

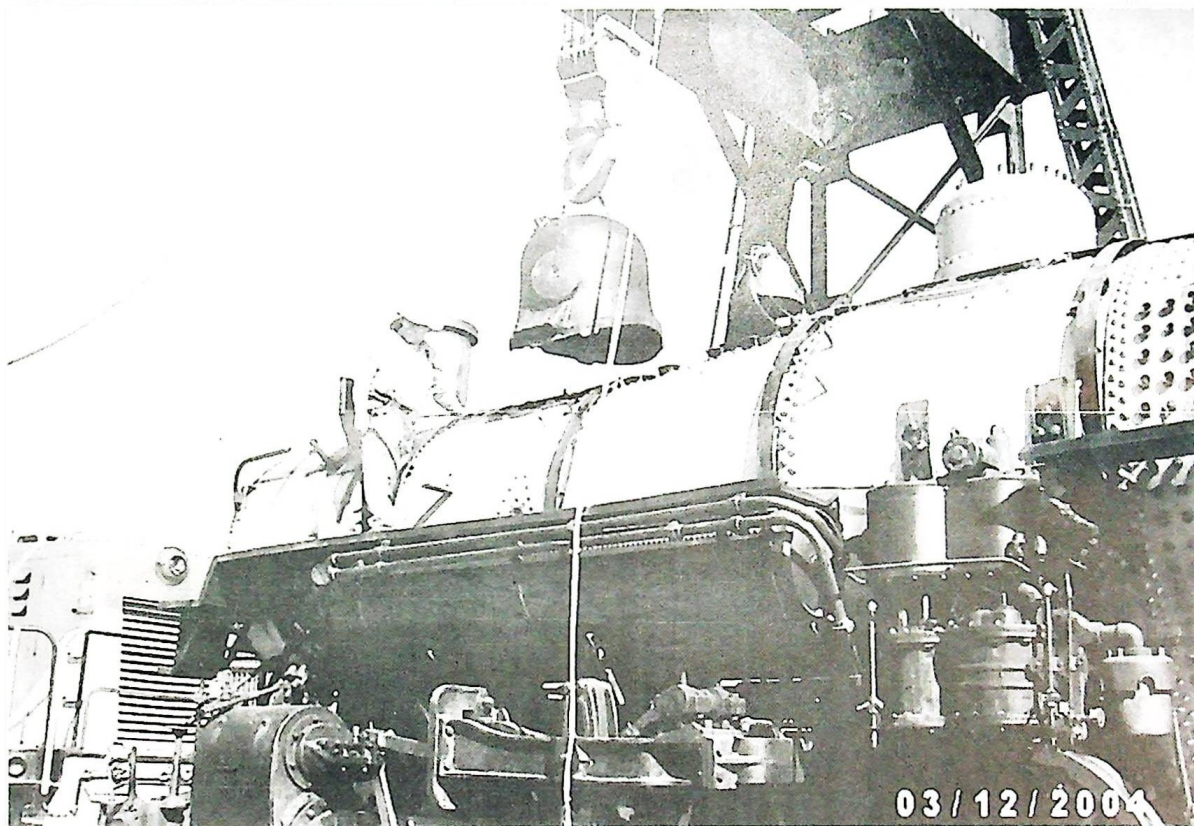


Spring 2004

REPORT

No. 279

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



Steam Team Gets \$20,000 Gift!

PSRM Life Member **Gary Jacobs** has given our steam team a big boost with a most generous gift that will go a long way toward getting 2353 put back together for display in our train shed exhibit building. This is not the first such gift bestowed on us by Mr. Jacobs. Two other gifts of \$20,000 were received in 1999 and 2001 and a \$5,000 donation was received in 1998. Our steam program has been given a green light for a detailed cosmetic restoration on the current project, Southern Pacific ten wheeler No. 2353 and my have a little left over for the next locomotive project. 2353 had been torn down a few years ago for a boiler inspection that revealed several firebox cracks that will be extremely expensive to repair at this time so the team is making it look complete while waiting for funding. The photo on the cover of this issue shows the sand dome being lowered into place on the boiler of 2353 as directed by **Tom Walker**, who was the recipient of the Museum's Golden Spike award for 2003 at this years annual dinner. The boiler jacket will be next to be installed and **Gary Jacobs** has insured a smooth project completion that will now happen a little faster than anticipated.

Jim Baker, Photo

Brenda Marie Bailey

June 21, 1940 – April 14, 2004

The San Diego railroad community and two local railroad museums were devastated by the news of the sudden passing of Brenda Bailey from a stroke in April. Brenda was the Certified Public Accountant and financial advisor for both the San Diego Model Railroad Museum in Balboa Park and PSRM, Campo, for the best part of thirty years. In 2002 Brenda was elected to the Board of PSRM and worked tirelessly to bail the Museum out of debt and organize a sound financial plan. All of this of course, was done as a volunteer in the traditional spirit of both organizations.

