



REPORT

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

NOV. 1976

NUMBER 130



KERR NEW MUSEUM PREXY

H. Chalmers "Chop" Kerr, Jr., current PSRMA skipper, was again awarded the Museum's highest office by the voting membership at the General Meeting October 29th. The results can be considered a vote of appreciation for a job well done. Chop has been, and surely will continue to be, a tireless Museum worker.

The difficult Vice President and General Manager position was secured by Larry L. Rose, also a tireless and hard-working Museum contributor who helped to revitalize a moribund restoration program and gather together a task force of volunteers any museum would envy. James J. Lundquist, present acting Secretary, was uncontested, as was Eric A. Sanders, our able Treasurer.

Preliminary balloting for the single Director slot showed Richard E. Pennick with a slight edge over Norman R. Hill, although since Pennick would normally remain as Chairman of the Board due to the re-election of the President, the final result will not be announced until the Board can resolve the conflict. The seldom-used but important Review Committee will welcome Walter H. "Wally" Barber, Jr. and Mary Ann (Mrs. Carl) McVeagh to fill the two positions on that body. It was not known at press time which would serve the 3-year term.

An estimated 40-50 members and friends and an outstanding program combined to make for a truly unforgettable evening. "Doc" Marnell provided the group with his customary flawless performance, despite the recent death of his father. He was called out of town at the last minute to attend to the many details that resulted and almost literally stepped off the plane and into the meeting. A backup program had been hastily arranged, however, just in case. Doc showed himself to be an excellent photographer as well as a master showman, and displayed an eye for the cultural aspects of the countries as well as the trains. So often, train programs are just that: all trains and little else. For this writer at least, it's important too to see the reactions of the people, the expressions on their faces, and how the trains relate to their surroundings, etc., etc. This made the program especially enjoyable for the women in the audience.

If you weren't "Johnny on the spot" when it came to refreshment time, you may have missed a piece of Barbarann's two apple pies, but there evidently was enough of Tanya (Mrs. Larry) Rose's "Grog" to satisfy one and all. She says it's called "grog" for the same reason you call stew "stew".

The Museum joins together in congratulating and welcoming our new officers and directors, and thanking those who took the time to cast a ballot. See you at the annual dinner in January!

MUSEUM ROLLING STOCK FEATURED IN "MacARTHUR" FILMING

Between October 21st and 23rd, Universal Studios rented the Museum's Coos Bay steamer No. 11 and heavyweight observations 1509 and "Victoria" for an "arrival" sequence at the Amtrak station, which was "redecorated" to resemble an Australian railway station, for the forthcoming film epic "MacArthur". Film will star Gregory Peck as Gen. Douglas MacArthur and Dan C'Her-

(cont'd from P. 1) lihy. On Oct. 20th, the San Diego Union reported that the railway equipment was owned by the "San Diego Railway History Society". However, two days later, they obligingly printed a corrected version, stating: "Equipment preserved by the Pacific Southwest Railway Museum will be used. An earlier report erroneously attributed the equipment to the San Diego Railway History Society." A full report, with photos, interviews, etc. will be featured in the December issue of REPORT.



This is the month when Americans everywhere dutifully give thanks for that which they have, be it great or small; the idea being that no matter how little you may have, relatively speaking, or how dire your situation, you at least have something, and that's certainly better than nothing at all.

PSRMA doesn't yet have a permanent home, after all these years, but it does have an enviable collection of rare and historic railway rolling stock and memorabilia, as well as an increasing membership and a popular and successful public exhibit in a high-exposure area. And that, my friend, is something to be thankful for. I think, too, that under the circumstances, a fitting New Year's resolution would be the successful conclusion of our quest for a suitable site. We are going to lose

storage for two of our cars (the "reefer" and car 1509) around the end of this year, and rental costs continue to rise at the other storage areas. The financial impact of the dues increase early this year won't really be felt until after the beginning of the new year, but Puerto Penasco will hopefully bail us out until then.

Reaction to my editorial in last month's issue pretty much met my expectations. Some was praise, some was concern, with a little "hand-slapping" thrown in for good measure. Your editor felt it was time the "other group" story was told, both to educate our members on a little local organizational history and to dispell some myths that have been perpetuated over the years.

