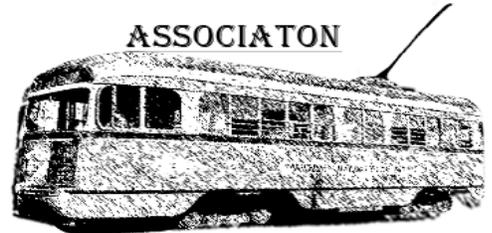


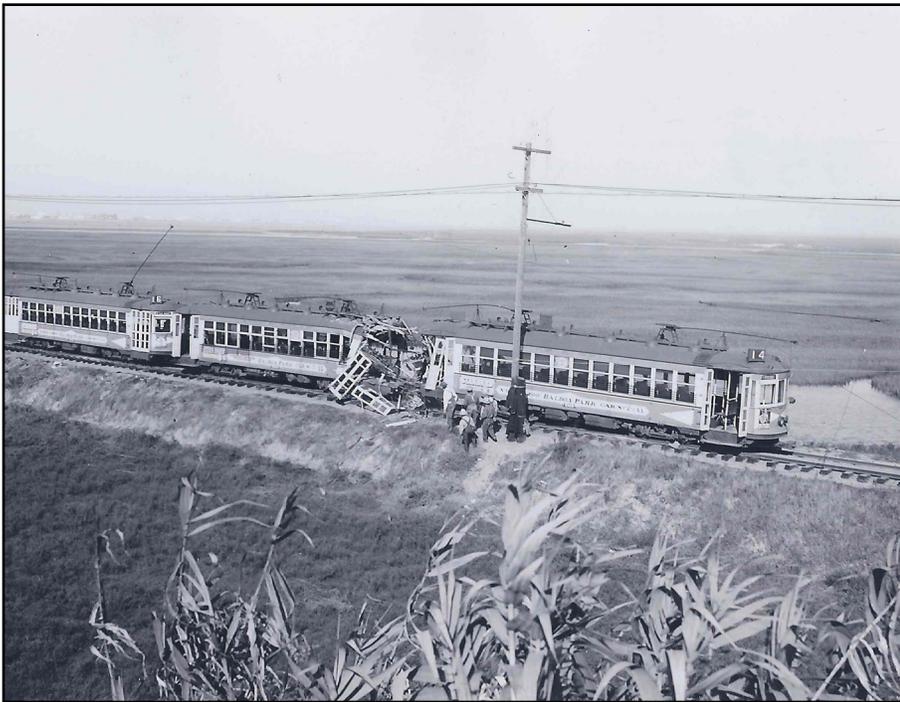
SAN DIEGO ELECTRIC RAILWAY



The Trolley Lines

August 2012

CornField Meet in San Diego



Everyone who has been railroading for awhile knows the meaning of a "Cornfield Meet". While this may have happened in Southern California, and not Iowa. Also the plants in the foreground are more likely to be bamboo instead of corn, but the results are Devastatingly the same.

The San Diego Electric railway witnessed the most spectacular collision in its long history just little after 8:00 AM on Monday November 22 1937. The shores of Mission Bay was shrouded in a pea soup fog and people were on their way to work. The accident took place near Loma Alta station close to where west Point Loma Boulevard is today.

An outbound ocean beach car route #14 operated by Edward W. Weiss and an inbound car from La Jolla route #16 with Helge E. Erickson at the controls and carrying over 40 commuters, crashed head on and telescoped into each other. Seriously injuring nine persons including Ericsson, who hovered at the point of death for days, but recovered. 22 others survived with only minor injuries.

Continued to "Crash" 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 Thursday through Sunday from 9 a.m. to 5 p.m. Or visit us on the web at: www.sdera.org

San Diego Electric Railway Association, Inc

- ❖ Dave Slater - President/GM
- ❖ Tom Carnes - Vice President
- ❖ Tom Matson - Secretary
- ❖ Jeff Trimble - Treasurer
- ❖ Jim Anderson - Director
- ❖ Mitch Beauchamp - Director
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- ❖ Jim Anderson - Curator of Special Collections
Gift Shop Manager/ Facilities Director
- ❖ Tom Matson - Special Events/ Docent
Coordinator/ Membership Director

PCC Car Project Update

Dave Slater

Restoration Project Manager

Now on the web at: www.sdvintagetrolley.com

August 2012



The ridership is beginning to increase in remarkable numbers, as a result of the new Fares policy to include the Compass card. This is a very good thing.

