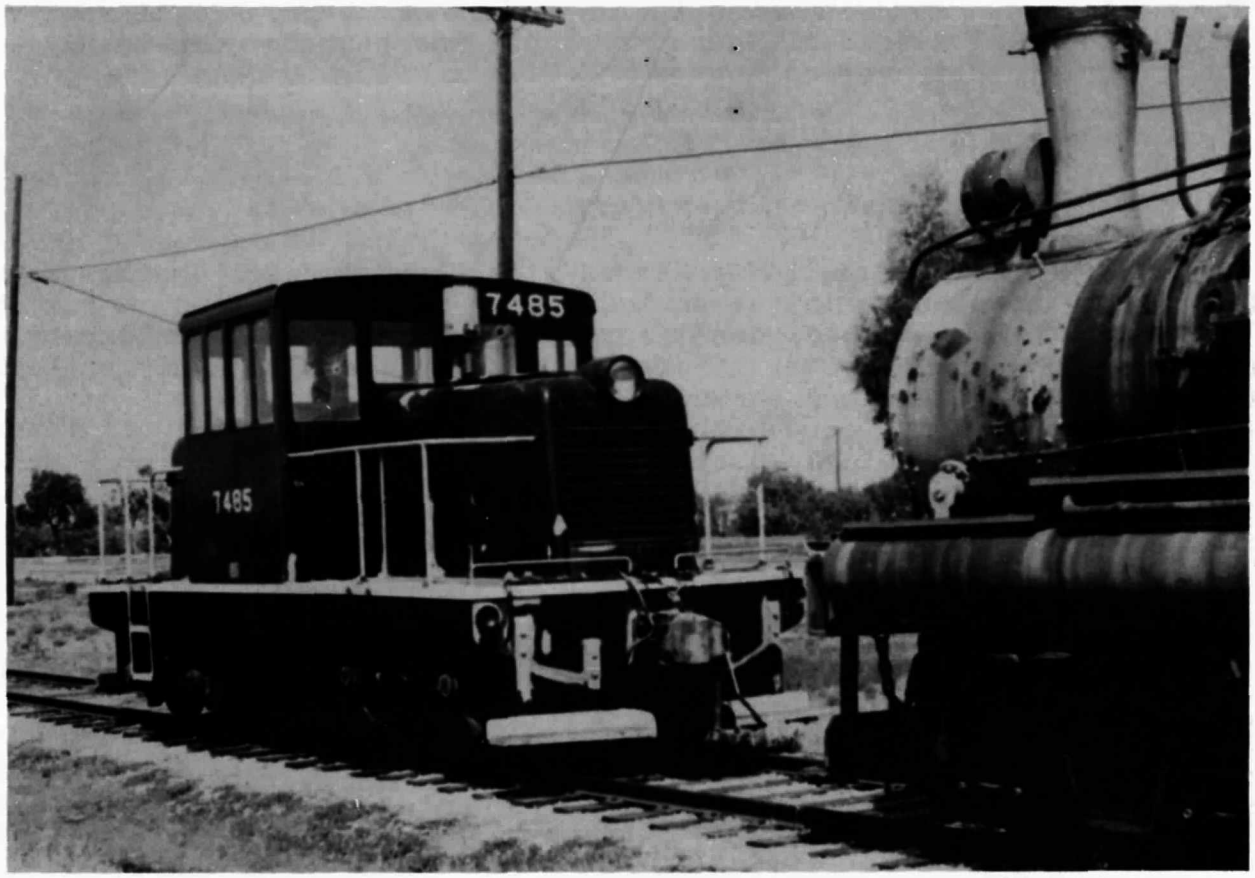
REPORT

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

April
~~FEB.~~ - ~~MARCH~~, 1977 No. 13~~3~~ 4

PSRMA "PHANTOM" LOCOMOTIVE ARRIVES IN SAN DIEGO !!



