

ors, mainly because of red tape involved with ICC inspections and qualified engineers, too, we suspect.

While the museum informed the Santa Fe that they preferred that the engine be used under steam that they were welcome to use the engine for the trip either dead or alive.

Remember, that's Saturday, June 7, from San Diego to National City and return with the two local private cars in tow.

#### NOMINATIONS FOR '69 OFFICERS IN JULY

Let's not forget that the nominations will be open for 1969 officers at the July 21, 1968, PSRMA business meeting. We know it's early in the year, but with our business meetings only being quarterly it is necessary to enable us to hold an election at our final meeting of the year.

#### MEMBERS OK ADDITION TO BY-LAWS

Members present at the April meeting voted to accept the following additions to the by-laws of the Pacific Southwest Railway Museum Association, Incorporated:

Add to Article III, Section 3,

- C. A probationary member shall be a person who has applied for an annual membership and who is serving the mandatory six (6) months probationary period as an associate member, during which time he holds the rights of associate membership. The Board of Directors may waive the probationary period when a contributing member applies for a regular membership, providing he has been a contributing member for a minimum of six (6) months and providing he is 18 years of age or older.
- D. A participating member shall be a person who is granted the right to participate in Association-sponsored excursions, and any other right specifically identified by the Association. A participating membership is for a one-year period effective on the date of payment of the required fee.

#### SP REQUESTS TO DROP DAYLIGHTS

On Friday, May 3, the Southern Pacific Company disclosed that it will ask the California Public Utilities Commission for permission to discontinue the San Joaquin Daylight, trains 51 and 52, along with the connecting one car Sacramento Daylight.

The San Joaquin Daylight operates between Los Angeles and Oakland and connects with the Sacramento Daylight at Lathrop.

These are the last SP passenger trains to serve the San Joaquin Valley, stopping at such towns as Bakersfield, Fresno, and Stockton. When these trains are taken off they will end a service which began in 1876, when the SP across completed the first rail connection between Northern and Southern California.

#### SAN DIEGANS LOSE LOUNGE CARS

On May 1, the baggage cars and the lounge were discontinued on trains 75-78 on the Surf Line. The three San Diegans now sport 3 coaches each as a rule. If you go by rail don't forget to carry your own nosebag.

#### SD&AE GETS NEW TRAINMASTER

Effective May 1, 1968, William T. Harral was appointed trainmaster on the San Diego and Arizona Eastern with headquarters in San Diego.

Harral replaces Jerry L. Green, who retired on April 30, after 31 years with the road. He had been trainmaster since 1955.

#### THANK YOU FOR AN ENJOYABLE EVENING

Members of PSRMA who attended the April meeting wish to thank George Oliver, a Santa Fe engineer, for showing several fine films featuring steam locomotives.

The films, some of which were sound, featured fine shots of operations of the Magma Arizona Railroad which still operates steam power out of Superior, Arizona, the Sierra Railroad, the Feather Falls Railway, the Feather River Railway, Southwest Forest Industries, Pickering's West Side Lumber railroad.