But by the same token, having been a party to both groups over the last 20 years or so, I would be loath to downgrade the one-time importance of the subject "historical" group in unifying local railfan activity and providing propellant for the endeavor that eventually culminated in the creation of PSRMA. That event created a rift that exists to this day, after 15 years! That's a long time to harbor a grudge. My editorial efforts were meant to generate comment, if for no other reason than to see how many of my readers were asleep after the first page!

RECORDS, PERSONNEL DIRECTOR NEEDED

Ronald Milot, interim Director of Records & Personnel for the Museum, has informed the PSRMA staff that he cannot continue with the responsibilities of the office due to school commitments. Thus this position is open to any qualified member (voting) in good standing who would like the task of keeping book on our 350-plus members and issuing membership cards to new members. Attendance at meetings, except for an occasional staff meeting, is not required, unless you wish to be the staff representative to the Board of Directors. This position is open to either sex, and all necessary guidance and direction will be provided by the Museum staff. Call President Chop Kerr for additional information if you're interested (291-4787) after 6 p.m.



GET IN THE PSRMA HABIT !

BANK HOSTS MUSEUM DISPLAY

For about two weeks, beginning on October 18th, Home Federal Savings & Loan Association invited PSRMA to exhibit a Museum display in the bank's main office lobby at Seventh & Broadway, San Diego.

Through Home Federal's Public Relations office, suitable arrangements were made for the use of a glass showcase in the lobby as well as a window case set into the outside wall on Broadway. On the morning of the 18th, Dick Pennick and Chop Kerr set up the display, which featured the framed builder's photo of Coos Bay Lumber Co. No. 11, now on display on the Embarcadero, and selected news clippings illustrating Museum activities over the years. Also on display is an old telegraph key from the Museum's collection and a shiny whistle from a sister steamer to the French National Railways 2-8-2 we were given several years ago but unable to ship here. The photoboard and easel from the "Golden Age of Railroadng" exhibit was utilized, and for the outside window a ceramic stoneware train, complete with locomotive and two passenger cars, was a real eye-catcher. The one-of-a-kind train, complete with ceramic engine crew and period-costumed passengers, was patterned after an actual San Diego, Pacific Beach & La Jolla Railroad train of the early 1900's and was loaned by its creator, Lemon Grove artist Rurik Kallis. A supply of PSRMA brochures and exhibit flyers were kept stocked by the Home Federal staff during the display.

REPORT

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

Richard E. Pennick, editor
Barbarann Parker, 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: 280-1781

Officers and directors of PSRMA, Inc.:

- Richard E. Pennick....board chairman
- H. C. KERR, Jr.president
- W. George Geyer.....vice president
- Herbert G. Kehr.....secretary
- Eric A. Sanders.....treasurer
- Ronald L. Milot.....director
- Larry L. Rose.....director
- Stephen C. Rosefeld.....director

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.

The Museum thanks Chop and Dick for their efforts, and Home Federal for their kindness and cooperation.

EL CAJON LIBRARY FEATURES RAILROAD DISPLAY

This may be the age of Aquarius, but it also seems to be the time for railroad displays. Board Chairman and railroad historian Dick Pennick put together a local railroad historical collage in the El Cajon Branch County Library. Featured were historic photos, tickets, timetables, passes (from the Museum's collection), and other memorabilia from the Golden Age of San Diego County railroading. Of the displayed items, the rarest must have been a genuine link-and-pin drawbar complete with a real coupling link and pin. Also on the "extinct species" list is an 80-year-old National City & Otay Ry. switchman's lantern, the only one known to exist of this little line that was a victim of the 1916 flood. Most of the mementos were from Dick's private collection. A quantity of PSRMA brochures was kept handy at the display, which ran through October.

Editor,

In your editorial in the latest PSRMA REPORT, I read of your latest comments on the trials and tribulations of PSRMA, also your comments expressed indirectly about Orange Empire Railway Museum being an ominous vulture. I thought a few comments at the present time are in order.

...as far as I know, there is no active competition or real threat to PSRMA. You state many PSRMA members would be shocked to even consider PSRMA moving equipment to Perris. With all your other problems, why even bother mentioning it? PSRMA's success depends in a large part on how much time, money, cooperation and effort you and others will devote to the project.

