REPORT

Official publication of the PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, Inc.

JAN. 1976 NUMBER 120

ROHR CORPORATION DONATES TRANSPORTATION DISPLAY COLLECTION

Through the efforts of PSRMA member, Thomas E. Stephenson, Director of Industrial Design, Safety and Human Factors Engineering for Rohr Industries, Inc. in Chula Vista, the Museum has been given the bulk of the huge collection of models, mockups, and displays in Rohr's Transportation Display Center. This collection is one of the most significant and impressive in the county, and includes such items as 110' long full-size aluminum and fiberglas mockup of the Aerotrain, and an actual center section of a BART car. Other items in the collection include a ¼ size operating model of the Aerotrain on a demonstration guideway, and a full-size aluminum and fiberglas exterior mockup of Rohr's Transbus, a superbus of the future. Also included is an actual drive motor unit for a suspended transit system and an 'N' gauge track layout of a BART system terminal.

The tremendous significance of this gift can be appreciated by viewing the guantity and quality of the items involved. For the Museum, the collection marks a turning point in its efforts to become "America's finest railway museum". We will now be able to present to the public a complete spectrum, a continuing panorama, of rail transit development in America. But, in years to come, it too will become but another step in the transitional process between the technology of today and the yet-undreamed concepts of the future.

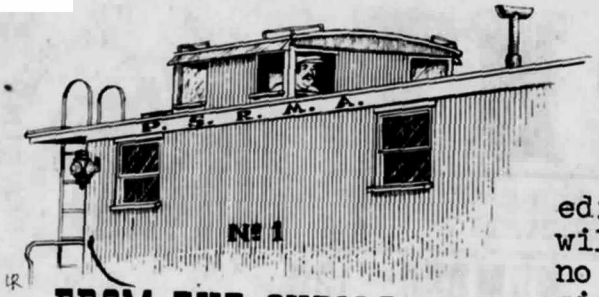
This collection will become the "Rohr Transportation Display" and will occupy a place of honor at our public museum site in the County.

The Museum wishes to thank the following persons who ably and energetically assisted in the success of this acquisition:

Mr. James Moon, Director of Community Services, Co. of San Diego
Mr. Thomas E. Stephenson, Rohr Industries, Inc.
Mr. Henry Blankenship, Co. of San Diego, Dept. of Transportation
Mr. David Bennett, Rohr Industries, Inc.
Mr. David Dougherty, Rohr Industries, Inc.
Mr. Steve Maier, Co. of San Diego, Dept. of Transportation
Mr. H. Chalmers Kerr, Jr., President, Pacific Southwest Railway Museum Assoc., Inc.
Mr. Richard E. Pennick, Chairman of the Board, Superintendent, Pacific Southwest Railway Museum Assoc., Inc.

The Museum also acknowledges the able assistance of the following members during the removal and transportation of the smaller items on Saturday, January 24th:

Ms. Peggy Secor
Mr. Richard L. Hathaway, Sr.
Mr. Richard L."Buck" Hathaway, Jr.
Mr. Michael Hathaway
Mr. Larry L. Rose
Mr. Norman R. Hill
Mr. Ronald Zeiss
Mr. Richard E. Pennick



FROM THE CUPOLA

by H. Chalmers Kerr, Jr., President

This column will be a regularly featured editorial by your president. Hopefully, it will appear in each issue of REPORT. I see no purpose in running just any old comment simply to fulfill the concept of "an editorial". But when there is something of importance and interest to the membership regarding the Association, it will be aired in this column.

