

RIDE AND RELAX

SAN DIEGO ELECTRIC RAILWAY COMPANY --- PART ONE

Duncan Sanders Wootton



San Diego trolley car patrons remember the Union Depot loop. Here car 411 awaits a Line 1 departure for Mission Cliff Gardens. Note the automatic couplers! (Fred W. Reif picture)

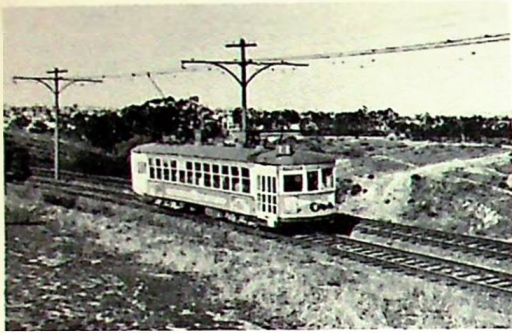


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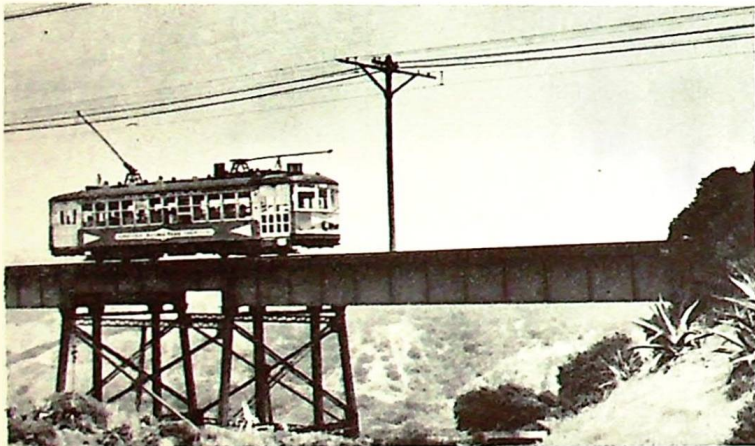
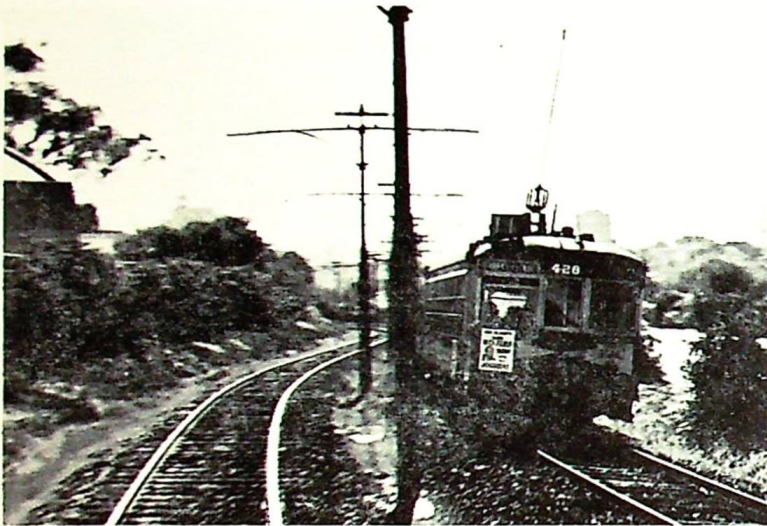
June 1964

Issue 47

Railway Historical Society of San Diego, Inc.



Surely the Balboa Park private right-of-way was the pride and joy of the San Diego Electric Railway Company. Certainly it was the number one attraction for the railfan - at least after the beach interurbans made their final runs. Left top - Here is 414 southbound near the Zoo station (Unknown). Next - 428 southbound near the San Diego High School gym (Eric Sanders). And then - 418 southbound on southernmost trestle (Eric Sanders). Left bottom - we find 212 northbound at the Balboa Park station after the dividing fences were removed and the subway was closed. The station complete with subways in disrepair is still there. Harry, it'll be torn down soon. 212 picture is courtesy of Title Insurance & Trust Company, Union Title Office. On the right top we find 1034 going south to the San Diego ferry slip of the San Diego & Coronado Ferry Company. In those days the Spreckels Company owned SDER and SD&CFCo. (Today the San Diego Transit System and the San Diego & Coronado Ferry Company are the same but new ownership.) Next picture is of Express Car 1000. SDER at one time offered express service and operated freight trains on many of its lines. (Sanders)



FROM THE EDITOR'S DESK - THE SAN DIEGO ELECTRIC RAILWAY COMPANY

The San Diego Electric Railway Company was noted for its diversity and modernity of equipment, for its interesting and varied trackage, and for its excellence of service.

