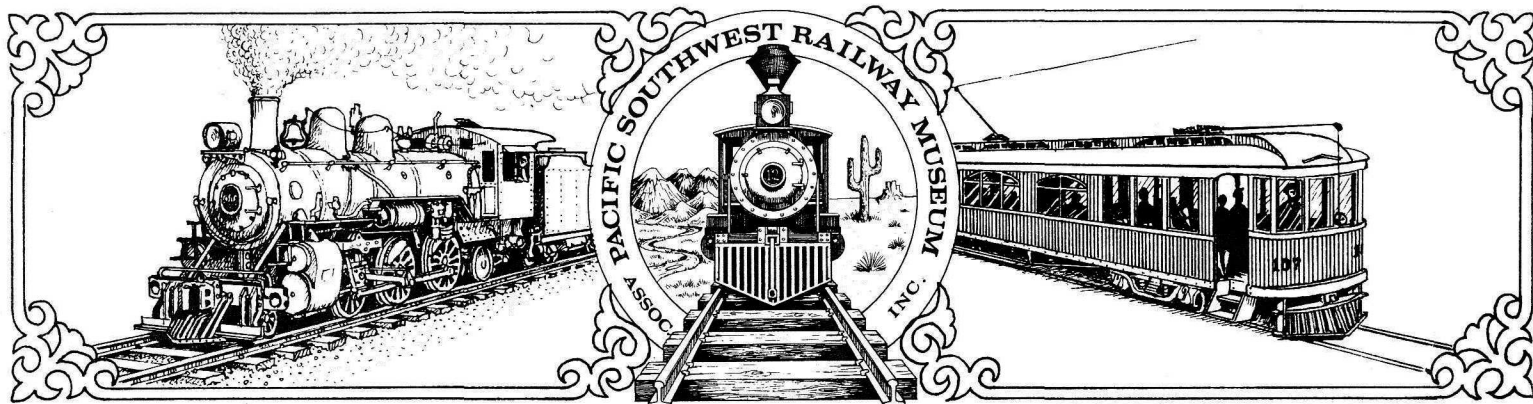




Nov. '78

REPORT

No. 152

OFFICIAL PUBLICATION of the PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, Inc.

S.D.& A.E. Ry. and Santa Fe Depot Saved !!

San Diego to get Rail Transit System !

The last major stumbling block for rail transit in San Diego was overcome this past month when the City Council of San Diego reversed their earlier decision and voted to endorse MTDB's rail transit plan for the city. The San Diego & Arizona Eastern Railway will be purchased by the Metropolitan Transit Development Board and used to run a sixteen mile light rail transit line from downtown San Diego to the border at San Ysidro. The system will run from the San Diego Santa Fe Depot, which will be purchased and totally restored for train and transit uses, up "C" Street to 12th, south to the SD&AE track and down to San Ysidro on completely rebuilt electrified right-of-way. In addition to the light rail plan, the buses can also be saved if San Diego Transit can keep their costs down.

The City Council vote came on October 25th after seven and a half hours of speeches and arguments, one of which was made by Jim Lundquist on behalf of PSRMA in favor of rail transit. The final vote was six to three, with Tom Gade, Larry Stirling and Fred Schnaubelt voting against rail transit for San Diego and Mayor Pete Wilson, Maureen O'Connor, Bill Mitchell, Bill Lowery, Leon Williams and Lucy Killea boldly voting to take the first step forward towards solving the city's future transportation needs. Mitchell and Lowery were the swing votes, reversing the five to four negative vote of last July.

MTDB has already entered into an agreement to purchase the SD&AE from the Southern Pacific and a short-line freight operator has been selected to run the freight end of the railroad. PSRMA has met with the freight operator and some very good things have come of it (see Chop Kerr's "From the Cupola" for the good news in this issue of REPORT).

There remains only two more approvals for the project; the State Transportation Commission and Caltrans must agree with the proposal, and both endorsements are expected to be received before the end of December with no problem. In January or February, the SD&AE will be purchased by MTDB and construction of the transit line will begin sometime before summer. During this time, a special study will have been completed and the light rail vehicles ordered. Although the car contract will go to the lowest bidder, a European firm is expected to submit the lowest bid because they presently are building cars that are needed for the type of service expected here.

The rail line to El Centro will be back into service before summer, as the S.P. will rebuild the line as part of the purchase agreement. The work is expected to take 120 days beginning after the formal purchase of the railway.

