



REPORT

Official publication of the
Pacific Southwest Railway Museum Assoc., Inc.



OCT-SEPT. 1975

NUMBER 118

STEAM FREEDOM TRAIN TO HIGHLIGHT OCTOBER MEETING

A long-time husband & wife rail-fan team will present an interesting and exciting evening of steam on Friday, October 24th, as they recount, through words and sound, color movies, their pursuit of ex-S.P. 4-8-4 #1449 enroute from Northern California to Reno, Nevada this past Spring. The shots of the engine working its train over the highly scenic Donner Summit are stunning.

Seeth "Corky" Thomson and his charming wife Barbra promise to keep you glued to your seats as the grand ex-Daylight engine works her way under her own power from Portland to the East Coast, where she was scheduled to assume her duties as the American Freedom Train motive power on the train's nationwide odyssey.

Also on tap for the evening is the annual election of 1976 PSRMA officers, together with reports on land, our Bicentennial exhibit, the forthcoming Puerto Peñasco excursion, and other topics of interest to our members.

We hope to make this one of our best meetings of the year, so we encourage you to make your plans now to attend. The date is Friday evening, October 24th, 7:30 p.m. The place is La Sala Room, House of Hospitality, Balboa Park. Plenty of lighted free parking in the lot behind the old Electric Building (see map below).

VOTING BALLOTS DUE BY Oct. 24th

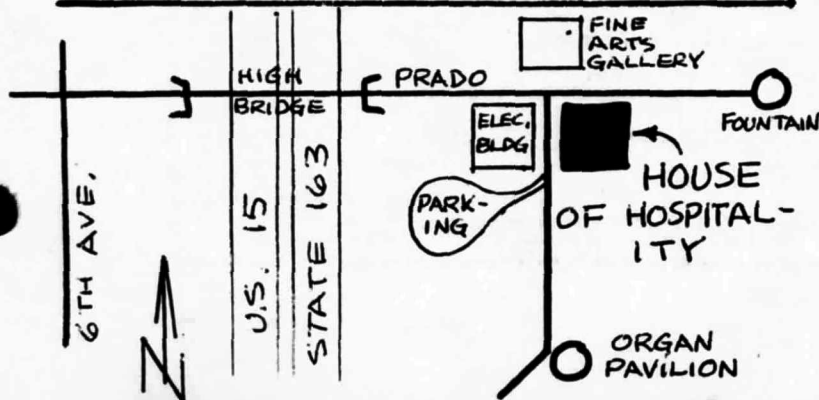
If you haven't already mailed in your ballot for 1976 officers, please do so by the Oct. 24th deadline to make your vote count. Remember, you must be a paid-up 1975 "Regular" member in order to vote. If you are a new member and did not receive a ballot with the September REPORT, call or write acting Secretary H. C. Kerr, Jr., 2909 First Ave., 3-A, San Diego, CA 92103 (291-4787). And **DON'T FORGET** to detach the ballot portion from the instructions and sign only the back side of the envelope before mailing.

BRAWLEY WELCOMES JACK STODELLE

Long-time Museum officer and member Jack Stodelle, an ex-San Diego adman and involved with local T.V. stations here for years, recently completed the purchase of a Brawley, Calif. radio station, has put his Lake Murray home on the block, and has moved his family to this God-forsaken blight on the Southern California landscape. PSRMA wishes him lots of success and air-conditioning in his new location. Jack says now he can concentrate on setting up PSRMA's first chapter in the Valley and adopt S.P. 4-6-0 No. 2353, now on display at the Imperial Fairgrounds near El Centro, as its raison d'etre.

COLOR VIEWS FEATURE MUSEUM ITEMS

Color-photo card specialist Lyman E. Cox has issued several over the past few years that feature items of PSRMA rolling stock, and generally give us a plug in the text that accompanies each print. Several have appeared of our Shay No. 3 at work on the Feather River Ry. (JT-430 & JT-315).