The 1976 Budget - Elsewhere in this issue of REPORT is a copy of PSRMA's 1976 Budget. Please study it. The most obvious characteristic of the budget is that it shows a deficit. Unless income is increased or expenses curtailed, the Association will go into the red almost $1,500 this year. The budget is an austere one, not allowing for vigorous museum development, new equipment acquisitions, or extensive restorations. Unless new sources of income are developed, PSRMA is hindered in its efforts to achieve the goal of an operating railroad museum. Ten percent of the total expenditures are for equipment storage costs - costs we wouldn't have if the Association had its own site. PSRMA's Ways and Means Committee is tasked with the job of developing new ways of raising money. The committee unfortunately has been inactive for several years because of a lack of volunteers. If several new activities could be established that were as successful as the Puerto Peñasco excursion, then PSRMA's monetary crunch would disappear. It is hoped that several members will seefund raising idea-generation as their way to contribute to PSRMA's success. Please note the various categories in the budget, e.g., 13.1 (restoration of car 1509). These categories are account numbers used by the Museum's comptroller in managing the cash flow. It is requested that when bills relating to Association activities are submitted to the Board of Directors, the expenses be tagged with the appropriate account number. If you have difficulty deciding which account your bill applies to, please call Dick Pennick (463-2276), Eric Sanders (469-1288) or me on (291-4787) for guidance.

The Bicentennial Exhibit - By the time you read this, the first month of the American Revolution Bicentennial Celebration year will have become history, and PSRMA's "Golden Age of Railroading" exhibit still isn't ready for the public. Larry Rose, director of the car 1509 restoration, is making progress with his few steady workers, but the task is a difficult one and he definitely needs more regular help. Superintendent, Dick Pennick is seeking materials and workers for cosmetic restoration of the Coos Bay Timber Co. steamer. Please call Larry at 469-3064 regarding the 1509 project or Dick at 463-2276 if you can help in any way. Other aspects of the exhibit preparation need immediate attention too. Small historic artifacts, photos, illustrations, etc. are needed for display inside of car 1509. Items relating to railroads, electric street railways, railroad personnel, etc. are being sought; especially from the southwestern United States. A volunteer is also needed to supervise the selection of exhibit items, to collect the items and to prepare descriptive placards for each item displayed. Anyone willing

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EDITOR: Dick Pennick, 9584 Upland St., Spring Valley (463-2276)
CIRCULATION: Ron Zeiss (277-8194)

REPORT is published monthly by the Pacific Southwest Railway Museum Assoc., 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-deductable contributions to the association.

Association telephone: 280-1781

to take on this job, please call me at 291-4787. The "Golden Age of Railroading" exhibit is potentially PSRMA's most important activity for 1976, and would be second only to land acquisition. The Harbor Drive location will give us maximum exposure with the potential of acquiring more new members and cash donations. All efforts to ready the Bicentennial exhibit for public display are aiming for an opening day of Saturday, April 3rd.

That is all for this month. If you have any particular subject relating to PSRMA that you would like discussed here, please let me know.

Honor Roll

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

George A. Dull (Donated $10 to 1509 purchase fund)

Norman Hill (Donated paint supplies for 1509)

I.E. DuPont de Nemours (Donated their laboratory color standard for "Pullman Green" enamel)

Rohr Corporation (Donated complete "Advanced Transportation" display)

Dutch Boy Paints (Donated 26 gallons of paint)

RUIZ PLANS RETIREMENT AS RECORDS DIRECTOR

Member Herb Ruiz, who has ably and industriously managed the membership records for the last several years as PSRMA's Director of Records and Personnel, recently announced he has decided to turn the task over to a successor as soon as one can be appointed.

The position is appointed by the Board and its primary function is to maintain accurate membership records, issue membership cards, publish a roster of all members at least once a year, and perform any other duties prescribed by the Bylaws or the Board of Directors. The DRP works directly under the Vice President and General Manager as a member of the Museum's Advisory Staff (see the organization chart in the Jan. issue of REPORT).

If you are interested in participating in this vital activity, please contact V.P. & G.M. George Geyer (234-0555) or President H.C. Kerr, Jr. (291-4787). Although Regular membership is not required, it is recommended since all Advisory Staff members are eligible to sit on the Board of Directors as Advisory Staff Representative.

NEW MEMBERSHIP CARDS READY

Thanks to the fine graphics by member Larry Rose, PSRMA's new membership cards feature the new Museum logo and frontier-style lettering on two different colors of card. "Regular" members will have brown printing on a buff-colored card; "Contributing" members, black printing on a pastel green card. Both are quite attractive and will be a pleasure to display to other fans.