Ex-U. S. Army #7485 takes its place in the museum equipment lineup at N.A.S. Miramar photo by L. Rose

PSRMA's G. E.-built 45-ton switcher has arrived at last. Donated by the Navy in February of 1973, the little center-cab diesel-electric had never been seen by museum members till a few weeks ago.

Since transfer of ownership, the locomotive had been stored at Hill Air Force Base near Ogden, Utah in a line of other mothballed military rail equipment.

Its sudden move to California was spurred by the possibility of moving our two 0-6-0 steam locomotives down from Perris in mid-march.

Museum secretary Jim Lundquist had the idea that it would be just as easy to unload 3 locomotives as two as long as the heavy-duty cranes were on hand to do the job. With only 10 days to co-ordinate the arrivals, Jim

(cont'd on P. 4)

SPARKLING PROGRAM APRIL 29th

PSRMA extends a cordial invitation to members and friends to attend its upcoming quarterly meeting at the House of Hospitality in Balboa Park. The date is Friday, April 29th, 7:30 p.m. in the La Sala room (please note the change of date). The Hpuse of Hospitality is located adjacent to the statue of the mounted horseman, near the Fine Arts Gallery.

Besides some very interesting reports on current and future Museum activities, another superb program is planned for this meeting. Mr. Harold Williams, a member of PSRMA and a long-time member of the Boston-based Railway & Locomotive Historical Society, will treat us to aportion of his vast collection of railroad color slides representing both European and domestic rail action. Included will be some rare shots of the pre-Cutoff Cajon Pass from the cab of a locomotive. Williams, a resident of San Diego since 1920, has been photographing trains since 1932. He is retired but works part-time at Bill Kingston's "The Whistle Stop" model train shop in Hillcrest. He claims he has journeyed more than a half-million miles chasing trains around the world.

Please join us for an interesting and enjoyable evening with your fellow rail buff. And bring a friend! There are those who plan to come solely for Mr. and Mrs. Nichols' tasty refreshments!

SEE YOU THERE!

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DON'T FORGET SANTA BARBARA RAIL EXCURSION

Although members' attention these days is being focused on the upcoming Freedom Train excursion behind steam locomotive 4449, scheduled to run April 24th from Yuma to Los Angeles, don't forget there is another fun excursion planned for Saturday, May 14th, a relaxing trip by train to Santa Barbara. A brochure for this event was include in the February-March issue of REPORT.

If you are planning to be with us on this very interesting and rewarding trip, it is important that you make your reservation with PSRMA as soon as possible, as Amtrak sets early deadlines for special group trips such as this one. Adjustments can be made as late as ten days prior to the trip, but MAJOR changes must be made three weeks ahead.

As announced earlier, PSRMA's special party will ride aboard the regularly-scheduled "San Diegan" and "Coast Starlight" trains, offering Amfleet and conventional equipment, respectively.

For further information about this one-day rail excursion, please write or call Ellen & Eric Sanders, 7861 Normal Ave., La Mesa (714-469-1288). (Editor's note: This trip will be escorted by Mr. & Mrs. Sanders, and therefore it is reasonable to expect a very enjoyable trip indeed.)

REPORT

Newsletter of the Pacific Southwest Railway Museum Association, Inc.
P.O. Box 12096, San Diego, CA 92112

Richard E. Pennick, Editor
James Lundquist, Circulation

Published monthly by the Association. PSRMA is a California chartered non-profit, tax-exempt organization of persons who share an interest in railroad operations, travel, and history. Membership dues: $12.00 per year.

Telephone: (714) 280-1781

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Opinions expressed in unsigned articles are those of the editorial staff, and do not necessarily reflect the opinions of PSRMA, its officers or directors. Opinions in signed articles are those of the author only.

PENNICK TO RETIRE AS REPORT EDITOR

After more than two years at the helm of PSRMA's Publications Department, Richard E. "Dick" Pennick plans to turn over responsibility for the REPORT and other publications activity to a successor. The final issue under his editorship is planned for June. Dick says his last issue will be a real "blockbuster" and may become a collector's item.

