

SAN DIEGO ELECTRIC RAILWAY ASSOCIATION



Trolley Lines

June 2014

Where's the Bow ?



After months of sanding, dent removal, and gallons of Bondo by Timothy Llanes and his crew at Painting Specialties, Car #539 is all wrapped up and ready for final paint.

What is not showing in this picture and just below the primer coat is many hours of custom sheet metal work from Greg Maness, at "Copper Works" of Ocean Beach.

The few pieces of the side moldings and trim that we did have were so rusted and banged up that replacing them was the only alternative.

Gregg's skill and expertise has made this project much more than a cosmetic restoration.

The real heroes of course in this endeavor have been the many people whose donations have made this all possible.



PRESIDENT'S MESSAGE

By Dave Slater

As always, our Museum is a very busy place. Since my last message, work progresses steadily on our 1946 PCC car's extensive body work. The side body moldings were really banged up beyond repair, so a friend of our painting contractor, (Timothy Llanes of Painting Specialties) Greg Maness, DBA: Copper Works of Ocean Beach, came out to see what Tim and his crew are working on. Seeing all the work that has been done on the project, he became so enthused that he donated his time and materials to hand fabricating a complete set of body and crown molding! Thanks so much Greg! This wonderful donation has vastly improved the overall look of the finished product. For the last week, Tim has been applying a Kelly Green base coat. Later, he will apply high gloss automobile paint to all colors in sequence. The Plum color will be applied to the roof, and Carnation Cream to the sides and front in the diamond pattern, and last, but not least, the Wrought Black trim. As always, with any painting project there is a huge amount of preparation. Painter's plastic had to be draped over the west sides of Birney #336, and Vienna car #6891, to prevent over spray from contaminating the paint work on these cars. Since breezes are a bad thing when applying paint, this work has to be completed either in very early morning after the dew dries, or mid evening for the best application.

When the outside work has been completed, they will then paint Kelly Green below the windows just like SDERY PCC's had. Then, they will give us an estimate for repainting the Carnation Cream inside. We are so fortunate to have such a pristine set of workers!

Both of the above folks are now members! Welcome aboard! Special Note: Painting Specialties is moving to Sun City, CA, and with that in mind, I invited them to bring their motor home to the south lot and live aboard Monday thru Friday for the duration of this job. This works very well for all of us, and we got a really good price for this consideration.

The brand new bi-fold doors fabricated for the Birney car have been installed and have replaced the worn out doors that were wrecked by a huge storm. This work provided by Wahl To Wall Construction of Spring Valley.

This car is now back in service as a charter for parties and meetings. The first charter came the day after the door work was completed!

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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
- ❖ Tom Carnes - Vice President
- ❖ Jody Surowiec - Secretary
- ❖ Jeff Trimble - Treasurer
- ❖ Jim Anderson - Director
- ❖ Mitch Beauchamp - Director
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- ❖ Chris Higgins - Web Master
- ❖ Sam Judd - Of Counsel
- ❖ Richard Finch - Editor
- ❖ 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/ Membership Director
- ❖ Bill Steinmetz - Groundskeeper



A Salute To Our Volunteers!

They are as follows:

Dave Slater
 Tom Carnes
 Chris Higgins
 Amanda (dog)
 Jim Anderson
 Jim Price
 Chuck Bencik
 Randy Butler
 Robert Butler
 Mitch Beauchamp
 Jeff Trimble
 Mike Reneau
 Richard Finch
 George Geyer
 Dan Kelly
 Gary Johnson
 Sergio Lopez
 Mike Reading
 Eddie McCann
 Jody Surowiec
 John DeLalla
 Robert Baxter
 Samantha (dog)
 Missy Cheeseman
 Keeper (cat)
 Anthony Carideo
 Yuki (dog)
 Kainoa (dog)
 Sean McColgan
 Sandy (dog)
 Patrick McColgan
 Scotty Lewis
 Tim Lewis
 Tom Sapien
 "Pete" Pearson
 Mike Quigg
 Matt Zacharzuk
 Bill Steinmetz
 Conrad Gomez
 Hubert Jansen
 Steve Mitton
 WE COULDN'T
 OPERATE WITHOUT
 YOU!

Continued from previous page

This car had been Out Of Service for nearly a year, waiting for the money to be donated. Thanks to all the donors who enable us to continue with our important restoration projects.

