

SAN DIEGO ELECTRIC RAILWAY

ASSOCIATION



The Trolley Lines

February 2012

Things are moving at the Depot



Front page photos by Ron Sutch

All of our Streetcars and other rail equipment have basically been in the back-half of our Yard. Unseen by the casual passer by.

We knew that someday, we'd be able to move some of this equipment up to the front yard of the Depot, and let people in this growing neighborhood know that we are here.



This is how we looked to our Viewing Public just a short while ago:

San Diego Electric Railway Association
DBA San Diego Electric Railway Co. Inc
PO Box 89068
San Diego, CA 92138
(619) 474-4400

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SDERA operates the historic National City Depot museum which is open Thursday through Sunday from 9 a.m. to 5 p.m.
Phone 619-474-4400

Or visit us on the web at:
www.sdera.org

San Diego Electric Railway Association, Inc

- ❖ Dave Slate - President/GM
- ❖ Tom Carnes - Vice President
- ❖ Jeff Trimble - Treasurer
- ❖ Mitch Beauchamp - Director
- ❖ Gene Calman - Director
- ❖ Charles Smith - Director
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- ❖ Jim Anderson - Director
- ❖ Chris Higgins - Director/ Web Master
- ❖ Sam Judd - Corporate Counsel
- ❖ Richard Finch - Newsletter Editor
- ❖ Jim Anderson - Gift Shop Manager/
Facilities Director
- ❖ Tom Matson - Secretary/Special events
Director/Docent coordinator/
Membership Director

PCC Car Project Update

- Dave Slater Project Manager

Now on the web at www.sdera.org/sdvt

February 2012



Our pride and joy, PCC#529 was involved in a motor vehicle accident, whereby a pickup truck made an illegal left turn in front of the moving car on C Street.

Due to the fact that we now have much heavier steel all the way around, and on the roof than as originally built, there was only a slight mar on the paint along the right front side. I am told that it is likely that the truck will

never be driven again.

Hopefully, the driver was cited by police. It is also likely that now that she is running on Tuesdays, Thursday, Saturday and Sunday, that increased street traffic during the week will offer a lot higher exposure to these type of hazards.

She also suffered a minor mechanical failure recently. After two runs, the brake actuator coil went out. She was taken back to the car barn and repairs were made, and an emergency rebuild was contracted for with a spare coil. She is back on the line on scheduled days.

Please visit her new website: www.sdvintagetrolley.com for all the latest information pertaining to schedules. To schedule a complete charter of the car, (50 or more people, or just pay for that many seats.) please call Judy Leitner @ (629) 557-4526.

Please RIDE & RELAX.

This is a slow time in the restoration department, due to lack of funding for the work on the next car #530 in our fleet of 6 PCC cars. In order to get this car to the body shop, just to start, we need 100k. The current plan in the works, is to sell both inside and outside advertising, just like was done during the 1930' and 1940's. This type of advertising will quickly raise all we need and then some. These plans are pending.

During this slow period, I have brought our crew to our Museum on Tuesdays and Thursdays, and we are accomplishing a lot. Once a month, we do work at the A Shop, charging batteries on the #531 and #532, as well as changing destination signs, cleaning windshields, and scheduled tours, trolling for donations.



Nothing that a little paint won't fix



PRESIDENT'S MESSAGE

Please join me in welcoming our new Editor, Richard Finch! Richard has a good deal of experience in this venue, and I am sure he will do well for us.

Chris Higgins has done many years of excellent work on the newsletter, and now passes the baton over to Richard. Many thanks, Chris!

Since my last report, the exterior cosmetic body (Much body work) and paint work has been completed on the Birney street car, now in 1916 SDERY canary yellow, with brown roof and black trucks. The last single truck Birney on the SDERY was road #335, so, ours will be #336.

Two of our Vienna cars (#6890 and #6891) have had the same work completed, and look like new! They have pristine white roofs, and fire engine red car bodies, just like they had originally. As usual, a lot of research went into all of this, for we want to be sure that our artifacts are authentic representations.

Actually, there are two schemes that are authentic to the Vienna Tramways. One, shows a black roof, and another the white roof. I chose the white, because it is both more pleasing to the eye of the beholder,

as well as deflects the summer heat.