Over the years, REPORT has become one of the better house organs of its kind among rail museum groups, thanks to the devoted and inspired volunteer efforts of Dick and his predecessors.

(cont'd from P. 2) Dick reports the endeavor was always a labor of love, and the experience has been rewarding, educational, and enjoyable. But the competition for the time spent on production by other pursuits and demands has become so great that a change was in order. Dick says he plane to remain active with PSRMA, but on a less time-consuming scale, and may again be able to offer his services ocassionally at a Museum work party, one of his other loves.

After his retirement, Dick looks forward to remodeling his home, increasing his involvement with local environmental and land-use efforts, working on a San Diego rail history book, restoring his recently-acquired 1886 National City & Otay Ry. excursion car, backpacking with his family, and spending more time with his patient wife Karen.

If any of our members out there in membership land have an interest in contributing their time and talent to one of the most important functions of the Museum, call Gen. Manager Larry Rose at 469-3064. Arrangements will be made to pass on the the chosen successor all material and information to help him (her) adjust to the requirements of a monthly publication schedule.

ROAD & TRACK, TRIBUNE FEATURE COOS BAY STEAMER

A recent issue of the San Diego Tribune featured a photo of our Coos Bay 11 in a Streicher's Shoe ad, and the February issue of Road & Track ran a photo of the engine as a decorative backdrop for a new automobile. No credit was given in either case to PSRMA as being the owners of the display. However, in fairness, this may be due to the fact that we have little or nothing in the way of advertising at the display site to indicate ownership.

Another recent issue of the S.D. Union contained a color advertising supplement by Tarbell Realtors which featured a Mather oil painting of an anonymous 1927 Alco 2-6-2(?) No. 80 lettered "Southern California" pulling a string of early steel cars. Inaccuracies abound, but the illustration is not as bad as some this editor has seen.

MEETING HELD TO DISCUSS SD & AE SHUTDOWN

About 50 political figures and businessmen met at the Unified Port District building on March 7th to discuss the proposed abandonment of the local freight line and share ideas on how to prevent the action.

The meeting, called by Rep. Lionel VanDeerlin, indicated the proposed shutdown would cause hardship to the San Diego economy. William T. Druhan, staff director of the House Subcommittee on Transportation & Commerce, said a unification of effort will be necessary to stem the shutdown. Some local companies have already indicated they would have to relocate elsewhere if the rail service is not restored soon.

State Sen. Jim Mills said that it's a question of energy conservation as well. He said trucks are four times more expensive to operate than trains and this fact may indicate an increased dependence on rail shipping in the future. Sr. Carlos K. Malo, a representative of the Ferrocarriles Nacionales de Mexico, said permanent abandonment of theline would result in a great economic loss to Baja California communities that depend on the line in Mexico. Lucille Moore, 3rd District Supervisor representing the San Diego Chamber of Commerce, said the chamber estimated a permanent shutdown could add $1.475 million to local business operating costs. (Excerpted from S.D. Union)

More recently, Ms. Moore won endorsement from the rest of the Supervisors for her plan to form a county-wide task force to fight the abandonment by coordinating the collection and presentation ofevidence befor e the I.C.C. The Port of San Diego will also join the fray with legal assistance.

GET IN THE P.S.R.M.A. HABIT !

hastily called all board members and got unanimous backing for the scheme.

President "Chop" Kerr took over from there and made all arrangements for the move.

The Union Pacific Railroad had offered to load the loco for free several years ago and a call from Chop confirmed that the donation was still good whenever we were ready. After hearing of the tight time limit, the U.P. put a fire under the project and within hours the little side rod loco was dragged into Ogden, loaded on a flat car and scheduled for the first westbound hot shot freight.

With the diesel move underway, the move of the Perris engines hit an untimely snag. Suddenly the museum was faced with a diesel to unload and no crane available to do the job. Chop had to come up with something fast. Since the locomotive was a Navy donation and it was arriving on a Navy base, perhaps they could help unload it.