Some of you may have seen Board member, Eddie McCann and I on a very recent episode of The Ken Kramer Show on KPBS, Channel 11 (Cox Communications).

Secretary, Jody Surowiec and I were also featured on KSON Radio (John and Tammy In The Morning) shortly after that, and video and stills are up on their website as well as Facebook. The idea behind these shows is to bring in more visitors to our museum, and has worked very well! The more visitors and members we have, the more we can accomplish!

The 50k Grant money from First District County Supervisor, Greg Cox, should be arriving in our mailbox at any time, we are told. Vice President, Tom Carnes in handling this very well. This money is strictly dedicated to SDERY car #54, protection and restoration. We have also have received a check from The Pacific Southwest Railway Museum, for the sale of the 1922(?) White Line truck that a major donor backed out on, so we had to move it to a better place.

I was able to negotiate with their President, Diana Hyatt, a price of \$500.00, less \$90.00 for transportation (Gasoline cost) to Campo By Carl Calvert and Al Gobels of the Motor Transport Museum at Campo. They all have been friends of mine for many years.

We are always adding new items to our Mercantile Emporium (AKA: Gift Shop) Well run by Manager and Board member, Jim Anderson. Come and see us, and enjoy our huge model railroad, also in flux. Eddie McCann, Mike Quigg, Pete Pearson, Patrick McColgan, Scotty and Tim Lewis, and others, including yours truly operate this for visitors, and yes, for ourselves !

HELP WANTED!

Currently, The following volunteer positions are available:

1. Assistant Treasurer-

working with Treasurer, Jeffrey (Jeff) Trimble. Candidate should be well versed in accounting, we work on a "Cash basis".

2. Assistant Web Master-

working with Web Master, Christopher (Chris) Higgins. We have a large website at www.sdera.org. Candidate should have this appropriate background.

3. Docents/Cashiers-

A very pleasant way to work a 4 hour shift on a rotating basis. Training provided by Docent Coordinator/Trainer, John De Lalla.

4. Assistant Librarian-

This candidate works with Librarian, Tom Sapien in our Reference Library at the Depot Museum Library.

5. A Welder-

Works with Dave Slater on various projects as needed. This candidate should have their own welder.

Interested parties, please contact Dave Slater, President @ Davesugi@cox.net OR (619) 222-5442

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



“THE DEPOT” RESTAURANT YEARS REVISITED

By
Dick Pennick,
Media Coordinator
Pacific Southwest Railway
Museum Association, Inc.

Noted the photos of the old 0-40T at the depot. Here's some added info for your files:

When National City's Scrap Disposal Co. finally donated the old engine to our association in 1972, we had no place to put it. This was 8 years before we bought the Campo property, and 10 years before we had enough track in place to put anything on. At the time, we were running our trains on a mile of track at Naval Air Station - Miramar.

Fortuitously, also at that time, Mr. Pollard was preparing to open a restaurant in the depot building and was looking for a suitable train display to place at the entrance. We offered to lease him the 0-4-0 and he added former Santa Fe 1927 heavyweight Baggage-Buffer-Library car #1304, Chief Manakaja, and Santa Fe caboose #1321.

That took care of his needs for a display train and our need for a secure place to store it until we could make other arrangements.

As we all know, Pollard's enterprise unfortunately went south after a few years and the locomotive was returned to us (although not physically moved from the site) along with a donation of the other two cars.

We still did not yet have the Campo site, but -- again fortuitously -- we received an offer from Stan Garner, owner of Short Line Enterprises, to swap the old 0-4-0 for one of the ancient wooden passenger cars being disposed of by 20th Century Fox studios at its Malibu Canyon movie ranch (now Ronald Reagan State Park). The small collection of rail artifacts at Malibu had been used in a number of Western and period movies.

As president of the museum association at the time, I negotiated a deal with SLE to swap the locomotive for TWO of the Malibu rail cars (rather than one), trucking of the cars to San Diego at no cost to the museum, and unloading.

SLE picked up the engine in June, 1976 and hauled it to L.A. (and some years later to James-town, Calif., ostensibly to turn over to the State Park for restoration as an early Central Pacific Railroad switcher). When the trucks returned to San Diego, the two Malibu cars were onboard. This was still 6 years before they could be moved to Campo, so arrangements were made with Col. John Porter of Poway to temporarily store them along Midland Road at his then privately-owned Poway Midland Railroad. Eventually, the two cars -- along with the Chief Manakaja and the caboose -- were moved to our Campo Train Operation Center.