It is expected that one year after the project gets the final go-ahead, 90% of the contracts will have been let, and the grand opening of the light rail transit will occur July 1, 1981, just two and a half years away.

The month of October was the finest month for railroading in San Diego in generations. The San Diego and Arizona Eastern was saved from abandonment, the Santa Fe Depot was saved from the wrecker's ball, the future of transportation in San Diego was brought forward one giant step, and, perhaps, the Pacific Southwest Railway Museum has finally found a home, after seventeen years of searching. What a month indeed!

by Jim Lundquist

October Meeting Hi-Lites

BIG CROWD ON HAND FOR AFRICAN STEAM

Dan Marnell, PSRMA's globe trotting steam chaser, had everyone's eyes popping at the October general meeting with his spectacular slides of steam locomotives in everyday service in South Africa.

Dan gave a very informative talk on the economics behind the survival of the iron horse on the dark continent as he showed slide after slide of the most immaculately maintained steam locomotives to be seen anywhere in the world. It was hard to believe that Dan's photos were only two months old as most of the scenes presented looked like a steam show of fifty to sixty years ago. Everyone agreed that Dan is no ordinary photographer. His rail pictures are second to none in quality and the seventy-plus folks who turned out were thoroughly impressed. Special thanks go to Bob Martin, Ann McVeagh and Tanya Rose for providing the tasty refreshments.

1979 OFFICERS ELECTED

Only one incumbent was defeated for the association's top jobs. Knud Antonsen won Steve Rosefeld's seat on the Board of Directors in a close race and will take over in January. The PSRMA officers for next year will be H. C. "Chop" Kerr, President; Larry L. Rose, V.P. and General Manager; Jim Lundquist, Secretary and Brenda M. Bailey, Treasurer. Directors will be Knud Antonsen and Norm Hill, who was appointed to take Ken Helm's seat. Ken still had a year to go when forced to resign when he moved to Glendale. Ken still comes to town every Saturday to work on our equipment, but it is just too long a drive to make the Tuesday night board meetings. Dick Pennick will remain Board Chairman as the immediate Past President. The Staff Representative to the B.O.D. has not yet been selected; the post is currently held by Good Ol' Jack Linn. Peggy Secor, Tanya Rose and Eric Sanders were elected to the Review Committee.

Honor Roll

JOHN BALDWIN---donated a very rare set of mercury timing switches for the Waukesha engine on Victoria. It took a circus act by Mr. Baldwin to scrounge up this scarce item. Master Mechanic Ken Helm was so stoked, he wasted no time getting them installed.

LONAL PIERCE---donated a box full of assorted paint and varnishes. This stuff can be used on any number of museum projects and should be especially useful on the La Mesa Depot project.

WAYS & MEANS

With so many projects underway and PSRMA on the home stretch toward a permanent home, a fund raising effort in the non-railfan community is essential as these people far outnumber rail enthusiasts. Harry Hurry has come forward with such a scheme but he needs help to pull it off. Here is his pitch:

Men! Have your wives been getting on your case about the time spent on your railroad hobby? Then show this to her, so she can get involved and quit feeling like a railroad widow. The museum is looking for about six people to handle the sale of some quality stationary products that are non-railroad styles. Contact Harry Hurry at 231-2974 after 3:30 to be filled in on the details. These are really fine quality goods and at a very, very decent price, a fact that is not to be ignored. We have to have your help on this one, not even to mention your ideas! Call today!

FROM THE CUPOLA

by H. Chalmers Kerr, Jr., President

PROSPECTS FOR A PERMANENT MUSEUM SITE---Since its inception in 1961 PSRMA has had as its primary goal the establishment of an operating and static railway museum reflecting the rich railroad heritage of the United States, the Pacific Southwest and San Diego County. The acquisition of land for the museum has eluded your Board since the search for property began in earnest seven years ago. At the outset, in the search for a museum site, attention has been directed to the mountain segment of the San Diego & Arizona Eastern Railway. This region was favored because of land availability, good scenic location and access by rail.

In 1977 when the Southern Pacific Transportation Company announced that it was abandoning the SD&AE Railway, PSRMA went into high gear with the goal of acquiring part of the railway in east county. The first effort was the adoption in June 1977 of the document "An Alternative Proposal for Saving the San Diego & Arizona Eastern Railway Through Eastern San Diego County and a Portion of Imperial County." Copies of the document were forwarded to the Southern Pacific, The Metropolitan Transit Development Board (MTDB) and certain governmental agencies. The proposal identified the Campo railway station and yard as the ideal museum location.

