

SAN DIEGO ELECTRIC RAILWAY ASSOCIATION



Trolley Lines

June 2015

“That was the saddest day of my life, I’ll tell you.”



Photo courtesy of the PSMR library

April 24th 1949 was indeed a sad day in San Diego for those had grown to love the trolleys, with their faint electrical crackling, the squeal of steel wheels on steel rail, and the thump of the air compressor under the floorboards.

Sadder still for motorman Eddie Herold, who had started working for the company when he was only 21. Eddie drove one of the last cars on that faithful day to the last remaining car barn in the system at Adams Avenue.

Literately closing the door and turning out the lights on an era. Fallen in the name of progress like the horses that they themselves replaced half a century earlier.

Eddie was 95 years old and still sharp as a tack. He was a long time member of the San Diego Electrical Railway Association, and was on the team that helped to restore car # 529. Eddie passed away last February. More about him and an interview about his days working for the SDER on page 4.

PRESIDENT'S MESSAGE

By Mike Reading

The last month or so has been a busy time for us at SDERA!

We had a visit from E Clampus Vitus, the organization who erected the Historic Monument at the northeast corner of the depot years ago. They arrived in 2 double deck tour buses and numbered 150 or so members, this was their annual Rescue Tour. They tour historic sites where they have erected monuments and inspect them for any necessary repairs! We greeted them at the front gate and they divided themselves into smaller groups to visit different parts of the yard and depot, to tour and learn about all the equipment on display and view the displays in the depot.

Gene Calman, a long time SDERA member is also one of the Founding Members of the John P. Squibob Chapter of E Clampus Vitus. I was asked to join the group and Gene sponsored me, I was initiated into the group at their Clampout in Ramona on March 11th, 2015.

Over the last few weeks, I have received emails or phone calls from Ken Kramer, of "About San Diego" fame and Fox5 News! Ken is doing a new About San Diego episode about the 1915 Exposition and wanted to know all about how visitors were transported to the park. I told him about the presentation I made to the Congress of History in March and would share this information with him. We met in Balboa Park on Tuesday, April 21st and he interviewed me on camera for this program. I will let everyone know when it will air, sometime in May or June!

Fox5 News is doing a story about National City and wanted to include the National City Depot and SDERA. I supplied them with a lot of the early RR history in National City to use in this story, the producer contacted me about meeting at the depot for video footage to use in the story. I met him there on Saturday, April 25th and he interviewed me, George Geyer and one of our visitors and his grandson.

The producer spent about 2 hours or so taking lots of video inside and outside the depot. I got an email Wednesday, April 29th, stating the story would air on Thursday, May 14th, sometime between 5 and 7am!

In between all this activity, I have received a few emails regarding fundraising and so far I have contacted one of these folks. I met with Kevin Six on Friday, April 24th regarding his proposal. He lives in the same area as I do, so we met at the local Starbucks. We talked about what he wants to do and how he would go about writing grants. He is volunteering to write 2-3 grant requests free of charge for SDERA and then is proposing to write grants on a contract basis.

Continued on page 11



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

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

San Diego Electric Railway Association, Inc

- ❖ Mike Reading- President
- ❖ Tom Carnes - Vice President
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- ❖ 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
 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
 Missy Cheeseman
 Anthony Carideo
 Sean McColgan
 Patrick McColgan
 Scotty Lewis
 Tim Lewis
 Tom Sapien
 "Pete" Pearson
 Mike Quigg
 Matt Zacharzuk
 Bill Steinmetz
 Conrad Gomez
 Hubert Jansen
 Steve Mitton
 Jason Ballard

WE COULDN'T
 OPERATE WITHOUT
 YOU!
 Thanks!

URGENT REQUEST FOR VOLUNTEER DOCENTS AND CASHIERS

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

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

Docents guide our visitors through the depot and the grounds.

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

10 AM to 1:00 PM, and
 1:00 PM to 4:00 PM.

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

for additional information and to join our group of docents.



HELP WANTED!

Currently, The following volunteer positions are available:

1. Assistant Treasurer- working with Treasurer, Jeffrey (Jeff) Trimble. Candidate should have an interest in learning accounting.

(I learned the program Quick Books at the depot, and this has allowed me to get a job, which I have now held for almost 2 years.)

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 President Mike Reading at :

619-971-1843

mike_czry@yahoo.com

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

EDWIN (EDDIE) HEROLD 1920 - 2015



Eddie at the controls of PCC car number 529 as it returns to service in 2007

Eulogy

By Dave Slater

I got a call from his stepdaughter Deanna Broadnicki, that Eddie had died at the nursing home where he has been living for the past three months. Earlier he had fallen in his home and couldn't get up, hence the nursing home. This was the same home where his wife Louise had died several months earlier. I have known Eddie since the 1990s when he came up to the railroad museum in Campo, where we both ran the tourist trains from the Campo depot to Miller creek.