The parts are now in. However, due to a contract glitch, the SDERA #529 was inadvertently left out of the installation contract for the security cameras, and a change order to add this car is in progress. This will take some time. The new installations are a new electronic speedometer with trip odometer for not only establishing miles elapsed for maintenance interval purposes but also to maintain a steady speed over the line. We also plan to install Security cameras on the inside and the outside. This part will require running a lot of special wires for the installation.

Informed sources also report that our 6th PCC car, formerly New Jersey Transit car # 10, (our road number #534) is safely under a tarp at the

Pennsylvania location. It will remain in storage there waiting the funding for the full restoration by United Transportation Company (UTC). They will perform all of the mechanical restorations and updates needed. The car will be painted in primer Gray at that time. The finished color paint and upholstery will be done in house here in San Diego, as we want to have exact matches of paint and materials. I am told that this car is in excellent condition, and already has a pantograph installed. The New Jersey Transit was using them in the subway tunnels as well as on the surface.

All of our PCC car fleet is comprised of General Electric; all electric cars. They are easier to work on, and parts are more readily available than the Westinghouse pneumatic (air) cars. UTC is also rebuilding a set of standard gauge PCC trucks with traction motors for us as spares.



Charter service for your gathering is available at almost any day or time with advance arrangements with Judy. For charter information and scheduling, please contact Judy Leitner at MTS. (619) 557-4521



By
Dave Slater

PRESIDENT'S MESSAGE

The re-railing of our large model railroad is now complete, funded by the Tim Lewis Grant. Director, Charles Smith, tells me that there are some electrical items that need tweaking, and this is happening.

Charles also took the lead on a safety item, the installation of new, smaller diameter hand rails on the stair case to our second level in the Depot. This is very nearly complete, as we all breathe a big sigh of relief. This stair case is NOT available to the general public under any circumstances. Members with a Staff escort on a very limited basis.

The restoration of Car #1031, our VW parade float street car, is nearly complete. She will be ready for the 25th Annual Heritage Day Car Show at Kimball Park on Sunday, August 5, 2012. Former Director, Gene Calman will also be displaying some of his classic Car collection.

SDERy Car #54 is still in the vetting stage, while the Park and Central Committee decides if the car can be displayed out on the Prado until after the Balboa Park Centennial celebration in 2015.

Restoration work continues on our Fairmont motor car on Track #1 North. The windshield, roof, side and rear roof support panels are nearly complete and will be painted in a bright Fairmont Safety Orange. After that, comes the task of assembling the parts, which will require some modification, due to not being from the exact model of the car itself. We will make it work.

The next, very important projects the installation of security cameras inside and outside is the next on the list of very important projects. Lead man on this is the ever faithful Charles Smith and his helpers. This project was begun earlier, however, had to be put on hold due to higher priority items that are now nearly complete. As a "Teaser" for Upcoming Events- the 125th Anniversary of the City of National City is on Saturday, September 15, 2012. My Action Item for this is to attempt to have two BNSF locomotives in War Bonnet color scheme stationed outside the Depot. I have been working on this for some time. Also in that same plan, is for the Union Pacific Railroad to have a brace of their locomotives on display at the former Bannister Steel/Harley Davidson spur on the east side of I-5. Next, I am working on arranging another "Get Together" at our place for on or about October 9, 2012.

Please welcome new Docent, Steve Mitton to our ranks of Docents. We need as many as possible; training is provided. Interested parties may contact Secretary, Tom Matson @ (619) 846-9662. Also, thanks to our ever faithful Holiday Decorator and Life Member; Nancy Hardick. More volunteers for any of the mentioned projects are always welcome. We are particularly in need of a volunteer sign painter to paint road numbers on 3 of our refurbished street cars. Please contact me, Dave Slater, Davesugi@cox.net or. (619) 222-5442.

A Salute To Our Volunteers!