Today, the locomotive is partially restored and on display next to a shopping center in Santa Maria, Calif., very near the site of a sugar beet processing plant at nearby Betteravia. The engine is owned by the Santa Maria Valley Railroad Historical Society.

One of the two wooden cars -- a former 1886 Pennsylvania R.R. passenger coach converted to a segregated "Jim Crow" combination car after it was sold secondhand into the Deep South -- was restored by the museum to its segregated configuration and is on permanent display at Campo.

The second wood car, was constructed by Jackson & Sharp in 1899 and was last used in railroad service on the Dardanelle & Russellville Railroad (Arkansas) as an "Inspection Car". It presently resides inside the Campo enginehouse awaiting its turn at restoration. This car and the "Jim Crow" car were the first two railroad passenger cars to arrive at our new Campo museum site (by truck) in Feb., 1983, and the first rolling stock to go inside the newly-converted former Army gymnasium building.

The ex-Santa Fe caboose was found to have a broken frame and was a duplicate of one already in the museum collection. Eventually, it was sold to a private buyer, ostensibly for use as a backyard playhouse or cottage.

So now you have.....
"The rest of the story".

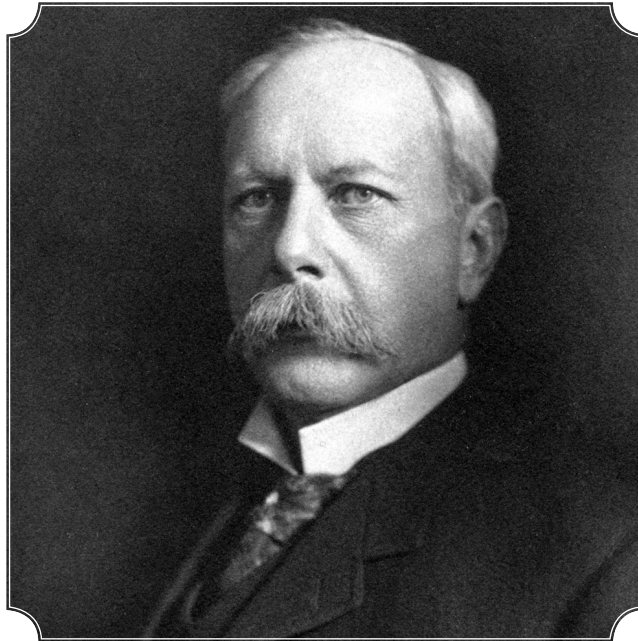
NEW RESEARCH INTO JOHN D SPRECKELS

By Chuck Bencik

Within 6 years of taking over the San Diego Streetcar Company, John D. Spreckels, with the city in a deep recession, changed the public transit picture from one of failure to one of success and progress; from one of a comedy of inadequately tested electrical traction equipment failing repeatedly, and fights between the receiver of the Park Belt Motor Road and the owners of the San Diego Cable Car Company, to a steady hum of smooth working electric streetcars carrying the San Diego populace to a new era of prosperity. Yet, the suddenness of the change raises the question: how was Spreckels so able to do what no others could, up to that time?

In the biographies of E. W. Siemens and J. D. Spreckels, there is a common thread. Siemens was born in Lenthe, near Hanover, in the Kingdom of Hanover in the German confederation, in 1816; he died in 1892. Spreckels was born in Charleston, SC, to parents who were immigrants from Germany.

He lived for a while in New York, then his parents moved to San Francisco, and probably lived in the same German community as the one where Frederick Fortmann, the President of the Alaska Packers Association, also lived. Fortmann had been sent to Stade, Germany, to get a civil engineering degree.



Spreckels was sent by his family to Germany, and by 1872, at the Polytechnic College in Hanover, he had completed his studies in Chemistry and Mechanical Engineering.

Although an American, I am certain that John D. Spreckels was not only fluent in German, but fluent in the vernaculars of rail and electrical technology.

Thus, there seems to have been enough opportunity for Spreckels to learn of the progress being made in Europe, in both battery-powered traction experiments, as well as in developments of dynamos and electric street railway systems.