We became fast friends. Fast forward to 2007 when I was invited to join the newly formed San Diego vintage trolley Inc., I invited Eddie to lend his knowledge and join us as volunteers in the restoration of car # 529.

Eddie had joined the San Diego Electric railway company in 1940, and trained many of their motorman, and had many stories to share.

He was a great help. He also train the late Marge Mc Langhlin (See the April 2014 issue of the "Trolley Lines"). He was a longtime member of the San Diego Electric Railway Association.

He would often regale us with stories of his motorman days. He was also a bishop in the Mormon church. There were no services because he had outlived all of his relatives and most of his friends.

Rest in peace my friend.

INTERVIEW WITH EDDIE
HEROLD

By

JIM PRICE & JOAN SIEBER

Jim: So your name is actually Edwin Herold

Eddie: Edwin Herold they call me Eddie or Ed

Jim: Born and raised where?

Eddie: Right here in El Cajon.

Jim: Really?

Eddie: Right here in El Cajon. We lived on a ranch at the end of the valley. Guess who I met. Ronald Reagan, he used to come over and ride horses on my grandfather's ranch.

Jim: So it was a ranch. So is that what you dad did – ranching?

Eddie: We had a big ranch up on the hill and my grandfather was down in the Valley and that's where Ronald Reagan used to come over and ride his horse.

Jim: So have you always lived here then?

Eddie: Yeah, Well I have lived in San Diego to run the streetcars.

Jim: So you started driving streetcars before the war or not?

Eddie: Let's see I started in I think it was 1942 – before the war started. Then the war started after I was in the service.

Jim: What year were you born?

Eddie: 1920 May 29th, my birthday John F. Kennedy and Bob Hope are all on the same date. Bob Hope and I celebrated our 90th birthdays and he lived to be 101 and 1 month old.

Jim: You were like 20 years old when you started to work for the Transit company?

Eddie: Yeah 21

Jim: So you started with street cars right away?

Eddie: Yeah and I got a kick out of Mr. Moon, he said well you're going to be on 60 day probation to see if you'll make it. At the end of 30 days they called me to the office and my supervisor said well I guess you're going to get the ax. I went up to the office and Carol, she was his secretary and she was giggling and I said what's so funny. I went into the office, Mr. Moon, you had to know him, he was real gruff, he started laughing and said, You know what if all my operators would run as close to the rules as you, I wouldn't have any trouble. So then I was promoted up to instructor. I'd train the first women and men for the war to drive the streetcars for the war.

Jim: So it was busy during the war?

Eddie: You bet very busy, we were short handed and Marge McLaughlin, you might know who she is (Editor note: See the April 2014 issue of the "Trolley Lines"). Well Marge McLaughlin, I trained her to drive streetcars. Well she didn't like streetcars so she stayed on the buses most of the time.

Jim: So that was during World War II – then after World War II, ridership kind of went down?

Eddie: A lot of women quit right after the war, some of them stayed but a lot left, men come back. I came back right after the war in March of '46, went down there and went right back to work.

Jim: So you were in the war?

Eddie: Yes, I was in the war

Jim: Where did you go?

Eddie: I was in the United States. Once I went up to Alaska and that was it, rest of the time I was right in the States. In fact, I was in the Signal Corp and they took me to Hollywood to make training films. While I was in Hollywood, I doubled for Erroll Flynn, and Jessie Brewer (?) chasing girls. And then I did the movie "State Fair".

Then Dana Andrew and I worked in six pictures together. Dana Andrew, I knew a bunch of them, John Wayne

Jim: So, these were training films for?

Eddie: For the military;
When I was not doing training films, I was working on regular films

Jim: Was that your background in making films?

Eddie: In the war I got into it. Before that I was in transportation, one thing or another.

Jim: So what years were you in the war then?

You got out in '46 ?

Eddie: I got out in '46. 42 after the war started. I was in there before the war started

Jim: So 42-46 or so?

Eddie: 42-46

Jim: That's a long time. You were in Alaska?

Eddie: Yeah

Continued to "Interview" on page 8



Eddie Herold wearing his old hat (No. 160) began driving streetcars in San Diego for 63 cents an hour in 1940, and drove one of the last vehicles when service shifted completely to buses in April 1949.