They are:
 Dave Slater
 Tom Carnes
 Chris Higgins
 Amanda (dog)
 Tim Higgins
 Jim Anderson
 Tom Matson
 Jim Price
 Randy Butler
 Robert Butler
 Mitch Beauchamp
 Jeff Trimble
 Mike Reneau
 Richard Finch
 George Geyer
 Jason Ballard
 Dan Kelly
 Aaron Donovan
 Ron Sutch
 Gary Johnson
 Sergio Lopez
 Michael Ballard
 Jody Suroweic
 John DeLalla
 Robert Baxter
 Samantha (dog)
 Missy Cheeseman
 Keeper (cat)
 Anthony Carideo
 Kinoa (dog)
 Sean McColgan
 Sandy (dog)
 Patrick McColgan
 Scotty Lewis
 Tim Lewis
 Carl Lewis
 Tom Sapien
 "Pete" Pearson
 Mike Quigg
 Matt Zacharzuk
 Bill Steinmetz
 Conrad Gomez
 Hubert Jansen
 Steve Mitton

WE COULDN'T OPERATE
WITHOUT YOU!

A gift of life insurance

By Jeff Levenson,
Orange Empire Railway Museum
Reprinted with permission from the
OERM Gazette

Making a gift of a life insurance policy to one's favorite charity appeals to a variety of donors because it is a flexible, cost-effective, and in many cases, a tax-advantaged way to make a major gift that will benefit the nonprofit institution after the donor dies.

Life insurance can also be used as an asset replacement strategy. Under this strategy, a donor makes a gift of an asset (such as real estate or appreciated securities) to the nonprofit and replaces the value of that asset to benefit his/her heirs with a life insurance policy owned in a way that eliminates estate taxes on the benefit that inures to the donor's heirs.

Gifts of life insurance: The basics

There are two basic ways to make a gift of life insurance: an irrevocable gift of a new or existing policy where the donor gives up all incidents of ownership, or by naming the nonprofit organization as the outright or contingent beneficiary of a policy. Each approach has advantages and disadvantages.

Irrevocable gift of an existing policy.

If a donor owns excess life insurance (perhaps purchased for a reason that no longer exists), he, she or it (if a corporation) might consider making an irrevocable gift of the policy to a charity. If complete ownership is transferred to the nonprofit and the charity is named as the beneficiary, the gift will generate a charitable income tax deduction.

If the policy is "paid up" (i.e., no premiums remain to be paid), the deduction is generally equal to the policy's replacement value or the donor's basis, if the replacement value exceeds the basis. If premiums remain unpaid on the policy,

the deduction can be calculated based on the policy's interpolated terminal reserve value. A value that might be slightly in excess of its cash surrender value.

If the donor continues to pay the premiums on the policy (either directly to the insurance company or as a gift to the nonprofit organization that pays the premium), each such payment is tax deductible as a charitable gift.

If the cash surrender value or, in the case of a paid-up policy, its replacement value exceeds \$5,000, the donor must seek an independent appraisal and file a Form 8283 with his/her tax return.

Irrevocable gift of a new policy

A donor may take out a new policy and irrevocably name the nonprofit organization as the owner and the beneficiary of the insurance contract. This can be an attractive strategy for a younger donor, because the premium cost is usually low compared with the ultimate death benefit that will accrue to the charity upon the donor's death.

Whether the donor makes one single premium payment for the policy or pays premiums annually, each payment produces a charitable income tax deduction.

To maximize the tax advantage of this gift, the donor should consider making annual gifts of appreciated securities to the nonprofit organization, which will then make the premium payment. This will produce a charitable deduction based on the fair market value of the gift of the securities on the date the stock is transferred to the charity, and all capital gains tax that would have been paid had the securities been sold, will be avoided.

Pros and cons of an irrevocable gift of life insurance

The primary benefit to the donor of making an irrevocable gift of the policy to the nonprofit is the charitable deduction that results for the value of the policy on the date of the gift and for each subsequent insurance premium that is paid.

The downside is that the gift is irrevocable - the donor can't take it back. Nevertheless, if there are premiums to be paid, the donor always has the option to discontinue paying those premiums; but the nonprofit, as owner of the policy, has the right to:

- (1) continue making the payments,
- (2) take advantage of a cash surrender option (if there is any cash value in the policy), or
- (3) seek a life settlement solution.