In these pages these three attributes will be reviewed briefly. Readers' attention is directed first to a description of the rolling stock. This review is general and does not report all individual car variations in the respective classes. This is particularly true of cars numbered below 300 and of the 400-402 class cars. SDEry was noteworthy, however, because in the final years, car types remained intact in number series until the retirement of the cars concerned. This is entirely true of Classes 2nd4 through Class 9.

The case for modernity of equipment rests entirely on the reader's ability to compare SDEry's cars and period of service to other company's equipment and period of service. Cars of the 2nd Class 4, class 5 and class 6 were for their day second to none. As a matter of fact, SDEry was one of the very first companies to order the PCC cars and place them in service. In the World War II period the company was able to determine needs early enough so it could acquire the Class 7 and 8 cars. The class 9 cars could hardly be called modern but they did provide needed service in the busy wartime days. Now follows a brief description of SDEry's cars. Not reported in this roster are the San Diego Street Car Co's horse cars operated briefly by the SDEry.

- 1 - 10 Single truck, single trolley, open platform cars purchased from the J. G. Brill Company.
- 11 - 15 Single truck, wood cars built by SDEry from horse car bodies.
- 2nd 11 - 14, 16 -- 11, 12 double truck, wood, Calif.-type; 13, 14 single truck, wood open cars, all acquired in 1909 from South Park & East Side. No. 16 constructed by SDEry has involved history.
- 35 - 39 Double truck, wood, open, trailers acquired with purchase of Coronado Railroad in 1908.
- 41 - 44, 50 Single and double truck cars from Coronado Railroad. No. 50 has involved history.
- 51 - 54 Double truck cars, single trolley, Calif.-type. Major rebuilding included lengthening of Citizens Traction Co. cars, which in turn were electrified San Diego Cable Railway cable cars. Ret. 1914.
- 55 - 56 Double truck cars rebuilt by SDEry from former series
- 57 - ~~58~~ Double truck, wood, Calif.-type, built 1904-08 by SDEry, 33' long. Retired 1914. Patterned after 51-54 series cars.
- 87 - 110 Similar to above but 40' long and had large motors and air brakes, built 1910-11 by SDEry. Retired 1915-20.
- 125 - 148 Class 1 Center entrance PAYE cars built by St. Louis Car Co. in 1912. 43'7" long, double truck, wood, 2GE 203 motors. Rebuilt in 1924 with center gates removed and an additional door added at each end on the loading side only. Most retired 1937-40.
- 149 - 225 Class 2 as 2-man, Class 3 as 1-man. 48'7", center entrance (gate) sow bellies, known as "Exposition Cars," built by American (149), McGuire (150-184), and St. Louis (185-225). Wood and steel, center entrance PAYE. MU added in 1914. Changed to one man and MU removed beginning in 1923. Resembled 125-148 series but much improved although still "slow and lumbering." In later years they were operated one-man with only one small door for loading and unloading. Most cars retired 1935-40.
- 301 - 335 First Class 4 One man, single truck, Birney safeties, built by American in 1920-21. Most disposed of 1923-25.
- 351 - 352 Second Class 4 American 1920. Double truck, 43'7", closed, steel, Acq. 1938 from Glendale & Montrose for Coronado "Island" run. Retired 1947.
- 400 - 402 Niles 1908. Calif.-type wood interurban cars. Purchased in 1909-10 from San Diego Southern and assigned to subsidiary Point Loma Railroad. Sold to PE 1917.
- 400 - 449 Class 5. American 1923, double truck, closed steel, MU, 1-2 man operation. Used city & beach interurban runs. Trains 2-6 cars./nt. Beg. 1933 MU equipment removed and speed lowered. Ran to abandonment

- ... car Co. 1937-38, double truck, single truck, closed, steel, drop platform. Acquired by SDEP and were sold to El Paso after abandonment.
- Class 8. American 1927 (trucks from older cars), 50' truck, closed, steel, drop platform. Acquired by SDEP Light & Traction in 1942. Scrapped 1947.
 - 1015 - 1030 Class 7. American, 1922. 45', double truck, closed, w Purchased 1942 from Wilkes Barre Railway. Scrapped 1947.
 - 1031 - 1050 Class 9 large. Brill 1905, 46'11", double truck, closed steel. Acquired Third Avenue Rly. 1942. Scrapped 1947. platform, longitudinal seating.
 - 1051 - 1056 Class 9 small. Brill 1907-08, 41'3", double truck, closed and steel. Acq. from Third Avenue Rly. 1942. Scrapped 1947.