Brenda was the long time treasurer for the model railroad clubs in Balboa Park from the time before the groups consolidated into the current model railroad museum operation. She started with the San Diego Model Railroad Club and then became active with the 3 Railers group and helped design the current display layout in the SDMRM's Toy Train Gallery just recently completed.

Brenda became involved with PSRM in 1976. With her own CPA business in La Mesa and an intense interest in railroading she was the natural choice to keep the fledgling Museum Assoc. on the financial straight and narrow. She prepared the Museum's Annual Report for more than ten years before backing off to concentrate on the Balboa Park model train operation. The editor of this sheet is an SDMRM founder and was on the Board of the model museum for 22 years. There never was a time when Brenda wasn't there, before and after, his involvement.

Brenda's election to the PSRM Board triggered more than just the continuing donation of her financial skills. She was active in locomotive maintenance and restoration and was featured on the cover of Report No. 277, along with fellow Board member Sandy Schussler, working inside the cab of our SP Geep 9 No. 3873. Brenda was also very generous with her cash contributions to both PSRM and SDMRM over the years and is easily among the top ten donors since joining both organizations in the early 70's.

Brenda was born and raised in La Grange, Illinois, and graduated from Southern Illinois University in Carbondale. She spent most of her life in the San Diego area and had her own CPA business, Bailey & Associates, in La Mesa, not far from PSRM's La Mesa Depot that she helped restore in 1981-82.

Brenda began her life long interest in trains by working in a hobby shop in La Grange in her high school days. Brenda soon became an avid photographer of railroad subjects. She had a collection of rail photographs second to none. She was so good at this that she routinely won the best prototype photo competition at the annual Santa Fe Modelers Association national conventions that she regularly attended. As a teenager and then as a young adult Brenda prowled the rail yards and shops of both Chicago and St. Louis and many places in between. She got great shots of all the "name" passenger trains that worked out of these hubs long before the advent of Amtrak. She won so many photo contests the convention organizers made her a judge!

Her slide shows for her friends in the railroad hobby are legendary. The thousands of color slides of long dead railroads seemed endless. She got pictures of rare locomotives and unusual consists that no other rail photographers were able to capture. Her photo collection filled a large closet to the ceiling and was known to her rail friends as the "tombs" as the true depth of it was never fully known.

Brenda took up with the late Norm Hill, PSRM's most famous restoration director and Board member, back in the 70's and raised Norm's daughter, Andrea, from a previous marriage. Andrea now lives in Germany with her husband Jason and son Ty. Brenda is survived by her father Walter Bailey, sisters Jeanne and Yvonne and brother Peter and their families.

Her ashes were scattered along the tracks near Campo by her relatives on a special train operated by the Museum. Many of her friends on the Museum Board were on the platform of her favorite car, ATSF Café Observation 1509, as what was left of the physical Brenda was released to drift in the wind across the Meadow near our Campo facility.

Engineer Jim Lundquist slowed the train to a crawl as Brenda's sisters Jeanne and Yvonne did the honors with the small urn. Tanya Rose, started singing the ancient hymn "Life is Like a Mountain Railroad" as Brenda's dusty remains hit the breeze. Soon there was not a dry eye on the platform or in the car. It was the perfect song for a perfect sendoff for a life long railroader like Brenda.

Here is the words to the song that can still be found in many church hymnals.

"Life is like a mountain railroad, with an engineer that's brave;
We must make the run successful, from the cradle to the grave;
Watch the curves, the fills, the tunnels; never falter, never quail;
Keep your hand upon the throttle, and your eye upon the rail."

Chorus:

**"Bless'd Savior, Thou wilt guide us,
Till we reach that blissful shore;
Where the angels wait to join us
In Thy praise forevermore."**

"You will roll up grades of trial; you will cross the bridge of strife;
See that Christ is your Conductor on this lightning train of life;
Always mindful of obstruction, do your duty, never fail;
Keep your hand upon the throttle, and your eye upon the rail."

"You will often find obstructions; look for storms of wind and rain;
On a fill, or curve, or trestle, they will almost ditch your train;
Put your trust alone in Jesus; never falter, never fail;
Keep your hand upon the throttle, and your eye upon the rail."

"As you roll across the trestle, spanning Jordan's swelling tide,
You behold the Union Depot into which your train will glide,
There you'll meet the Superintendent, God the Father. God the Son.

With the hearty, joyous, plaudit, "Weary pilgrim, welcome home!"