PRIMAL ELECTRIC TRANSIT IN SAN DIEGO

PART FIVE

BY RICHARD DODGE



Rolling stock from the Coronado Beach Railway to be later used on the Belt Parkway line

Other 1888 Haps

By February 9th, 2 trains were running from the foot of Fourth Street to Florence Heights. The new motor, which had been built in Stockton, arrived on the 15th.

An announcement was made on March 9th that new and larger motors will be assigned to the Fourth Street runs, then two old motors will be taken off for cleaning.

When returned they will operate five minute service to Florence Heights and one train an hour, to University Heights. In the latter part of the month Dr. Gochenauer resigned, to introduce the Henry System in other cities on account of the perfection reached on the Fourth St. Line.

April brought a trolley wire failure on the third at Fourth and Ash Streets. Notice was given that a coach will be added to each motor to do away with the idea that watches are ruined. The E. R. T. was blamed for the damages when a telegraph wire shorted the trolley wire at Fourth and B Streets and burned out the telegraph instruments. This occurred on June 2.

Notice was served on June 4 that the road will shut down for repairs additions. There was no service for two weeks.

Editor's note:

This month we continue with Richard V. Dodge's look at San Diego's early transit history. All of the material and photos come from the November 15, 1960 issue 34 of the Dispatcher news letter courtesy of the Pacific Southwest Railway Museum.

**PARK BELT LINE
COMPETES**

Messrs, Babcock and Story, of the Coronado Beach Company, had obtained a franchise for a steam motor road from 18th and A Streets, through Balboa Park, crossing Wabash Canyon and out to what is now Marlborough Avenue to University Avenue to develop real estate sales in the Steiner, Klauber, Choate and Castle or City Heights Addition.

A loop was formed by running roughly along University Avenue, swinging north to about Howard Avenue & returning south about Florida Street, only a few blocks from the college campus. Crossing University Avenue it turned west to Fifth Street and down to Fir Street.

“Interview” form page 5

Jim: Were you way up there like Point Barrow or something?

Eddie: No I didn't get that far. I was only up there for about two weeks, we went out there to do some film on the Japs then they had me come back to the States.

Jim: So when you came back to San Diego, you came right back to the Transit Service.

Eddie: Yeah, I went right back to the trolley as soon as I got back.

Jim: So did you only do streetcars?

Eddie: I did buses Yeah but later I trained beginners, streetcars and buses right from the start.

Jim: Oh both okay. So tell me about the last day

Eddie: That was the saddest day of my life, I'll tell you.

Jim: Well what led up to that was there like a week were there more activities knowing there was going to be a last streetcar?

Eddie: Well we knew the cars were going to stop. Mr... the guy who was the President at that time. I can't remember his name right now, he rode the last car out there. I got a kick out of it, I was going out University Ave. making the final run, guess what, the damn bus broke down. I told him he was going to have to take a streetcar. He was out all over the country dumping streetcars and putting on buses. His son didn't last too long either.

Jim: So that last day.

Eddie: But the last day I was on the last car and I was pulling into the yard – I was the last guy to run a streetcar.

Jim: That was in April 1949

Eddie: 24th of April

Jim: So where did you go from? Where did that run go?

Eddie: The run on the last day - I used to run route 11. I ran all the runs but towards the end in '47 they took off a lot of car lines. They only left 2, 7 and 11 still running. They ran the last 3 years.

Jim: So, that last day where did you run? Where did you end up?

Eddie: Route 7, to Adams Avenue.



Photo courtesy of the PSMR library

Jim: Oh, Adams was the last one.

Eddie: Adams Ave. was the only car barn left, they tore that one down at Imperial. Number 7 then we went back up to the car barns and put the car away.

Jim: And that was that

Eddie: That was the end of the line.

Jim: So were you involved, they got rid of the cars and sold them to different places

Eddie: No, a lot of them were junked

Jim: Right here?

Eddie: Right here. The Coronado cars, they were taken down to the Strand and burned up

Jim: Burned?

Eddie: Damn fools. Oh the people of Coronado were really upset about that.

Then later on, they had 100 cars still left and one of the fellows bought it and he had it on a flat bed truck and he'd take it to Coronado and do parades over there.

And people would yell 'Hey Ed' People knew me over there cause I used to run cars over there 'Hey Ed, you're as old as that car, get out of here.' And I'd wear my uniform.

Jim: Yeah, we know the uniform

Eddie: I still got it



Jim: Yeah you look good in it.

Eddie: But Dave Slater, he came by the house and wanted to take it down to the museum but then he changed his mind course he's gone now

Jim: Do you mean Tom?