During the past seventeen months discussions have been held with the general manager and staff of the MTDB regarding PSRMA's use of the Campo property should the MTDB buy the SD&AE Railway. Now that the MTDB is purchasing the railway, PSRMA's chances of acquiring a home in Campo look favorable. A new document, "Campo Railroad Museum Proposal" was recently adopted for presentation to the MTDB. Because the MTDB has had a large workload associated with the SD&AE purchase, PSRMA hasn't yet formally presented the proposal.

As a preliminary to the proposal presentation, a meeting was held with a representative of Transportation Associates, a Michigan short-line operator, the prospective MTDB contract operator for freight service on the SD&AE. The short-line operator indicated that PSRMA's use of the Campo facilities, including the railway station, would not interfere with freight operations. The operator was also supportive of PSRMA's goals and will encourage our efforts.

The Campo property of interest is in two segments: (1) the railroad yard right-of-way, southeast of the existing house track, 3,400 feet long by 120 feet wide, and (2) a portion of the mainline right-of-way, east of the yard to near the "old mill", 4,500 feet long by 25 feet wide. On the leased property would be built an on-site operating mainline over a mile in length, display and storage tracks, a restoration area, an exhibit building, a locomotive and car shop, a staff building, a picnic ground and parking lot.

I personally believe that PSRMA's chances of acquiring the Campo property are very good indeed. All aspects of the situation appear favorable. It will be about ninety days before the MTDB consummates the railway purchase and contracts with a short-line operator. At that time, PSRMA will know how we will fit into the scheme of things. Watch REPORT for late breaking news on this very important subject.

Our Own Railroad Calendar, At Last!

PSRMA's first ever railroad calendar is now available and it is a real jewel, featuring previously unpublished photos from the collections of members Walt Clary, Mildred Woody, Dick Pennick, Jack Linn and Brenda Bailey. The 1979 calendar was designed and hand lettered by G.M. Larry Rose with paste up help from Tanya Rose and Brenda Bailey. Brenda also performed many hours of dark room work to get the old photos ready for the printers. The calendar features eight steamers, three first generation diesels and one electric railway photo.

This is the association's first attempt at this type of fund raiser, so only a limited number of calendars have been printed. Don't miss out, use the order blank in this issue of REPORT and buy several. They make great Christmas gifts and will never really be out of date. Speaking of dates, you will have plenty of room to mark your appointments down on each day. Don't forget to save your calendar. You can use it again in 1990!

Industrial Railways of San Diego County by P. Allen Copeland

PART TEN---GEORGE R. DALEY COMPANY

The large contracting and ranching firm of George R. Daley operated a small three foot gauge railway in Murphy Canyon for the hauling of sand and aggregate from the stream bed there. The first locomotive was acquired in 1925, replacing horses previously used, and proved reasonably satisfactory. A slightly larger Plymouth locomotive was obtained in 1928 and the original "dinky" was sold. The newer 12-ton locomotive remained in service until the rail operation was discontinued. The exact date of discontinuance is unknown, but it is believed to be after World War Two. The railway was in need of modernization and rehabilitation, but the improvements in large diesel trucks and their inherent flexibility made any consideration of railway expansion a moot point. The railway was junked and sold for scrap. Considering the size of Daley operations in San Diego County, it is remarkable that such a small railway was operated. Much smaller operators had much larger railways.

Roster of Locomotives:

George R. Daley Company, San Diego
3'0" Gauge

4wh Gas 63HP 14000 lbs. Plymouth #1908 1/25 Model DLC, Type 6
Purchased 4/28/25 from H. C. Collins, Los Angeles, California.
Sold 3/11/30 to the Dicalite Co., Torrance, California. Returned to Los Angeles stock. Rented to H. W. Rohl and T. E. Connolly for use at El Capitan Dam, near Lakeside, California 7/6/32. Returned to stock 9/28/32. Sold 6/19/33 to the Dravo Contracting Co., Los Angeles, California. Later sold to California Rock Salt Co., Saltus, California.

4wh Gas 112HP 24000lbs Plymouth #3078 12/28 Model JIA, Type 2
New. Disposition unknown.