Brenda's sisters were so taken with this tribute they asked Tanya for a copy of the words to this song. It was written by the Rev Eliza R. Snow 1804 to 1897. It is also listed as "Life's Railway to Heaven" in some collections of old traditional hymns. An additional tribute and ceremony was held at the SD Model Railroad Museum a few days later and was attended by an overflow crowd of several hundred of her friends and colleagues.

The family asked that memorial donations be sent to the Pacific Southwest Railway Museum or the San Diego Model Railroad Museum. At this writing PSRM has benefited from remembrances contributed by the following: **Barry R. Kahn, P. Allen Copeland, The Culver Family (Mary, Ray, Betty & Marcia), Glenda Cox, Ed Duling, Doris Zsutty, Hillcrest Gynecology & Obstetrics Group, Dr. Tim Riley MD, Larry & Tanya Rose.**



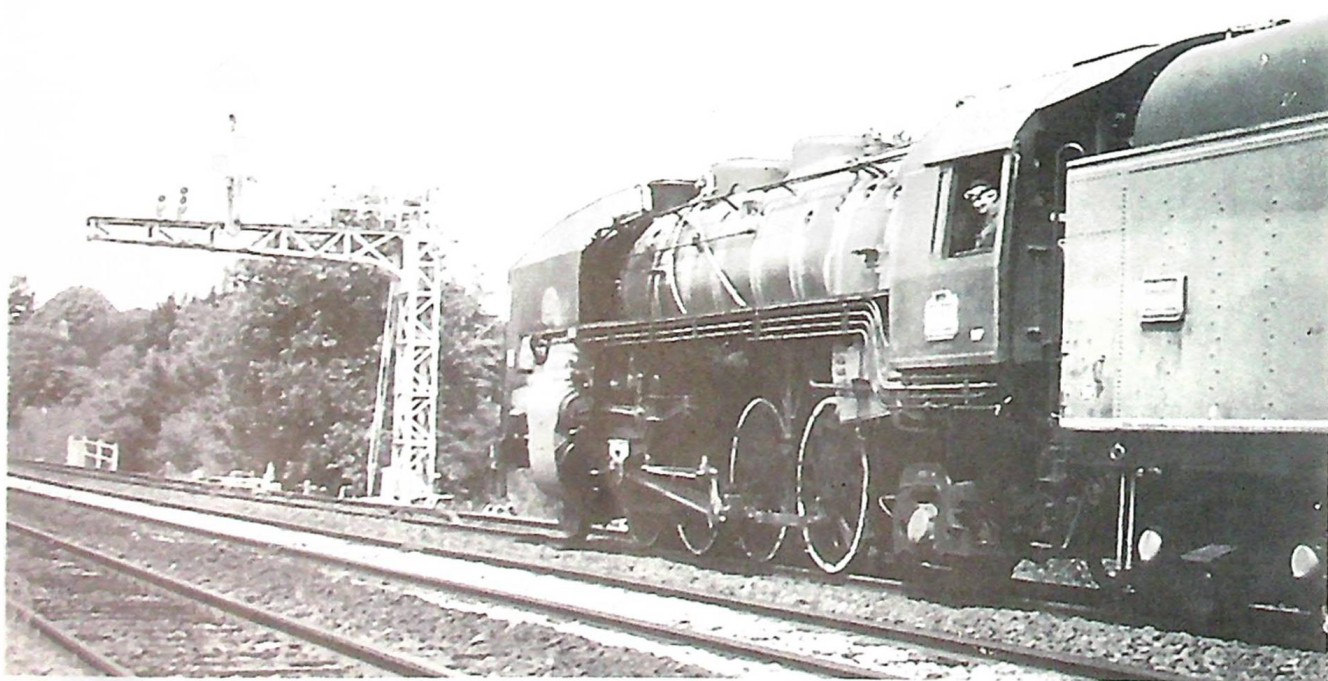
This picture of Brenda appeared on the cover of Report No. 277 showing her working in the cab of our Southern Pacific Geep 9 locomotive.

So long Brenda, may the signal ahead always show high green.

LR



This old Baldwin 2-8-2 was built as a "War Baby" along with 1339 other sisters to help re-establish the French National Railways that were devastated during WW II. It's shown here in recent operation in France. It's hard to believe but this engine actually belonged to PSRMA for a few years in the early 1970's. Longtime member H.C. "Chop" Kerr has contributed the complete story in the issue of PSRM's Report. Photo's courtesy of L'association Loco Vapeur R 1199 of Nantes, France



The Liberation Mikado...Restored!

By H. Chalmers (Chop) Kerr

In 1971, the French National Railways (SNCF) donated to PSRMA Liberation Mikado No. 141 R 1199. This Baldwin engine was one of 1340 built by Baldwin, Alco, Lima, Montreal and Canadian Locomotive Works during 1945-1947. The engines were similar to the Green Bay & Western Alcos Series 401-406. The locomotives had been purchased by France, partly under Lend Lease, to augment the SNCF's devastated motive power fleet following World War II. Of the engines built, 17 were lost at sea during a severe North Atlantic storm.

