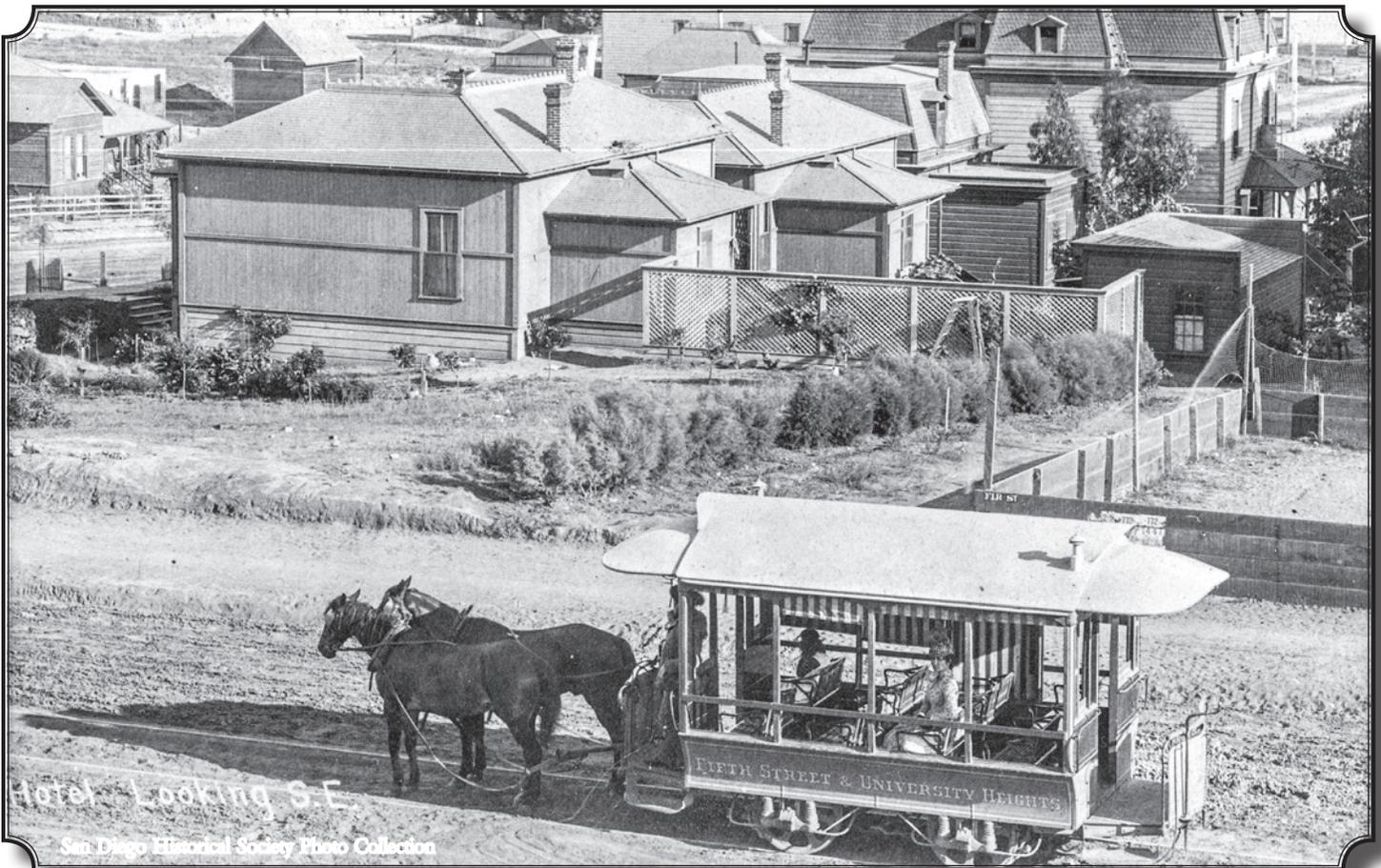


SAN DIEGO ELECTRIC RAILWAY ASSOCIATION



Trolley Lines

October 2015



Horse Cars Arrive and Depart

A HISTORY SAN DIEGO'S HORSE CARS

By William (Bill) Niedrich

Horse cars operated on the streets of San Diego for a short time only, actually about a decade. The San Diego Street Car Company operated a standard gauge system in the city from July 1, 1886 to January, 30 1892. At that time, the company was sold to the San Diego Electric Railway (SDERy). The new owner immediately started to convert the system from horse cars to electric motor cars. By 1896 cars being towed by horses were gone.