For those new members or renewals who have not yet received their card, rest assured your card will be sent forthwith. The Museum apologizes for the delay.

BYE-BYE, FREEDOM TRAIN

When the American Freedom Train steamed out of Miramar Naval Air Station's west gate about one a.m. on Monday, Jan. 19th, a fascinating, almost unbelievable chapter in San Diego history came to an aromatic close.

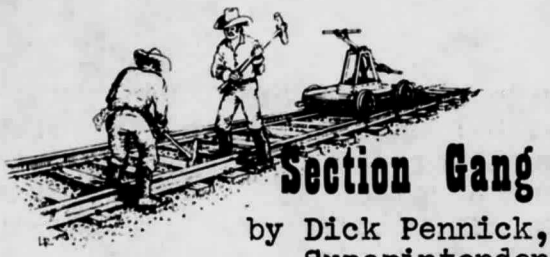
But, as far as some local die-hard steam engine buffs are concerned, the story didn't end until the red, white and blue train reached Yuma or beyond.

Despite the early morning departure from Anaheim stadium for the run to San Diego, the train's progress was followed every inch of the way by a large company of 4449's staunchest supporters. Your editor, his wife and family, Ken Helm, Larry and Tanya Rose, Norm Hill, Barbara Parker, and Dan Marnell waited patiently on a high place just south of San Clemente until the all-but-deserted freeway suddenly sprang to life about 3:30 a.m., signaling the impending arrival of that grand 4-8-4 lady and her court. By 3:40, she hove into view around a point of land below the former Western White House, making about 35 miles an hour. The chase was on. Having parked in a strategic position near a freeway on-ramp, your editor zipped cleanly and more or less smoothly down the ramp and smack into the middle of 100 insane bumper-to-bumper train buffs spread over all four southbound lanes of I-5 plus both paved shoulders. For most, it was eyes-right and hope the fellow in front of you didn't slam on his brakes as the tracks paralleled the freeway all the way to Oceanside. A full moon illuminated the billowing exhaust, and lights beneath the engine's running boards dramatized the 4-8-4's spinning rods and drivers.

As the train and its motorized entourage progressed southward, it seemed that Freedom Train engineer Doyle McCormack blew 4449's water-choked whistle many times for no particular reason than to delight the slobbering steam buffs on the freeway. The agent at Oceanside was still on duty more than two hours beyond his normal shift when the train rolled past his office at 4:10 a.m.. Due to a change in itinerary, the diesel helpers were picked up at south Oceanside rather than Del Mar as previously planned. 4449 dropped its train on the main line just north of diesel freight units 3301, 3453, and 3389 waiting on an adjacent track. This extra power would help boost the 25-car train up the grade through Sorrento Valley to Miramar. The steamer pulled ahead beyond the switch to let the three growlers slip out and hook up to the train. Once this was done, engineer McCormack gave 3 short jerks on the whistle cord and backed up to the lead helper. It was time to jump back in the car and make tracks to the next objective: the climb up Sorrento Hill.

Even though the train had made a "press" stop at Del Mar station (the results of which appeared in color on the front page of Jan. 14th's Evening Tribune), a vantage point along Carroll Canyon Road was barely secured before the 4-8-4's oscillating headlight announced its approach. Tape recorders were flipped on as the big steamer's labored exhaust bounced back and forth across the small valley. What a sound! What a sight! An unbelieveable spectacle. A phantom train passing in the moonlight, a figment of the imagination. "I must be dreaming", you mumble to yourself as the smell of oil smoke settles around you like an invisible cloak.