Work cars and freight cars. SDEP's roster of work cars was complete and lengthy. Many were rebuilt from passenger equipment. SDEP one time also owned freight cars, including flat cars and dump cars. A Baldwin-Estinghouse 50 ton electric locomotive was purchased new in 1925 and sold to the Bamberger Railroad in 1940. During the World War II period the roster included 010 (service), 021 and 023 (double truck flat cars with two cabs), 025 (same w one cab in center), 022 (10-ton self propelling crane), 024 (double truck car for hauling trash), 026 (tower car) and 028 (work car). Three flat cars were also on the roster. At the time of abandonment the roster was reduced to 010, 026 and 028.

Credits: Data prior to 1920 from files of the late Fred Reif and the late Dick Dodge. Other data from the files of the editor and the Dispatcher.

INTERESTING AND VARIED TRACKAGE

SDEP's "interesting and varied trackage" included many miles of private right-of-way, as well as the more prosaic track on city streets.

Three major segments of private right-of-way were the several miles used by the beach interurbans, Balboa Park's well maintained track traveled by cars of Routes 7 and 11, and the Route 20 line across Coronado "Island."

The beach interurbans (Lines 13,14,15,16) ran on city streets, at the side of city streets, in private right-of-way in the middle of city streets, and on their own private right-of-way far from city streets. Structures on the beach lines included the celebrated viaduct which spanned old U.S. 101 and the Santa Fe main line near Old Town, the elaborate multi-track station at "New" Mission Beach, the Spanish style sub-station and waiting room at La Jolla Hermosa, and the elaborate circular structure at La Jolla. Inside the latter was an enclosed patio complete with fountain and shops, including a travel agency. From La Playa Junction (where Route 13 cars left the main line) to Ocean Beach Junction (where Route 14 cars cut off for street running into and through Ocean Beach), the beach interurban line cut across the flats or "delta" country between San Diego Harbor and Mission Bay. It then followed in a vague sort of way the southwestern shore of Mission Bay. The line became single track just west of today's intersection of Midway and Frontier. (The line was double track through Mission Beach, also.)

A streetcar reserved section occupied the center area of Mission Boulevard, widening considerably at "New" Mission Beach to provide space for the Mission Beach station. The station complete with pedestrian subways was an integral part of the city-owned Mission Beach Amusement Center. Route 15 cars, if and when included on Ocean Beach-La Jolla trains cut off usually at "Old" Mission Beach. However, the tracks were available at the Mission Beach station, not at Old Mission Beach. Right-of-way from Pacific Beach to La Jolla in part was the old steam La Jolla right-of-way. In the outer section SDEP's line moved in against the Soledad then it was street running to La Jolla proper. Much of the right-of-way at La Jolla Hermosa structure are there today for all to see.

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DISPATCHER Pag

Balboa Park right-of-way, always smooth and well maintained, offered fast to San Diego's downtown for Route 7 and 11 cars. Stations in the park included forms and shelters at San Diego High ("Wave your banners high!"), U.S. Naval Hospital and Roosevelt Junior High. Number one station, however, was the elaborate and beautiful Balboa Park station, complete with pedestrian subways (unused after the 1915-16 Exposition) and nearby storage track. North of the station were the three famous steel trestles. Note should be made also of the Mission Cliff Gardens and Ostrich Farm which were still open in the late 20s - this was then on the No. 1 line at Park Boulevard and Adams. (Traces of the Gardens are still visible on Adams and on cliff sides in the rear of sub-division homes.)

Coronado "Island" cars made their runs entirely on a landscaped center-of-Orange Avenue right-of-way. Much of it was double tracked in the final years.

Short private right-of-way sections were found on Routes 2 (50-100' section), Route 4 (end of track dips under SD&AE "La Mesa line" bridge on side of street track and continues east for three blocks), and Route 9 (approach to ferry terminal).

In the 1920s, Route 8 cars traveled a short section of right-of-way in the Old Town area. In that decade— or at least for some of those years - cars operating on the Point Loma-Ocean Beach and National City-Chula Vista interurban lines ran a considerable distance on private right-of-way. Much of the Point Loma-Ocean Beach line was later absorbed by the "beach interurbans" route.

Other SDERY "attractions" included the Union Depot loop, the 30th Street bridge, the Florida Street underpass, the Adams Avenue bridges, Broadway hill, center-of-street operation on Routes 1 and 11, the Route 9 loop, and the single track with turnouts operation on Route 5. Overhead was catenary over much of the system. Finally, there were the structures which included the Imperial Avenue car barn and shops, the Adams Avenue car house, the Coronado car house, and the 3rd & Broadway ticket office.