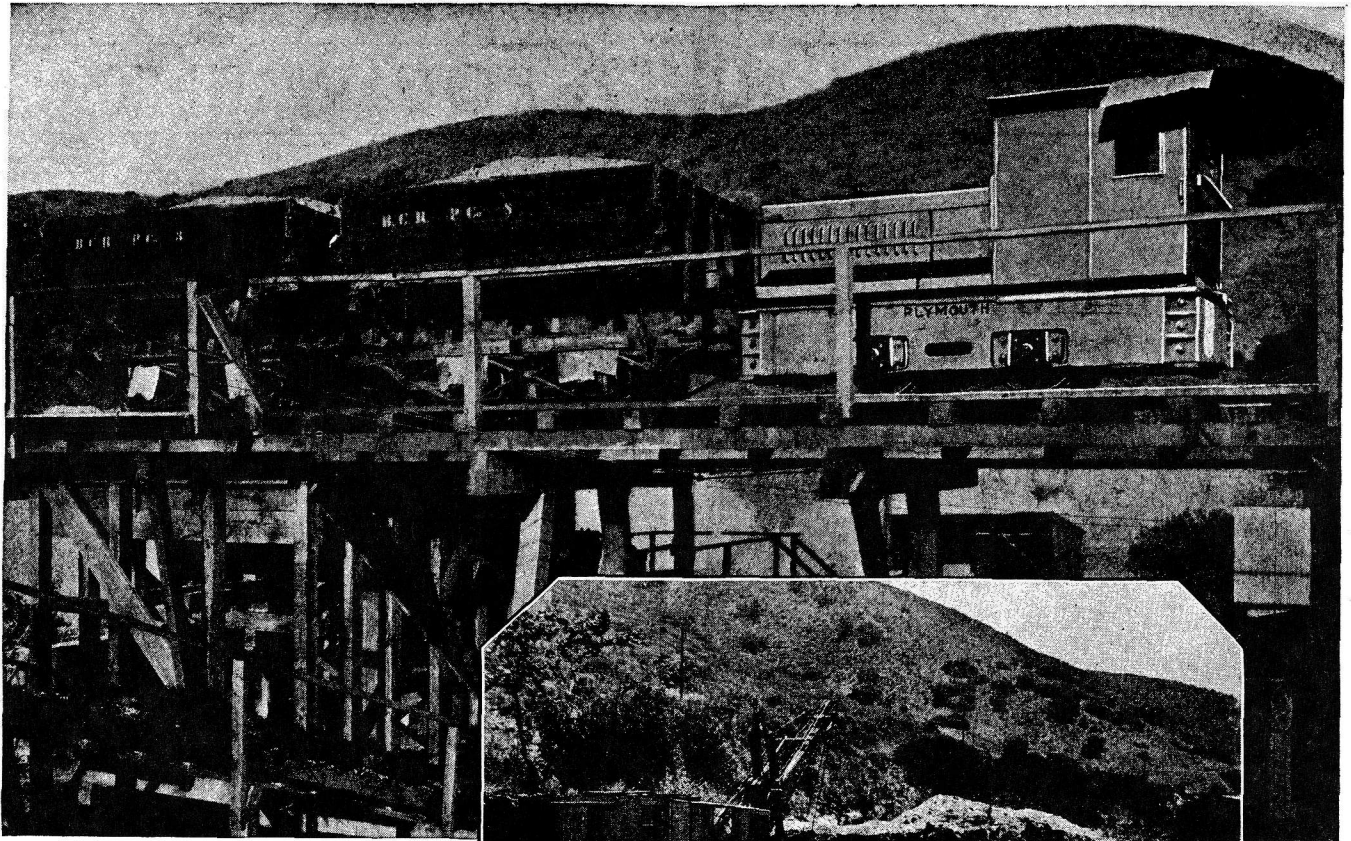
RESTORATION & MAINTENANCE

The restoration effort on our Shay locomotive consumed all of the past month, with quite impressive results. At one time we had five hot and paint stained workers in the cab stripping paint. As you can imagine, it got a bit crowded. With this last effort, however, we have completely stripped the locomotive down to metal on all but the running gear. We now plan to paint the cab interior first, then the exterior and finally gold trim as was original at the factory. All valves have been removed and lapped in to work effectively and effortlessly by Ken Helm. Through the efforts of John Ashman, all gauges to be replaced have been calibrated and polished as well as the pop valves. Once completed mechanically, the cab will be finished off with brass plaques indicating all valve functions. White gloves will be furnished to all visitors for their critical inspection. Frank Cooke, our super cabinet maker, has finished making new cab doors and they are magnificent. They are made of oak, of course, as were the originals. Not to be left out is the work by welder Dick Mc Intyre. Dick has finished all the interior slosh plates and all that remains to be done is four more exterior plates on the tender. Work is progressing such that our certification target date of February will be met.