The body and paint work was funded in part by a grant from BNSF, obtained primarily, by Vice President, Tom Carnes, (Chair of the Finance Committee) and yours truly obtained a matching grant from the 20th Century Electric Railway Foundation. Once again, it is nice to have friends. More grant requests are in the works, as funding is the life blood of our organization.

The remaining tasks for all these cars are to apply both the road numbers, as well as some lettering.

Gene Calman is working on the fabrication of both a base and a trolley pole for the Birney; however, his survey reveals that the entire roof must be stabilized to accept the weight of this equipment.

Currently, this phase is on hold. This is in the works. I have also asked Timothy to give me an estimate for repainting the insides of these cars. Our contractor for this work is Painting Specialties, Inc. of San Diego, owned by Timothy Llanes. His firm does excellent work, and he has performed many other jobs for us in the past, as you may recall.

I had two display street car level tracks installed on our south lot, and the two cars, along with the velocipede and orange track inspection vehicle have been moved to that location, as well as both the #336 Birney and #6891.

This was a gargantuan undertaking, two years in the planning stages by yours truly. All of the work, the equipment and manpower were donated by Mark Whillock, owner of Whillock Contracting, Inc. of El Cajon. It pays to have friends. Mark's firm got a demolition contract to demolish the Dixieline facility nearby, and when they finished with that, everyone came to work at our museum!

All in all, this took about two weeks, including rain breaks. We had much heavy equipment, and men on site. The days were long, as always in the industry. I arrived every day at 0630, after a hearty breakfast at Pappa Gallos Restaurant at 1930 Cleveland Ave., and had everything ready, and the crews arrived shortly after that, and our days were usually finished by 1530.

*Continued to **South Lot** on page 6*



ALL of our Streetcars and other Rail equipment have basically in the back-half of our Yard. Unseen by everyone that passes by. We knew that SOMEDAY, we'd be able to move some of it up to The FRONT YARD of the Depot.

I had two display street car level tracks installed on our south lot, and the two cars, along with the velocipede and orange track inspection vehicle have been moved to that location, as well as both the #336 Birney and #6891

photos by Ron Sutch



A tight fit for the Birney

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photos by Ron Sutch

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South Lot

(continued from Page 3)

This is all documented in captioned photos by our Staff Photographer, Ron Sutch.

Originally, we thought that we would use the truck mounted crane to lift #6891 onto a flat bed semi trailer and move it that way, but no, the car was too heavy. So, we had to use our snap track, and hop scotch the track panels to the display area I had lined out on the south lot.

Flushing out the south lot with displays and planters, etc. was one of the mandates for the renewal of our segment of our lease. Still to be completed, are moving 5 large concrete flower pots to the east side of the yard, trenching, and pulling wiring from the marquee sign to light both cars, and more.

By the time you read this, we will have a series of web cams installed both on and in the building. Several outside, looking both north and south. The cameras and ancillary accessories were donated by Charles Smith. Richard Finch is working on repairing one of the cameras, as well as one other component. This equipment is valued at approximately four thousand dollars! Scotty Lewis and Charles have been working on the exterior installation. We will also be adding additional exterior lighting to both lots.

You may recall that we suffered a huge theft of rail and rail trim parts early last year, and these new installations will help abate any future occurrences. Per my request to the City, Dr. Adolfo Gonzales, Chief of Police, has greatly stepped up patrols of



our facility. You will often see National City's finest in the area. Please, Make sure that you come to full stops at all stop signs in the area! The fines for running these safety devices are nearly \$400.00! Some of our members have felt the sting!

Thanks to the Tim Lewis Grant, (Residual from his Eagle Scout Project of picnic tables and outdoor depot benches) all the track on our model railroad is being replaced, as the current rail is worn out, and has required slow orders along parts of the line due to worn out rail.

Fellow Board member, Charles Smith is the lead man on this track project. Charles and I have planned that one of the three main lines will be replaced at a time, and that way the entire railroad doesn't have to be embargoed. (Taken out of service) The new rail is Atlas solid, whereas the present rail is Gargraves tubular.