Amazingly, PSRMA was the only U.S.A., or Canadian museum to be honored by a donation. I was president of PSRMA in 1971 and sought the donation, expecting that the engine along with the private car Victoria (Robert Peary) would be part of the Museum's Bicentennial Exhibit on the San Diego Embarcadero. Unfortunately, after trying for over 3 years, we were unable to raise the necessary funds, or secure donated or reduced fees for shipping the engine to San Diego. Therefore, the donation was regretfully declined.

For the next 18 years, 141 R 1199 was stored in various locations in France and was occasionally placed on exhibit for civic and railroad related events. In 1993-1994, a preservation group (of which I am a member) was formed in order to obtain permission to restore the engine to mainline operational status. The SNCF retains ownership, but the engine is leased to the L'association Loco Vapeur R 1199, based in Nantes, France. Nantes is a large city in western France.

The restoration was performed by volunteers, in a regional SNCF engine maintenance facility. After 9 years of work, on August 12, 2003, 141 R 1199 made its debut with a 52 mile test run. No mechanical problems occurred and an extended distance was run at 66 mph. The first public excursions are scheduled for the weekend of April 24-25.

Thirteen 141 R's have been saved from scrapping. One engine resides in Switzerland and four engines are certified for SNCF mainline excursions. Three or four operating engines run several trips each year. In the future, there is the possibility of 141 R 840 and 1199 running double headed. Won't that be exciting!

In retrospect, it was probably a blessing that PSRMA wasn't able to take delivery of the engine. In 1971, we did not have any property, or any place to effectively

maintain and shelter our equipment. Also, I don't think it would have been feasible to have restored and operated the engine at that time, knowing now the cost and effort that was involved with the restoration of engine No. 2353.

It is unfortunate that examples of the 141 Rs have not been placed in American and Canadian museums, a fitting resting place for these workhorses on the post World War II French National Railways, and good examples of the massive locomotive building capabilities in the late 1940s, of the North American builders.

"Bonne chance to the L'association Loco Vapeur R 1199!"



Santa Fe Depot Trashed!

Shown here is the architect's computer model of the Museum of Contemporary Art (MOCA) annex in what is left of the Santa Fe railroad station in downtown San Diego. The 1915 landmark has been partially demolished to make way for the incredibly awful looking three story box structure that will house the museum's offices, shops and classrooms. The entry area in the existing building, between the palm trees, is what used to be the entry to our Southwest Railroad Library. MOCA's deep pockets got us kicked out of the depot last year.

Our collection of priceless historic railroad maps and paper goods have been stored ever since in several metal storage containers at Campo and are not accessible. To add insult to injury, part of our former library home in the old baggage room has been gutted to make way for a modern sculpture exhibit. What an astoundingly inappropriate use of a historically protected railroad station! History be damned! Big bucks wins every time! Completion is expected in February of 2005.

STEAM WHISTLING

Jim Baker, Steam Foreman

We've made a lot of progress on assembling 2353 this quarter. On Feb. 13, **Dick Pennick, Larry Owen, Larry Hieshetter, Tom Hieshetter, Jack O'Lexey**, and the Foreman (getting advice from **Tom Walker** and **Fred Carnathan**) managed to put both rear side rods back on. In order to get the pins to match up, we had to jack up the frame a bit, then use another jack to rotate the wheels a few degrees.

We had to do this for both sides, so this "easy" job took all day. Thanks to **Dave DiGiorgio**, and whoever was helping him on Jan. 24, all the equipment outside on Track had been moved out of our way ahead of time. Also thanks to **Dick Pennick**, and whoever was helping him on Feb. 8, the C&O caboose was moved off of Track 13 in the car barn. We were ready to start moving 2353 around as soon as we got there.

On Feb. 14, **Bob Nickles** and **Mike Lucek** washed off the entire locomotive with the pressure washer, after **Jack O'Lexey** and the Foreman had moved it outside with 7285. The Foreman moved the tender to the far west end of track 13 with a car moving pole, with assistance from **Larry Rose** on a second car pole. This allowed us to place 2353 about 10 feet further west on Track 13, to position the location for the sand dome under the chain hoist. Mike blew the excess water off the unpainted rods and bearing surfaces with compressed air, and the Foreman, cleaned and oiled them.

On March 12, **Dick Pennick, Larry Owen, Tom Walker, Fred Carnathan** and the Foreman got the sand dome placed back on top of the boiler. **Tom** ran the fork lift, assisted by the others, and moved the dome outside to the ATSF gantry crane. **Larry** cleaned and lubed the piston rods and cross heads, and ground some rough spots off of the rail on the Track 13 curve. **Dick** and **Jim** greased the inside of the curved rails. **Dick** also climbed to the top of the gantry crane to remove a big raven's nest that was on top of one of the cable reels (no eggs had yet been laid).