Elsewhere on the string, Good Ol' Jack Linn continues to replace windows on our Army troop kitchen car. He is down now to two more side windows, two door windows and the cupola windows. Looks like about three more weeks and the car's glass will be finished, making a much more airy and pleasant tool-work car for our crew.

On the head end of the string Knud Antonsen has been busy lapping compressor valves, cleaning out overflow pipes, lapping in angle cock valves on #1509, replacing glad-hand gaskets, etc., etc., etc., whatever is needed for perfecting running railroad equipment.

(continued on page 6)



Plymouth 8-ton Gasoline Locomotive at quarry of George R. Daley, Contractor, San Diego, California.

This plant has a capacity of 600 tons per day, with a haul of 3000 ft. on heavy grades.

Plymouth Replaces Horses and Mules

GEORGE R. DALEY, prominent Paving Contractor of San Diego, California, owns and operates his own Quarry, with a capacity of 600 tons per day.

For many years he used 20 to 30 horses and mules for the haulage, mostly due to the fact that he has four to five hundred head of stock on his ranch, but the haulage was slow and expensive. Increased production was imperative.

Then a Plymouth 8-ton Gasoline Loco-

motive was put on the job, replacing all of the horses and mules.

Mr. Daley writes:

"The Plymouth has now been in operation over eight months, and has not cost one cent for repairs. It has been given severe service, hauling two five-yard cars loaded with sand and gravel, up a very stiff grade. We are very well pleased with its performance."

If you have a haulage problem, put it up to the Plymouth. Write for Bulletin "F."

The FATE-ROOT-HEATH COMPANY (Plymouth Locomotive Works) - - Plymouth, Ohio

Distributors:

GARFIELD & CO., Hearst Building, San Francisco

COLLINS-KAY MACHINERY CO., 438 E. Third Street, Los Angeles

PLYMOUTH

Gasoline Locomotives

Membership News

by Tanya Rose

Herb Kehr is Life Member No. 1

Herb Kehr, a longtime member of PSRMA, and former Secretary on the Board of Directors has used a fat overtime check from his job with the post office to become the museum's first life member. Asked what prompted him to come up with such big bucks for PSRMA Herb answered "I would rather you guys had it than the tax man". His attitude makes a lot of sense, doesn't it? And what a great Christmas present it makes for us all! I would welcome hearing from more of you who wish to join at this level, whether you do it like Jim Lundquist who is sending me \$30 per year for ten years or in one grand gesture such as Herb's.

The scoreboard standings have altered slightly, and T. Rose continues to be a thorn in the side of leader J. D. Corder, "The McCook Magician". Remember, you, too, can win a calendar by upgrading to regular status or recruiting a new face for us.

REGULAR MEMBERS

Barry H. Herlihy
Betty J. Hunt

Henry Morse
John J. Patterson (upgrade)
Lonal G. Pierce (upgrade)

Edgar Ponsford
Herb Yaklin (upgrade)

FAMILY MEMBERS

Carr & Ethel Beebe (upgrade)
Ray D. & Elsie Claverie
Douglas & Penny Hayes
Warren S. & Ann Lavezo

Joseph V. & Helen H. Reuter
Cletus D. & Inez Ringlein (upgrade)
Everett A. & Jean D. Shogren
Jim, Chris, Terri & Lisa Wright

MEMBERSHIP CONTEST SCOREBOARD

CURRENT STANDINGS			CURRENT STANDINGS		
		POINTS			POINTS
# 1	John D. Corder	46	# 10-11	George Geyer	8
# 2	Tanya Rose	43	# 10-11	Al Barnier	8
# 3	Bob Martin	25	# 12-13	Harry Christiansen	7
# 4	Larry Rose	23	# 12-13	Norm Hill	7
# 5	Linda Di Giorgio	16	# 14-15	Brad Bauman	6
# 6-7	Dennis Massey	15	# 14-15	Jim Lundquist	6
# 6-7	H. C. Kerr	15	# 16-18	Walt Clary	4
# 8	Ed Smith	11	# 16-18	John Engstrom	4
# 9	Dick Pennick	10	# 16-18	Carr Beebe	4

Thirteen people have 3 points, one person has 2 points and three folks have 1 point.

(Restoration and Maintenance continued from page 4)

Finally, while many of the regulars were on our trip to Puerto Penasco, the remainder of the crew, Ken Helm, Larry Rose, Russ Sargeant, Ken Brandenburg, Joe Ashman and Harry Hurry worked on Victoria. Cleanup, bolt tightening or whatever else was needed was seen to. Ken installed an ultra rare mercury timing relay donated by John Baldwin. This was greatly appreciated, as Ken had tried to locate one for a year and had given up. Thanks to John, the car remains 100% original.