An operating museum in San Diego County sounds great. I hope you can build it, although none of your historical equipment relates to San Diego County. Of the larger museums, none are located in the county in which most of their members live. Most people could care less in which county the museum is located, only that they can get there. In the early 1950's, OET searched from Ventura to San Diego, only to settle at Perris because of the right-of-way available there. Perris has all the features of Hell--hot in summer, cold in winter--but none the less, that's where the action now takes place.

Economic conditions are not right today for starting a new museum, anywhere. I would venture to say that any club-type museum not now in operation will never be. The price of property, especially in Southern California, is out of sight, especially a long strip of land suited for building railroad track.

As you have noted, Orange Empire has acres of cars in deplorable condition. Maybe we do, but we are making progress. There are over 12 cars that have been painted in the last two years.

The museum is not only a full-time, all-consuming hobby, but, like it or not, it must be run as a full-time business or it surely will fail. By the way, the Coos Bay loco looks great!

If you look up at Orange Empire as a hungry vulture sitting on a limb above you, I would suggest not throwing too many stones at that bird, as in a few years that vulture could very well turn out to be PSRMA's bird of paradise. It's time to get off dead center!

Sincerely,
Ray Ballash
17503 S. Eric Ave.
Cerritos, CA 90701

(Editor's note: Mr. Ballash is currently Chairman of the Board of the Orange Empire Railway Museum and a member of PSRMA)

Editor,

Yes, I agree that you have editorialized unwisely. But I feel that you have made REPORT into a lively, readable publication (and) should be continued on a monthly basis. I feel we need an Education Director to speak up for the educational aspects of PSRMA. The tours not only should be made available but we should fight to keep them in effect. I feel that there are others who deserve much recognition, and that all of us Board members remember that we speak for all PSRMA, not just our own sphere of influence. The people involved in the tours should have been heard from and all in turn should try to see



The
Mail Car

all aspects of the problems as they arise.

Eric Sanders
7861 Normal Ave.
La Mesa, CA 92041

(Editor's note: Mr. Sanders is currently PSRMA Treasurer and has long been active in PSRMA and other local railfan activity. He is editor of the railfan publication "Dispatcher")

STEAM ON SAN DIEGO MAINLINE!

by Ken Helm

For about fifteen minutes on October 17, a steam locomotive was sitting on mainline track in front of the San Diego Depot. Ah...if it had only been under its own steam! Old Coos Bay No. 11 was spotted on the mainline while Victoria and 1509 were sawed into the baggage tracks one by one, in order to accommodate Universal Pictures "MacArthur" film crews. The day before, a switch point was installed by Santa Fe section hands to the old baggage tracks which haven't been used in 8 years. The consist of Coos Bay locomotive No. 11, car 1509 and private car Victoria in front of the San Diego Depot looked like it was waiting for a highball in the glory days of old time railroading.

Observing the move were the following Museum members: John Nichols, John Pattison, Ron Milot, Jim Lundquist, Bert Straw, Ken Helm and Bob Wilson.

Many thanks to Wally Barber for the use of his winch truck and driver Jim Coker for helping the regular restoration crew dismount and remount the main rods and eccentric cranks on the Coos Bay locomotive before and after the move to the "MacArthur" movie location.

SD & A RAILWAY CELEBRATES ANNIVERSARY

Fifty seven years ago November 15th, the "Slow, Dirty & Aggravating" was completed between San Diego and the Imperial Valley. John Spreckels, who pumped a great deal of his personal fortune into the 12-year venture, drove a gold-plated spike into the final tie 100' east of Tunnel 8 in Carrizo Gorge. The spike was engraved "Last spike driven, San Diego & Arizona Railway Co. Carisso Gorge Nov. 15, 1919", on one side. The other side was inscribed "Spike driven by Mr. John D. Spreckels, President". 580 lucky San Diegans had scrambled to purchase the limited number of tickets at \$7.50 each to ride the special 10-car train from San Diego to the scene of the ceremony. The special had left Union Depot at 7:45 on this Saturday morning, 57 years ago, headed by 2-8-0 No. 102, a 1914 Schenectady product fitted with a 10-whistle steam caliope atop its cab. Prior to departure from what we now call the Amtrak station, the caliope played "Hail, hail, the gang's all here". As the special began to roll, towing Spreckels' private car "Coronado" at the rear, the caliope began to play "Merrily we roll along" to the shouts of the hundreds who were unable to obtain tickets. At Jacumba, the special stopped for lunch provided by the Transcontinental Railroad Week celebration committee. The first regular through train arrived in San Diego on December 1st, with none other than John D. himself at the throttle.