A conversation with the Miramar public relations office produced a generous solution. The Navy agreed to unload the diesel for labor charges only and our bacon was saved. On the night of March 22, the Santa Fe fourth district local, with member and past president Terry Durkin at the throttle, spotted the flat car with our loco at the Miramar gate. The next morning, the base 44-ton switcher pulled its side-rod cousin inside where it was promptly unloaded by the Navy's 60-ton crane.

Members Ken Helm, Jim Lundquist and Larry Rose were on hand for the unloading and a short ride as the new arrival was pushed, side rods clanking, to its storage spot at the head of the museum's impressive string of vintage rail equipment.

The move of the steamers at Perris has been held up due to new track work being done by the Orange Empire Railway Museum on whose rails the engines are stored. Because of overhead trolley wires, the locomotives must be moved some distance from their storage spur to a spot where they can be picked up and loaded on trucks. The interim track has just been aligned and ballasted and must be tamped before O.E.R.M. will allow the heavy locomotives to be moved to the loading area.

Our truck and crane company has been advised to stand by till O.E.R.M. gives us the green light. Hopefully, the locomotives will be moved next month as the museum is anxious to consolidate its collection in San Diego by this summer.

PSRMA's diesel-electric locomotive arrived in remarkably good shape, suffering only the usual broken-glass vandal damage in route. The engine was built in June 1941 by General Electric as Class B-B-90/90-2GE733, builder's number 13133 and is rated at 300 h.p. Built for the Plum Brook Ordinance Works of Sandusky, Ohio, the loco became U.S. Army Transportation Corps No. 7485 sometime in 1943.

The only known photo of #7485 prior to last month is this 1968 shot of the locomotive in Loma Linda, Ca. on its way to Utah from Mc Clellan AFB. Photo courtesy of member Allen Copeland. Allen also provided most of the known history of the locomotive for this report.

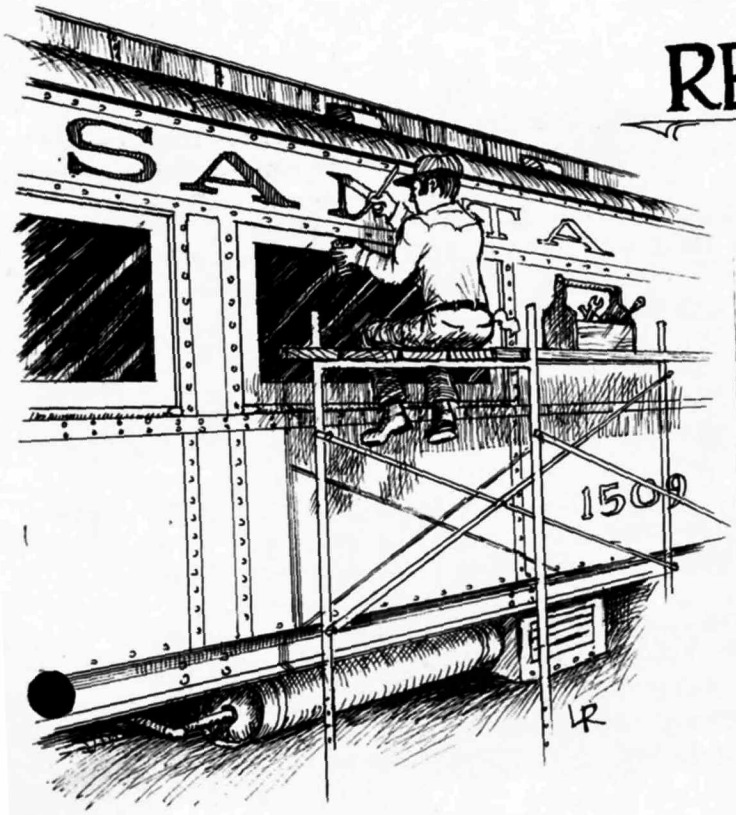
The Navy 60-ton crane has just finished setting #7485 on the rails at Miramar. The base switcher, a newer G.E. 44-tonner, has just pulled the flat car from under the engine and is waiting to push it down to the museum's string at the end of the spur.
(photo by Ken Helm)