EXCELLENCE OF SERVICE

During most of its existence SDERY provided good headways, well maintained track and superior equipment. While citizens in other West Coast cities sat on wooden seats in the open sections of California-type cars, San Diegans for the most part sat on upholstered seats in closed cars. And they didn't have to step too high as they climbed aboard. SDERY contributed its know-how to the construction of the PCC car and it was one of the first companies to place such cars in service. SDERY was quick to accept improved devices, such as the trolley shoe and the electric track switch.

Much more can be told. Nothing has been said about John D. Spreckels, route abandonments (last street car operation - excepting work runs of Car 026 - was in the early morning hours of April 24, 1949), SDERY's sale to the City Transit Systems in 1948, the buses, and the ferries. Readers are advised to reread, purchase if necessary, "Rails of the Silver Gate," a work of the late Richard V. Dodge. In the years to come Dispatcher has every intention of telling the SDERY story as it has been observed by the editors and contributors.

As many out-of-town railfans have commented, "SDERY was the best of the little city systems." The editors agree with this comment, but they hastily suggest that the system wasn't that little.

EXCURSION CALENDAR - SAN DIEGO AREA

October 1964	PSRMA-OET trip to Redondo (later Los Angeles Harbor District) cancelled due to delay in processing by ATSF & change in guarantee
October 18, 1964	RHSofSD Perris excursion cancelled for same reason
November 15, 1964	RHSofSD train and bus trips will be announced shortly.
December 9, 1965	PSRMA Star & Crescent ferry excursion recreating Point Loma
	South San Diego ferry runs, Jerry Madgallen, narrator
	PSRMA Ferrocarril Sonora-Baja California Mexicana
	Connecting buses: San Diego & vicinity
	PSRMA Union Pacific excursion
	Yermo, bus shuttle

SD: P.O.Box 9351, San

FREDERICK W. REIF

1889 - 1964

Frederick W. Reif, noted Southern California railway enthusiast and personal friend of countless railfans, passed away September 22, at the age of 75. He was born in Fiffin, Ohio, on May 28, 1889.

Fred was one of the San Diego area's first railfans, and because of his background, research and interest, was considered to be an outstanding railway historian. His interests and activities were varied and comprehensive. He was an inveterate collector.

Fred moved with his family to San Diego in 1893. According to Miss Helen Reif, his sister, their mother and father, Mr. & Mrs. John F. Reif, established the German Bakery at 12th and F Streets shortly after the family's arrival. About 1900 the bakery was moved to 13th and H Street (now Market Street) where it stands today, under new ownership, remodelled and known as the Bohemian Bakery.

Kelsey-Jenney College sent Fred to the Spreckels Companies for an interview. He was hired as a clerk for the San Diego Electric Railway Company, and he remained with that company until he retired in 1947. He worked in purchasing, stores and engineering. During World War II he served as employment manager, and one of the applications for half time work he processed was that of the writer.

In 1948, with a 38-year career behind him, Fred became associated with the Serra Historical Museum. He kept records and conducted guided tours. In 1957 as Associate Curator he again retired, only to work on a volunteer basis with the Union Title Trust and Insurance Company. Fred and Richard Dodge gave many hours of their time to the task of cataloging and identifying photographs and other museum items for Union Title.

Fred was the number source of historical data regarding San Diego's transit companies. His research and historical collection has been and will continue to be the basis of material for many articles and features. His first railfan love was the San Diego Electric Railway Company. Fred's contributions to the Railway Historical Society of San Diego and the Dispatcher were many. His railfan friends, including the Dispatcher editors, feel a real void and a deep personal loss.