In 1969, PSRMA was loaned the spike driven on that historic day by the descendants of an old-time San Diego railroader, on the occasion of the 50th anniversary of the spike driving, and it was displayed at the downtown library and a number of banks in the county before being returned several years later. At the grand banquet held at Hotel del Coronado on the evening of Dec. 1st, Spreckels said "Well! In spite of hell (and it was hell, believe me), a direct train slid into our Union Station on December first and San Diego got what I had promised".

RESTORATION NEWS



by Larry Rose

VANDALISM REPAIRED ON CAR 576 AT MIRAMAR

The PSRMA restoration crew spent several Saturdays this month repairing the damage done by unknown mindless railroad haters. Seven seats of ex-Union Pacific coach 576 had been dismantled with the parts neatly stacked by the door awaiting removal when discovered by PSRMA maintenance people. The wooden door over the end diaphragm had been destroyed to gain entry and a battery lamp was found indicating the grimy deed was done at night. The wood door has been replaced with a much stronger one and all seats but one have been reassembled.

On another front, restoration of car 1509 has been delayed while the car is being used by Universal Pictures film crews. Work will resume as soon as the ex-Santa Fe heavyweight is returned to its storage site at the Marine Corps Recruit Depot.

Master Mechanic Ken Helm has done a super job restoring the air brake system on our Coos Bay steamer. The polished brass air guages have been returned to their rightful place in the cab of old No. 11 and the entire system pressure tested for leaks. Ken's fine effort is typical of the work of PSRMA's small but dedicated restoration team, a fanatical group that will not rest until all PSRMA equipment has been returned to mint condition.

Superintendent Norm Hill has been active in rounding up materials for replacement of the steps at our Harbor Drive exhibit this month in order to comply with an insurance inspection of private car Victoria. Norm dismantled the old steps one Saturday evening after the exhibit closed and the new steps were installed and painted before 7:00 am Monday by carpenters Larry Rose and Ken Helm.

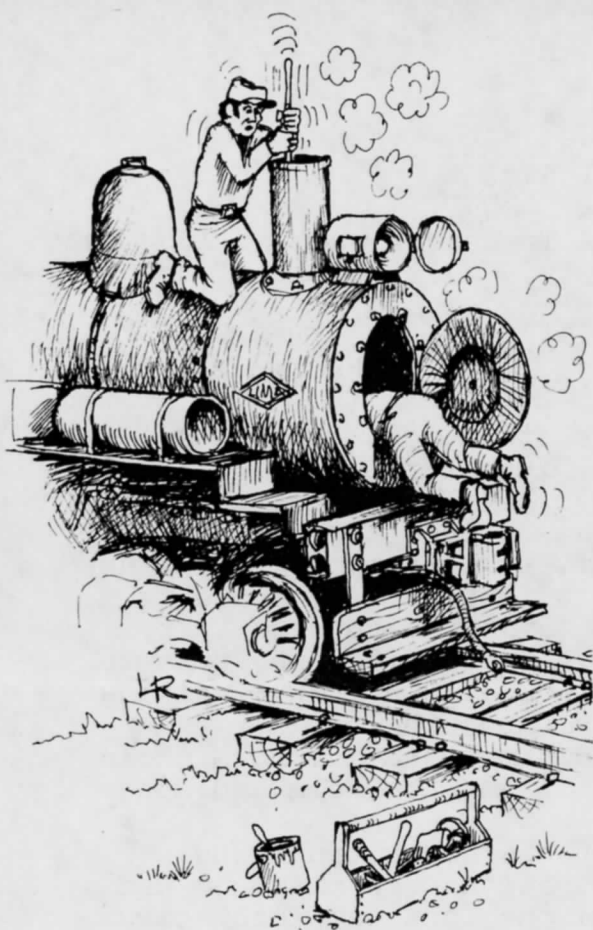
Getting dirty in a good cause this month were John Nichols, Jack Linn, Bert Straw, Ron Milot, Jim Lundquist, Ken Helm, and Norm Hill who comes to the weekly work parties all the way from Huntington Beach.