The diminutive switcher was used for a time at McClellan Air Force Base in California before being transferred in June of 1968 to Hill A.F.B., Utah and placed into storage. Because of some bureaucratic nonsense, the engine had to be transferred to the Navy before it could be donated to PSRMA, so all services but the Marines had a hand in its acquisition.

Mechanically, the traction motors and twin Cummings diesel engines are in near mint condition with only new batteries and minor electrical work required to get the locomotive fired up. The restoration crew, steam fans all, have dubbed the shiny black 45-tonner an honorary steam locomotive because of its unusual outside connected trucks with side rods and counterweights, and have promised to get it operating soon.

This "first generation" diesel is an important addition to the museum's collection and all members are encouraged to come out and see this little jewel. The "Phantom" is home at last!

by L. Rose



RESTORATION NEWS

by Larry Rose

The big news this month of course was the arrival of the Museum's never-before-seen "phantom" diesel. The idiot vandalism done to the engine in transit kept the restoration crew busy for several Saturdays. All of the major damage was repaired except for a few glass instrument covers. The cab was cleaned of shattered safety glass and rocks, and all broken windows were replaced and re-caulked.

Master Mechanic Ken Helm has cut new glass for the gauges, and is getting all of the instruments re-calibrated before putting them back in the control panel.

Bert Straw sanded down down some of the rock-induced scratches in the paint and applied primer in several spots.

The 1509 has not been neglected in the excitement over the new arrival. Frank Cooke's window frames are progressing steadily. They have been dipped in Wood Life preservative and the wood grain filled with sealer. The body work on the window frames is nearly done with the exception of the kitchen windows which are completely rusted out. Dick Mc Intyre is figuring out a way to rebuild the kitchen frames with sheet metal. Dick also repaired the last remaining vandalized seat frame from Union Pacific Coach #576.

In preparation for the move of our two steam locomotives from Perris to Miramar, Ken Helm spent a Saturday working on Mojave Northern #3 and E. J. Lavino #10. Ken lubricated both engines and loosened the bolts on the stacks, sand domes and front and rear footboards. These parts must be removed to fit the loco on the low bed trucks and to clear highway underpasses.

Ken also secured an estimate for replacement of the vandalized windows on U. P. Coach #576. Total cost with the hardpressed restoration crew doing all the labor is just under $500.00. Each time some idiot kid throws a rock it costs PSRMA $80.00. One rock fished out of the toilet of one of #576's rest rooms weighed about 8 lbs!

Workers this month were Jack Linn, Bert Straw, Norm Hill, Dick Mc Intyre, John Nichols, Jim Lundquist, Ron Milot, Ken Helm, Larry Rose and Jim Cooley.

MEMBER CHARLIE HOLCOMB PASSES

Charles "Charlie" Holcomb, 60, a member of PSRMA since the acquisition of our first two steam locomotives in 1966, has pulled the pin on this life to railroad on "The Big Rock Candy Mountain". He died April 9th in Riverside.

Charlie, a heavy-equipment mechanic, was a lover of the steam-driven machine, and spent many hours repairing and maintaining not only the Museum's engines stored at Perris, but Calif. Southern Ry. Museum's engines as well. He was awarded honorary membership status at various times because of his volunteer work with our equipment. Thanks to Charlie, various plates, gauges, and other parts from our equipment at Perris were saved from theft and/or vandalism because he had removed them for safekeeping. These items were returned to PSRMA last year.

PSRMA joins the rail museum fraternity in mourning the loss of a hard-working volunteer, steam buff, and human being.