Continued on page 4

PRESIDENT'S MESSAGE

I hope everyone has had a wonderful summer, even though the weather was definitely different this year!

I would like to pass on some information discussed at our September Board Meeting, especially the reason for the lateness of our newsletter! Turns out an employee of the US Postal Service took it upon himself to lighten his work load and circular filed, not only our newsletters, but outgoing mail for other organizations and individuals as well! We were told he no longer is employed by the Postal Service!

We are also saddened by the passing of Pete Pearson, one of our 3 Railers, who enjoyed coming down to the depot and running trains on the 3 Rail layout for all our visitors! We extend our condolences to Pete's family for their loss.

Recently, Jim Price contacted me regarding Car #54 and the upcoming El Nino weather the forecasters are saying is coming! He is concerned about leaving the car uncovered during this time. He has purchased and donated a large tarp, 30 by 40 feet to mothball Car #54 for the duration of any El Nino storms! We will be covering Car #54 on September 20th. Thank You Jim for your generosity!

Regarding a permanent cover for Car #54, we have gone to Plan B, a smaller, simpler RV style carport. It will be 20 feet by 50 feet and will cost less than the previous chosen structure as well as permit costs. We are moving ahead with this permit process and hope to erect this structure before March 11, 2016.

We were able to negotiate another 6 months extension of our County Community Enhancement Grant. We are getting drawings done by an architect for a reduced rate, to satisfy requirements of the City of National City permit process.

We are looking for more docents to help staff the depot, as well as new members for our organization. Please talk to your friends and neighbors or anyone else you know who has an interest in street railways and railroads in general and encourage them to come visit the depot and join our organization!

On one more subject, elections for Directors are coming up on November 14, 2015! We will be putting out a list of possible nominees for these positions and will be taking nominations from the floor during our November meeting. If you would like to nominate any member for a seat on the board, please let us know by emailing me at mike_czry@yahoo.com or leave a message for the nominating committee on the depot answering machine, 619-474-4400.

Please plan to attend and support our organization!!

We hope to see you there.

**Thank You, Everyone for your continued support of the
San Diego Electric Railway
Association, Inc.**



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
- ❖ Jody Surowiec - Secretary
- ❖ Jeff Trimble - Treasurer
- ❖ Jim Anderson - Director
- ❖ Mitch Beauchamp - Director
- ❖ Richard Finch - Director
- ❖ Mike Reneau - Director
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- ❖ Chris Higgins - Web Master
- ❖ Sam Judd - Legal Counsel
- ❖ Richard Finch - Editor
- ❖ Dave Slater -Editorial staff
- ❖ 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
- 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.



SAN DIEGO ELECTRIC RAILWAY ASSOCIATION, INC.

Membership Application

- Mr. Mrs.
- Ms. Corporation (if Applicable)

Last Name _____

First Name _____ Middle Initial _____

Family Name (s): _____

Telephone (Home) _____

Telephone (Work) _____

Email: _____

Address:
 Street _____
 City _____ State _____ Zip _____

Membership Classification Desired (Check appropriate box)

- Student (Passenger)** \$15 yearly
- Senior (Conductor)** \$15 yearly
- Regular (Motorman)** \$25 yearly
- Family (Maintenance Crew)** \$35 yearly
- Life (dispatcher)** \$400/one-time
- Corporate (Inspector)** \$500 minimum yearly

Please send this application, payment for membership, and optional contribution of _____ to:

San Diego Electric Railway Association, Inc.
DBA: The San Diego Electric Railway Co.

Attention Members: Please look carefully at the mailing label. If your membership has expired, or will expire soon, and you wish to renew your membership, or become a new member, we offer the following levels: Life, (for a single member) \$400; Family, \$35 (please include names); Regular (or Individual) \$25; Senior age 60 and up, \$15; Junior for ages 17 and below, \$15. Checks can be made out to, SDERA and mailed to SDERA, 922 West 23rd Street, National City, CA 91950

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

Horse Cars Continued from page 4

Between 1886 and 1888 the original company purchased 30 horse cars of various, length passenger capacity and both single end (bobtail) and double-ended. Some cars were open and others closed with a few being of the convertible type. Even the seating arrangement differed, with some having cross benches, others with the benches along the side walls and still others were conventional seating and a center aisle. Cars from the various builders came in several roof styles. The cars came in four orders each from a different manufacturers.