Naming the charity as a primary or contingent beneficiary

If the donor wants to retain maximum flexibility, the charity can be named as either the primary or contingent beneficiary of the policy. This will not produce an income tax charitable deduction for the payment of future premiums on the policy, but it does afford the donor a full estate tax charitable deduction when the donor dies.

The concept of naming one's favorite charity as a contingent beneficiary of a policy could be a good strategy for a childless married individual who wants to assure maximum protection for his or her spouse while both spouses are alive, yet wants to provide a benefit to the charity if the primary beneficiary predeceases the insured or both perish in a common disaster.

Life insurance: A wealth replacement strategy

As part of a comprehensive philanthropic, estate and financial plan, it might be more advantageous to donate a highly appreciated asset to a charitable organization, because the donor will usually be able to take a charitable deduction for the fair market or appraised value of the asset.

Once the asset is in the hands of the charity, there will be no capital gains tax on the subsequent sale. The donor in effect, gets a double benefit. A substantial deduction and elimination of the capital gains tax.

Continued to "Gift" on page 5



Continued from "Gift" on page 4

The charity receives its benefit when it might be most beneficial rather than having to wait until the donor dies. However, the loser in such an arrangement may be the donor's heirs because the asset will no longer be available for inheritance. This is where life insurance can play an important role.

The donor can purchase a life insurance policy and irrevocably either (1) name an heir or heirs as the owners or (2) create a special trust that will become the owner of the life insurance contract. The insured might use the tax savings

from the charitable gift to purchase a single premium policy or choose to pay premiums annually. In either case, if the policy is irrevocably owned by either a trust or some third party(ies) outside the insured's estate, the eventual death benefit will pass tax free to the named beneficiaries.

(3) When the insured makes the premium payments on a policy that is owned by another, whether or not it is in trust, there may be gift tax consequences. Therefore, as with any estate, tax, or financial planning matter, the insured should seek the advice and counsel of his or her tax planning professional.

Riding the Beach line to La Jolla

At Third and Broadway, on the northwest corner of the Plaza, cars bound for the beach and La Jolla would leave the Plaza at "fifteen after" and "fifteen till" the hour. They ran twice an hour. The No. 16 car arrived in La Jolla forty-five minutes later. It wasn't hard to see No. 16 downtown and recognize it. That was because it traveled there with the Ocean Beach car No. 14, coupled to it. Where was No. 15? You say. You never saw much of car #15. It was a number that was reserved for holiday use to Mission Beach Amusement Park.

The cars would travel west down Broadway from the Plaza, and at Kettner, they turned north. Farther on, the track eased over onto Hancock. Once on Kettner and Hancock, the cars picked up speed and made few stops. Some distance north on Kettner or Hancock, in the Five Points area, there came the beginning of a long, high, single-track overpass. Its purpose was to cross the Santa Fe Railway tracks at Witherby, and continue on to Point Loma and the beaches.

There was a passenger stop on Barnett Avenue near old Gate 3 of the Marine Corps Base. It was the main gate at that time. Oh, yes, that dirt road! It came from Point

Loma, and led up Mission Valley, dirt all the way. Today you know it as Rosecrans Street.

There were several wooden bridges which allowed the tide-water to move in and out. You can still see some of the old pilings of one of these bridges from West Point Loma Boulevard at the foot of Famosa Boulevard. There was only one passenger stop in this marshland stretch, connected to the "mainland" of Ocean Beach by a spidery wooden footbridge. This stop was called Loma Alta. The old trolley bridge touched Mission Beach at its most southerly point, not mid-peninsula as does the present West Mission Bay Drive Bridge.

Upon reaching Mission Beach the cars traveled north on double tracks through the length of that beach. The tracks crossed Turquoise Street on an overpass. In the 1930's there was open land, truck garden country, between Turquoise and Colima Streets, commonly called "the strawberry fields". Japanese-Americans owned and worked these fields. The evacuation and interment of the Nisei in 1942 ended the strawberry business, as well as the fortunes of most of the hard-working, bewildered, and hapless Nisei.