MOUNTAIN MAN HAYWARD ALSO RAIL BUFF

The March 27th issue of the S.D. Union contained a very interesting illustrated article about one of PSRMA's long-time members and former General Superintendent.

Walt Hayward, known as "Grizzly" to his fellow American Mountain Men, formed the nationwide organization that bears that name in 1972. "Grizzly" is President of the group, which now boasts 500 members among 16 chapters. Aspiring members must adopt the creed of the original early American mountain man and must demonstrate their ability to survive in the wilderness with only the most primitive accouterments, many made by hand. Walt says the experience gives the members pride in themselves and their forefathers. "We learn to respect nature (and) get so accustomed to life in the wilderness that it becomes difficult to return to urban life".

In March, 1969, the S.D. Union carried a big photo story on PSRMA by member and staff photographer Jerry Windle. Walt was featured in one of the scenes at the throttle of our Shay No. 3, under steam at the foot of Crosby St. If anyone looked at home in the cab of a steamer, it was ol' Grizzly. Reminded your editor of bearded "Boiler Wash" Bill Fryk, heavy-set cigar-chewing engineer on the legendary Virginia & Truckee R.R. in Nevada years ago. Walt has stored the old Santa Fe crossing flagman's shanty from Broadway, rail, ties, and other Museum items on his property for a number of years without charge.

As another lover of the outback, your editor can appreciate Walt's feelings.

Honor Roll

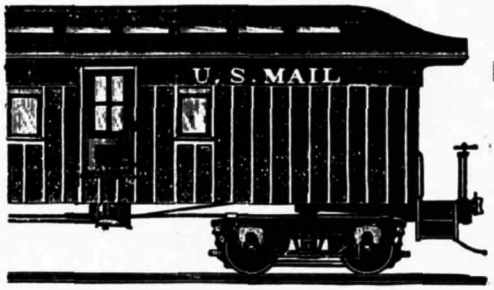
The Museum thanks the following members and friends whose generous contributions have furthered the goals of PSRMA during the month of March:

Tom Sefton (donated tie plates and fasteners from abandoned 3' gauge Rio Grande Southern R.R. at Franklin, Colorado).

HOSTS AGAIN NEEDED AT MIRAMAR STORAGE SITE

Our Miramar tour coordinator, Linda DiGiorgio, reports that, now that the educational tours have been resumed at our equipment storage site on Miramar Naval Air Station property, there is a need for Museum members to act as hosts. School groups, scout troops, senior citizens, mentally retarded children, and others have enjoyed the tours in the past, thanks to the capable hosting by a small number of members. The rolling stock lineup has been shuffled around for a more pleasing and logical arrangement, and has been enhanced by the recent addition of our 45-ton G.E. diesel. A descriptive sign will be added to the site soon, as will a more convenient way to view the Shay cab.

If you have some free time and would like to help our educational function, please call Linda at 283-3064 or the Museum line, 280-1781.



The Mail Car

Editor,

In reply to the notice in PSRMA regarding suitable site, Christian Brown suggest you look at east end of the SD & AE tracks in El Cajon. Would that be a possibility?

We wish to compliment you on your issues. Very fine. More success to you.

Cordially,

Nilla (Mrs. C.N.) Brown

Editor,

Enclosed please find a small donation. It sure isn't much; perhaps buy a few postage stamps. Being a senior citizen and on Social Security, I have to watch our budget. Also, since I live quite a distance from San Diego (300 miles), I cannot give much of my time to the organization's activities as I would desire.

You see, I am the son of a Pullman conductor. My father spent almost a lifetime in transportation. He started as a boy conductor on horsedrawn street cars in Cincinnati. Eventually, he wound up working for George M. Pullman for nearly 40 years as conductor, retiring in 1931 at Los Angeles, his last train the "Shoreline Limited", at the age of 71. He was a personal friend of Pullman president Tad Lincoln, President Lincoln's son, and was choice conductor for U.S. presidents and other notables.