The last 12 cars ordered, arrived in June 1888 from the St. Louis Car company of St. Louis Missouri. These cars are the only known St. Louis horse cars to operate in San Diego.

The Coronado Beach Railroad acquired two horse cars in 1886 and at least one, No. 43 was a St Louis car.

Richard Dodge states the car was scrapped in 1909.

Several, (the exact number is unknown) of the 12 San Diego St. Louis cars were of the convertible type with the remainder being closed. Convertible cars could be adapted from winter to summer use by removing the window sash, upper body panels and add curtains (see the photo on page 1). Convertibles cost more than either open or closed cars. A convertible in winter mode looked much the same as the closed cars. Both types of St Louis cars were double-ended with four side windows. All had a Bombay style roof, with the closed cars having the clerestory added.

They each seated 16 passengers with the car rated to carry 32. Cars were numbered 20 through 31 with the number appearing on the dash-guard.

It is unknown the car numbers convertibles carried. Total cost for the 12 cars was \$18,000.

With the end of horse car service, five of the 30 cars were converted to electric motor cars. Only one St. Louis car, No. 25, was Included. A number of horse cars continued to be used for a time as trailers pulled behind the electric cars.

On July 21, 1911, an industrial parade was held down D St. (Broadway). A St. Louis closed or closed convertible car pulled by a horse was entered in the parade as a SDErY float. Several different photographs of the same float and horse taken prior and during the parade do exist. The

last known picture showing a horse car in San Diego was taken in 1922. A "Dispatch" photo shows a closed clerestory roof St. Louis car, with a horse in front of SDErY's 15th and C street shops. It is believed this same car is today in a private horse car collection in



San Diego Historical Society Photo Collection

the Woodland Hills area (Photo on next page). There are no other complete San Diego horse cars known to exist today.

The Recent History of SDErA's Horse Car

Around 1959 or 1960, the Railway Historical Society of San Diego (RHSoFSD) acquired and removed a St. Louis car body, minus platforms and undercarriage, from a backyard in the Chollas Valley loop of the Sd&AE's El Cajon branch. It had been converted into a small shed. The shed was either taken to El Cajon or the vicinity of Lakeside for safekeeping. Richard Pennick, a RHSoFSD member, helped load the shed and took several photographs to mark the occasion.

Eric Sanders, RHSofSD member and founding father of SDERA, wrote a letter to the Smithsonian institute dated January 16, 1961, requesting for car drawings. The Smithsonian's replies stated they had none and that the St. Louis car company had reported all such material had been destroyed.

About the mid 1960s, Charles Verdi's (Charlie to his friends) took it upon himself as a personal project to make drawings of the horse car in order to later restore the car. First, he took a series of photographs of the sheds the exterior (photo right). He then made some measurements and finally he took a shed apart the discarded the material not part of the car.

Then he proceeded to save at least one of each existing part of the car body. Brass and other fittings were saved. One end roof light still had a few pieces of the glass remaining. These he saved as they had part of the words etched in two lines: top line, "St. Louis car co." bottom line, "St. Louis". Gerdes knew he had a St. Louis car and presumed it was number 43 of the Coronado Beach railway. He never acquired a photograph of the Coronado car.



Charlie knew his car was a convertible (he called it a "combo") and he made sketches and later dimensional drawings that matched the St. Louis convertible 1888 car in its configuration.

Gerdes brought home the car parts that he saved and stored them in his garage. He was aware that in order to state an artifact (horse car) was a restoration and not a close reproduction, a portion of the original object must be incorporated back into it. This he planned to do with the parts he saved.

In 1973, Charlie started his sketches and drawings on brown wrapping paper. He visited the city of Ontario and studied their 1888 partially restored mule St Louis car. By 1984, he had produced a drawing on vellum detailing the car less undercarriage. That year he visited the San Diego Historical Society and viewed their collection of horse car photographs.

When he saw the St. Louis convertible on Fir St. picture (Photo Pg. 1), he stated, "This is my car." He then purchased a copy of the photo. Charlie left a few days later with Mrs Gerdes on an extended trip to Europe. On returning home, he was in poor health. He never again worked on his pet project.



The only known San Diego street car company horse car in existence today is in a private collection at the Bothwell ranch in woodland hills California. [editors note: as of the date of this article in the 1990's]

This ends part one of Mr Niedrich's history of the horse cars in San Diego and the efforts by members of the early SDERA to rebuild a full scale car for our display.