The illuminated snake of headlights continued to Miramar Road, then a right turn, then...pandemonium! Cars and bodies everywhere! Like ants around an ant hill. But behind, above, and around it all the unmistakable chuff, chuff, chuff, chuff of a steam engine under strain. Even with three diesels to help, 4449 was barking it up pretty good as it crawled up the short grade from the wye at Linda Vista at 4 miles per hour. Steam-starved local buffs stood there in a state of partial paralysis, their eyes bugged out like a squashed frog, as more than 300 tons of throbbing steel passed by, slipping its drivers once, only to catch hold again and finally achieve the Air Station's west gate. The time was 5:35 a.m. Many who were there that evening watched the train as it left San Diego shortly before 1 a.m., Jan. 19th. The grand 4449 will probably never return to our fair city. It will therefore be left up to PSRMA to attempt to fill the vast abyss created by the passing of this fantastic, phenomenal experiment in mass-showmanship. Goodbye, 4449, Goodbye, Doyle McCormack. Goodbye, Freedom Train. Goodbye. .....(Next month: "The Chase to Yuma")



by Dick Pennick,
Superintendent

1509 MAKES RAPID PROGRESS

The small group of PSRMA volunteers involved with restoration of our former Santa Fe heavyweight Cafe-Observation car 1509 has made substantial progress this past month toward complete refurbishing of the car to display condition. Thanks to a recent donation of roofing material by the Marvin Co. of Montebello, Calif. as well as paint supplies by Frazee's - El Cajon, the roof is now completely restored and looks great. Most of the car steps and the observation end has been painted, and the rear truck frames have been scraped and painted. Dupont's Industrial Paint Div. in Burlingame, Calif. sent down their color match chip for the original Pullman Green enamel, which has been out of general production for years! At one time, Pullman Green was the standard passenger car color. The paint can now be mixed and the car painted in its original livery. Except for window restoration and replacement of some broken glass, painting of the car will be the final task in the exterior restoration. The interior will then be painted and refurbished, a relatively minor operation, and the car then moved to the Bicentennial display site on Harbor Drive just north of Broadway, opposite the 'B' Street Pier.

It is planned for work to begin on the Coos Bay steam locomotive in January or early February. All of those members who have been itching to get their hands into a steam loco project, please call Sup't. Dick Pennick (463-2276) for the exact time work will begin. Work involved will include the following: sanding, scraping, painting, installation of new cab doors and window glass, replacing all gauges and other appliances removed for safe-keeping, burnishing the side rods and other unpainted metal surfaces, and any other work necessary to bring it up to display condition. All of this shouldn't require more than about 2 months of weekend activity if we have enough help, so please don't be bashful about volunteering your services. a qualified restoration captain will be in charge to direct the work. Again, Dick's number is 463-2276. See you there!

1509 DEADLINE - APRIL 3rd

If we only had more help, the work would be so much faster and easier! The regular restoration crew has been Larry Rose, Ken Helm, and Jack Linn, although recently several new members have jumped into the activity with both feet, among them, Norm Hill, who has already donated some tools and supplies, and John Nichols. Even member Ed Stauss drove down from L.A. the other day to lend a hand. These fellows have become so enthusiastic about the project that the saying among them is: "Today, 1509. Tomorrow, the world!" When you see the progress being made, you can't help but get caught up in it. Ken Helm took one of the interior fans home a while back to restore. He brought it back the other day looking like it had just come from the factory. The fan was all brass, even the blades, and it really knocks your eyes out.

Our present lease with the Port District for the display track comes due for renewal on April 3rd, so we feel it advisable to have all or part of the display in place prior to that time to help assure that the lease will be renewed. If we get sufficient help, I don't think there will be a problem.

Restoration sessions are held at the car, parked along Pacific Highway at the Marine Corps Recruit Depot, each Saturday from 9 a.m. to 4 p.m. Call Restoration Captain Larry Rose at 469-3064 if you would like to help.