Unfortunately, I have very few mementoes of his career as Pullman conductor. Didn't save them. Thought trains were here to stay! But my memories of railroading are many. So the nostalgia PSRMA brings back great events of steam-driven trains. We try to take your longer-type trips (Hermosillo, Copper Canyon, etc.) and have enjoyed them tremendously.

Thank you very much for sending me PSRMA Reports. Hope the check will pay for at least the postage.

Cordially yours,

Harry H. Weller

Editor,

Your December, 1976 issue is at hand with its coverage of the recent use of the former Georgia-Pacific locomotive in the filming assignment.

We would welcome the opportunity to consider coverage of this event in an upcoming issue of PACIFIC NEWS, or at the least to consider the publication of a news photo of the locomotive during the filming.

Yours truly,

John Parson
Chatham Publishing Co.

CASEY JONES BECAME LEGEND 77 YEARS AGO

Since this month is the 77th anniversary of the event that made a legend of a young Southern engineer and gave rise to considerable hero worship by several generations of youngsters, the following accident report of the famous wreck at Vaughan, Miss. seems appropriate. This very interesting item, copied from the Illinois Central's archives, is here reprinted in its entirety courtesy of the April, 1976 issue of the Trinity Valley Railroad Club's "Bulletin Board".

Chicago, May 10, 1900

Subject: Collision of trains 1 and 83
Vaughan, 4-30-1900

Mr. J. T. Harahan
Second Vice President

Dear Sir:

Referring to 478 report No. 26 of the Water Valley District, Mississippi Division, and various telegrams from Asst. Supt. Gilleas covering case of passenger train No.1, engine No. 382, Conductor J.C. Turner, Engineer J.L. Jones, running into rear of freight train No. 83, engine Nos. 870 and 871, Engineers L. Markette and C. W. Marchison, Conductor B. Hoke, at Vaughan, Miss., 3:52 A.M., April 30, 1900, in which Engineer Jones of No. 1 was killed and the following persons injured. Settlement of various cases having been effected as shown by amounts opposite names:

Simon Webb, Fireman Train No. 1, body bruises jumping off Engine 382 .....$5.00
Wm. Miller, Express Messenger, slight injuries.....25.00
W. L. Whiteside, Postal Clerk, jarred..... 1.00
R. A. Ford " " " 1.00

Reports received to date indicate that Engineer Jones of the passenger train, who lost his life in the accident, was alone responsible for the accident as train No. 83 which was obstructing the main track at Vaughan sawing by train No. 26 was properly protected by flagman, who had gone back a distance of 3000 feet, where he had placed toropedos on the rail; then continued north a further distance of 500 to 800 feet, where he stood and gave signals to train No. 1; which signals, however, were apparently not observed by Engineer Jones: nor is it believed he heard the explosion of torpedoes as his train continued toward the station at a high rate of speed, notwithstanding the fact it was moving up grade; collision occurring at a point 210 feet north of the north passing track switch. It is also stated that Engineer Jones of train No. 1 failed to sound whistle for the station when passing whistle board.

Jones entered the service of this company as fireman in March, 1888, was promoted to position of engineer in February, 1890, since which date his record has been as follows:

Engineer Jones was promoted to position of engineer in February, 1900, and had a reasonably good record, not having been disciplined for the past three years. He had been assigned to passenger service between Memphis and Canton about 60 days before collision occurred and at the first opportunity thereafter Supt. King had talked to him about the importance of the trains to which he had been assigned, instructing him to use good judgement, especially in stormy weather; to keep close lookout for signals at all times, particularly in approaching and passing through stations and yards; adding that the trains he would handle had been successfully handled by other engineers who were on the runs and that satisfactory time had been made. He particularly instructed Jones not to attempt to do any reckless running with the view of establishing a record of making fast time, or better time than the other men on the runs. Jones' work up to the time of the accident had been satisfactory.

The actual damage of this collision amounted to $3,323.75.