Continued to "Ride the #16" on page 6

WISH LIST

- ✓ A golf cart with pick up style body, in good condition
 - ✓ A 6,000lb forklift in good condition
 - ✓ A "clamp on" style vise
 - ✓ 2 "Lapel style" Microphones
 - ✓ 2 Mannequins, one male, one female
- Please contact
Dave Slater

Davesugi@cox.net or
(619) 222-5442.

All donations are tax deductible, as you may know, we are a California 501 (c) (3) California Non Profit Corporation. Tax Exempt # 33-0202834.

PLEASE REMEMBER US

We ask that you name us in your Wills, and or Trusts as a beneficiary for real estate, stocks, bonds, or bank accounts. These can be in the form of the above, or immediate donations. There are great tax advantages for you in doing these things. Our Corporate Attorney, Sam Judd, is set up for just these type things. Or, your own attorney or advisor can work with you on. Your help in these areas is one of the things that will keep our organization sound on into the future. Please join the people currently enrolled.

Please contact me,
Dave Slater, President, @
Davesugi@cox.net or
(619) 222-5442.

Thank you so much for your kind consideration.

Seeing San Diego



MISSION BEACH AMUSEMENT CENTER

The Mission Beach Amusement Center is located on a strand or peninsula, approximately three miles in length, connecting with the mainland at Pacific Beach, and by bridge with Point Loma. This strand forms a double beach, with ocean surf on the one side, and the quiet waters of Mission Bay on the other, where one may enjoy the entire range of aquatic sports, such as surf bathing, aquaplaning, swimming, fishing, and beach parties.

The amusement center itself covers an area of thirty acres, and contains a magnificent indoor bathhouse, palatial dance casino, skating rink, fun zone, merry-go-round, scenic railway, ferris wheel, and many other amusement devices and concessions. Ample facilities are provided for picnics and outings.

Two and three-car trains leave Third and Broadway every thirty minutes during the day, and the trip furnishes many splendid views of San Diego Harbor, Point Loma, and other marine and land scenes enroute.

2



LA JOLLA

"Jewel by the Sea"

La Jolla, known as "The Jewel by the Sea," is one of the finest seaside residential districts on the Coast, and has many attractions and points of interest to the sight-seer and tourist. Here is located one of the most popular bathing beaches, "The Cove," and also the famous caves, known widely for their geological formations. Many nationally known authors, artists and other celebrities have their homes here.

No. 16 cars, leaving Third and Broadway every thirty minutes during the day, offer a pleasant and comfortable thirty-five minute ride, during which may be seen many beautiful scenes from the car windows while passing by Point Loma, through Mission Beach, Pacific Beach, and Bird Rock.

3

Ride the #16

Continued from page 11

Beyond the strawberry fields, the tracks followed Electric Avenue and went through La Jolla Hermosa, which was fairly built up even then. The southern end of Electric Avenue was later renamed La Jolla Hermosa Avenue. There was an ornate passenger station in Hermosa on Electric Avenue between La Canada and Miramonte Plaza. It was seldom used and cars hardly ever stopped there. The Methodist Church bought this property in 1951 to become the nucleus of the La Jolla United Methodist Church.

North of the Hermosa Station the cars ran in a wide, sweeping upgrade curve around the base of a protruding hill. The curve ended and came out on Fay Avenue on the east side of old La Jolla High School. Today much of the old right-of-way is clearly visible, and has been converted into an asphalt-surfaced bicycle path.

At Prospect and Fay there was an elaborate, doughnut-shaped building, "The terminal," with tracks which ran around the building for turning around. Inside the Terminal there were spaces for a number of small, boutique-type shops, usually vacant. The Terminal did furnish shelter on rainy days, but it always seemed a dank, cold, gloomy place. Today a Shopping center stands in its place.

FROM THE DESK OF THE EDITOR



Old Spanish Lighthouse on Point Loma

—extreme Southwestern edge of the United States—
commands one of the three grandest views in the world. Interesting places abound in San Diego County, from beaches to mountains, and the newcomer will find it worth while to call for information at the nationally known “ASK MR. FOSTER SERVICE” in the FIRST NATIONAL TRUST & SAVINGS BANK at Fifth and Broadway. There is no charge for this service; it is maintained in the bank as a feature of “FIRST NATIONAL” service to the public. Any banking needs will of course receive courteous and efficient attention at this pioneer bank of San Diego (the FIRST NATIONAL), and branches in East San Diego, at Thirtieth and University, Coronado, and La Jolla.