Last month the usual crew was there with their thumb in the dike; Ken Helm, Larry Rose, Russ Sargeant, John Ashman and sons, Norm Hill, Harry Hurry, Eric Sanders, Jim Lundquist, Bob Martin, Tom Collins, Ron Milot, "Nick" Nichols, Dick Mc Intyre, Knud Antonsen and, of course, Good Ol' Jack Linn.



VICTORIA STAFFERS

by Jo Pressnall

As I looked over my calendar for October, I realized that each of the volunteers who worked this month are involved beyond the call in special ways so I would like to use our space in the REPORT to tell you about them. In addition to that, I have been truly boosted by the response of some new folks I have called who have said "yes, I'll help" or "put me down in case of emergency". FRED and LESLYE MOFFETT and MICK ACKELSON have their names on the calendar for November. GERRY HODGE is busy with a family but available for emergencies. PSRMA truly appreciates you folks.

Now about our staffers: TANYA ROSE--Tanya always manages to sell a membership or two plus winning many friends for the museum with her friendly ways. ED SMITH--Ed was there the weekend he was featured in the L.A. Times for his extraordinary job of organizing and maintaining the Railfan Patrol. How could he be so calm about all that publicity? FRANK KEARNEY--He always says "yes" with such willingness when I call. He's the kind of person who makes this job easy. WARD FAGAN--Ward went down to staff and found himself doing it alone, no small task. He handled it beautifully and we are grateful for the fine job he did of it that day. RON ZEISS and JIM BRADLEY went down on a last minute call. I stopped in on them that afternoon and they were both up greeting people and handing out brochures. Did you know Ron takes down a copy of a good rail book he's purchased and somewhere in the course of the day meets some new friend to give it to? How does he pick the person to give it to? Intuition. These two are a real blessing to me. And there is dear HARRY HURRY. Somehow this guy always manages to be there when I need him. I had left town and had no way of knowing the volunteer for that day had to cancel. Harry just happened by the Victoria, opened and spent the day. Tremendous! MIKE and STEVE RETZ must have special charm. This father-son team managed to charm the nickels and dimes right out of our visitors for the high income Sunday for the month. Their schedule is a busy one, but they always manage to squeeze in some time for us. And what about DAVE MASON! I was staffing and he chanced along just in time to relieve me so I could get home to family obligations. Dave helps in so many ways. Thanks, Dave! If you haven't met RAY ARCHER yet, you're in for a treat! Ray is a world traveller who can converse intelligently with so many folks. Everyone feels at home with him. He showed Victoria to over 250 people! A truly gracious gentleman.

Each of you contribute so much in your own special way, and I truly thank you. If others of you would like to join us in this important activity give me a call (collect, 435-5022. I'd love to get you started!

A DEPOT UPDATE

you read this, the La Mesa Depot should have already been moved to a fenced enclosure behind the La Mesa Police Station in the middle of downtown. The station will be left up on blocks and restoration will begin immediately. The city is still planning Phase II of the downtown redevelopment so the decision on a final resting place will probably not be made until next spring or summer. Now is the time to go all out to raise funds for the required new foundation, plumbing and electrical work. The calendar sales should do much to accomplish this.

Special thanks go to David Black and Eric Sanders for sitting up till late on Halloween night with the museum General Manager to keep the creeps out of the 1894 built train station on the worst vandal night of the year.

WHAT CAN I DO?

A lot of people who come to Miramar ask what they can contribute toward our restoration efforts. Next to time and money we can always use the following items: paint thinner, paint brushes (all sizes), paint stripper, wire brushes and masking tape. We need any type of window glass, new or old. We always seem to be looking for hand and electric tools. All types of nails and screws are needed as well as saws, hammers, shovels and other miscellaneous hardware. Almost anything can be useful, so don't be bashful. Contact Larry Rose (469-3064) or bring your items to Miramar.