HAPPENINGS AT THE DEPOT

Among the many artifacts on display at the depot, a couple of the most overlooked pieces are the two hand trucks in the collection. The older of the two hand trucks probably was built in the 1920s. It is a Western Pattern Warehouse Truck, half strapped. Built mostly of wood, the only identifying mark that it on it is the name San Francisco. It has been at the depot for over 10 years. It is currently in our waiting room display area.

The other hand truck was donated to our museum in May 2014. The on duty volunteer, Randy Butler, accepted the gift, but the donor declined to give his name. He owned it for several years after buying it at a yard sale. Since he was moving, he donated it to a place where it could be displayed and enjoyed by many people. It is an all steel barrel hand truck, with the exception of the rubberized wheels and wooden handles. It is excellent for hauling barrels, drums, kegs or used in freight or baggage terminals. Often units like this were built by one company, and the wheels were purchased from another company. A 1951 Saginaw Products catalog shows these wheels for sale, so this unit probably was built in the early 1950s. It currently is attached by chain to our Southern Pacific baggage cart, in front of the depot. Trying to research the history of our two hand trucks has been nothing less than a challenge.

If one of our readers has more information,
please contact me.

Jeff Trimble jtrimble@sdera.org



Western Pattern Warehouse Truck



Steel barrel hand truck



Car # 54 tucked in for the winter thanks to a tarp donated by Jim Price and volunteers, Mike Reading, Chris Higgins, Richard Finch, Mike Reneau, and Randy Butler



Richard Finch © 2015

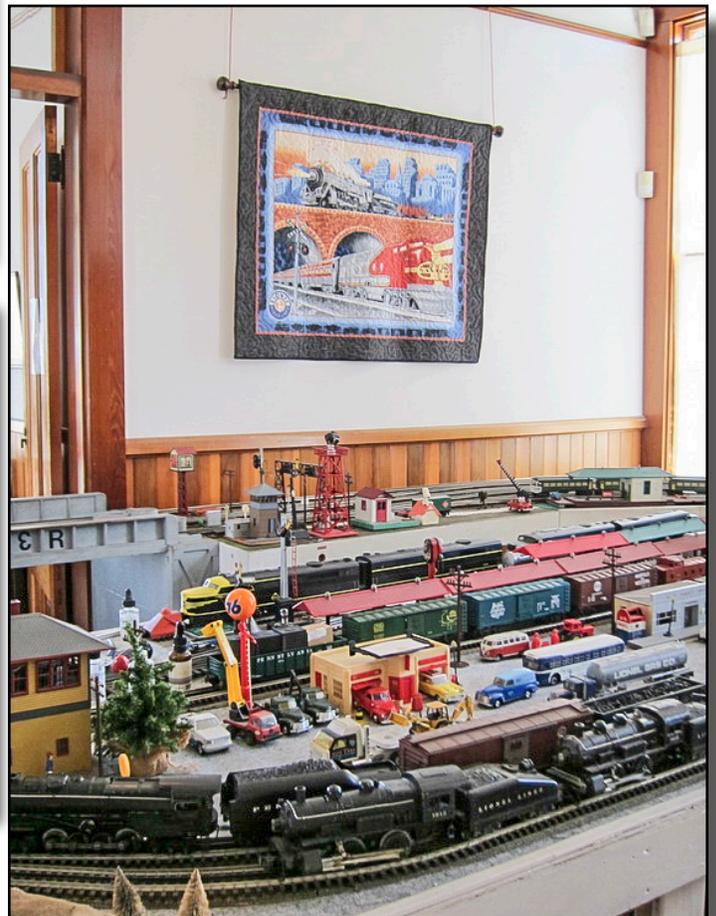
My wife Joan recently completed a quilted wall-hanging with a large Lionel model railroad fabric panel as the main part. She bordered it and quilted it.

Cheers—Jim & Joan



This past Sunday, the wall-hanging was installed by Scotty and Timmy Lewis. The large photo shows the completed installation above our O-gauge railroad layout.

Photos by Jim Price



The only thing that is guaranteed in life are death and taxes, but Mike Reneau would probably add “weeds” to that list as he cleans up the north yard



Interview With Eddie Harold
Part Three

By
JIM PRICE & JOAN SIEBER

Jim: Yeah I knew Eric pretty well.

Eddie: I was the pallbearer for Eric's first wife and I was Eric Sanders' pallbearer.

Ellen is still alive sadly, she lives in La Mesa.