Shown
Actual
Size



In Commemoration of The American Freedom Train™

A journey. An adventure. An inspiration.

Sometime during the next 21 months, you may well be one of the 40 to 50 million Americans to see the American Freedom Train as a participant in a fascinating, truly extraordinary Bicentennial event.

The Freedom Train is a highly sophisticated museum-on-wheels; a dazzling multi-media sound and light show; a superb display of priceless documents, artifacts, and memorabilia gathered from the National Archives and from leading museums and historical societies. It is a journey — into America's past, her present, and her future — via exhibits ranging from the Revolutionary era through the settling of the West and the exploration of space; from our technology, trade and science to our sports, theater, and arts; from our crises and conflicts to our dreams and hopes. Best of all, this dramatization of 200 years of American life and culture will come to us — right to our own hometowns.

Twenty-five cars long and pulled by a magnificent old-time steam engine, the non-profit American Freedom Train will travel the length and breadth of the nation in a 48-state-tour, with extended stops in more than 80 cities and towns. A kind of national "birthday present", the Train is sponsored by the non-profit American Freedom Train Foundation, and is recognized as an Official Bicentennial Project by the American Revolution Bicentennial Administration.

The Official Freedom Train Medal

Medallic Art Company—the country's foremost medalist since 1900 — has been authorized by the Foundation to strike an official large size art medal honoring The American Freedom Train.

Created by sculptor Marcel Jovine, the obverse of the medal is a highly realistic and powerful portrait of the Freedom Train. The reverse is a beautifully detailed design of a Revolutionary patriot and a modern-day astronaut — symbolizing not only the Train itself, but the entire Bicentennial.

The Freedom Train Medal will be struck in vivid high relief — the most demanding, time consuming, and exquisite achievement of the minter's art. It will be issued in limited editions as detailed in the coupon below. (In addition to these high relief art medals, a smaller 1½" unlimited edition of the medal in Bronze coin relief is available at the train site as a visitor souvenir.) The non-profit American Freedom Train Foundation will receive royalties on

such sales, and at the end of the Train's tour all remaining Foundation funds will be donated to charitable organizations.

Because of the extremely small number of medals available in the precious-metal editions, the official status of the medal, the quality of the original bas-relief sculpture, and the emotional impact and historical significance of the Freedom Train and its journey, you are urged to order quickly if you wish to be sure of acquiring the Official American Freedom Train Medal of your choice.



**Medallic Art
Company**

Medallic Art Company

Old Ridgebury Rd., Danbury, Conn. 06810

ORDER FORM

Please reserve an Official American Freedom Train Medal for me in:

18 Kt. Gold, High Luster Finish,
1½" Dia., Edition of 500 \$400*

24 Kt. Gold On .999 Pure Silver
Vermeil, Antique Finish, 2½" Dia.,
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.999 Pure Silver, Antique Finish,
2½" Dia., Edition of 5,000 \$80

Solid Bronze, Antique Finish,
2½" Dia., Edition limited to orders
received by July 4, 1976 \$10

All medals subject to prior sale. Please add \$1.25 insurance, postage, and handling for Gold, Vermeil, or Silver Medals, 75¢ for Bronze. N. Y. and Conn. residents add sales tax. Unconditional money-back guarantee. Sorry, no C.O.D.'s.

I enclose my check or money order for \$..... Please charge my purchase to:

☐ Diners Club ☐ American Express
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Number:

Expiration Date:

Signature:
(Not Valid Unless Signed)

NAME
(Please Print)

ADDRESS

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*NOTE: Original issue price for Gold Medal can be guaranteed only for 30 days from date of publication.

RC 10

The ART MEDALIST

Newsletter of Medallic Art



Free Collector Newsletter

☐ Check here for a free subscription to The Art Medalist... a new illustrated collector newsletter detailing sculptors, books, medallic offerings and activities, plus archive information. Six issues during 1975.