Thanks to fellow Board member, Gene Calman, we now have a very nice history book all about the Depot! He belongs to E Clampis Vitis, the organization who published this book, and

got their permission for us to reproduce same for sale in our mercantile emporium. (Read Gift Shop) It was originally quite small, and I took editorial license, and had it enlarges to 8 ½ x 11", on slick card stock, with a full color fronts piece. It is available in the store. Our 2012 SDERY Calendars are selling fast. They have totally different photos of the San Diego Electric Railway than in our previous calendars. Get yours today! I have purposely made them very attractively priced at only \$9.95 + tax. Parenthetically, I must say that gathering these photos is a very time consuming process, involving both members and friends. A labor of love for all. Our calendars are also available at many local hobby stores, among those, Reed's Hobby Shop of La Mesa.

Plans are in the works to acquire both a Sante Fe caboose, and another piece of rolling stock for display. Also, I have an exploratory request in to the City for us to purchase the 1.1 acre parcel that we are sited



on, by way of a grant. I am told that I should have an answer about March 2012. Should this come to pass, we will then have a permanent home for our organization. This has been a goal of mine for some time. I have also made a formal proposal to the El Paso, TX Street Car Preservation Society to get one of their 9 original SDERY PCC cars donated. The very best one. I am working closely with my friend, R.L. Thomas, VP of that organization, and he has spoken with President, Ron Dawson, who is all for it, now, it must go through their City Council for approval.

The transportation will be funded by donations. This is the reason that I had the eastern most display track installed. Much work has been completed on the rebuilding of our S3 Fairmont motor car. All new wood, and paint into safety orange. This work is ongoing. Scotty Lewis has donated a new battery, and will work on the electrical system. This car was running not long ago. We also work on the parade float street car #1031, and this past summer, we repainted it into the colors of the SDERY. With appropriate PCC lettering. New steps are being installed from beautiful oak, that has been clear coated to show

the fine thick wood. During this process, Anthony Carideo, the lead man on this project, discovered, that the forward left rear bi-fold door was completely rotted, and he and the crew have fabricated an all new door from scratch! Anthony has generously donated much of the materials. Due to unforeseen circumstances, this work is taking a lot longer than I anticipated. During this slow time for the PCC Car Project, I have brought those crew members to the Depot Museum to work on these projects. They are: Anthony, his dog, Kinoa, Aaron Donovan, Dan Kelly, and earlier, Dennis Frazier, and of course, Staff Photographer, Ron Sutch. Together, we continue to accomplish much on Tuesdays and Thursdays.

Also in the works, is a 50k donation by a long time member for the complete restoration of our SDERY line truck! More on this as this money is in our accounts. The Motor Transport Museum at Campo has said that they have the facilities and the manpower to complete this task over about a year's time, they are willing to perform the work.

Thanks so much to our many volunteers, without which we would not be able to operate!

A Salute To Our Volunteers!

Our profound thanks go out to all of our volunteers since our last newsletter in July 2011!

They are:

Dave Slater
 Tom Carnes
 Chris Higgins
 Amanda
 Tim Higgins
 Tom Matson
 Jim Anderson
 Gene Calman
 Mitch Beauchamp
 Jeff Trimble
 Mike Reneau
 John DeLalla
 Jim Price
 Richard Finch
 George Geyer
 Jason Ballard
 Michael Ballard
 Chuck Bencik
 Charles Smith
 Mike Quigg
 Pete Pearson
 Scotty Lewis
 Tim Lewis
 Patrick McColgan
 Sean McColgan
 Sandy
 Anthony Carideo
 Kinoa
 Dan Kelly
 Aaron Donovan
 Ron Sutch
 Dennis Frazier
 Jody Survoiec
 Missy Cheesman
 Robert Baxter
 Samantha
 Matt Zacharzuk
 Sandy Helt
 Susan Walter
 a specual thanks to
 Nancy Hardick,our Seasonal
 Decorator,
 Tom Sapien, our Librarian, and
 Gypsy, Jody's friend



Wish List

How did Bellingham trolley #357 get to San Diego?

The answer comes from Paul Class of Oregon. "The #357 as you may know, is a St. Louis Car Co. product and was originally built for the Brocton & Plymouth Street Railway in Massachusetts but was diverted to Bellingham. No numbers were changed. The year was 1917.

Stone and Webster Management sold the body off in 1938 or 39, about the time the North Coast lines were shutting down. We obtained the body from a location along the east side of Lake Whatcom where it was used as a vacation home.