DUTCH BOY DONATES PAINT FOR 1509

This good news was received just prior to press time: Through the efforts of member Norm Hill, the Dutch Boy Paint Co. has donated 26 gallons of paint, including 15 gallons of "Pullman Green" enamel for car 1509, 5 gallons of black enamel for the Coos Bay locomotive, and a gallon of silver for the smokebox and driver tires. This outstanding contribution will enable the Museum to complete the Bicentennial exhibit on schedule, providing sufficient help is available to accomplish the necessary work preparatory to painting. A complete new crew is needed for the locomotive project, and it is anticipated the engine will be moved to MCRD for the work. Call Sup't. Dick Pennick, who will be in charge of the loco restoration. PSRMA is truly appreciative of Norm's efforts involved with this donation. Things are indeed looking up for the fortunes of the Museum in this Bicentennial year.

ROSEFELD APPOINTED DIRECTOR

Steven C. Rosefeld, PSRMA's Director of Purchasing & Stores, was recently selected by the Advisory Staff as the 8th and final member of the Board of Directors. Steve's primary responsibility at present is the maintenance of the Museum's master inventory, listing all permanent items the Museum owns. Therefore, should any member now have or obtain in the future any permanent item for the Museum's collection, send a note or give a call to Steve describing it and indicating where it is being kept. Steve's number is 753-3656.

GROSSMONT BOOTH NEEDS STAFFERS

One of the less strenuous, but equally important activities the Museum is involved in is our "get aquainted" booth each month at Grossmont Shopping Center in the mall next to the Jonathan Cobb clothing store. Members are needed to host the booth from 10 a.m. to 4:30 p.m. on the designated Saturday. It is a pleasant activity for those who enjoy meeting and talking to people about PSRMA. The Museum provides all props, information, and a stool to sit on. Public Relations Director Herb Kehr is the man to call (273-1074) if you're interested. Please don't be bashful. We need you!

DID YOU MISS AN ISSUE?

Every once in awhile, REPORT staff learns about a member who for some reason didn't receive his newsletter for a certain month. Generally, we learn about this quite by accident and the missed copy is sent to the member forthwith. Since the REPORT is mailed Bulk Rate, copies do occasionally get lost in the mailing morass. Should this happen to you, PLEASE call Ron Zeiss, Circulation Manager, at 277-8194 and he will be happy to send you a copy.

Keep It Going in '76

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, INC.

1976 BUDGET

RECEIPTS

1.0	Dues			
	1.1	150 regular members @$12.00	$ 1,800.00	
	1.2	150 contributing members @$4.00	600.00	$ 2,400.00
2.0	Other Revenue			
	2.1	Excursions	17,000.00	
	2.2	Donations	500.00	
	2.3	Special activities	200.00	
	2.4	Rental of Rock Island locomotive	600.00	18,300.00
3.0	Beginning Balance			
	3.1	Unallocated cash	179.00	
	3.2	Land acquisition/museum development fund	1,500.00	
	3.3	French locomotive fund	980.00	
	3.4	Car 1509 fund	76.00	
	3.5	Diesel locomotive fund	0.00	
	3.6	Kitchen car fund	0.00	
	3.7	La Mesa depot fund	0.00	
	3.8	Bicentennial fund	265.00	3,000.00
		TOTAL RECEIPTS		$23,700.00

DISBURSEMENTS

11.0	Insurance		$ 1,500.00	$ 1,500.00
12.0	Equipment Operations		0.00	0.00
13.0	Restoration			
	13.1	Car 1509	50.00	
	13.2	Coos Bay #11	100.00	150.00
14.0	Equipment Repair and Maintenance			
	14.1	General	100.00	
	14.2	Private car Victoria	100.00	
	14.3	Equipment stored at NAS Miramar	500.00	700.00
15.0	Publications			
	15.1	Report production	550.00	
	15.2	Museum brochure	250.00	
	15.3	Membership annual letter, by-laws, etc.	50.00	850.00
16.0	General Activities			
	16.1	General meetings	125.00	
	16.2	Excursions	14,500.00	
	16.3	Southern California Exposition fair booth	225.00	
	16.4	Bicentennial Exhibit		
		16.4.1 Coos Bay #11 move	350.00	
		16.4.2 Car 1509 move	75.00	
		16.4.3 Display cases, displays and signs	200.00	
		16.4.4 Fence	500.00	$15,975.00