Well here is our tribute to summer and the beach line to La Jolla. This is the first installment of seven that I will be running in future issues. This material is from a pamphlet that was printed in the 1920's by the San Diego Electric Railway for visitors to our beautiful city.

Inside is a bounty of information about each of the trolley lines as they existed at that time. Information about each line, where they went, each stop along the line, and what might be seen along the way.



The National Remembrance Shop in Washington circa 1924

Looking at the back cover it is found that all of this wonderful information was available free at the “Ask Mr. Foster Desk” at the First National Trust and Savings Bank. I have heard of “Ask Mr. Foster” before, but never knew the story behind it. With a little digging I found the following little story that I would like to share with you.

The Ask Mr. Foster travel agency dates back to 1888 and was founded in St. Augustine, Fla. It was one of America's oldest travel agencies, and was named after a local St Augustine resident, Ward G. Foster.

At that time Railroads and steamship lines were the main mode of transportation. All of the different railroads regularly printed train timetables and lists of connecting stations. Collecting this voluminous amount of information became a hobby of Mr. Foster who soon became an unofficial keeper of train timetables. When tourists inquired about train times, they were told: “Ask Mr. Foster.”

So in 1888, Mr. Foster started the “Ask Mr. Foster” travel agency in St. Augustine, Florida in the lobby of the Casa Monica Hotel and it soon became a national business.

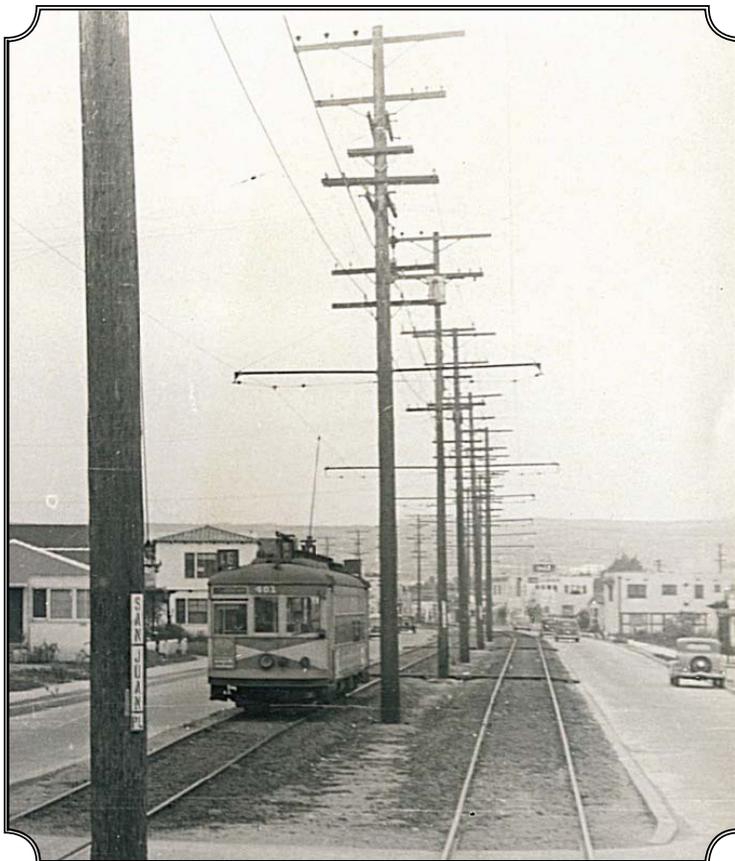
The next installment of this series will be about Coronado and the ferry that connected San Diego with Coronado. This will be in the October issue of the “Trolley Lines”. If you have any stories and pictures that you would like to see published please let me know. I am now able to scan any photos that you might have so that they can be used in the newsletter. The deadline for the October issue will be September 15th.



End of the line as Car 401 rounds the loop at the La Jolla terminal at Prospect and Fay.