We restored it at our Glenwood Railway shops in Oregon before taking it to San Diego. Gus Dussin, President of the Old Spaghetti Factories, never wanted the



car to be completely restored and only wanted them to be functional for his restaurant service." Lake Whatcom is a rather large lake, just a few miles southeast of Bellingham, Washington.

Today, the only known Bellingham trolleys still in existence are the #357 and the #360, which is still at the Spaghetti Factory in Seattle.

Photo by R.S. Wilson—from Trolley Trails Through The West, Volume 4

- ✓ A golf cart with pick up style body, in good condition
- ✓ A 6,000lb forklift in good condition
- ✓ A DVD player in good condition
- ✓ A VHS player in good condition
- ✓ 2 Security cameras with BNC connections.
- ✓ 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 © (3) California Non Profit Corporation. Tax Exempt # 33-0202834.

by Charles Smith

The museum 3rail group has obtained its first installment of Atlas solid rail track for the planed upgrade of track on the model train layout . The track is for installation of 90 inch diameter curves and the connecting straight railway on the #1 line. Installation should be stating in the near future. Persons having personal equipment stored beneath the layout are encouraged to remove it to allow for the electrical connection of the new track.

The phased installation of the

The 3 Railer News

new track should allow continued operation of the remaining two lines. Volunteer support is needed to complete this project in a timely manner.

The following items are available through the Museums Store. Please contact James Anderson or Charles Smith for more information or to obtain merchandise.

Listed items are considered to be three rail compatible for use with Lionel type trains.

San Diego Trolly Set With BALBOA PARK trolley, track and power supply, Atlas # 1009108 -- \$ 187.00

"Pennsalt Chiemical" three dome tank car, scale, Willams # 47106 -- \$25.00

"Sterling Salt" modern Closed hopper, Scale, Atlas # 6309-2

"MoPac" (Missouri Pacific) modern closed hopper, scale, Atlas #6343-2



Little Car Really Gets Around

Even though the recent movement of cars to their new home in the front lot included the moving the Vienna car #6891. I will deal with the move of the this car and the history of the Vienna cars in a future issue.

I would like to concentrate in this issue on the Bernie car. I thought it only fitting since this month marks the seventh anniversary of the car's acquisition and move from the "old Spaghetti Factory" on fifth avenue in the Gas Lamp district. Sam Judd, one of our members (and our legal counsel), bought the Birney Car during the Old Spaghetti Factory auction in 2004, and donated it to the SDERA

Member Art Jones offered to match up to \$3,500 of non-member contributions to the Birney Car restoration project. Mr Jones is a very dedicated world-wide trolley fan, and a benefactor of many other trolley projects such as Old Pueblo Trolley in Tucson, and our own Volkswagen Trolley "Herbie" .



The 1917 Birney Car as she looked before the Old Spaghetti Factory closed down and auctioned off their properties.

The trolley once polished the rails in Bellingham, WA The only parts left of original St. Louis Car Co. Car # 357 are the body shell, and one power switch.

