued to run through Temecula Canyon until February 1891, another very wet month. All railroads in Southern California were washed out. The estimated expense of rebuilding the Temecula "Branch" was tremendous. There was a pretense of finding a route via the San Luis Rey River but no train ever ran again between Fallbrook and Temecula. After the lower reaches were reconstructed, a mixed train operated from Fallbrook to Oceanside.

In 1893, the Atchison, Topeka & Santa Fe Railroad was declared bankrupt and a receivership followed. Out of it emerged the present corporation, the Atchison, Topeka & Santa Fe Railway Company. After the turn



March 1883. The California Southern makes its way through Temecula Canyon.

of the century, the Santa Fe took over the Southern California Railway.

The mixed trains rambled back and forth between Fallbrook and Oceanside over so-called "floating" bridges until another fateful day in January 1916. Again the rains poured and the roadbed was so badly washed at and below Fallbrook Station that it was considered to be more practical to abandon that part of the line and to build a new section up the hill to Fallbrook proper. This was accomplished early in 1917. But 80 ton locomotive number 721, a 2-8-0 or consolidation type, 2 coaches, 4 reefers, 1 box car, 1 tank car and 2 flat cars plus a steel turntable were marooned down by the river. The value of all this equipment was too much to lose, so means of salvaging it were sought. This resulted in a house moving firm obtaining a contract to drag the rolling stock up the steep slopes from the river to the mesa and delivering the train, including one load - the turntable on a flat car, to the new line in Fallbrook. The task was accomplished by brains and brawn, the latter of four horses, by using short sections of track and capstans or vertical winches.

This bizarre train was facetiously called "The Fallbrook Flyer".

Thus ended the railroad history of Temecula Canyon, except for the activities of a few fans collecting spikes, artifacts and other souvenirs.

Richard V. Dodge, Jr. August 6, 1957



Mother Nature dealt another staggering blow in February 1891. "All railroads are washed out." Hardest hit, as usual, was Temecula Canyon. "The expense of rebuilding the Temecula branch is tremendous." Fallbrook Station was officially abandoned January 28, 1892.

2018

HERE IS A SNEAK PREVIEW OF SOME OF THE PHOTOS THAT WILL BE FEATURED IN THE NEW
SDERA CALENDER FOR 2018

By popular demand the 2018 Calender is now Available

Go to SDERA.org for more information.

Contains photographs printed on 11 by 8 1/2 inch heavy weight
paper stock suitable for framing.

President's Report

Continued from page 2

We are becoming better known in the National City community.

I was also approached by a member of the National City School Board regarding scheduling more student visits to the depot from elementary schools in National City.

We want to do more community events here in National City and we have been notifying other organizations that the depot is available year round to host events!

I would like to encourage all of our members to come visit the depot and to see all the improvements we are doing and to invite everyone to participate in work parties at the depot. We are working on a list of projects that we can do at the depot and will be actively seeking more volunteers to help accomplish these projects.

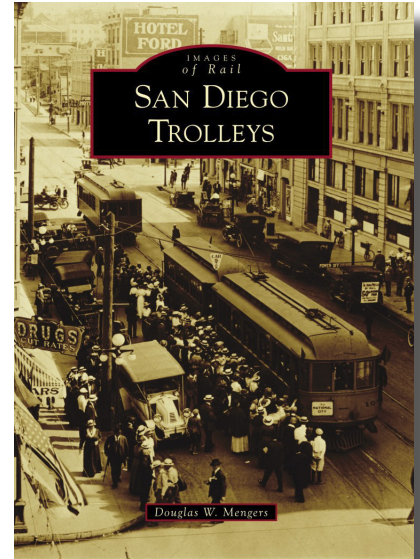
LETTERS

Dear Richard

I would like to thank you and Mike for all of your assistance in gathering all of the materials for my book. Having the access to your library and archives was a invaluable resource in the creation of my book.

DOUGLAS W. MENGERS is a 20-year resident of San Diego. His passion for San Diego history was sparked when he moved into a 1920 Craftsman home in Mission Hills and began researching the family who built the house.

Mr. Mengers has degrees in anthropology, archaeology, and history from University of California San Diego and San Diego State University. A Senior Archaeologist/Historian with Carlsbad-based environmental consulting firm PanGIS, Inc., he is also listed on the Register of Professional Archaeologists.



Now on sale
at the Depot gift shop

ORDER FORM FOR THE 2018 PHOTO CALENDER

Enter your name and shipping address below.

NAME: _____

STREET ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

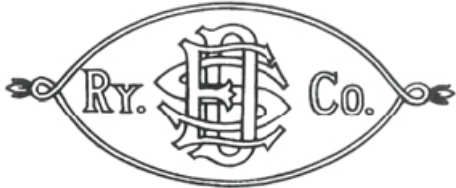
PHONE or EMAIL: _____

ITEM	QUANTITY	PRICE	TOTAL
SDERY Calender for 2017			
\$9.95 + \$5.00 for shipping and handling	-----	-----	-----

(CA residents add .90 for sales tax)

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in a stamped envelope to:

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922 WEST 23RD STREET, NATIONAL CITY, CA 91950



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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 18
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

Hello All,
The times for the October 21st
meeting will be;
Depot Opens: 7:00 PM for social time
Business Meeting 7:30 PM

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)

Please let me know if you would like to present a
program and the month that you prefer.
Thank you!

Board of Directors Meetings

All members and the general public are
invited to attend the Board of Directors
meetings at the National City Depot.
The meetings begin at 7:00 PM on the second
Monday of each month.