A recent addition (JT-1062), taken by an old Air Force buddy of mine, Tom Gildersleeve, shows our very own car 1509 bringing up the rear of a railfan excursion over the old Cajon Pass line on February 15, 1964. With it are two other old heavyweight cars the Museum would sure like to have in its inventory! Unfortunately, the text does not mention our ownership of the car.

CASEY JONES' ANNIVERSARY "WENT TO GLORY"

A cardinal sin among any railroad buffs worth their salt is to overlook the anniversary of "Casey" Jones' death in a train wreck at Vaughan, Miss., Sunday, April 30, 1900. But the day passed your editor by as certainly as Monday follows Sunday. Last April 30th marked the 75th anniversary of that now-legendary event.

Casey, born John Luther Jones in southeastern Missouri March 14, 1864, acquired his well-known nickname from his boyhood home of Cayce, Ky., near Fulton. In February, 1890, at the age of 25, he became one of the youngest engineers on the Illinois Central payroll. In 1900, tall, popular Jones was given the highest honor that could come to a locomotive engineer -- the privilege of piloting IC's fastest Chicago-New Orleans passenger train, known officially as No. 1, the New Orleans Special, but popularly known as the "Cannonball". Casey was a teetotaler and a man of high moral fibre.

In that fascinating book, "A Treasury of Railroad Folklore", Casey's ill-fated evening more than 75 years ago began this way:

On the evening of April 29, 1900, Casey and his fireman, Sim Webb, brought the northbound "Cannonball" into Poplar Street station, Memphis, exactly on time and promptly backed their engine, No. 382, out to the South Memphis Yard roundhouse.

There they found that the engineer who was scheduled to take the "Cannonball" south that night was on the sick list. Since no other engine crew was available, Casey and Sim were asked to "double out" without sleep or rest. They consented on one condition—that their engine, No. 382, be conditioned and made ready for the trip. Agreed, Casey and Sim made off for food and coffee. When they reached Poplar Street station they learned that the southbound "Cannonball" was running late. The train was due to leave Memphis at 11:15 P.M., but it was not until 12:50 A.M., ninety-five minutes later, that Casey opened the throttle of 382 and the six-car train of mail, baggage, coaches, and sleepers pulled out of Poplar Street on its history-making run.

It was a murky night, but Casey knew the road. Every station, bridge, switch, and plantation home along the route was a familiar landmark. Casey's orders were to run into Grenada thirty-five minutes late, into Durant twenty minutes late, and into Canton on time. Old 382 was steaming unusually well; Sim was on his toes, and Casey Jones was in his glory.

From Memphis to Grenada there were 100 miles of fairly straight, fairly level, single-track road, with no scheduled meets and no station stops. The regular running time for the "Cannonball," including a five-minute stop at Grenada, was two hours forty-five minutes. Casey pulled out of Grenada at 2:35 A.M., thirty-five minutes behind the schedule, as covered by his orders. He had made up sixty of the ninety-five minutes. Canton was 88 miles ahead.

South of Grenada, Casey poked his head out into the mizzly and murky dampness and signaled Sim for co-operation. When the "Cannonball" passed Winona, 23 miles south of Grenada, she had made up all but fifteen minutes, and when Casey pulled into Durant, 30 miles south of Winona, he was running practically on time. Here Casey received orders to meet No. 2 at Goodman and to "saw" through a flock of freights and passengers at Vaughan—22 miles south of Durant and 14 miles north of Canton. After meeting No. 2 at Goodman, Casey again pulled the throttle wide open and headed for Vaughan at a speed that has been estimated at seventy miles an hour. He was bent on reaching Canton on schedule. All the way south Casey had been practising on his six-tone calliope whistle.

"We're going into Canton on time!" Casey shouted to Sim. "That is, if we're not delayed by that mess of trains at Vaughan. And Canton will hear plenty of this whistle!"