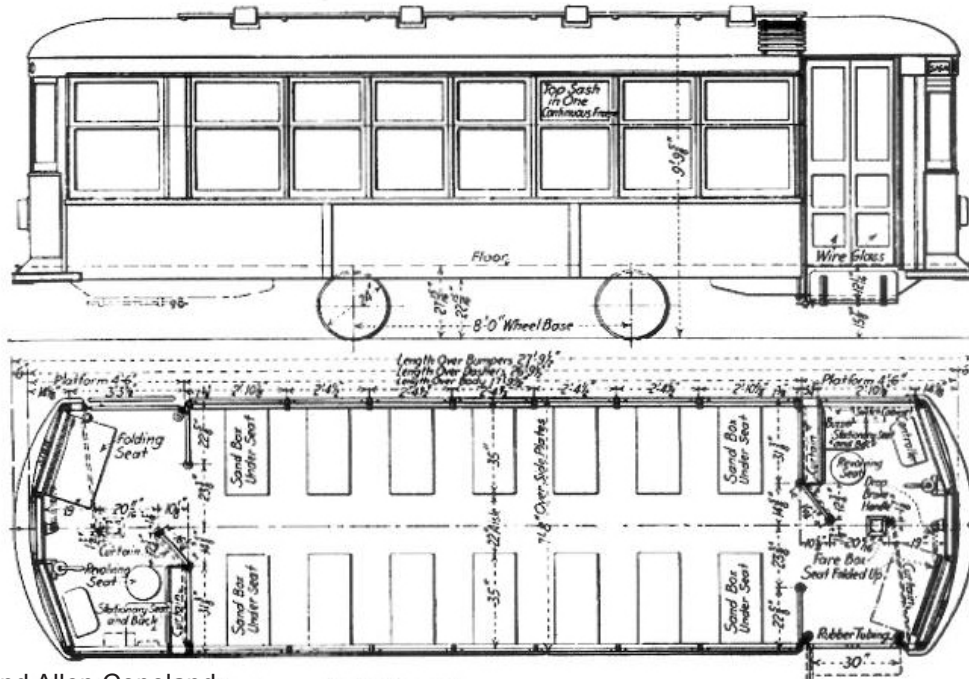


Chuck Bencik photo



Dort Marquez's Superior Movers hauled the Bellingham Birney out of Old Spaghetti Factory (above), and down to the National City Depot (left). Then President Jim Price and Harlan Hatz each contributed \$1000 for the move.

Facts you'll need to know when you spend a "Weekend at Birney's"



By Chuck Bencik and Allen Copeland

When times got hard after World War I for the San Diego Electric Railway Co, the Railroad Commission ordered running small, one-man cars on short headways, instead of larger cars on long headways. American Car Co. sold 35 type H and J Birney Safety cars to SDERA. These were delivered in two orders in 1920 and 1922. The small, oneman, single truck cars weighed in at 18,200 lbs (Dodge, Rails of the Silver Gate), and carried up to 32 customers.

They had better air brakes, dead man controls, and other safety features. They were put on routes 2, 4, 5, 6 and 8. But they were uncomfortable, and had a significant number of accidents. So they were sold off from 1923 thru 1934. Several went to the Sacramento Northern. One, number 62, in nearly complete SDERA equipment, can be seen today at the Western Railway Museum in Rio Vista, CA.

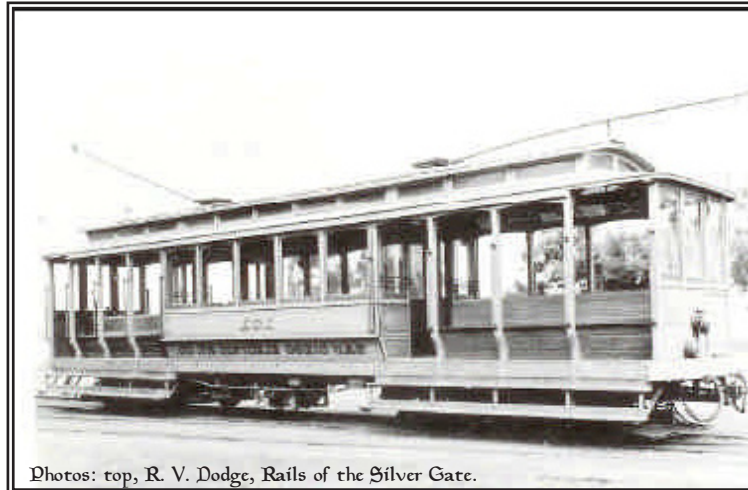
In the book, "The Birney Car" by Harold Cox we know that she's a type F Birney, a doubleender, with single-folding two-leaf front door. She was originally constructed for the Brockton & Plymouth St. Railway Co., of Massachusetts by St. Louis Car Co., order #1117 of 1917.

The cars were delivered by the builder to the Puget Sound Traction Light & Power Co. (Puget Sound Power & Light after 1920) where the cars kept the 353-360 numbers. Her electrical equipment was probably from General Electric. Total type weight of the type F double-ender was 15,400 lbs.

While built with various trucks, the Bellingham series had St. Louis Car. Co. type 79E1 trucks. Trolley service was abandoned in Bellingham 12/31/1938. Probably the bodies of the cars were stripped and sold. Cox's book shows the side and floor plan of a type F on page 107. A Seattle Municipal car, type F, is shown on page 89.