Eddie: No Dave Slater

Jim: He's not gone

Eddie: No he's not gone but he's not the President anymore

Jim: Right right I see what you mean but that will still be a valuable relic. Do you still have that uniform?

Eddie: Oh I sure do I preserved it. It's over 64 years old.

Jim: Well it's a real testament that you still fit in it.

Eddie: Yeah I can get in it, I've lost well since I've been down here, Would you believe it I once weighed 190 lbs. now I'm only 140

Jim: Well it's a tough way to lose weight. Where have you lived the last number of years?

Eddie: Right here in El Cajon

Jim: Oh okay

Jim: So what happened to the ranch where you grew up on?

Eddie: Sold. It was sold and it was big, there were avocados and oranges, lemons all the fruit trees. And it's now expensive homes they cut it all up into 1 acre plots but all the roads when I was a kid they were all dirt roads.

Jim: Well that's happened through out the County; do you have any other recollections or specific things about driving a streetcar that was really fun?

Eddie: They were my life I tell you I loved those things I couldn't stand to see them go. But I was so damn blue that day. I felt like the world had come to an end. It been my life.

Jim: So after that date you drove buses?

Eddie: After the streetcars went off, I drove buses number 11 and then they changed the bus lines all around. Number 11 went downtown, then out Ocean View and then all the different bus lines were disappearing.

Jim: How long did you work there?

Eddie: I worked until I got hit by a damn drunk sailor. They were going to cut off my leg. So I quit there in 1956. I'd of retired right then but I wasn't physically able to drive a bus for quite awhile so then I got a job working for General Dynamics in electronics it was in electrical. I stayed there and then I went to up to Idaho for awhile and then we came back and then I went back to work for IBM and they closed down on me and put me in their early retirement at 62 because they took their units over to China.

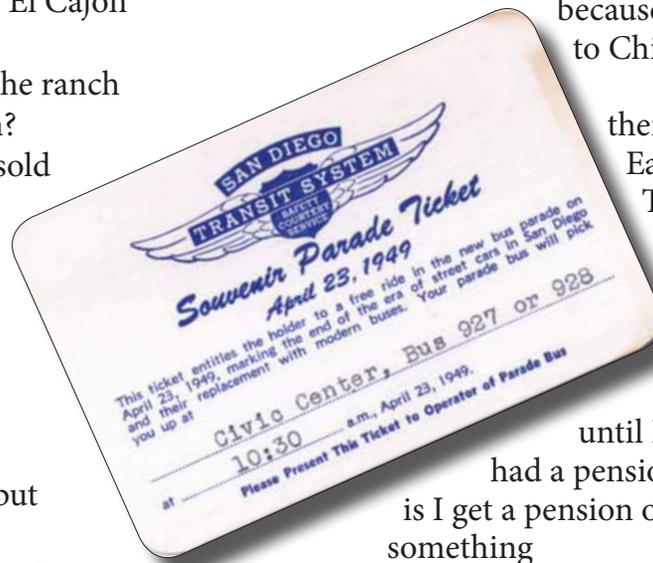
So I lost all my pension there. Their factory was back East for the whole country. They closed down the factory here and moved it over to China like a lot of these damn fools did to get cheap labor.

If I could have worked until I retired at 65 I could have had a pension of \$1,000 a month. As it is I get a pension of \$106 a month. \$106 that's something

Jim: So that's still quite awhile ago that was 19 what?

Eddie: 1982

This ends part one of the interview with Eddie Herold as he reflects back on his days with the San Diego Electric Railway





Yes Sir, That's What Old 1043 Told Us!

Now all we know is what 1043 told us the day that she left town, and if you don't think a street car can talk, just try it sometime. Old 1043, you'll recall, was the last of the New York street cars purchased for wartime service in San Diego, and a grand old gal.

She was perched on top of a railway flat the day we talked to her, and men were crawling over and under her as they strapped her into place for a comfortable trip. She looked kind of tired, and her front and rear platforms drooped just a bit, while across her face were chalked the words: "Do not touch. Sold complete." We shifted first on one foot, then the other, not knowing just where to begin in starting a conversation with a street car. Finally we settled on the weather figuring that's about as good a subject as any to start a conversation with.

"Kinda foggy," we ventured.

"Yea," she sighed, "and that makes it all the worse. I'm going to miss this fog where I'm going!"

"Where's that?"

"Berkeley."

"But they have fog up there."

"Yes, but it isn't San Diego fog," replies 1043, "and I like San Diego fog. They're going to put me in the Key System barn up there."

"Who's they?"