Jim: I haven't seen her in years

Eddie: The last time I saw Ellen, came down to the depot in 2003 and that was before Dave Slater took over and the other fellow who was running the thing, had us on the program that day oh what's her name why all of a sudden I don't remember things. My mind's not working. Does that ever happen to you?

Jim: Yeah lots of times

Eddie: Well the guy who was the head of the trolley company back then. I know his daughter and she came down and had lunch with me. They used to have lunch down there every so often – dinner in the evening. Tom Matson brought her in and said take her over cause she's going blind and so anyway I did. So we sat there and talked. I knew her father. The last time I saw him, we were down at the Ford Bowl on the program and I met him down there.

Jim: Well you've had a long proud history here that's for sure

Eddie: Well I'll tell you, I've done things and been places that a lot of people haven't been. Oh guess what, I was 15.



Remember the World's Fair in 1935? I was playing in the Youth Symphony.

Jim: Oh here in San Diego?

Eddie: In San Diego and the World's Fair was on. I was up in the Youth Symphony and President Roosevelt was sitting down in the front row. And his little dog, Fala, got loose and got up on the stage. And I grabbed the dog, took it back. So I got to meet President Roosevelt and his wife both.

I've met other Presidents since then. Well I got a kick out of down at the foot of Broadway here comes, oh what the heck is the name of that President he was a general in the service

Jim: Eisenhower

Eddie: Eisenhower. Eisenhower pulled over and said how 'you doing Ed,' I knew him in the service and he said 'I hope every things alright.' And I said 'Yes just fine.'

So a couple of other people around there said you know that man, who he is, and I said yes he's the president of the United States.

He says, How do you rate?

Jim: So do you have any other last comment you want to make before I turn off the recorder

Eddie: No, I don't have any more

Jim: Thank you very much



LETTERS TO THE EDITOR

Hello Richard Finch,

In checking my files, our last correspondence was back in 2012, but now it is timely to send praises to you for the issues of TROLLEY LINES. The articles bring back memories.

For a long time I was in correspondence with Tom Matson, and we had phone conversations, too.

Enclosed is a check for a two-year extension of my membership.

I read each issue of TROLLEY LINES and seek references to the old #7 line to East San Diego, for that's my boyhood area. (I attended Hamilton Elementary School, Wilson Junior High, and Hoover Senior High).

Here's a story which might bring some laughs.

While attending Hamilton School, when it was then located at Landis and 44th Streets, a school dental technician came by and looked into our mouths.

I believe it was when I was in second grade that the technician looked into my mouth, mumbled some words, and then wrote a note. "Take this note to your parents."

I dutifully took the note home. My mother announced, "The note says you have a tooth decay."

My mother made arrangements with my teacher that I could be gone a few hours so I could visit a dentist. My mother gave me carfare. Great! I'll get an opportunity to ride the streetcar to downtown! By myself.

Off I went on a #7 car, enjoying every moment. The chief delight was riding on the trestles in Balboa Park, with clicking-click rhythms. (In my hundreds of rides on the #7 line, I always went to a rear seat and absorbed that music.)

Those American Car co. trolleys were great!

At Broadway and 3rd I got off the car, and made my way to the Painless Parker dental clinic, located on a second floor, over-looking the Plaza. I found the entrance off the street and up the steep stairs I labored.

At the dentistry door I was greeted by a lady. She looked at my wrinkled note which up to that time I had dutifully held in my fist, and she said, "Take that chair." Which chair? There were many chairs, as one would find in a big barber shop. She

pointed to a chair, by which a man (I assumed to be a dentist) placed a board stretching over the chair arms, for those chairs had been designed for adults, not for boys and girls of my height.

With a bit of fright I climbed and sat myself on that board.

The dentist looked into my mouth and announced "You have a cavity. It's a baby tooth. So we'll pull it." I had no choice. He approached my mouth with pliers. With some struggle the dentist pulled the tooth, and made this announcement: "Gosh, this is not a baby tooth." At that time I knew not the implications arising from his error.

Years later, when I was in the Marines, and on occasion

was ordered to a dental chair for examination, I was often asked, "Why are your lower teeth in a fine order, but your uppers are crowded?"

Answer: "My Painless Parker dentist made an error on the lowers and I wish he would have made the same error with my uppers, for they would be straight, but I have to live with those crowded uppers."

So my memory to riding on line #7 is associated with Painless Parker dentistry. But the best part was riding on #7.