If you would like to learn railroad mechanics from the wheels up, the restoration crew is the place for you. Call Larry Rose at 469-3064 or Ken Helm at 284-8056.

JOHN "NICK" NICHOLS HONORED

by Ken Helm

"Nick", as his friends call him, was honored by the Museum during the July general meeting when it was announced that the Coos Bay locomotive No. 11 would be named the John A. "Nick" Nichols. Nick has given unselfishly of his time and fabulous tool collection to bring the restoration portion of Museum activities to the highest level since the Museum's inception. His friends in the Museum, and especially his friends on the restoration crew, give Nick their heartiest congratulations and hope to soon see the locomotive under steam with him in the cab.



VICTORIA STAFFERS

by Jim Lundquist

The Museum's biggest project this year was open again this month thanks to a handful of Museum members who took a few hours of their spare time to staff the Victoria. The exhibit has turned out to be one of the biggest and best projects ever undertaken by the Association. Not only has it brought in much needed funds through donations, but it has also established contacts with thousands of people in San Diego and the rest of the world.

So many good things have happened as a result of the Harbor Drive exhibit that it would take many pages to list them all. Through the Victoria exhibit, the Museum has become known to many local and out of state rail buffs who had not heard about PSRMA before. Our membership has increased almost 20% as a result of this exposure. Also, the Museum has made contacts with people in key positions who could help the Museum later on. Mr. Wehmeyer, from Universal Pictures, went through the display and was so impressed with the car that he decided to use our equipment in a forthcoming movie about General MacArthur. A staffer never knows if the next person through the door will be a wealthy railfan or a little child who is brought aboard by his grandparents for his first look at the good old days of railroading.

Considering this is one of the biggest activities the Museum has ever undertaken, I hope that more members can help by taking a little time to staff the display when it returns from the movies. If you can help staff, please call Jim Lundquist at 466-8405.

The following people found the time to staff last month and deserve a big thanks from all of us:

Vern Cook
Bill Hofer
Frank Kearney
Carol Lande
Jack Linn
Jim Lundquist
Ware Marshall
Ann McVeagh

Ron Milot
John Pattison
Anita Rhein
Tanya Rose
Eric Sanders
Bob Scudder
Bert Straw
John Swanson

GOOD TIMES TO BE HAD BY STAFFING THE VICTORIA

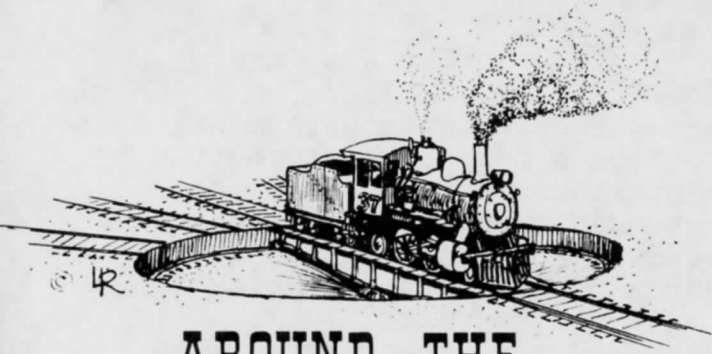
by Tanya Rose

Staffing the Victoria can indeed be a gratifying experience. You will find that you not only represent PSRMA, but also San Diego and the United States to the many out of state and foreign visitors. I like to think of Victoria as representing all that is elegant and gracious, that I am a hostess welcoming guests.

If you can speak any foreign tongue, especially Spanish, you can have a lot of fun. However broken your syntax, the attempt to communicate in that person's language usually brings a surprised smile and an interesting conversation is bound to follow. I personally have received new insights into other cultures and peoples.

Many of the visitors are quite fascinating and each day of staffing brings at least one outstanding encounter which you will always remember. I get quite a kick out of watching visitors jaws drop open and hearing their ooh's and ahh's as they yield to the beauty of the Victoria.

To make someone's day more pleasant is rewarding in itself; from letting a foot-weary traveller sit awhile and visit to giving someone a nickle for the parking meter, the pleasure I find from touching lives this way makes the days I staff something to which I look forward. Won't you make time at least once a month for this important activity? Come on out and get a few memories of your own!