And the common thread was their similar education experiences in the Hanover region of the German Confederation. I hope to confirm, or even disprove, this thesis one day when I have found a really thorough, complete biography of Ernst Werner Siemens, later known as Werner Von Siemens.

Some of this information is from "Some Early Traction History" by Thorburn Reid (which was published in the August 1899 issue of Cassier's Magazine – Electric Railway number). It's not a perfect history of the invention and perfection of electric powered rail traction.

But it tells some hard-to-find information about the state of development of electric street rail transit equipment beginning with Thomas Davenport, of Brandon, Vermont, in 1835, and covering a great deal of the progress of Frank

Sprague between 1882 and 1893.

My reading of E. S. Babcock, Esq.'s correspondence about the San Diego Electric Railway Company, the Electric Rapid Transit Company, the San Diego Cable Railway Company, and the Park Belt Motor Road is that the picture of San Diego traction in 1888 is rife with inadequacies: lack of sufficient experimentation, tenuous solutions to problems to electric motor design, lack of inventiveness in furthering the delivery of electric power to street traction, and, above all, ignorance of the developments in electric street traction which had at that time reached a high state of development in Germany and France.

And the advancement of the art and engineering of electric traction in Europe seems to be largely to the credit of the firm of Siemens and Halske.

Continued to **Spreckles**
on page 10

END OF THE LINE FOR CAR #1031

By Chuck Bencik

Bob Publicover of Tucson, AZ, likes to build -- "a couple of cars, 2 motor homes and a few other things..." And he's a trolley fan.

A while back, he built a little blue and yellow trolley, for his young 8 and 10 year old children.

Bob grew up in Boston, and has an affection for "the famous Boston Type 5 streetcar, designed by the Boston Elevated Railway in 1921... which ran over the streets of Boston from 1922 to 1958." Not surprisingly, he also drove Old Pueblo Trolley's Car 10, the Birney car now at Orange Empire Railway Museum.

The Boston Type 5 was a semiconvertible trolley, 45' long, 10' 7 1/2" high, and 8' 6" wide, weighing 31,000 lbs.

J. G. Brill Company built most of those 490 or so cars for Boston. Similar cars ran at Reading, Pottsville, Shamokin and Wilkes-Barre. Traveling initially at 25 mph, later at 35 mph, they seated 48 on "hickory seat cushions" and could carry a total of 137 passengers. A one or two man crew ran them in subways, on the streets, and on elevated railways.

By the late 1970s, only 5 Type 5 cars could be found in the trolley and rail museums.

In 1980, Publicover began plans to build a scaled down replica of one of those Boston MTA cars. Starting with a totally wrecked, low mileage 1972 Volkswagen bus,



Bob removed the body. He lengthened and extended the frame. He took the stock wiring diagram and redesigned it to operate rail-type head and tail lamps, as well as automotive stop, backup, license, and turning lights. Interior and destination sign lighting had to be added.

Publicover replicated the old-style trolley hand brake operated by turning a wheel at the driver's position, and releasing it with a pedal.

He made the four bifold doors and steps open and close using washing machine gears and electric-hydraulic convertible-top motors and cylinders. These could be operated from both outside and inside.

He planned a special anti-theft switch, and unique dashboard light displays showing the status of important equipment. The left rear door could be opened with an emergency control.

For the trolley body and control stands, Bob made molds for fiberglass panels. He secured the panels to a steel framework. Doors, seats, and window frames were built of wood.

To simulate the rivets that held the steel sheets on the original Type 5 cars, he used 1400 carpet tacks. A roll sign, with both Massachusetts and Arizona destinations, went into the destination window. And, with the orange, off-white, gray, maroon and black paint of the car's MTA livery, Publicover designed an "MTA" logo, surmounted with the word "TUCSON."

Construction was completed in February 1983. From the start, 5227 was a huge success. Bob entered it "in both the 1983 and 1984 World of Wheels Custom Car Show, where it took First Place in its class (Special Interest – Motorized), and the Outstanding engineering Award, for both shows!"

Publicover took some liberties with the Type 5 design. He shortened it by two passenger side windows – ten versus twelve. "The scale used in building was 5/8, except for the length which is done in 1/2 scale. Everything has been detailed as closely as possible to the original ..." Comparing photographs of Publicover's Car 5227 and the Boston Elevated's Type 5 cars, one senses the smaller rubber-tired version is lower, by about 20 percent, than originally planned. Still, she's a convincing scale replica.