The San Diego Birneys, unlike the Spaghetti Factory Bellingham car a – type F – were types H and J. These were a little longer (28' 1/2") over the bumpers than the type F cars (27' 9 1/2"). The H and J cars (16,600 lbs) were heavier than the F cars (15,400 lbs.). Otherwise, the two types had the same dimensions: 26' 9 1/2" over the dash, 7' 8" width over the side sheets, 26" diameter wheels, 9' 9 5/8" from the rail to over the roof, 15 7/8" from track to step, 12 1/16" from step to floor. Front doors were both 30" wide, enclosed by a 2-leaf door. Rear doors were both 30" wide. Both types had 5 side windows 28 1/2" wide and 2 side windows 34 1/8" wide, a total of 7 plus a 34 1/8" back platform window on the right side of the car. The anticlimbers of the F cars extended 6 inches beyond the dash, and 7 1/2" for the type H cars.

The Birney of the San Diego Old Spaghetti Factory is believed to be car #357.



Photos: top, R. V. Dodge, Rails of the Silver Gate.

1910 San Diego Electric Car Makes Neat Beach Home



Along with the clerestory, the distinctive shapes of the original center section windows on the 1910 California car have been preserved and moved. [Photos by Chuck Bencik]

By Chuck Bencik

It's a neat, small cottage on Mission Boulevard, overlooked by practically everyone passing by in cars and on foot, headed for the beach. Sen. Jim Mills pointed it out; I'd been driving by it for years.

Look closely. That's a 1910 California trolley there, hugged by shrubs and trees, near the Pacific Beach ocean front. Forgotten is the San Diego trolley history lovingly Preserved as someone's home.

Few San Diegans remember when trolleys ran right past the house. The La Jolla trolley line, Route 16, that crossed the Mission Bay channel, from Kettner and Broadway to La Jolla, and was discontinued in September of 1940.

Bob and Gerry Davidson bought the little car on the lot at 3916 Mission Blvd., in 1968 or '69. Someone else had lived in it before them, but it had gotten rundown. They built an addition to it, (toward the back), increasing the living space. The structure has painted the number "98" on the north side. Mrs. Davidson confirmed that the car was originally car no. 98. "The number was still showing on the car. It was only on the back."

It appears to be a San Diego Electric car body, a 1910 vintage, 40 foot California type. Street sides are restored, window frames are original style and in excellent condition. The clerestory deck is essentially in the original style. On the south a "porch" has been added, in the style of an open operator's platform. The back (west) side has a widening addition added on.

Overall exterior condition is excellent. According to Mrs. Davidson, "What we tried to do is maintain as much of the original car as we could. The three sections of the original car are still there. "We went down to the Historical Society and found some pictures of the cars..." "When we did do the major addition, we tried to retain the major parts of the original."

Mrs. Davidson said they tried to paint the car in the original



colors. The Davidsons' trolley home has been featured in at least one previous publication.

{ Editor's note: This article is republished from the July 2004 issue of the "trolley lines". A recent view through Goggle Earth shows that the home is still there; although it is now lacking the charming paint scheme and landscaping. The distinctive roof lines and classic window style, still makes this a very unique home. }

Be A Part of History : Be a SDERA Volunteer

by Tom Matson

Volunteer at the National City Depot and become a part of transportation history.

Help restore vintage trolleys. Help explain the local history of trolleys to visitors, tourists, and students at the National City Depot. You will grow, learn, and make new friends as your personal contribution becomes a part of SDERA's mission to restore and preserve the history of electric railways and trolleys in the San Diego region.

Who are SDERA and SDVT Volunteers? Our volunteers are from all walks of life; seniors, juniors and in between, students and former students, professionals, technicians, tradesmen and crafts people, working people and retirees, who are willing to give a few hours a month to help bring history alive for visitors.

How can you help out? There are many possibilities for Volunteers to help. Whether you have craft, computer or technical skills, administrative or people skills, or want to learn, it is your contribution of your interest and your time that counts. Here are some of the many areas where your skills and help will be welcome:

Restoration: Woodworking, Welding, Electrical, Track building and maintenance, Mechanical. Everyone from Master craftsmen to learners willing to help are needed. Docents, Guides, in Museum and Gift Shop: Explaining the museum exhibits to visitors, students, providing tours of the vintage trolleys outside, helping staff the Gift Shop.

Historical Research: A vast number of historical documents and photographs require cataloging and filing. Specialists and workers needed here.

When are volunteers needed? Work parties for restoring the vintage trolleys meet Tuesdays and Thursday mornings for four hours, and again on Saturdays. Work sessions are scheduled based on availability of the volunteers.