AROUND THE TURNTABLE

SD & AE: Still no official word yet from S.P. on what's going to happen with subsidiary SD & AE, extensively ravaged by flood waters in September. San Diego economists feel abandonment would have adverse economic impact on local area. Last month's item in RE-PORT may have mislead some readers when it was stated the "Plaster City Local" was one of the two trains still in operation. Confusion may have resulted from the fact that, since some bad wash-

outs had shut down the track from Seeley to Plaster City, the "Local" runs only to Seeley, not to Plaster City. SD & A, predecessor to the present line had a depot at Seeley years ago, now long gone. Depot at Plaster City still exists, although abandoned. Was built in 1924 when townsite called "Dunaway City" after El Centro Druggist Samuel Dunaway, who built gypsum processing plant and narrow-gauge quarry railroad there in 1921-22. Museum member Eric Sanders visited property in early 1940's. Ex-Nevada County Narrow Gauge 2-8-0 No. 8, Porter 2-6-0 No. 12 from the defunct narrow-gauge subsidiary of the Magma Arizona R.R. at Superior, Ariz., Porter 2-6-0 No. 14 (being cannibalized for parts), and several gasoline or diesel loco's were still on the property. Later, S.P. loaned 2-8-0's Nos. 8 & 9 from their narrow-gauge stepchild in Owens Valley. Your editor was there when No. 9 was retired in favor of a diesel in the mid-1950's on the Owens Valley line. It is now preserved at Laws, near Bishop. ----**AMTRAK:** Lots of things have been happening. Hope to get it all together by next issue. Try to ride the new Amcoaches in the mean time. Opinions, good and bad, are flying around like cinders from a coalburner. **RIP-TRACK:** Recent issue of California Southern Express featured San Diego Electric Ry. PCC cars. Write OERM, P.O. Box 548, Perris, CA 92370 for info. (OERM Gazette) ---- Those familiar with the antiquated streetcar system at Veracruz, Mexico, which once was noted for its Pacific Electric's, Hartfords, birneys, and open cars, will be saddened to learn that this well-known haven for trolley buffs is only a vestige of its former glory. Only 7 cars were in service in June, although they "hope" to get some PCC's from Tampico. Car barn is full of non-operational cars (ERA Short Circuit Bulletin) ---- Following closing of his White Mountain Scenic R.R. in Arizona, owner Reed Hatch sold his two steam loco's (Ex-Sierra 36 & Santa Maria Valley 100) to the Wasatch Mountain Ry. in Utah, but enroute on U.S. 666, the truck hauling one of the engines broke in two, dropping the engine onto the highway. There it sat for several days until it could be reloaded. A temporary bypass was built around it (Trinity Valley R.R. Club Bulletin Board) ---- A great deal of speculation has centered around the Santa Fe's 4-8-4 No. 2925. Last winter, the locomotive, which had been stored for years in the Belen, New Mexico roundhouse, was deadheaded to Cleburne, Texas shops. Hopes ran high that the engine might be returned to service as the engine was thoroughly inspected and overhaul costs estimated. Now it seems certain that the engine is again destined for mothballs. In a letter from John S. Reed, chairman and chief executive officer of Santa Fe, he states: "The restoration of Santa Fe's steam locomotive No. 2925, which we have now decided not to accomplish, started out as a possible bicentennial year project.... We have also given up on the idea of any sort of steam locomotive operation on the railroad". Well, folks, there's always 4449! (Bulletin Board) ---- Orient Express, which used to run its legendary consist from Paris to Istanbul, was abandoned some time ago, but has now started up again from Zurich, not Paris, with return trip by jet. \$700 is the tariff (Parade Magazine) ---- Branford Electric Railway Assoc. in Connecticut, one of the oldest trolley museums in the country, is offering for sale sever-