Editor's note :
This article is reprinted from the
July 2007 issue
of the Trolley lines

In 1987, Publicover sold the VW-trolley to someone who later sold it to a James Hall, of Bisbee, AZ. Hall kept the car in a hangar, and used it in parades. A few years later, Hall sold it to an amusement park in Okoboji, Iowa. To this day, Car 5227 carries a 1991 identification plate as an Iowa "Amusement Park Ride."

Around 1995, Mrs. Lou Bailey located the car in some weeds near a body shop, in Okoboji. It was not in running order, but she saw lots of possibilities in it: a children's reading room, a cute delivery van for her flower shop, taking people to the Heritage Trail, to see old houses. She bought the car, brought it to Red Oak, and kept it on display in front of her flower shop out on the town square.

When the local Classy Chassis car club had their annual car show, they would bring their cars to the square, and Lou's little trolley was always a favorite. She had the names "Ashley" and "Dane" painted on the front, after her two grandchildren. The trolley got to be known as the "Ashley Dane."

Eventually the Baileys moved the car to the dilapidated barn on their farm. But the barn was also in decline, and due to be torn down, so some friends helped her put it up for sale on eBay.

In 2002, the Baileys sold it to Paul L. Shuster, operator of the ForestEdge Winery, in Laporte, Minnesota. Paul remembers it well:

"[The] Baileys had listed the trolley on ebay and when I found the listing, I talked to them by phone and ended up as the high bidder.

My intent was to save it from a life as a small shop or ice cream stand!" Shuster had purchased several HO scale trolleys from someone on ebay. Realizing he would not have time to restore the trolley, Shuster asked the seller if he knew anyone that would be interested in saving Car 5227.

Turned out that he was a member of the San Diego Electric Railway Association and passed on the photos of 5227 to Gene [Calman] who then contacted me.

The person that I did ebay business with should get some credit for the trolley ending up in San Diego! I would say that the trolley was intended to end up where it is. 'Karma,' you know!!"

In October 2003 Shuster contacted Gene, who bought the vehicle, arranged for its shipment, and the 5227 arrived in San Diego in early 2004.

With donated efforts by the automotive repair class at Madison High School, plus the work of several members of the SDERA -- Bob Rex completely reconstructed the side windows and frames,

Gene Calman reassembled the engine and all the other automotive components -- and a generous donation from South Bay Volkswagen, "Herbie" is now gassed up and ready to drive off, spreading the word about our plans for vintage trolleys.

That was 10 years ago, and we have now decided to sell Our 1920's 3/5th replica Parade Float streetcar car #1031, because it only leaves our museum once a year for the National City Car Show on the first Sunday in August, every year.

It is fully licensed and insured. We can really use the money from the sale for our rail mounted assets. The VW powered parade float street car, is built on a 1972 Volkswagen chassis, stretched 3 times for authenticity It is powered by the same brand engine, and is street legal. This car always wins first prize at the show in its category, and will be a joy to the new owner.

Be the first in your neighborhood to own your very own "Streetcar".

Asking Price: \$10,000.00
or best reasonable offer.

Contact Dave Slater, President
Dslater@sdera.org Or (619) 222-5442



HAPPENINGS AT THE DEPOT



Jeff Trimble photo

The San Diego White Line truck gets a new home. It left the depot April 3rd on it's way to the Pacific Southwest Railway Museum, Campo. It was loaded and transported by Alan Gobel and Carl Calvert from the truck museum also in Campo.



Jeff Trimble photo



Jeff Trimble photo

Finished doors installed on birney car # 336

Work continues on mounting new doors on our Birney Car. Pictured is John Wahl, from Whal to Wall Construction Co. who has hand built these doors, and they look very nice!

WE CAN NOW ACCEPT ON-LINE DONATIONS!

You can now donate using your credit card Safely and Securely on-line! Click on the Donate button on the left center on the front page of our website (www.sdera.org) You don't need a PayPal account to use this feature. Near the bottom of the PayPal page, look for the "Don't have a PayPal account?" section. You can use any major credit card! If you would like to see how easy it is, try a donation towards the body work and painting of our new PCC car!



Thank you, Jeff Trimble, Treasurer, San Diego Electric Railway Association, Inc.

CAR # 539 UPDATE



Denise Llanes photo

Greg Maness shown here fabricating a corner piece for the upper right side molding of the front of the car to replace one that is missing.