17.00	Office Expenses		
17.1	Postage, mailing permit and P.O. box rental	$ 250.00	
17.2	Stationery, membership cards and envelopes	25.00	
17.3	Telephone	175.00	$ 450.00
18.0	Rent and Leases for Equipment Storage		
18.1	California Southern R.R.Museum, locomotives #10 & #3	600.00	
18.2	U.S. Navy, Port Hueneme, flat cars	64.00	
18.3	Marine Corps Recruit Depot, refer & car 1509	25.00	
18.4	U.S. Navy, NAS Miramar, eight equipments	835.00	
18.5	AT&SF Railway, Private car Victoria	300.00	1,824.00
19.0	Debt Retirement and Interest		
19.1	Car 1509, fourth year P & I	750.00	
19.2	Kitchen car, second year P	262.50	1,012.50
20.0	Capital Outlay		
20.1	Land acquisition/museum development	2,000.00	
20.2	Moving La Mesa depot	500.00	
20.3	State Income Tax, Railcar, Inc.	200.00	2,700.00
21.0	Ending Balance DEFICIT	(- 1,461.50)	
	TOTAL DISBURSEMENTS		$25,161.50

MAJOR PAYMENT SCHEDULES

1.	California Southern R.R. Museum, Mar 31, June 30, Sept 30, Dec 31	(each)	$ 150.00
2.	Western Division Naval Facilities Engineering Command for Port Hueneme, Dec 10		64.00
3.	Western Division Naval Facilities Engineering Command for NAS Miramar, Feb 28, May 31, Aug 31, Nov 30	(each)	202.50
4.	NAS Miramar utilities, Comptrollers office, July 1		25.00
5.	AT&SF Railway, March		300.00
6.	Southern California Exposition, Feb	(est.)	200.00
7.	Insurance, June	(est.)	1,500.00
8.	Kitchen car, Walter Barber, Jr., five monthly payments	(each)	52.50
9.	Car 1509, SD Trust & Savings Bank, Jan, July	(each)	375.00
10.	Bicentennial Exhibit, Jan through Mar	(est.)	1,275.00
11.	P.O. Box rental, June		28.50
12.	Bulk mailing permit, Jan		40.00
13.	State Income Tax, Franchise Tax Board, for Railcar, Inc., Feb		200.00

MIRAMAR TOURS STILL GOING STRONG

As a reminder to our older members and as information for those who have recently joined us, one of the Museum's foremost educational functions right now is the tour program at the Miramar Naval Air Station storage track.

In cooperation with the Air Station's Public Affairs Office, Museum volunteers host school groups, retarded children, Boy Scouts, and other organized groups, conducting guided tours through the railway equipment stored there. Herb Kehr, PSRMA Public Relations Director, reports that volunteers are constantly needed to conduct the tours, and he emphasizes that a thorough knowledge of the rolling stock is NOT necessary. Most tours take place Monday through Friday, and interested members may volunteer by calling member Linda DiGiorgio, tour coordinator, on the Museum phone: 280-1781. She will provide you with all the information you will need to conduct a tour with authority.

Although there was a brief lull during the Freedom Train's visit, the normal tour schedule is indeed hectic. Sometimes five to ten tours a week are scheduled, and it sorely taxes the skeleton crew of Museum volunteers presently involved in this important activity. Sometimes, due to the shortage of help, a single host must handle several tours a day, and sometimes five or six a week. These hard-working volunteers perform this "extra mile" of service to the Museum because it has to be done. Our charter says we are an "educational" corporation and the educational service we perform at Miramar is in line with this dictum and vital to the continued good health of PSRMA. Call Linda and lend your Museum a hand.

TRADING POST

REPORT solicits buy, sell, or trade items from PSRMA members. Rate: $2 per ad of 50 words or less, 5 cents per word over 50. No charge for name, address, or telephone number. Print or type your ad and send with check or money order to: EDITOR, PSRMA Report, 9584 Upland Street., Spring Valley, CA 92077. Makes checks payable to "PSRMA, Inc."