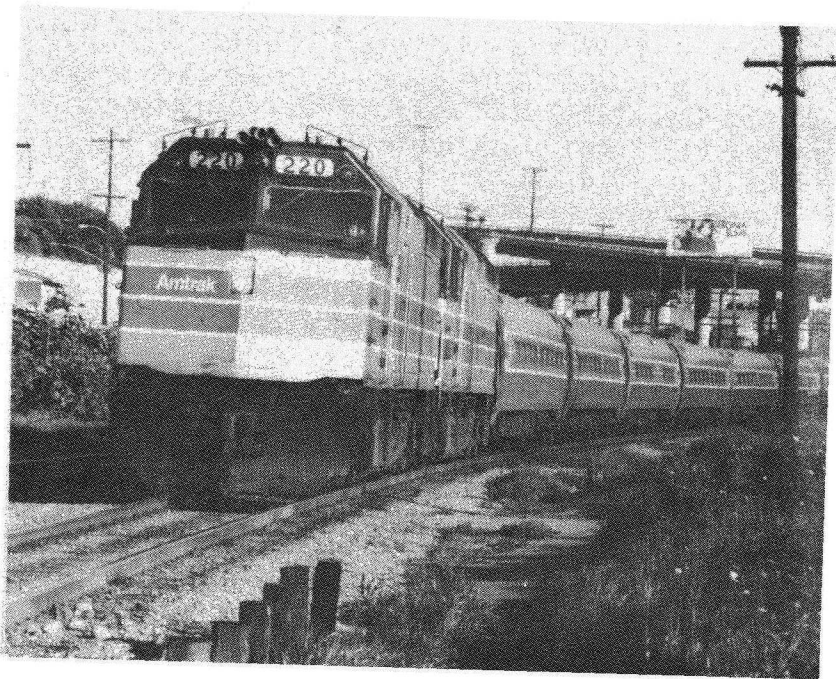


PHOTO OF THE MONTH

Ed Smith took this photo while on one of his "Railfan Patrols" last summer. This is Amtrak's afternoon "San Diegan" only a few minutes from the San Diego Depot. The train was crowded this day with eight coaches and a baggage car in the consist. According to Citizens for Rail California, the San Diego-Los Angeles run handled 96,000 people in the month of September. The ridership on the "San Diegans" increased 20% (62,000 riders) over a year earlier in the first five months after the addition of a sixth train (the "El Camino") on the line in February this year. If you haven't ridden Amtrak lately, why not give it a try? It's the most civilized way to go from San Diego to Los Angeles.

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION INC.

P.O. BOX 12096 SAN DIEGO, CA 92112



REPORT

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EDITOR - Larry L. Rose
ASSOCIATE EDITORS - Ken Helm, Tanya Rose
CIRCULATION - James J. Lundquist

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Membership dues: \$12.00 per year regular, \$4.00 per year contributing. Family memberships \$12.00 per year for head of household plus \$2.00 for each family member per year. Lifetime Memberships in PSRMA are available for \$300.00. The official telephone number of PSRMA is (714)-280-1781.

The Officers and the Directors of PSRMA, at present, are:

H. C. Kerr, Jr.	-	-	-	-	-	President
Larry L. Rose	-	-	-	-	-	Vice President
James J. Lundquist	-	-	-	-	-	Secretary
Brenda Bailey	-	-	-	-	-	Treasurer
Richard E. Pennick	-	-	-	-	-	Board Chairman
Norman R. Hill	-	-	-	-	-	Director
Kenneth Helm	-	-	-	-	-	Director
Jack Linn	-	-	-	-	-	Director

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

Return Postage Guaranteed
Address Correction Requested

The Pacific Southwest Railway Museum Association, Inc.
presents

BY TRAIN TO GUADALAJARA

April 7 - 14, 1979

Climb aboard Sonora-Baja California Railroad's "El Rapido/El Costeno" for an eight day-seven night train excursion to Guadalajara - a trip which will include two days of train travel southbound, Mexicali to Guadalajara; a four day stay in Guadalajara; and two days return by train. Capacity of our two 10-roomette and 6-bedroom cars will be approximately 40 persons.

In Guadalajara, our PSRMA excursion group will stay at the Hotel Fenix. The visit will include a tour of the city and nearby Tlaquepaque, a side trip to Lake Chapala with lunch included, and a final evening Mexican Fiesta at the Hotel Malibu. Patrons will be provided with information about attractions and tours for their two days free time in the City. The Hotel Fenix is located in the downtown area immediately adjacent to the larger stores and close to the many tourist attractions, restaurants and local transit.

Excursionists will enjoy the train ride through the barranca section which is the crossing of the Sierra Madre into the central plateau, a section which offers spectacular views and 36 tunnels. There will also be the many sights of the people of the villages, towns and countryside. There's much to see in Central Mexico.