Car 401 heading to 4th & Broadway on the 16 Line passing Moody's Bait and Tackle Shop on the Ocean Beach Side of Mission Beach Bridge across the San Diego River.



(Upper Left) Car 401 approaches San Juan Pl. on Mission Beach Blvd. (Upper Right) View from the top of the Belmont Roller Coaster looking north up Mission Beach Blvd. Car 401 appears again headed towards La Jolla. The Bonita Hotel is on the corner.



The Mission Beach Bridge over the San Diego River with fishermen in the foreground.
Photos provided by Tom Carnes



LETTERS FROM MEMBERS

Hello, Richard

Thank you for the response to my suggestions concerning the masthead of "The Trolley Lines" and the other items you provided, including "Seeing San Diego."

Oh, memories. I was born in 1923. We lived in a cottage near the County Hospital on Mission Hills, just off route #3. My father worked in a man's clothing store located opposite the Hotel Del Coronado on the street car line. In his later years he told me how tiresome and time-consuming it was to get from home to work--riding the #3 line to downtown, transferring to #9, riding to the ferry slip, taking the ferry across the bay, and then riding to the work site. It took a full hour. The slowest portion was in riding on the old steam ferry Ramona.

It was not long before my father found work with the Boldrick Shoe Company, on 5th Ave., just south of Broadway, and he worked with that firm for many, many years, until retirement. He managed some of their branch stores and had the task of closing the last of the Boldrick stores.

When I was still in diapers, the family moved to East San Diego, near the end of #7 line. At the conclusion of his work day, my father would board a #7 car (those cars will all class 5s) and enjoy his ride home. He would sit toward the rear, beside an open window, and light his pipe, always with Prince Albert tobacco. After a very busy day, the ride through the park, across the bridges, provided time to relax. One late afternoon, as he was riding home on the #7 car, into the East San Diego business section, in the 43rd St. block, he happened to see a boy swinging the screen door of a bakery shop. He got off at the next stop, and walked back to the shop. Yes, that was I. I was notorious for running off and getting into mischief. Oh, the memories of growing up in East San Diego.

After I graduated from Hoover High I worked in Wes Walgren's drug store at the corner of Euclid and University--while I attended San Diego State College. I worked all day Saturday (and evenings, too), and I remember the crowds of sailors and Marines who got off at the end of the line--to go to the skating rink upstairs at the northeast corner of University and Euclid. On the other corner was (and still is) the Silver Tower malt shop. My work at the drug store concluded as I went off to serve in the Marines and Navy.

I recall (in 1936 or 1937) when the wye was installed at the corner of Euclid and University, to accommodate the new PCCs. There were groups of on-lookers, in anticipation of the arrival of those new cars.

But there is another vague memory of an earlier time. Into the 1920s the #7 line on University had a one-track extension, starting near 45th St. and extending to Euclid. I find no reference to this in Richard Dodge's RAILS OF THE SILVER GATE. Yet I remember the crews at work, installing the second track from 45th St. to Euclid. Or is this just fantasy? On the westbound track, a rider could feel the lurch as the #7 car sped over the old 45th St. junction, or what remained of it.

There are other memories: The "Exposition" cars were "California" types with half the seats adjacent to glass windows and the other adjacent to windows with roller blinds which could be raised or lowered. With those blinds up, one could experience natural air conditioning. Another feature of the "Exposition" cars was the emission of noise at the release of the airbrakes as the conductor was about to take the controller to notch one, "Whoosh." Very loud.

Back in the 20s and 30s there were no buses to transport children to their schools. Transport was by foot or by bikes. But there were some school specials. One was a morning and afternoon route to accommodate pupils who attended Roosevelt Junior High, located on Park Blvd, adjacent to Balboa Park. A special "Exposition" car accommodated students along route 7, through the Park, on to University Ave. and would turn south onto route #2 and on to Brooklyn Heights which today is known as South Park. The morning route took the opposite direction. Does anyone remember that special?

Continued to "Letters" on page 11



Letters

from page 10

On Armistice Day, Nov. 11, there was always a parade on Broadway from around Kettner to 12th. These were big parades, with groups of WW I veterans, and companies of Marines and Navy personnel from the training stations. There were bands, including the Bonham Brothers Boys Band, and scout troops. The high schools at ROTC marchers, too. The Canadian Legion Post had a bagpipe band. When there was a parade on Broadway, how were the trolleys diverted? Along B St.? F St.?