With **Dick** as engineer, and everyone else carefully watching 2353's wheels, 2353 was carefully moved to the gantry crane with 7285. The crane, operated by **Fred**, easily lifted the dome. Only one minor problem: the dome wasn't quite high enough, and bumped one of the studs that hold it in place, bending it slightly. This was quickly remedied with a couple of nuts and a sledge hammer. With **Dick** and **Tom** guiding the dome into place, **Fred** lowered it down onto the boiler, and we moved '2353 back into the shop.

While moving the "trolley" back to its position on the northwest side of the gantry, we noted a lot of sparks and smoke coming from one of the electric motors. On Saturday, **Mike Chisholm** determined that bird droppings had shorted out the trolley motor, carbonizing the phenolic insulation. He believes that the motor will need to be rebuilt. When that is done, we will also need to install some sort of screen to keep birds out of the motor area.

On March 13, **Bob Nickles** and **Mike Lucek** attached the outlet fittings for the sand dome, and installed some of the copper air lines that go under the jacket. They also managed to find a jacket map in some of the paper work in the mechanical office.

On April 16, **Dick Pennick, Bob Nickles**, and the Foreman got all the pieces of the boiler jacket unloaded from the Santa Fe boxcar. The right-side pieces were separated by course and set on end against the equipment that is on track 14, adjacent to the right side of the engine. Similarly, the left-side pieces were separated by course, and set on end against the UP boxcar. The smaller pieces for the back head were laid on a tarp in front of the tender, with the larger pieces set on end at the front of the tender. (Tarps were brought up earlier by **Larry Hieshetter**). An old jacket map was located in the mechanical office, and the attachment hardware was located in the UP boxcar.

The next day, the foreman and **Mike Lucek** took the pieces for the first (front) course outside, and washed them. Then new Steam hand **Frank Unmack** arrived, and we put him to work at the parts washer cleaning all the nuts and bolts that

Steam Whistling, Cont.

hold the jacket together. The video taken in 2000 by **Jack O'Lexey** during the disassembly showed that all the under-jacket plumbing was in place for at least the first three courses, so we started putting the first course on. With the foreman and Mike climbing up and under we managed to get the first course pretty well on. Frank assisted by passing up or in various needed tools and flashlights. We needed one more set of hands to make the final connection between the bottom two pieces on the belly. Vice-president **Ron Hyatt** was working in the area, and gladly gave us that final assist. First course on!

We then proceeded to put the top two pieces of the second and third courses in place, and installed the front section of hand rail on each side. We later noticed in the parts car that there were some spacers that need to go between the handrail stanchions and the jacket. Therefore, we will need to remove the handrails.

STEAM WORK DAYS: Friday and Saturday, usually the second weekend each month. Need more info? Call the foreman, **619-670-7441** for the latest work schedule. **COME AND JOIN US!!** No Experience necessary! There is only one way to get to know steam locomotives; you have to get your hands on them! We have six of them and all need work.

PHOTOGRAPHER NEEDED! We've been attempting to document what we are doing with photos, but we get so wrapped up in what we are doing, we sometimes forget. So, here's a job for someone who doesn't want to get too dirty, or doesn't feel that they have the physical endurance to handle the heavy work. Come out and take pictures! That will be your assignment; I promise I won't twist your arm to try to do other work. I've even got a camera you can use. Give me a call. Jim Baker, Steam Foreman, 619-670-7441.

REPORT

Editors Larry & Tanya Rose

PSRM La Mesa Depot 4695 Nebo Dr.
LA Mesa, CA 91941

This issue of the Association newsletter was funded by **Larry & Tanya Rose** and **Herb Kehr**, PSRM's Life Member No. One. The Report is published for the membership quarterly (more or less) as funding permits. (Time sensitive news is handled monthly by our sister publication Hot Scoop, Randy Houk, Editor.) e-mail: railrose@aol.com Phone. 619-469-3064

SDMRM Is The Nation's First Accredited Railroad Museum!

After 15 years of trying to meet the stringent demands of full accreditation by the **American Association of Museums**, The **San Diego Model Railroad Museum** in Balboa Park finally reached that lofty goal. They are the first and **ONLY** railroad museum of any kind to gain that honor!

The high level of professionalism required for accreditation by the greater museum community's standard setter in Washington DC, is extremely tough. Daily operation with regular hours, a paid professional staff, a full and accessible research library, detailed interpretation of collections, tons of published rules and regulations and a professional public out-reach and education program are just a few of the hoops the model railroaders had to jump through to gain this singular honor.