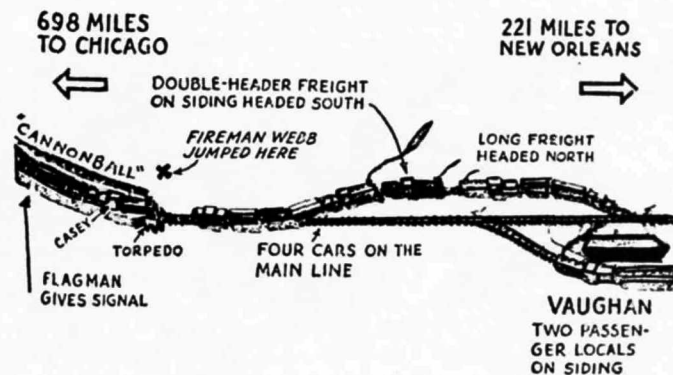
Meanwhile things were happening at Vaughan station. On the east side of the single main track was a passing track, 3,148 feet in length. The station was about 2,000 feet south of the north switch. On the west side of the main track, near the station, was a short business track used for loading, unloading, and storing freight cars. Just north of the north switch of the passing track was a curve.

This was before the days of block signals on most roads, and the track was without signal protection of any sort. The safety of trains was dependent upon strict adherence to rules, obedience to train orders, alertness, and quick thinking.

Ahead of Casey's southbound "Cannonball" that night were two trains, also southbound—freight train No. 83, with forty-four cars and a caboose, pulled by two locomotives, and New Orleans-bound passenger train No. 25.

Somewhere south of Vaughan, headed north, were freight train No. 72, with thirty-six cars and a caboose, northbound "Cannonball" No. 2, and two sections of another Chicago-bound passenger, No. 26. All these trains were running late.

The first train to reach Vaughan was southbound freight No. 83, which had been delayed north of Pickens by a broken air hose. On arrival at Vaughan, 83 turned into the passing track at the north switch. When northbound 72 arrived it took the same (and only) passing track through the south switch. The two freights together were about four car-lengths too long to clear both switches. Flagman Newberry from 83 was sent north to place warning torpedoes on the track and signal the two southbound passengers, Nos. 25 and 1, that they were to be "sawed" through Vaughan. According to the usual procedure under such circumstances, Nos. 72 and 83 moved southward together, thus clearing the main line at the north switch, but putting



the rear cars of 72 out on the main line at the south switch. South-bound passenger train 25, properly warned by the flagman stationed about 3,200 feet north of the north switch and by a torpedo which had been placed about 500 feet south of that position, pulled cautiously into Vaughan station and stopped. After 25 had passed the north switch, the two freight trains "sawed" back north, clearing the main track at the south switch, but putting the rear of 83 out on the main line at the north switch. Then 25 proceeded south toward Canton. The two freights remained in a "north-saw" position, so as to leave the main line clear for No. 2 to pull past the south switch and proceed past the station. This gave the two freights time to "saw south." The moment the main line was clear and the north switch was properly set, No. 2 sped north to meet Casey's "Cannonball" at Goodman, 14 miles up the line, which it did. The freights were then in a position to enable Casey's approaching "Cannonball" to enter Vaughan and run down past the station while the freights executed the "north saw" to give the fast train a clear track south.

The freights would no doubt have remained in their "south-saw" positions had it not been for the arrival of two sections of Chicago-bound passenger No. 26, due at Vaughan at 1:05 A.M. Hurriedly the freights were "sawed north" to enable the two sections of 26 to take the business track and thus get out of the way of the "Cannonball." This done, the two freights started to "saw south" again, to make ready for Casey and the "Cannonball." But this move was delayed by the bursting of an air hose near the rear of No. 72. This left four cars of 83 fouling the main line at the north switch.