MUSEUM SITE UPDATE

PSRMA's counter-offer for the proposed Campo operating museum site was submitted to the owners on December 29th, and as of this writing, no response has yet been received. It is hoped the delay is an indication of a favorable response.

UTU MAKES "TRACKS"

The United Transportation Union, has produced a pictorial and narrative account of the building of the first transcontinental railroad. The $25 216-page book features 150 old and rare photographs, most of them taken by U.P.'s official construction photographer, A.J. Russell. This priceless collection was unearthed recently by the authors after being "lost" for more than a century. The book is being touted as the "railroading book of the year", and although largely pictorial, is well-produced. Members may obtain a discount by ordering the book through our resident book-seller, Dan Marnell. His phone is 582-6737.

The FLORENCE AND CRIPPLE CREEK RAILROAD

TRAIN SERVICE
BETWEEN
Stations on F. & C. C. R. R. and ... G. R. R. Stand...

TIMETABLE

Train No. 10	Train No. 8	Train ...		...ions.	Train No. 1		Train No. 7
8.30 A				Lv..Cripple Ck..Ar.	5.00 P	.....	7.25 A
...			5.7	Lv.... Victor....Ar.	4.35 P	.....	6.55 A
11 ...	...5 P		40.3	Ar... Florence ..Lv.	2.05 P	.....	4.10 A
				VIA D. & R. G.		.....	
12.4	...15 A	5.15 P	73.2	Ar. ...Pueblo... Lv.	12.55 P	.....	2.40 A
1.10 P	2.25 A	5.35 P		Lv. ...Pueblo... Ar.	12.35 P	.....	2.30 A
2.32 P	4.00 A	6.54 P	117.6	Lv..Colo. Spr'gs.Ar.	11.25 A	.....	12.57 A
3.30 P	5.10 A	7.54 P	140.5	Lv. Palmer Lake Ar.	10.39 A	.....	12.00M
5.00 P	7.00 A	9.25 P	192.8	Ar.... Denver ...Lv.	8.45 A	.....	10.00 P
No. 1.		No. 9			No. 10	.....	No. 2
2.11 P		6.45 P		Ar.. Canon City .Lv.	11.20 A	.....	4.55 A

Feb. 2: Freedom Train makes daylight run from Tucson to Albuquerque.
Feb. 3: Director's meeting, SDT&S Bank, San Diego, 7:30 p.m. (463-2276)
Feb. 7: Restoration session, car 1509, MCRD, 9a.m.-4p.m. Open to all. (469-3064)
Feb. 14: Restoration session, car 1509 (take your sweetheart to a work party for Valentine's Day).
Feb. 21: Restoration session, car 1509.
Feb. 28: PSRMA "Get Acquainted" Booth, Grossmont Shopping Center.
Feb. 28: Restoration session, car 1509.
Mar. 2: Director's meeting, SDT&S Bank
Apr. 23: Quarterly General Meeting, House of Hospitality, Balboa Park, 7:30 p.m. Public invited.

ONE SORRE TAIL

r6•llp2ulidziw4gl2hvvrmt5blf7hllm,hdvvgsvzig.

This from the UTU News: "The letter below is an exact actual copy, the original of which is on file (written in pencil) in the claim agent's office of the A & T Railroad, Greensboro, North Carolina. This letter was written in all seriousness, with no attempt to be funny, by Simon Green, R.F.D., Bear Creek, N. Carolina.

'Mr. Faulner
A & T R.R.
Greensboro, North Carolina

Your railroads rund oer my bul at the 20 mile poss on Wenesday. He air not ded but he mount as well be and I want your section goss to report him ded and pade for. He mash out both his seeds leafing mity little of his bag, hit teared out a piece a foot squar betwizt his peker and nabul. He air totaly unqualified to be a bul and he air mamed up to bad to be a steer and he air to dam tuf for beef, so I want you to report him ded and pade for.

'P.S. He were a red bul, but he stands aroun looking mity blew these days.'

-30-

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