Most railroad museums like ours, with extensive collections of real railroad hardware, have little chance to get to this level. Even some of the well heeled rail museums, and there are a few, have not reached the high level of professionalism required for this kind of recognition. The reasons are many but lack of an adequate budget is what does in most of them. A cadre of mostly weekend volunteers and collections of rolling stock that are not completely restored or under cover is reason enough to fail the accreditation test.

SDMRM toiled for years improving their physical plant and bringing their exhibits up to first class museum practice. Careful budget control, spotless records and bookkeeping practices (Thanks again **Brenda Bailey**) were achieved in order to have a chance at this honor. PSRM congratulates **SDMRM** and their Executive Director **John Rotsart** for an effort well beyond the normal for any kind of rail museum. PSRM member and model railroad activist **Steve Siedensticker**, who has served as president of the SDMRM through much of the accreditation push, also deserves recognition for pulling off this rare honor.

**PACIFIC SOUTHWEST RAILWAY
MUSEUM ASSOCIATION INC.**

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Galveston Railroad Museum restoration veteran **Zac Armstrong** showed up at Campo In May willing to join our volunteers. He is shown here enjoying a cab ride after getting the royal tour of the shop and grounds by the editor of this sheet. Zac and his wife have relocated to San Diego from Texas and he looked us up on the internet as soon as he knew he was moving. Zac has training as a police officer and also has a pilots license for both fixed wing aircraft and helicopters. He owns a Dodge Ram diesel pick up truck. Our kind of guy! Here is the best part: Zac is only twenty four years old!

Larry Rose, photo

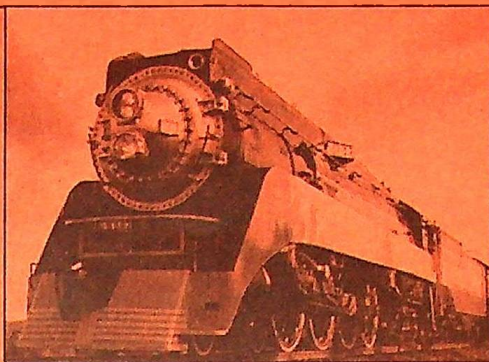
Miles of Memories

featuring three days in Montana
with SP #4449

Also including

- Swiss heritage in Wisconsin
- North Dakota's T. Roosevelt National Park
- Amtrak's Great Trains of the West

8 - 19 October, 2004



The mournful whistle of a steam locomotive captured the hearts and imagination of generations of Americans. In song, folk legends and children's stories, the steam locomotive played a prominent role. Sadly, today one must be well along on life's journey to remember the magic of seeing a steam locomotive in action. In Montana this fall, America's love of steam locomotives will be rekindled as mainline steam operation returns with Southern Pacific GS-4 class 4-8-4 #4449 powering a special train on the Montana Rail Link (ex-Northern Pacific) main line from Billings to Sandpoint, Idaho. Pacific Southwest Railway Museum in conjunction with Mountain Outin' is pleased to offer two programs, one including a grand circle rail excursion from California on Amtrak's Great Trains of the West, and a second, shorter program including just the SP #4449 Steam Excursion. Either way, there are Miles of Memories awaiting as we revisit the nostalgic days of yesteryear when steam ruled the rails.

A shorter 5 day version, 14-18 October, featuring the SP #4449 Steam Excursion is also available. Details on reverse.

HIGHLIGHTS

Friday, 8 October: All Aboard! Guests selecting the complete itinerary travel to Los Angeles or Fullerton today where our outing begins early this evening with departure of the *Southwest Chief*. Connections from San Diego on the *Pacific Surfliner* are included.

Meals: D

Enroute

Saturday, 9 October: Our train follows the Santa Fe route through the Indian country of northern Arizona and New Mexico, with its colorful pueblos, red cliffs and piñon pine forests.

Meals: B L D

Enroute

Sunday, 10 October: Morning brings us to the rolling hills of Missouri. We visit Iowa briefly before crossing the Mississippi River into Illinois. At Mendota, we transfer to our motor coach to continue by highway to the Illinois Railway Museum, the midwest's largest collection of railroad equipment, including the Burlington's *Zephyr* and North Shore *Electroliner*. In Beloit tonight you'll enjoy a performance of spirited Irish folk music performed just for us by Casey's Fancy.

Meals: B L D

Beloit: Fairfield Inn

Monday, 11 October: Our visit to Beloit begins with the Angel Museum, a collection of over 7500 angels, and Austin's Barber Shop, regularly featured on Chicago's WGN Radio "Pulse of the Nation." At Beloit College we'll learn of the Native American concept of Thanksgiving, and how these traditions evolved into our celebration today, followed by a traditional Thanksgiving supper presented in the College's elegant Executive Dining Room. The Swiss heritage is emphasized as we visit Monroe this afternoon, located in the heart of Wisconsin's cheese and dairy country.