It was at this juncture that Casey's "Cannonball" came thundering down the two-mile stretch of main track approaching the curve just north of Vaughan. Casey pulled the throttle wide open to make up the last few minutes needed to put the "Cannonball" on time. Three thousand feet north of the north switch, Newberry waved his lantern frantically as Casey approached and shot past at seventy miles an hour. A few hundred feet beyond, Casey's engine detonated the torpedo which Newberry had placed on the track. The torpedo was heard by Casey's fireman, Sim Webb, by Newberry, and by other members of 83's crew. According to Webb, Casey applied the brakes and began to slow down immediately after passing the torpedo, but for some reason he failed to sound his famous whistle on passing the whistling board a few hundred feet beyond. On hearing the torpedo Sim went to the left side of the cab and peered into the darkness. Suddenly as they rounded the curve Sim saw the lights of 83's caboose on the track a few hundred feet ahead. He yelled to Casey to jump for his life. Casey applied the emergency brakes and yelled back: "You jump; I'll stay!"

Eye-witnesses estimated that Casey had reduced the speed from seventy to fifty miles an hour when Sim leaped, and in the next 300 feet Casey managed to cut the speed considerably more, but not enough to prevent the crash that turned his engine over on its side after demolishing the caboose and a car of hay and damaging two other cars loaded with hay and corn.

Casey had stuck to his post, and when his body was found in the wreckage of Engine 382, one hand was clutching the throttle and the other the air-brake control. Casey was the only person killed. No passenger or other member of the crew sustained more than slight injuries. And when the last rites for Casey Jones were said in the little church at Jackson, Tennessee, where he and Janie had pledged their troth fifteen years before, Casey's record of never having been in an accident which involved the loss of a fellow railway employee or a passenger still stood. Had Casey leaped when he had the opportunity, instead of sticking to his post and doing all he could to bring his passenger-laden train to a stop, his safety record might have been sadly different.

One question—never settled to this day—was why an alert and able engineer like Casey Jones did not heed the flagman's warning and slow down in ample time to bring his train to a full stop before reaching the north switch. The only explanation is that he had received orders to "saw" 83 and 72 at Vaughan and took it for granted that the north switch would be clear for the "Cannonball" to slow down all the way to the station. This would have been the case, according to Conductor J. R. Hoke of Train 72, had not the air hose burst on his train. Hoke made the further observation that "if the dispatcher had not given Casey the message at Durant that he would be 'sawed' at Vaughan, the chances are he would have stopped and picked up Flagman Newberry to ascertain the cause of his signal and would have avoided the accident."

But Casey Jones could not return to make his defense or give his version of the accident.

Probably the best immediate newspaper account of the accident was written by Adam Hauser, a passenger aboard the "Cannonball" and a former employee of the *New Orleans Times Democrat*. Hauser's account, which appeared in that newspaper on the day after the accident, said:

If the speed of the train after the torpedoes went off was accurately judged by the mail clerk . . . Engineer Jones did a wonderful as well as an heroic piece of work, at the cost of his life. The trainmen said that he thought the torpedoes were for the south switch, and maybe they're right; and at any rate that theory puts the blame where it can do little harm, for Jones has finished his interpretation of train signals.

NEW SIGNS CREDIT TO MUSEUM

Member Larry Rose, an architectural draftsman and scale model railroader, as well as an active and enthusiastic member of PSRMA, has been laboring this past month on two new signs to be used at our car 1509 storage track at MCRD. Both signs proclaim: "This antique railway equipment is owned by the Pacific Southwest Railway Museum Assoc., San Diego. For information, call 280-1781". One sign is about 4 feet square and designed for use on the Marine base side of the car. The other, 4' x 8', will be used on the Pacific Highway side of the wooden refrigerator car for the benefit of passing motorists. It seems the Marine Corps is constantly bothered by phone calls from people curious about our equipment. The new signs should alleviate the problem.

Larry has done a magnificent painting job, equal to or better than any professional endeavor. Such dedication to the Museum cause is both inspiring and necessary to make PSRMA indeed "America's finest railway museum".