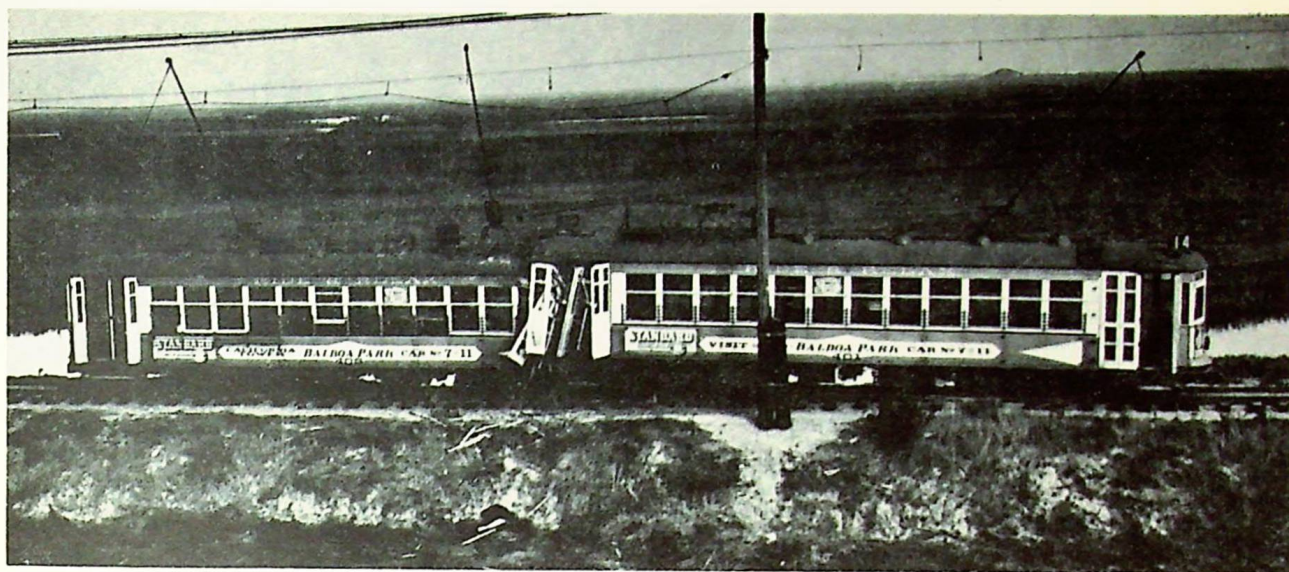
Fred Reif was an Army Sergeant in World War I and delighted in telling stories of his days in France. He was Past Master of San Diego Lodge No. 35, F. & A. M., was an active member in the San Diego Scottish Rite Bodies, the San Diego Stamp Club, San Diego Historical Society, the Maritime Research Society, the Railway Historical Society of San Diego, and the Southwest Railway Library. Fred belonged to San Diego Post 6 of the American Legion and Barracks 240 of World War I veterans. He is survived by his sister, Helen.

Many are the railfans who have spent hours of research and fellowship with Helen and Fred. To Miss Helen Reif, identified by Fred as "Sis," all of her railfan friends extend deepest sympathy.

Trite to say, but true indeed, is the comment that Fred's interest and enthusiasm in railways - and in San Diego, its aspirations and its people - was contagious and will live on in his friends.

Remembered, too, will be his helpfulness, sincerity - and for many of us - his patience. We will miss Fred. May he rest in peace.

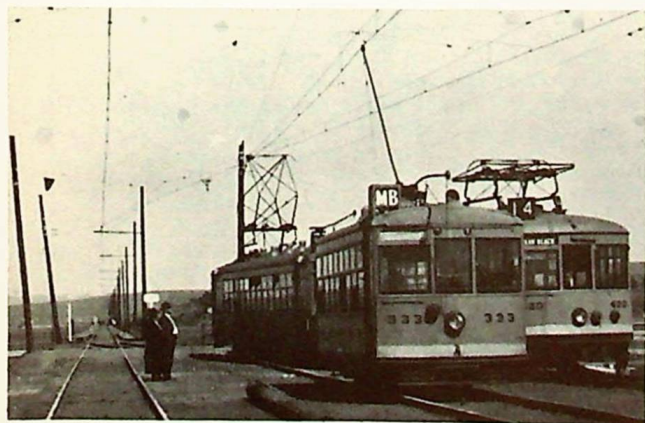
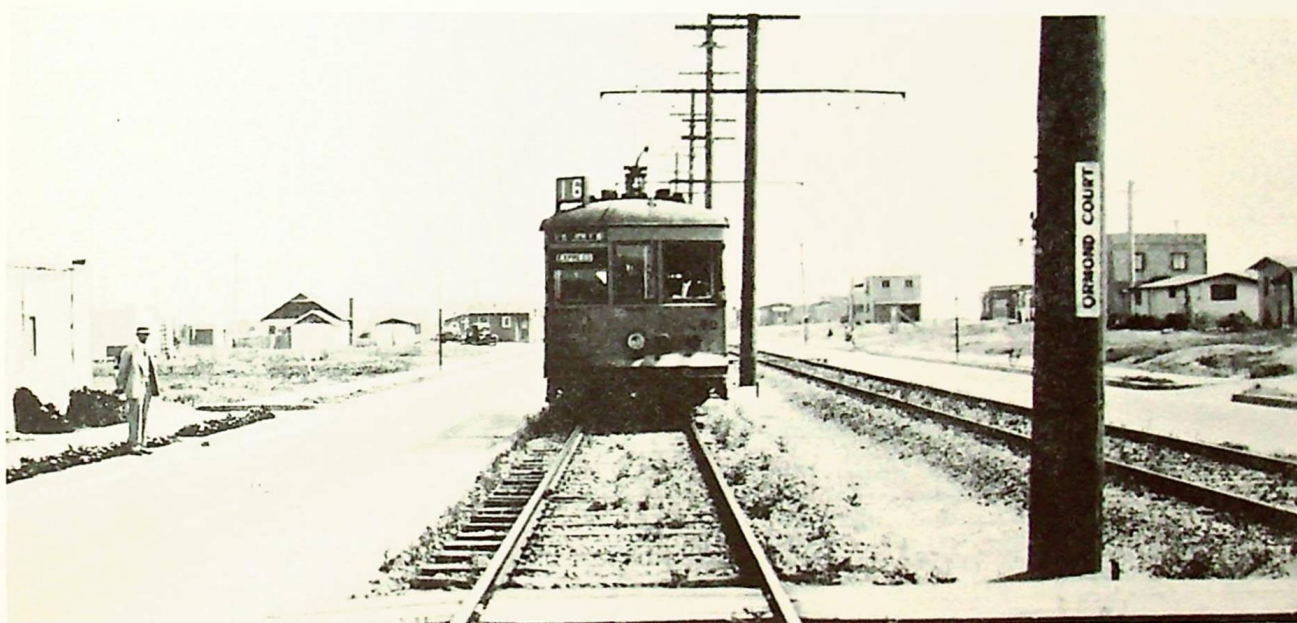
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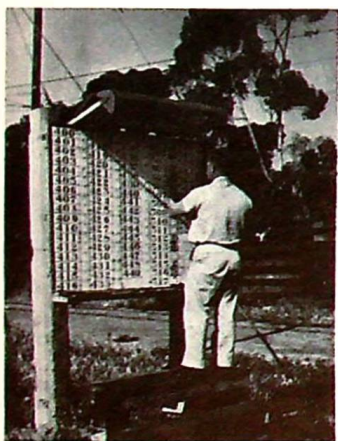
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Top - Outbound Route 14 Ocean Beach car 401 and Inbound Route 16 La Jolla line car 405 had a cornfield meet November 22, 1937. Lines 14 and 16 were running separately at that time. (Title Insurance & Trust Company). Car 440, Route 16, Mission Blvd. & Ormond Court, January 8, 1929 (Unknown - Sanders coll.) Bottom Left - When Ocean Beach Route 14 opened May 1, 1924, a Birney shuttle ran to Mission Beach. (Fred Reif collection). Bottom right - La Jolla terminal, 1930s. (Southwest Railway Library, Dodge Collection)