Docents and Guides are needed for the Museum and Gift shop from 9 am to 5pm on Saturdays and Sundays. **Contact** Tom Matson - tmatson@sdera.org - (619) 275-0216.

Be A Part of History: Be a SDERA Volunteer



PLEASE REMEMBER US

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.

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 donations immediately. There are great tax advantages for you in doing these things. Our Corporate

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

Thank you so much for your kind consideration. *Parenthetically, I have never seen an armored car in a funeral procession.*



by Jeff Trimble

Raise money for SAN DIEGO ELECTRIC RAILWAY ASSOCIATION by having H&R Block prepare your taxes.*

1. Go to a participating H&R Block office with your organization's referral form. To find the nearest H&R Block office, go to hrblock.com.

2. Give the referral form to your tax professional.

3. If you're a new client, your organization will receive \$25.

4. Feel good knowing you helped your organization raise money and you received exceptional tax preparation service.

SAN DIEGO ELECTRIC RAILWAY ASSOCIATION Referral Form As a new Block client, your organization will receive \$25.*

To redeem this offer, visit a participating H&R Block office to have your taxes prepared between 1/1/12 and 4/18/12. To make an appointment or locate an office, call 1-800-HRBLOCK or visit hrblock.com.

\$25 TO:
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ASSOCIATION
PO BOX 89068
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CA, 92138-9068



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*Only approved 501(c)(3) organizations are eligible to receive \$25 for each new client referred to a participating U.S. H&R Block office when that person pays for the preparation of an original personal income tax return or current year Second Look® Review between 01/01/2012 to 04/18/2012. An eligible tax form includes: 1040, 1040-A and 1040-EZ. A new client is a person who did not have his/her 2010 taxes prepared by H&R Block. Referral form must be presented prior to completion of the initial tax interview. Amended returns do not qualify and H&R Block employees are not eligible. Allow approximately 8 weeks after May 1, 2012 for delivery of check. Offer may not be combined with any other referral program, coupon or discount offer. ©2012 H&R Block Services, Inc.



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d.b.a. San Diego Electric Railway
PO Box 89068
San Diego, CA 92138
(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 18th of the
month prior to publication. -- Next issue in April (no fooling)

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, PO Box 89068, San Diego, CA 92138-9068. 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 nohost 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.

Sunday Feb 12th, 2012

California Express Railroadiana & Transportation Show
9am to 3pm at UFCW Hall, 8550 Stanton Ave, Buena Park,
CA (Corner of Stanton Ave and Crescent Ave.)

Featuring sellers from across the country with a wealth of
railroad, airline and steamship antiques and collectables.
Also featuring railroad artist Rod Azman and
his railroad art. <http://www.rodaszman.com/pp.asp> The
California Express Railroadiana & Transportation Show is
not to be missed.

Admission \$8, kids under 12 free. Early bird admission is
\$25 at 630am. Vendors please contact Renee Orton 626-
281-7500 reneeorton@hotmail.com

<http://www.californiaexpress.net/> P.O. Box 335, San Ga-
briel, CA 91778.

Renee Orton 626-281-7500 reneeorton@hotmail.com
Paul Orton lampandlanternhead@hotmail.com

Sat March 3, 2012

Orange Empire Railway Museum Swap Meet Perris, CA
800am to 200pm.

THIS IS THE BIG ONE! Come to this one. Do not put it off.
The OERM Railroadiana Swap Meets are the Largest in
Southern California.

Admission and selling is FREE to OERM members.
Non-member exhibitors/sellers \$18.00, and non-member
helpers \$18.00. Admission for non-members \$7.00, children
ages 5-11 are \$5.00. Info on membership: <http://www.oerm.org/pages/membership.htm>

Get there before 1100am or you will be treated to sellers
packing up to leave.

Orange Empire Railway Museum
2201 S. "A" Street
Perris, CA 92750

Information: 951-943-3020 or 951-657-2605 <http://www.oerm.org/> and OERM Calendar of Events: <http://www.oerm.org/pages/calendar.html>

OERM is the home to Ventura County Ry steam locomotive
No. 2 <http://www.oerm.org/pages/vc2.html>

OERM is the home of the Harvey Girls Historical Society
<http://www.oerm.org/pages/Harveygirls.html>

March 18-- Dead line to submit items to the newsletter