Meals: CB L D

Monroe:
Americinn

Tuesday, 12 October: After a look at Wisconsin cheesemaking, we continue to The House on the

Rock. The multi-level house atop 450 foot Deer Shelter Rock is an architectural marvel. However what you'll remember most from your visit is the incredible collection of memorabilia: dolls, circus artifacts, Oriental treasures, operating antique automated musical instruments, and a gigantic carousel illuminated by 20,000 lights. Late this afternoon we board the *Empire Builder* where a twilight dinner along the Mississippi River awaits.

Meals: CB D

Enroute

Wednesday, 13 October: In mid-morning we arrive in Williston, North Dakota. Our afternoon features the Northern Section of Theodore Roosevelt National Park's technicolor Badlands with classic views of the American West so favored by Teddy Roosevelt.

Meals: B L D

Medora: Americinn

Thursday, 14 October: Our visit to Theodore Roosevelt National Park continues this morning as we drive the scenic Southern Loop which takes us past grazing buffalo and teeming prairie dog towns. In the afternoon we turn west, following the same route along the Yellowstone River as did Lewis and Clark 200 years ago. We'll pause at Pompey's Pillar where William Clark carved his name on the rock, the only remaining visible image of the "Voyage of Discovery."

Meals: CB

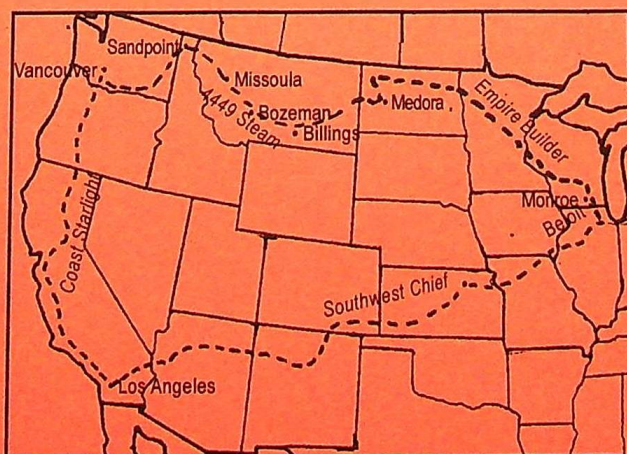
Billings: Northern Hotel

Friday, 15 October: Sixty years ago, in 1944, Southern Pacific purchased the GS-4 class 4-8-4 steam locomotives to power its fleet of *Daylight* passenger trains. One of these beautiful streamlined locomotives still exists, #4449, and for the next

three days, we will step back into the now vanished era of steam railroading. Our train consists of classic mid-century passenger cars. We'll be traveling the former Northern Pacific Railway main line, now operated by Montana Rail Link, with nights at hotels in towns along our route.

Meals: CB L Bozeman: Grantree

Saturday, 16 October: We continue west past the headwaters of the Missouri River to Helena, the state capital. Then we climb to the Continental Divide at Mullen Pass. On the west side of the Di-



vide, we follow the Clark Fork River to Missoula.

Meals: CB L

Missoula: Holiday Inn Parkside

Sunday, 17 October: Our final day with SP #4449 takes us over the "High Line" along the Flathead River through the Montana Rockies and across the Idaho Panhandle concluding with a scenic ride along Lake Pend Oreille. At Sandpoint we transfer to our motor coach to continue to Kennewick, with a stop at the Spokane Hampton Inn to drop off guests taking the shorter SP 4449 Steam Excursion package.

Meals: CB L D

Kennewick: La Quinta Inn

Monday, 18 October: A morning drive through the Columbia River Gorge brings us to Vancouver, Washington, where we board the *Coast Starlight* early this afternoon.

Meals: CB L D

Enroute

Tuesday, 19 October: Our rail holiday concludes with arrival in Southern California this evening. As our travels come to a close you can savor your memories of the grand era of steam railroading and the rich cultural diversity our great land offers.

Meals: B L D

◆ ◆ ◆ ◆

Reservations: A \$450 per person deposit will hold your reservation until 6 August 2004, when the balance is due.

SP #4449 Steam Excursion

14 - 18 October, Billings to Spokane

This shorter itinerary begins in Billings on Thursday, 14 October with guests arriving any time during the day. Travel with the SP #4449 on 15-17 October is described in the itinerary. The outing concludes at the Hampton Inn-Airport in Spokane Monday morning, 18 October.

Fare: \$1065 per person

Single occupancy at hotels, add \$175

Big Sky upgrade: \$585

Included: 4 nights lodging based on rooms for 2, 7 meals, airport transfers in Billings and Spokane; special train Billings to Sandpoint, transfers between train and hotels; luggage handling of 1 bag per person; taxes; services of an experienced tour manager. **Not Included:** Travel to Billings or from Spokane; gratuities.