San Diego Electric Rly. Co. No. 101 at Coronado. Car was equipped to pull trailers and did so in Coronado service. It is a wood "California" type car (open-closed-open). Most cars of this type were converted to one man and sides were enclosed. Built by SDER in May 1910. Double truck. 40', 34,100#, 2B-27G, 2GE-202 and K-11 (changed to 2GE-219 and KF), seats 44. (Southwest Rly. Library - R.V. Dodge collection).



Adams Avenue attendant posts last day car barn slots for incoming cars.

THE "HOW DO I GET IN TOUCH WITH YOU" STORY

First - a word about the Dispatcher. This issue was designed to meet the needs of the Del Mar visitors. We hope the content is of interest to you. We hope, too, that regular readers are satisfied. From time to time Dispatcher will publish added and more specific SDER features.

Next Dispatcher may be an AT&SF Surf Line issue for distribution on the Perris excursion. Baja Part Two is coming up soon.

How does one contact RHSofSD? This is easy. Write RHSofSD, P.O. Box

9351, San Diego, Calif. 92109. Feel free to call President Earle Swaine at 295-4889, Dispatcher Editor Eric Sanders at 469-1288, or any other officer listed in the opposite column.

RHSofSD meets the first Monday, except January and July, at 7:30 p.m. upstairs in the Safety Room at the San Diego Santa Fe Station. Meetings feature railroad entertainment, business and a social hour. One will frequently find Society members at the Del Mar exhibit. By request RHSofSD will open the exhibit for interested groups. RHSofSD also owns a narrow gauge inspection car at Gilleslie Field and an older-type San Francisco street car at the Orange Empire Trolley Museum in Perris on U.S. 395. The Society is restoring old time SDER Car 54 on a lot adjacent to the Whaley House in Old Town. Do contact us.

Dispatcher

A feature and news publication issued quarterly, we hope, as an official publication of the Railway Historical Society of San Diego, Inc., P.O. Box 9351, San Diego, Calif. 92109. Society officers are: Earle Swaine, president; Gladys Skeen, first vice president; Charles Mann, second vice president; Clifford Skeen, third vice president; Harlan Hatz, recording secretary; Barbara Thomson, corresponding secretary; Fred Finke, treasurer; Dwight Couch, historian; Corky Thomson, excursion director. Other directors are: Ernest Majors and Donald Decker.