Trains 1st 72, 83, 1st 26 and 2nd 26 were at Vaughan Station for No. 2; 1st and 2nd 26 occupied the house track which was clear, and 1st 72 and 83 occupied the passing track, which lacked about 10 car lengths of holding the two trains. After sawing the two sections of No. 26 in at the south end, 1st 72 and 83, while moving south on passing track to clear No. 1 at north end, stopped before going into the clear on account of air hose bursting on a car in 1st 72, the rear of No. 83 fouling the main track.

Flagman J. M. Newberry of No. 83 who provided with the necessary signals had gone back to place torpedoes, also to signal Engineer on No. 1 to stop, and although he had a unobstructed view of the flagman for 1 1/2 miles, he failed to heed the signals, and the train was not stopped until the collision occurred. The explosion was heard by crews of trains at Vaughan Station by Fireman S. Webb (colored) on No.1, and by the postal clerks and baggageman on the train. Fireman Webb states that between Pickens and Vaughan Stations, after putting in a fire, he was called to the side of Engineer Jones, who lost his life in the accident, and they talked about the new whistle which had been put on the engine at Memphis; Jones stated that going into Canton it would arouse the people of the town. This was the first trip with the new whistle and Jones was much pleased with it. Fireman Webb states that after talking with Jones, he stepped down to the deck to put in a fire; and just as he was in the act of stooping for the shovel, he heard the explosion of the torpedo. He immediately went to the gang-way on Engineer's side and saw a flagman with red and white lights standing alongside the tracks; going then to the Fireman's side, he saw the markers of Caboose of No. 83. He then called to the engineer, Jones, that there was a train ahead, and feeling that the engineer would not be able to stop the train in time to prevent an accident, told him that he was going to jump off, which he did about 300 feet from the caboose of No. 83. Fireman Webb further states that when the torpedo exploded, train No. 1 was running about 75 miles per hour; that Engineer Jones immediately applied the air brakes and that when he left, the engine speed had been reduced to about 50 miles per hour.

He also states that had he or Engineer Jones looked ahead, they could have seen the flagman in ample time to have stopped before striking No. 83. Train No. 25 was also flagged by Flagman Newberry and stopped where he stood, which was the same location from which train No. 1 was flagged.

Train No. 1 met train No. 2 at Goodman Station, No. 1 arriving at Goodman on time and taking the siding; it left there 5 minutes late, and at the time of the collision was 2 minutes late. Trains 1st 72 and 83 would not have been at Vaughan Station for train No.1 but for the fact that No. 83, while pulling into the siding to let No.25 pass, pulled out two draw-bars; which resulted in delay and prevented No. 83 going beyond Vaughan Station for the two sectiions of No. 26 and No. 1.

As shown above, Engineer Jones was solely responsible for the collisiin by reason of having disregarded the signals given by Flagman Newberry.

/s/ A.S. Sullivan
General Superintendent

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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 ...		...00 P	40.3	Ar... Florence ..Lv.	2.05 P	.....	4.10 A
				VIA D. & R. G.		.....	
12.4...	...25 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

April 23: Possible restoration session. Call 469-3064 for details.
24: 4449 excursion, Yuma to L.A.(466-8405).
24: 1888, ground breaking for San Diego, Cuyamaca & Eastern Ry.
24: 1949, San Diego Transit System retires last streetcar, ending 60 years of street railway service.
29: PSRMA quarterly meeting, House of Hospitality, 7:30 p.m. (291-4787).
May 3: Directors' meeting, SDT & S Bank, 7:30 p.m. (463-2276).
10: 108th anniversary of completion of first transcontinental railroad.
14: Amtrak excursion to Sta. Barbara (469-1288).

REPORT
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San Diego, CA 92112

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Permit No. 205

PACIFIC SOUTHWEST RAILWAY MUSEUM — Mini-museum in antique private railway car and steam locomotive on the Embarcadero near the B Street Pier; open weekends 11 a.m. to 5 p.m. Special free weekday visits may be arranged, phose 280-1781.

[redacted]

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