

We have approximately 80 contributing members (\$3.00 per year) for 1968. You can still become a contributing member, if you wish, for 1968.

2-8-2T PARTS UNLOADED

Many thanks to C. L. Benbow, Terry Durkin, Walter Barber, Jr., Eric Sanders and Bob DiGiorgio for their efforts in the heavy job of unloading the spare parts shipped to us by Georgia Pacific.

Included in the parts are several dozen driver tires, flues, flue sheets, a generator, and other miscellany.

B O A R D D O I N G S

The treasurer reported that our recent donation campaign netted \$241..... Discussed the coming excursion to Puerto Penasco. Date will be Nov 9..... Pennick reported that the land committee was busy preparing a public presentation of the museum's goals and needs for the Board of Supervisors (County), City Council, ect..... Discussed operation at OET in near future, No. 10 is scheduled for hydrostatic test in July.

CZ AND CITY OF S. F. TO CONTINUE

The latest decisions of the I. C. C. has ordered that the Western Pacific and Southern Pacific must continue to operate the California Zephyr and City of San Francisco for at least one more year.

In other actions the S. P. has requested to discontinue the following passenger trains: The Sunset (which we hear has been denied), The Cascade, and the San Joaquin Daylight with its connecting Sacramento Daylight.

Your editor recently observed the San Joaquin Daylight with the following equipment in the consist: A single unit SDP-45 locomotive, baggage car, 2 Articulated coaches, an automat diner, dome and round end observation. The same train on the day preceding had one more coach, but no dome in the consist. The California PUC recently issued a statement to the effect that it was not in favor of dropping the Daylights in the Valley.

Our general superintendent, Robert DiGiorgio, will conduct a third class in air brakes at our September meeting. The Class will be held in the safety room, upstairs in the Santa Fe station on September 15. The class will began at 7:30 p.m.

Bob has studied up on his subject and knows it well. With his very fine training aids the complex subject is fairly easy to understand.

NARROW GAUGE NATIONAL MONUMENT PROPOSED

A movement is under way in New Mexico to make the remaining miles of the Denver and Rio Grande narrow gauge into a National Monument. The proposed monument would include the trackage from Alamosa, Colorado to Silverton, Colorado.

The coal-burning steam operations of the narrow gauge is the last of its type in the U. S. today. The line also boasts the highest railroad pass in the country, 10,000 feet at Cumbres.

Petitions are available. They may be obtained by writing: Warner Johnson, Secretary, Citizen's Committee For Preservation Of The Denver and Rio Grande Narrow Gauge Railway, Chama, New Mexico 87520.

Signed copies of the petitions may be returned to David F. Cargo, Governor, State of New Mexico, Santa Fe, New Mexico 87501.

In the San Diego area petitions are available for signatures at: The Whistle Stop, 3819 Sixth Avenue, San Diego.

GEEPS-BUT NOT QUITE

The Santa Fe recently received some new EMD locomotives. They are called F-45's and are in the 1900 class. The new engines look like the old streamlined "covered wagons" of the late 1940's but have end platforms for switching and are better arranged for visibility.

SANTA FE GRAND CANYON NOW A MEMORY

The last Santa Fe train to the Grand Canyon ran on July 30. Service from Williams Jct. to the Grand Canyon is now provided by bus. (The Calif. Southern Exp)

WORK PARTIES SECOND SATURDAY EACH MONTH*