Dispatcher staff members are:

Publisher & Editor: Eric Sanders
Co-Publisher: Douglas Duncan
Resource Editor: Phil Middlebrook
Art Editor: Ellen Sanders

Contributors: Allen Copeland, Joe Strapac, Bill Wootton and John Andert

Seeth (Corky) Thomson is editor of the monthly Newsletter. Dispatcher: \$1 for four issues; \$2 for eight issues. \$2.50 society membership includes Newsletter and Dispatcher. Dispatcher address: 7861 Normal Avenue, La Mesa, Calif. 92041. Delivery is guaranteed but not delivery dates.

Dispatcher is also affiliated with the Pacific Southwest Railway Museum Association, 1828 Gateway Drive, San Diego, California.

OTHER RAILFAN GROUPS ARE LISTED BELOW:

Pacific Southwest Railway Museum Association, Inc. 7421 Tweed Street, Lemon Grove. Primary interest is museum activity. Now in planning stage. Other activities, too.
Southwest Railway Library, 2744 Columbia Street, San Diego, Calif. Has Richard V. Dodge collection. Hopes to add more.
Orange Empire Trolley Museum, P.O. Box 501, Perris, Calif. Has an operating trolley museum. 50 cars & interurbans.
Pacific Beach Model RR Club (Del Mar) P.O. Box 9351, SD 9.

STREET CAR and BUS ROUTES

Early 1938

Route numbers on front of all cars operated. Route LETTERS on front of all busses.

ROUTE 1—Between 5th & Market and Park Blvd. & University. Outbound, via Market, 3rd, Broadway, 5th and University to Park Blvd. Inbound, same to 5th & Broadway then south to Market.

ROUTE 2—Between Union Depot and 30th & Adams. Outbound, via Broadway, 25th, B, 28th, Beech, 30th to Adams. Inbound, same route.

ROUTE 3—Between 5th & Market and Mission Hills. Outbound, via Market, 3rd, Broadway, 5th, Washington, Hawk, Lewis, Fort Stockton Drive to Trias St. Inbound, same to 5th & Broadway then south to Market.

ROUTE 4—Between 5th & B and 34th & Imperial. Outbound, via B, 3rd, F, 5th, Market, 25th, Ocean View to 39th. Inbound, same to 5th & F then north to B St.

ROUTE 5—Between 5th & B and 39th & Ocean View. Outbound, via B, 3rd, F, 5th, Market, 25th, Ocean View to 39th. Inbound, same to 5th & F then north to B St.

ROUTE 7—Between Union Depot and East San Diego. Outbound via Broadway, 12th, Naval Hospital, Balboa Park, Indiana, Park Blvd., University to Euclid. Inbound, same route.

ROUTE 9—From Coronado Ferry Terminal via Market, Kettner, Broadway, 5th, F, Kettner, Market to Ferry Terminal.

ROUTE 11—Between Union Depot and Kensington Park. Outbound, via Broadway, 12th, Naval Hospital, Balboa Park, Indiana, Park Blvd., Adams to Marlborough. Inbound, same route.

ROUTE 12—Between Union Depot and 32nd & National. Outbound, via Broadway, 16th, Logan, 25th, National to 32nd. Inbound, same route. Connects with Route "K" bus.

ROUTE 14—Between 3rd & Broadway and Ocean Beach, via Broadway and Union Depot.

ROUTE 16—Between 3rd & Broadway and Mission Beach, Pacific Beach, La Jolla via Broadway and Union Depot.

ROUTE "A" BUS—Between 3rd and Broadway and Ramona's Marriage Place, Old Town via 3rd, B, State, Ivy, India and La Jolla Ave.

ROUTE "B" BUS—West from 3rd on Broadway and north on First to Pennsylvania.

ROUTE "C" BUS—Between Pacific Greyhound Terminal, 1st & Broadway and La Jolla via Pacific Beach.

ROUTE "E" BUS—From Pacific Greyhound Terminal, 1st & Broadway via 4th, University, Park Blvd., El Cajon Ave. to La Mesa, El Cajon, Spring Valley and Lemon Grove.

ROUTE "F" BUS—From Euclid & El Cajon Ave. via El Cajon Ave. and Park Blvd. to University, connecting with Street car Routes 1, 7 and 11.

ROUTE "G" BUS—Between 5th & E and Encanto via E, 6th, Market, 32nd, Imperial to 69th St.

ROUTE "K" BUS—Connects with Route 12 street cars at 32nd, east on National to 39th and south to U. S. Destroyer Base.

BUS Route L—Between 3rd & Broadway and La Playa. Outbound, via Broadway, Pacific Highway, Marine Base, Naval Training Station, Loma Portal, to Government Reservation. Inbound, same route.