"The Oakland Bay Area Electric Railroad Association. They're a bunch of railway veterans organized for the

purpose of perpetuating old types of street railway equipment. I'll have some old Birney cars, and cable cars for company, and every once in a while they'll take us out for a joy ride. Someday, they say, we'll be in a museum."

About that time another cable was cinched into place and as the workman wriggled out from underneath, she sighed, "I wish these guys wouldn't get so darned familiar!"

"How old are you?" we asked, knowing good and well that women don't like being asked that question.

"Can't exactly say," she replied. "Tipton found some 1909 transfers stuffed inside my window wells. Reckon it was about the turn of the century when I made my debut in New York. I was the last word in transportation then . . . and I cut a pretty figure up Third Avenue, even though I do say so myself!"

And that was all she said, for just then a switch engine came up and pulled her down toward the yards where the evening freight was being made up. As the freight clattered and stormed out of town that night, there sat old 1043 . . . the grand old gal who had hauled her share of war workers and shoppers, of men going to war and coming back home, of honeymooners and sightseers, and folks either getting rich or getting down on their luck. She looked sort of sad, all alone up there.

No one had come down to wish her good-bye!



PRESIDENT'S MESSAGE FROM PAGE 2

He spoke of some organizations who grant monies to fund grant writing efforts! He has supplied a resume and a proposal for writing grants on SDERA's behalf. I will be presenting these to the board at our next meeting. Sounds like an intriguing proposal, but this will need to be studied and approved by the board!

Another fundraising proposal was received from a group specializing in Group Events at different locations around town. I haven't contacted them yet, but I will in the next week or so.

Lastly, on the car barn front, I had a meeting with the Property Department folks at the City of National City regarding this project, they seem to be in favor. As part of our permit application, we need the signature of someone in the city as the property owner. Unfortunately, because of Governor Brown's doing away with Redevelopment Agencies in California, the city is reviewing all pertinent documents, including the NC depot and our lease. I hope to hear from the city in the next few days.

Lastly I want to Thank ALL the docents who have volunteered their time at the depot over the last few months. John Delalla has done a great job in riding herd over the scheduling of docents and making sure the depot is staffed when we are open! I would like to make a request of all our members to come down and spend some time helping to staff the depot and help out around the grounds. We can always use the help!

Recently, SDERA was asked about a collection of photos, negatives and documents loaned to SDERA and requested to gather and return this collection to Joel Jerauld. Personally not knowing when this material was "loaned", I contacted Susan Walters about this material. She gave me a basic history and time frame regarding this loan. Tom Sapien, our librarian and I met on Friday, April 24th, to go through the library and locate and gather up these materials. We managed to find 57 of the 80 items listed on an inventory list that Susan supplied to me. We are going to continue the search for the remaining items and return them to Mr Jerauld.

This has brought up an item that I will bring before the board at our next meeting. SDERA had a 3 part document that was used at one time for donations, but nothing to document loans. We need to develop a procedure and forms for donations as well as loaned materials! We have a definite need to clarify our accession and de-accession procedures to better protect SDERA, along with a well thought out procedure for cataloging items in our library!

Mike Reading
President
SDERA

FROM THE DESK
OF THE EDITOR



It always comes with some trepidation when I have to announce that another member has boarded "The last West Bound", but with Eddie's passing it is more so.

Those of us who had the pleasure of knowing him will remember that friendly smile and buoyant personality. An affect I am sure was groomed by many years of working with the public and enjoying the job you do.

I can just imagine having a really bad morning until the doors of the trolley open to find Eddie sitting there with that infectious smile. He will be missed by all of us.

I would also like thank Jim Price and Joan Sieber for all the work that went into interviewing Eddie and transcribing it here for all of us to read.



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

To submit items to the Newsletter, contact : Richard Finch via e-mail (editor@sdera.org)
Items need to be submitted by the 10th of the month prior to publication. -- Next issue in 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 13, 2015:

SDERA member Tom Carnes will present
a program providing a brief history of the
Santa Fe RR including a discussion of the
name origins of towns along the road and the
vocabulary of railroaders during the heyday
of the Santa Fe. This is all based on a book:
Santa Fe: the Railroad that Built an Empire.
by James Marshall c. 1943

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July 11, 2015:

Harvey Laner, a native Chicagoan and
long-time member of the CERA
(Central Electric Railfan's Association) returns.

Harvey attended CERA's 75th Anniversary
celebration in 2013. The group visited the Fox
River Trolley Museum and the PCC streetcar
operations in Kenosha Wisconsin.
The Program includes coverage of these events
plus a comprehensive overview of Chicagoland
transit including CTA "L", METRA diesel and
electric districts and NICTD South Shore Line.