Tour cost includes the train fare, the hotel room (double occupancy), the city tour, the side trip to Lake Chapala, the Mexican Fiesta, all transfer charges and some tips. Tour cost does not include meals except for the two mentioned previously. (Plaza Tours of National City has assisted with Guadalajara tour arrangements.)

This trip is sponsored by the Pacific Southwest Railway Museum Association, Inc., but it will be on regularly-scheduled trains. The sponsoring organization acts only as agent between clients and all services for this tour and, furthermore, holds itself free of all responsibility for any damage, delay or loss occasioned by or from any cause whatsoever.

- Fare
- * \$288 per person based on train roomette and hotel double occupancy;
 - * \$268 per person based on train bedroom, double occupancy, and hotel, double occupancy. An optional \$22 per person round trip between San Diego and Mexicali via Mexicóach is available if patronage warrants.
 - * Fare is based on prices in effect November 5, 1978. It is subject to change only in the event of a major fare increase or a major change in currency exchange. Note: add \$40 for single occupancy at the hotel, space permitting.

Other information will be forwarded you with your tickets.

Name(s) _____ Telephone _____

Address _____

____ Roomette fares @ \$288; ____ bedroom fares @ \$268. ____ bus fares @ \$23
(Note: roomettes are single occupancy; bedrooms are double occupancy.) Fare includes double occupancy hotel space; add \$40 for single occupancy hotel, space permitting. Check here ____
Checks to: PSRMA Inc., please. Send reservations to PSRMA, c/o Ellen & Eric Sanders,
7861 Normal Avenue, La Mesa CA 92041, telephone (714)-469-1288.
We need 32 fares for the San Diego/La Mesa to Mexicali bus. Total amount \$ _____
Thank you! enclosed

B E N J A M I N H I L L E X C U R S I O N

tentatively rescheduled for February 9 - 11, 1979*

*subject to F.C. S-BC confirmation

The PSRMA Excursion Committee, Vernon Cook, chairman, announces the rescheduling of the Benjamin Hill excursion for February 9-11, 1979. That's a Friday evening through a Sunday morning! The PSRMA excursion party will ride in a special service coche dormitorio on the evening "El Mexicali" which departs Mexicali at 8:45 p.m. P.S.T. (You may have to get off work early to make the train departure.) Before breakfast on Saturday, February 10, we'll be in Benjamin Hill, the junction point of the Ferrocarril Sonora-Baja California and the Ferrocarril del Pacifico.

In Benjamin Hill during the daytime we'll have a tour of S-BC's modern and busy locomotive shop, the car shop, the storage yard and the bone yard. In addition, fans will see the merging and separation of the two railroad's two passenger trains which run each way daily between Guadalajara and the two northern terminals, Mexicali and Nogales. Fans will also see the Nogales-Guaymas autovia and many freights.

The town itself is a small high desert railroad town. Not much happens in Benjamin Hill but you'll want to walk around and see the church, the schools, the plaza, the company's employee facilities, the small shops and the homes. Saturday is a busy day and the townspeople will be working or enjoying themselves. There's also the bus depot and a small hotel.

Mexican railroad nationalization is underway. Individual railroad names are disappearing, changes may be due for the Benjamin Hill shops because of the proximity of Fdelp's major shop facility at Empalme. And as always there's a lot of old U.S. equipment around. You'll have fun and you'll be in good company. Two evenings in an old U.S. Pullman and a day in a busy yard, shop facility and junction point. One cannot ask for more!

Mid evening, Saturday, our train will head northwest from Benjamin Hill for an early morning arrival in Mexicali.

There are two cautions. This is not a deluxe trip and you'll need to prepare for that 8:45 p.m. P.S.T. departure from Mexicali on Friday evening. Incidentally, the Pullman car will be available to us during the daylight hours as well as both evenings.

Fare will be increased somewhat because we overlooked one cost and we want a small margin so we can still run the trip with one or two passengers short. Special service charges, necessary for a trip like this, mean the fare is higher than on regular trains. (You know that!) Fare will be in this range:

Roomette \$40 to \$45; bedroom, double occupancy \$38 to \$43.

If you're sure you're going, send us a deposit; if you are seriously considering going but are not sure, let us know. We already have some tentative reservations from patrons of the postponed trip. Checks will not be cashed until railroad trip confirmation is received.

Write us, with or without a deposit, right away. Mail to Eric Sanders, 7861 Normal Avenue, La Mesa CA 92041, (714)-469-1288. Checks, please, to PSRMA, Inc. Can we hear from you?