ROUTE "N" BUS—Between 5th & E and National City and Chula Vista via 6th, Market, 12th, National, Signale and Main St.

ROUTE "P" BUS—Between 3rd & Broadway and the Piers at the Foot of Broadway.

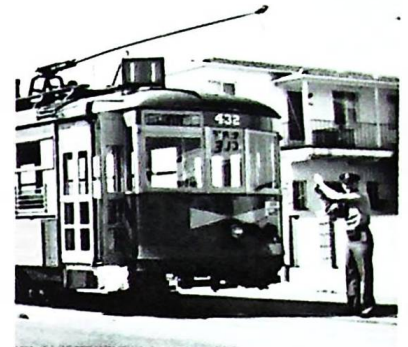
Top - Some motormen would allow a railfan to change trolleys and turn the seats. (ES)

Next - it was early in the morning of April 24, 1949 when the very last passenger car, 446, pulled into the Adams Avenue car barn. And that was the end of San Diego's street car service. Well, almost. Work car 026 made the very last run three weeks later. (ES) Next - Convair specials at the Parts Plant, WW II days. (Sanders)

Bottom - 125 at Mission Cliff Gardens, 1912-1924 period. (Southwest Rly. Lib.-Dodge)

Printed material was collected in the 1930s.

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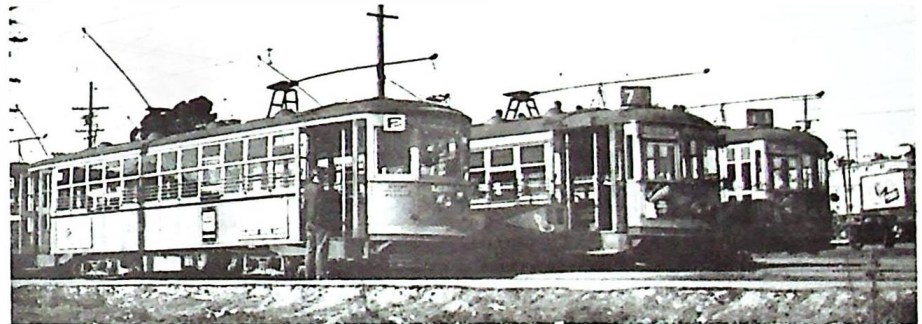
Transportation To Balboa Park—Site Of Exposition

STREET CAR ROUTES 7 and 11—TO EAST ENTRANCE—From Union Depot, East on Broadway and North on 12th St.; thru Balboa Park. Fare 5c.
STREET CAR ROUTES 1 and 3—TO WEST ENTRANCE—From the Plaza at 3rd and Broadway; East on Broadway and North of 5th Ave. Fare 5c.

RTc 13 abandoned 2-18-37, #14 12-19-38, #15-16 9-16-40

SCHOOL TICKET

SAN DIEGO ELECTRIC RAILWAY CO.—SCHOOL TICKET
Twenty Round Trips Between San Diego and La Mesa Heights or San Diego and La Playa, Ocean or Mission Bch.—Limit 3 Months—Price \$2.50
Issued to _____ Pupil of San Diego Schools
SUBJECT TO FOLLOWING CONDITIONS AND LIMITATIONS:
1. Good between 6:30 a.m. and 5 p.m. Public School Days Only.
2. This ticket is Not Transferable and must not be used by anyone except yourself.
3. Ticket shall be void 3 months after date of purchase or at any time if altered or mutilated.
4. Detached coupons will not be honored.
5. Transfers will be issued only at time fare is paid.
I hereby agree to the foregoing conditions and limitations and accept this ticket in accordance therewith.
14322 FORM 30 (REV) SIGNATURE OF STUDENT _____



SAN DIEGO ELECTRIC RY. CO.
GOOD FOR ONE FARE BETWEEN
SAN DIEGO and CHATSWORTH,
OCEAN BEACH or LA PLAYA
Transfer Privileges from Zone Only
Form C 69649
V. J. President

Dull orange ↑

Green
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S.D.E. Railway Co. - S.D. & C. Ferry Co.
GOOD FOR ONE TRANSFER FROM SAN DIEGO AND CHATSWORTH, OCEAN BEACH, OR LA PLAYA TO CHATSWORTH, OCEAN BEACH, OR LA PLAYA. ONLY ONE TRANSFER. NO PUNCHES. NO PUNCHES. NO PUNCHES.
GOOD FOR ONE FARE OUTBOUND ONLY
FROM SAN DIEGO
TO ZONE THREE
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NATIONAL CITY, LA PLAYA, OCEAN Bch., MISSION
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