OCTOBER HONOR ROLL

The Museum thanks the following members and friends whose generous contributions have furthered the goals of PSRMA during the month of August:

Dr. Richard H. Tulles (donated \$20.00)

Robert Bailey (donated three items of authentic old Santa Fe railroad tools and two 11 x 14 prints of an old Rock Island 4-6-0 and crew at Lakota, Iowa 1906. Prints will compliment a display on our old Rock Island switcher.)

MEMBERSHIP NEWS by Herb Ruiz,
Director of Records & Personnel

New Regular members

T.R. Olcott
4623 E. 14th St., A
Long Beach, CA 90804
433-2610

Steven Rosefeld (delete from
contrib. list)
731 N. Vulcan
Encinitas, CA 92024 753-3656
2,4,7,10,18

New Contributing members

Bill Kriner
11730 Eucalyptus Hills Dr.
Lakeside, CA 92040 443-5483
4,7,15

Henrietta Phillabaum
3925 Georgia St., apt. 1
San Diego, CA 92103 298-1869

Robert Taylor
1433 Oliver Ave., apt. 17
San Diego, CA 92109 272-3323
3

Change of address

James Slingsby
5954 Stadium St.
San Diego, CA 92122 238-1221
2

Delete from list

Walter E. Donovan
Richard Ctoski

Please send all membership inquiries and address changes to: 8029 Longdale Dr., Lemon Grove, CA 92045, 463-3269.

MIRAMAR TOURS NEED STAFFERS

One of the most sustaining educational and public relations activities PSRMA has going are the school and group tours through our railway equipment stored at Miramar Naval Air Station. These tours are hosted by Museum members who volunteer their time

to the task. Herb Kehr, PSRMA Public Relations Director, reports that volunteers are constantly needed to handle the large volume of tours, mostly on weekdays, and suggests that interested members contact Linda DiGiorgio, tour coordinator, on the Museum phone (280-1781). You don't have to know anything about the equipment to participate, just a desire! Can we count on your help?

WEATHER FAIR AT GROSSMONT BOOTH

The Museum extends an appreciative "Thank you" to member Clayton "Stormy" Fairweather for services rendered at our P.R. booth at Grossmont Shopping Center, Sept. 27th. Next month will mark the last of these booth sessions for 1975, and will begin again in January. We would like to have many members participate in this activity. If you would like to make a contribution of your time to this cause, give Herb Kehr a call (273-1074).

WINDLE HAS PHOTO SERIES

Member Jerry Windle (who is about to be an ex-member if he doesn't get his renewal in soon) has been guest columnist for a series of "how to" photography articles in the San Diego Union from time to time. His latest, appearing in the Sunday, Sept. 28th edition, featured (surprisingly) two photos of train subjects to illustrate the article. Jerry is a staff photographer on the Union staff and at one time handled the mailing of REPORT, a job now handled ably by Ron Zeiss.

"CAT" & IRON HORSE AT GILA BEND

On the evening of Sept. 27th, Chan. 4 aired "The Man who loved Cat Dancing" starring ex-Virginia & Truckee R.R. No. 11, the RENO, built by Baldwin in 1872. The engine, once owned by M-G-M and sold to "Old Tucson" at auction several years ago, was trucked down to the Tucson, Cornelia & Gila Bend R.R. for the filming, relettered "Great Plains Central".

ROSE IS A ROSE IS A MASTER BUILDER

Larry Rose, acknowledged elsewhere in this issue as a master sign painter, and the gentleman responsible for the terrific art work in this issue, has shown that he is likewise a master model builder. Larry reports he received a long-distance phone call recently, informing him that out of several thousand entries worldwide, he was the first place winner in a structure building contest sponsored by Timberline Model Co. In fact, the President of Timberline was so impressed by Larry's kitbashing efforts on the company's "Granite Depot" kit, as well as the submitted photos, that the executive had one of the color shots framed and hung over his desk. He also threw in a couple more PFM sound system units as a bonus. Museum member Bob Bailey made the photos. Larry, a real died-in-the-cotton waste steam buff, has generously offered to do the construction drawings for PSRMA's enginehouse, shop, indoor display building, and the other structures required for our permanent site. He also has offered to do the grading plan for the site work.