When Lindberg came to San Diego after his famous flight. (His plane "The Spirit of St. Louis" was built at the Ryan plant near the waterfront.) I remember the parade. We sat in an open touring car, waving hesitantly. Wasn't that parade on B. St., not Broadway. Does anyone know?

There were circus specials, too, to the site off the "beach line."

Oh, I could go on and on.

Best wishes. ---Bill Jamison

Crash

from page 1

So terrific was the impact that the police regarded it a miracle that either of the motorman or any of the passengers was not killed outright. This is a tribute to the sturdy construction of cars #401 and #405.

Sam Mason, general manager of the San Diego Electric Railway attributed the crash to "fog and probable failure of block signals." There were many lawsuits that dragged on and many others were settled out of court. Some people claimed at the time that the block signals had gone out the night before, and that the street car company had delayed until the morning to having them repaired rather than pay for Sunday overtime. The signal charge was never proved, but neither was it ever disproved. Were the block signals working? The public was never sure.

GRANT WRITER NEEDED!

WE ARE IN NEED OF AN EXPERIENCED, SUCCESSFUL GRANT WRITER FOR OUR NON PROFIT 501 © (3) CORPORATION. INTERESTED PARTIES, PLEASE CONTACT DAVE SLATER, PRESIDENT/GM @ (619) 222-5442, OR, DAVE@SUGI@COX.NET



San Diego Electric Railway Association
d.b.a. San Diego Electric Railway
922 West 23rd Street
National City, CA 91950
(619) 474-4400

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 Thursday through Sunday, 9 AM — 5 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 15th
of the month prior to publication. -- Next issue in October

Please send all photos in the largest size as possible. 2 or 3 meg file (about 800 pixels on the longest side)

Attention Members: Please look carefully at the mailing label. If your membership has expired, or will expire soon, please send your dues, and your tax deductible contribution, to SDERA, 922 West 23rd Street, National City, CA 91950. Thank you.
Life: \$400, Regular \$25, Family \$35 (please include names), Regular \$25, Senior (60 +) \$15, and Juniors 17 and below \$15.

Upcoming Events

Monthly meetings are normally held at 7:30 PM on the
2nd Saturday at the National City Depot.
Optional no host dinner at The Barbeque Pit Restaurant
- 920 E. Plaza Blvd, National City at 5:30PM about 1 block
east of Highland Ave. and Plaza Blvd. (Except March,
June, and September when we do a potluck).
Plan to arrive at 7PM to see the Gift Shop, chat, and buy
raffle tickets. The raffle starts at 7:15 PM.

August 5, 2012 25th Annual Heritage Day
Car Show at Kimball Park on Sunday, August 5,
2012. Former Director, Gene Calman will also
be displaying some of his classic Car collection
along with Car #1031. more information can be
seen at:
<http://www.nationalcitychamber.org/events/national-citys-125th-anniversary/>

Aug 11, 2012 General Meeting

Don Brown, is one of the founders of the
Orange Empire Railway Museum, and an avid
electric railway slide collector especially of the
LA area. He has also been a SDERA member for
several years. He will be showing us slides of the

Pacific Electric Glendale Burbank Red Car line
that in later years was operated by high quality
Pullman Standard double ended PCC cars. I had
the pleasure of riding them for 2-3 years when
visiting LA until the service was stopped in 1955.
They had a beautiful paint job and were very
sleek and modern in appearance and were well re-
ceived. Don will also cover the W line of the Los
Angeles Transit Lines narrow gage (3 1/2 ft) Yel-
low Cars will be covered with the configuration of
the line as it existed in May 1955 and before..

Sept 8, 2012 Potluck and Program TBD

How would you like to do a program?
Please call Tom Matson 619 275-0216 or
email him at tmatson@sdera.org

October 13, 2012

SD Model RR Museum Swap Meet -

San Diego Model RR Museum in Balboa Park
- Casa de Balboa Building, Museum's Rear
Entrance. Cost: Buyers \$2, Sellers \$5
Jim Anderson - 619-22-1041
for additional information

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