Bill Jameson

Office Hours: 8:30 to 6 CLOSED SUNDAYS

Painless Parker

Surgical and Mechanical DENTISTRY

Cor. Fifth and F. Sts.
SAN DIEGO, CAL.
Main 799 Home 2299



LOS ANGELES, CAL. BAKERSFIELD, CAL.
618-622 South Broadway Masonic Temple

SAN FRANCISCO, CAL.
Market St. at Stockton & Ellis

OAKLAND, CAL. BROOKLYN, N. Y.
Twelfth and Broadway 124 Flatbush Avenue

SALEM, ORE. SACRAMENTO, CAL.

TACOMA, WASH. SAN JOSE, CAL.

PORTLAND, ORE.

Bellingham, Wash. Santa Cruz, Cal.
Seattle, Wash. Stockton, Cal.
Eugene, Oregon Fresno, Cal.

1917 advertisement

Hello, Richard,

Nice to see the reprint of the Dispatcher article on Richard “Dick” Dodge II. I knew him as a fellow member of the Railway Historical Society of San Diego from 1955 until his death in 1962.

What a great guy and fount of information on local railroads. I cherish my copy of “Rails of the Silver Gate”, which I had Dick autograph before I entered the military in 1961, a year before he passed away.

He was a mechanical engineer by training, and worked for the Baltimore & Ohio R.R. in the early decades of the 20th century. Later, in the 1920s, he worked for the SP in California. His dad, R. V. Dodge, was No. 2 on the California Southern R.R. Engineer’s seniority roster in 1881, and was one of the first engineers to run the Manchester-built 0-4-0 switch engine in National City after it was unloaded from the ship at the N.C. wharf in Sept., 1881. This was the first CS engine to touch local soil and aided in the construction of the railroad. So Dick, Jr. had lots of opportunity to ride on the engine with dad at an early age. In the 1930s-1940s, the senior Dodge was the oldest member (in terms of length of membership) of the local Brotherhood of Locomotive Engineers.

Couple of things I noted in the article: apparently in the transcription from the original Dispatcher article, the name of the Railway Historical Society of San Diego got garbled several times.

The late Tom Matson and I were members of this pioneer San Diego rail history organization in the 1950s and ‘60s, and it led eventually to the formation of our Pacific Southwest Railway Museum Association.

Also noted was the credit line for the photos and information. The credit given was “Pacific Southwest Railway Museum”, which is only partly true. More accurately, the photos, etc. are part of the extensive holdings of PSRMA’s “Southwest Railway Library” research archives, a wholly-owned operating entity of PSRMA (the other operating entities are: La Mesa Depot Museum, San Diego & Arizona Railway, and the Pacific Southwest Railway Museum Living-History & Train-Operation Center at Campo). For references to “the museum”, the credit should be: “Pacific Southwest Railway Museum Association”, our legal and registered business name.

Best wishes,

And thanx for the great job you do for SDERA and the greater San Diego rail history community.

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

FROM THE DESK OF THE EDITOR



Thanks Dick for filling in some of the lesser known details of Richard Dodge II’s life and his contributions to local railroad history, and for clarifying the important role that Pacific Southwest Railway Museum Association plays in preserving that history.

As I look through the mail in my in box I always get a smile when I see an Iowa postmark. I know that Bill Jamison has crafted another one of his delightful stories about the way San Diego used to be when the Street Car system was such an important part of everyday life. Also Thanks for keeping up to date with your membership. It is with your support and from others like you, that we are able to keep the lights on, and printing all the wonderful stories and articles in the “Trolley Lines”

Attention Members: Please look carefully at the mailing label to see if your membership has expired, or will expire soon, and you wish to renew your membership.

Checks can be made out to, SDERA and mailed to
SDERA, 922 West 23rd Street, National City, CA 91950



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

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

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

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)

October 10th

Tom Carnes will present a video from the series Ultimate Restorations that documents the rebuilding of Sierra #3 which ranks ahead of any steam engine in Hollywood and television, having been in movies such as High Noon and tv programs like Rawhide. It shows how modern technology can be used paralleling old techniques to guide a complete restoration project.



November 14, 2015

Board of Directors election

We will be putting out a list of possible nominees for these positions and will be taking nominations from the floor during our November meeting. If you would like to nominate any member for a seat on the board, please let us know by emailing me at mike_czry@yahoo.com or leave a message for the nominating committee on the depot answering machine, 619-474-4400.

**Please plan to attend and support our
organization!!**

We hope to see you there.