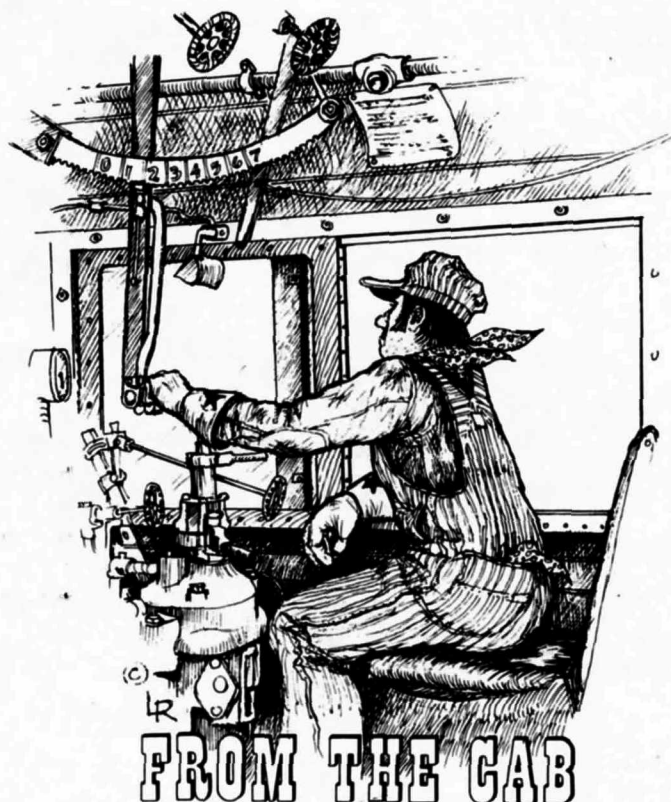
I suppose a fitting final note to this item is the fact that we are aware many of our members possess a variety of special skills useful to the Museum. Painting, plumbing, carpentry, electrical, typing, drawing, engineering, legal: whatever it may be, your Museum can probably use it at one time or another. When we begin to develop our permanent museum, probably next year, many of these skills will be needed to "put it all together". In the meantime, don't be shy. Help us develop a "skill bank". This is your Museum. Only you the members can make it prosper. Can we count on your help?

EDITOR: Dick Pennick, 958¹/₂ Upland Street, Spring Valley, CA (463-2276)
CIRCULATION: Ron Zeiss

REPORT is published monthly by the Pacific Southwest Railway Museum Association, Inc., P.O. Box 12096, San Diego, CA 92112. The association is a chartered California non-profit organization of persons, young and old, who share an interest in railroad operations, travel, and history. An IRS exemption certificate allows tax-deductible contributions to the association. MEMBERSHIP: voting member (18 or over), \$10. Contributing member (non-voting, any age), \$3. Membership includes subscription to REPORT. Contributions of articles and news items from the membership are encouraged.

Association telephone: 280-1781

BACK ISSUES: A limited supply of back issues is available at 25 cents a copy. Send a stamped, self-addressed envelope for a list of all back issues available.



AMTRAK DUMPS RED, WHITE & BLUE

At long last, Amtrak has finally backed down on its ridiculous and arbitrary requirement that all privately-owned rail passenger cars carry the red, white, blue & silver color scheme of Amtrak-owned cars. For the Museum, it is a tremendous boost because it will remove the necessity to repaint our "Victoria", U.P. coach 576, and Santa Fe observation 1509. If any of these cars ever see service again on mainline rails, they will be able to display once again the individuality characteristic of privately-owned railroad cars of pre-Amtrak days.

ROSE NEW RESTORATION CAPTAIN OF 1509

Superintendent Dick Pennick has appointed member Larry Rose captain of the restoration team on car 1509. Although Dick will still have overall responsibility for all Museum restoration work, Larry will be directly involved with the nitty-gritty of getting the job done. Under Larry's capable guidance, 1509 should become a shining tribute to not only the Museum but also to the small group of dedicated, hard-working members who

made it all possible.