This morning, I met with Greg Maness, owner of Copperworks of Ocean Beach. He is a friend of Timothy Llanes, owner of Painting Specialties. Greg had come by the job site at our Museum earlier this week, to see the job, and offered to donate copper sheathing to cover the car's dinged up side body moldings. Of course, I accepted!

Greg will fabricate side moldings as well as "arrows" for the ends of the moldings, and begin the process of installation of the finished product early next week, working in concert with Timothy and crew.

This wonderful donation will make our project look much better as a finished product.

What attracted Greg's attention on his first visit, was our copper downspouts on our building. Once the sheathing is attached, Timothy will begin shooting the colors onto our car. Currently, and for the past weeks, the job is sanding, Bondo-ing and fine smoothing of the car's surface.

I was there for about 2 hours, and the work is pristine as usual. Tim is a perfectionist as am I.

The only pay back Greg asked me for, was that we publicly mention his company in our announcements of the work, and of course, I agreed. Cheers!



Jeff Trimble photo

The first color primer coat appears on our 539 PCC.

Dave

Continued from **Spreckles**
on page 5

Spreckels was at first an investor in the Hotel del Coronado, which involved him in the Coronado Beach Company, and thereafter, with the poor fortunes of the all the tractions companies in San Diego up until 1888.

When the Park Belt Motor Road showed itself to be the biggest loss generator, among the horse-cars and the other steam-dummy railroad systems, Spreckels began inquiring with Babcock about the Assets and Liabilities of the San Diego Electric Railway Company. Babcock had moved to separate out the Park Belt line, and sell it in foreclosure, just as one of the creditors of the San Diego Streetcar Company attached the shares of the Coronado Beach Company stockholders, in order to collect an overdue debt of \$32,000. And the Coronado Beach Company stock, with its holding of all the San Diego public transportation companies, was becoming distressed.

Spreckels, who had access to a great deal of wealth, seemed not willing to allow his investments to be swallowed up, because of bad management. I'd bet he knew, AND OWNED, exactly what was needed. My belief is that Spreckels had gotten exposure to the considerably more advanced electric traction equipment being put into commercial use by Siemens in Europe.

There was a long history, overseas, of that success. According to Reid, "The First Electric Railway with an overhead wire [was demonstrated successfully] at the Paris Exposition of 1881." Siemens and Halske put on exhibition their small-scale, but passenger-carrying capable, Electric Railroad, at the Berlin Industrial Exhibition in 1879. "The success of Siemens's road in Berlin incited many inventors to work at the same problem... In 1880, Edison came into the field, but he does not appear to have made any radical improvements.

In Europe, Siemens was driving ahead with tremendous energy and enthusiasm... in ... various schemes, including an elevated road with the working rails as conductors. He proposed running the speed up to forty miles an hour, and for this purpose was the first to suggest placing the armature of the motor directly on the axle of the locomotive.

Meanwhile, I mustn't discount the possibility that Spreckels learned a lot from the work of Frank Sprague. Sprague, as an employee of Edison, had been able to improve the methodology of Edison's laboratory trial-and-error ways. He possibly was at odds with Edison's lack of interest in electrical traction. In San Francisco, Spreckels must have pondered the state of technical development of street transit.

Could he not also have studied the developments Sprague was receiving such admiring approval of, before Spreckels took over the San Diego streetcar systems?

After all, Sprague ALSO attended the 1881 Paris Electrical Exhibition, and the 1882 Crystal Palace Exhibition. I will need to research those aspects more.

Rooting for the home team !



Photo Courtesy of Jim Papulas & Bill Swank

The Roaring Twenties were a golden age for semi-professional base ball (that is how it was spelled then, and not a typo) in San Diego.

There were numerous organized leagues throughout the county with teams representing towns, companies, playgrounds and military installations.

The "Electrics" competed in the eight-team San Diego County League. Their main competition was Richards & Bowman Ford of National City, Carl Klindt's All-Stars, and the powerful Escondido town team.