◆ ——— ◆

Big Sky upgrade on the SP #4449 Steam Excursion

Your fare includes reclining coach seats with box meals served at your seat on the three day excursion through Montana with the SP #4449. Guests wanting a more luxurious travel experience are invited to upgrade to **Big Sky** service. You'll travel in vista dome coaches where you can enjoy a 360 degree view of the countryside, and you'll savor the best of railroad cuisine prepared on board and served on crisp linen in the dining car.

FARES

(per person, based on type of Amtrak accommodation)

From Southern California Amtrak Stations

Explorer Room for 2 \$2395

Explorer Room for 1 \$2675

Superior Room for 2 \$2995

Big Sky (dome) upgrade, 3 days \$ 585

Supplement for single occupancy hotel rooms \$ 220

Please inquire about availability of connecting train service and fares from other cities.

AMTRAK ACCOMMODATIONS:

Amtrak sleeping cars have two main types of room. Each car has a shower and dressing room.

Explorer: (Amtrak Standard Bedroom) Small private room with two facing seats in daytime, upper and lower berth a night. No private facilities.

Superior: (Amtrak Deluxe Bedroom) Private room with long sofa and sofa chair in daytime; wide lower bed and upper berth at night. Wash basin in room; toilet and shower in private annex.

A limited number of Accessible Bedrooms and Family Rooms are available on the Amtrak overnight trains. Please inquire for fare and availability.

INCLUDED: All transportation, from Southern California Amtrak stations and return by train and chartered motor coach; sleeping car accommodation as selected on all overnight trains, coach seats on daytime trains and the SP #4449 Steam Excursion; lodging based on rooms for 2 (7 nights); 29 meals; luggage handling of 2 bags per person; all transfers; admission fees to attractions visited as a group; all taxes; tour preparation costs; and the services of an experienced tour manager who will accompany the group to handle all the details.

NOT INCLUDED: Meals not specifically mentioned; gratuities to sleeping car attendants, dining car waiters, service staff aboard the steam train, local guides, and bus drivers; individual sightseeing during free time; items of a personal nature.

SMOKING: We maintain a smoke-free environment aboard the motor coach, in the sleeping cars, and when dining as a group. Smoking may be restricted or not permitted on certain trains.

CONSUMER PROTECTION: This program is operated for Pacific Southwest Railway Museum Association, Inc. by Mountain Outin' Tours, Inc. Mountain Outin' Tours participates in the California Travel Consumer Restitution Fund. CST #1002830-40. All customer deposits are placed in a trust account.

CANCELLATION & REFUNDS: A full refund is provided if we cancel the tour. If you cancel your reservation the following refund policy applies: A \$75 service charge is assessed on all cancellations received after your reservation has been confirmed. Refunds on reservations canceled between 1 June and 30 July, 2004 are subject to a \$100 per person service charge. After 30 July, 2004, refunds are lim-

ited to the amount recovered from suppliers less a \$100 service charge. Trip cancellation insurance is available to cover the non-refundable portion of your payments under certain circumstances, and is strongly recommended. Please inquire for details and application form.

RESPONSIBILITY: Pacific Southwest Railway Museum Association, Inc., Mountain Outin' Tours, Inc., East Irvine, California, and its agents, act only in the capacity of agents for the passenger and cannot be held responsible for the service or any act of omission by any carrier, hotel or other operator used in conjunction with this tour, including injury to tour participants, or damage or loss of luggage or personal articles occasioned by such carrier or operator from whatsoever cause. The right is reserved to vary from the published itinerary as may be required for the comfort, convenience or safety of the tour participants. Registration as a seller of travel does not constitute approval by the State of California.

INFORMATION & RESERVATIONS

PSRMA Excursions

Post Office Box 70

East Irvine, California 92650

(949) 837-9061

(7 am to 2 pm)

RESERVATION REQUEST

Miles of Memories

Itinerary

☐ Complete tour, 8-19 October

☐ SP #4449 Steam Excursion only, 14-18 October

Hotel Rooms

☐ Single

☐ Double

☐ Twin

(2 people, 1 bed)

(2 people, 2 beds)

☐ Non Smoking

☐ Smoking

Train Accommodations

☐ Amtrak Explorer ☐ Amtrak Superior ☐ Big Sky upgrade

Departure point: _____

Name of each guest: _____

Send trip cancellation insurance application: ☐ Yes ☐ No

☐ Enclosed is a \$450 per person deposit.

(Balance due by 6 August 2004)

Name _____

Street _____

City _____ ZIP _____

Telephone (_____) _____

E-mail _____ @ _____