PROGRESS ON 1509

Larry Rose reports much progress was made on 1509 during the month. The end platform railing is coming along nicely and the roof is about half finished! It is anticipated that the roof will be done before the next rain. One of Larry's new signs was set up at the car on the 27th, and it added a note of class to the activity. Fibreglassing is not progressing as fast as he would like, and more help is needed in this department. Car can't be painted until all body work is done. If you have any experience along this line, let Larry know as soon as possible (469-3064). We finally corralled the Base M.P.'s long enough to cut their lock off the west door of our refrigerator car. A Museum lock was attached in its place.

Helping on the two dates, Sept. 13th and 27th, were Larry Rose, Buck Hathaway, Ken Helm, John Carmichael, Jack Linn, Chris Lapp, Steve Lapp, Dick Pennick, Peggy Secor, and Colen Flagg. Thank you one and all for your help.

OCTOBER DATES AT 1509

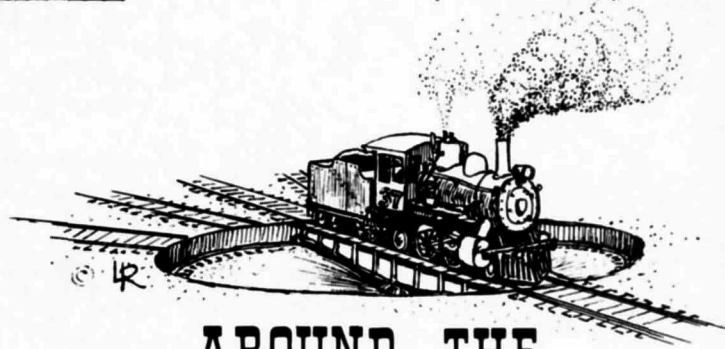
If we ever expect to get finished in time for the Bicentennial celebration next year, we're going to have to start "balling the jack". So, starting this month, every Saturday is 1509 day: October 11th, 18th, and 25th. The 4th was deleted because this issue will not reach you in time.

Come on out to the car at MCRD and plan to have a good time working along with your fellow PSRMAers, at least one of whom will probably be in the same generation as yourself. We get all ages out. The work is certainly not confined to the youngsters. If we haven't seen you yet, may we see you in October? Call Larry at 469-3064.

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COMING EVENTS

- Oct. 7: Director's meeting, SDT & S Bank board room, 7:30 p.m. (291-4787)
- Oct. 11: Restoration session, car 1509, MCRD, 9-4 p.m. (469-3064)
- Oct. 18: Restoration session, car 1509.
- Oct. 24: PSRMA quarterly general meeting, House of Hospitality, 7:30 p.m. (463-2276).
- Oct. 25: Restoration session, car 1509.
- Oct. 25: PSRMA information booth, Grossmont Shopping Center (273-1074).
- Nov. 4: Director's meeting.
- Nov. 15: Puerto Peñasco, here we come!



AROUND THE TURNTABLE

SD & AE: Young roadmaster Ken Wammel is gone. Went up to Oregon to work on another S.P. division, a promotion for Wammel. I have lost my note re his replacement or I would give it to you. Next time. ---- Roustabout had 15 cars eastbound and 25 w'bound with Anderson up, on Aug. 27th. Rolled in to El Cajon Sept. 30th with 12 cars, Keever up. ---- Here's how the pool service works: first day, crew works El Cajon; next day, same crew works to El Centro on 452; third day, same crew makes Plaster City turn; fourth day, they return to San Diego on 451; fifth day, back to El Cajon; sixth day, to El Centro again on 452; and on the seventh day, they rest. Each crew spends every other Sunday off in El Centro, the remaining Sundays in San Diego.



GET IN THE PSRMA. HABIT !