In the 1924 Championship, the brightest nova among local baseball circuits was the San Diego Electric Railway nine. In 1924, the SDERY put together a good ball team that included former Chicago Cubs pitcher Elwood "Speed" Martin, whose 3 wins in 1918 helped the Cubs clinch the pennant. Other stars on the team included local "phenom" Dean Coombs and first baseman Cy Ramage, older brother of boxer Lee Ramage who would fight Joe Louis in 1934 for the heavyweight championship. The "Electrics" claimed the county title with a 3-2 victory on the National City diamond. Others on the SDERY nine that day included Thompson, Caballero, Tallamante, Adams, Fitzgerald, Johnson and Schock.

First names were rarely used in sports articles at that time.

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. Sunday mornings can especially use your help.

Docents guide our visitors through the depot and the grounds and handle book store sales.

Training and support are provided by our docent coordinator and other experienced docents. Reference material is on hand, including talking points for the tour, cash register procedures, and general procedures for operating the depot. Shifts are for 4 hours: 9:00 AM to 1:00 PM, and 1:00 PM to 5:00 PM.

Please contact John DeLalla at docents@sdera.org or 858-847-3138 for additional information and to join our group of docents.

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. The meetings for the next 3 months will be held on June 9, July 14, and August 11.

FROM THE DESK OF THE EDITOR



OK, I confess.

Like so many of us, I have a Junk drawer. You know, That special place where the undefinable items and bits of life's flotsam go to rest in relative obscurity. Stuff that just does not fit in any category, but to good to throw away.

As you may have notice that this issue lacks a usual cohesive theme as in my previous issues.

Over the years, my in box has filled small articles that just have not been able to fit in anywhere else. Trinkets to good to throw away.

So in true Jerry Seinfeld tradition, I present to you a news letter about nothing”.

Thanks to our Donors

Ms. Carmen L. Contreras

National City, CA 91950

Dear Carmen

Many thanks for the donation of the 1900 cast iron locomotive and coach from the Chicago north western and Pacific railroad.

Copper Works

attn: Greg Maness

Ocean Beach, CA 92106

Dear Greg

Many thanks for your wonderful donation of the fabrication and installation of the body and trim molding for our 1946 St. Louis car company PCC (president's conference committee) streetcar, currently under restoration in our museum

Mr. Glenn brose

Chino Valley, AZ 86323

I was just notified of your kind and generous donation through our new PayPal account.

Many thanks! Is because of you and people like you that we're able to continue our many ongoing projects here in our museum.

Ms. Joanne Surowiec

Dear Jody,

Many thanks for the donation of you a central processing unit (CPU) computer to replace our outdated model used in our general offices.

Mr. Luis Ramirez

San Diego, CA 92128

Dear Luis

Many thanks for the donation of the model trains to add to our 3 railer layout at our museum.

Your donation comprised of the following items

1. Lionel blue Santa Fe railroad flat car
2. MTH (Mike's Train House) membership club black flatcar
3. MTH (Mike's Train House) multicolor boxcar
4. Atlas (industrial rail) Rio Grande railroad black hopper car
5. Lionel Pennsylvania railroad caboosse-Tuscan red
6. Custom made trolley-needs repair



San Diego Electric Railway Association
d.b.a. San Diego Electric Railway
PLEASE ADDRESS ALL WRITTEN
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CITY, CA 91950

Non Profit Org.
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San Diego, CA
Permit No. 2606

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 10th of the month prior to publication. -- Next issue in August
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

Monthly meetings are normally held at 7:30 PM
on the 2nd Saturday at the National City Depot.
Optional no host dinner at The Barbecue Pit
Restaurant - 920 E. Plaza Blvd, National City at
5:30PM about 1 block east of Highland Ave.
and Plaza Blvd.

Plan to arrive at 7PM to see the Gift Shop, chat,
and buy raffle tickets. The raffle starts at 7:15 PM.

June 14th

THE HERNIA GAUGE, 1 ½ INCH SCALE RAILROADING

Dan Williams, President of the Chula Vista
Live Steamers will be giving a presentation
which gives a short history of miniature live
steam railroading, a history of the Chula Vista
Live Steamers and a look at the operations of
the Chula Vista Live Steamers today.

The Live Steamers is a non-profit educational
organization interested in building and safely
operating scale model railroad equipment.

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)

The Chula Vista Live Steamers is celebrating
its 40th year of providing service to the
community of Chula Vista and
the San Diego area.

July 12th

SOUTHERN CALIFORNIA RAILROADS

San Diego Electric Railway Association
member George Geyer will screen vintage
movies featuring railroads in southern
California, including San Diego County.