al publications of interest to trolley buffs and railfans, especially those involved with operating museums like PSRMA. These were developed by the museum's Operating Staff: "Basic streetcar Operation (\$2.50), Advanced Qualifications (\$2.00), Tour Dynamics (\$1.00), and Environment of the Traction Era (\$1.50). Special package of 4, inc. postage: \$6.50. For indiv. titles, add \$0.50 for postage to: Branford Electric Railway Assoc., Inc., Transportation Dept., P.O. Box 457, Short Beach, Conn. 06405 ---- If any member would like the xerox copy of the Laramie & Denver RPO cancellation and envelope used for the September issue of REPORT, send me a 13 cent stamp and it's yours -- -- Santa Fe Industries, in its 1975 Annual Report, has announced the reprinting of an 1876 public timetable as a bicentennial program. For a free copy, write: Santa Fe Industries, Inc., Dept. 333, 224 S. Michigan Ave., Chicago, Ill. 60604 (PRS Wheel Clicks) ---- "The Machinist", newsletter of the International Association of Machinists and Aerospace Workers, 909 Machinists Bldg., Wash., D.C. 20036, featured an interesting color repro of a painting by an unknown artist depicting the first union meeting of machinists in a locomotive roundhouse at Atlanta, Ga., May 5, 1888. Color prints may be available. Write the IAM for info. Shows engine 460, apparantly a Ten-wheeler, and front of another engine, "No. 905". ---- Roaring Camp & Big Trees Narrow Gauge R.R. at Felton, CA suffered loss of two timber trestles in forest fire, inc. large curved one near top of mountain, in June.---- Texas Div., Electric Railroaders Assoc., Milam Bldg., San Antonio, TX 78205, recently published illust. history of El Paso streetcar system from horse car days to present, including operation of ex-San Diego Electric Ry. PCC cars. Cost is \$4.50 to non-members. (Short Circuit Bulletin)----Vern Cook reports Plaster City narrow gauge railroad repaired and back in operation after flood damage.

Each weekend: Restoration sessions. Call 469-3064 for details.

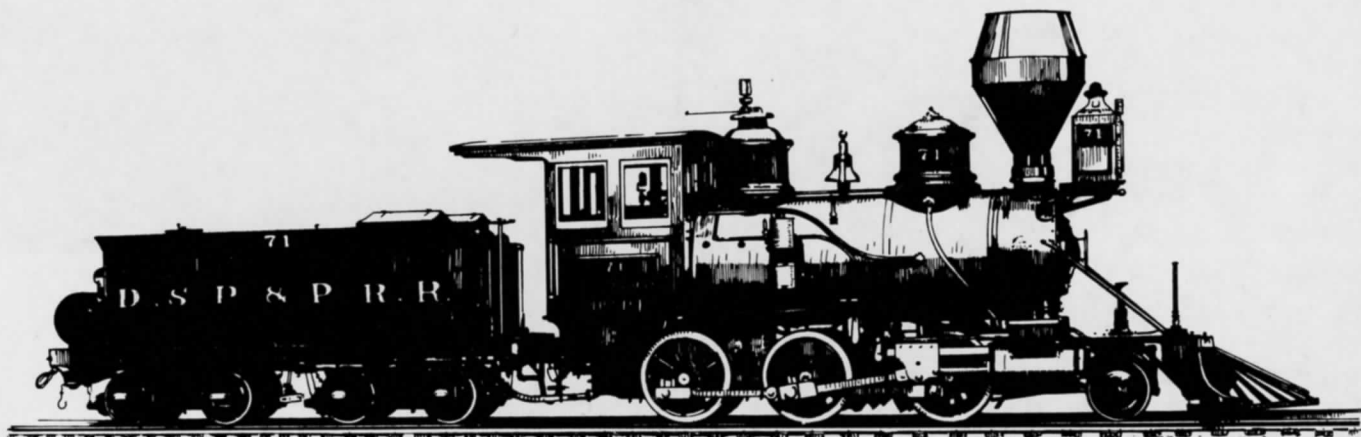
Each weekend: Golden Age of Railroading exhibit open to public. Call 466-8405 for staffing.

Nov. 13th: Annual "Fiesta Special" rail excursion to Puerto Penasco(280-1781)

Nov. 25th: Thanksgiving Day.

Dec. 7th: Directors' meeting, SDT & S Bank, San Diego (7:30 p.m.). 463-2276

TRAIN SERVICE		BETWEEN		STATIONS.	
TRAIN No. 10	TRAIN No. 8	TRAIN No. 1	TRAIN No. 7	A. G.	
8:30 A		Lv. Cripple Ck. Ar. 5:00 P	7:25 A		
		Lv. Victor Ar. 4:35 P	6:55 A		
11:00 A		Ar. Florence Lv. 2:05 P	4:10 A		
VIA D. & R. G.					
12:4	2:15 A	5:15 P	73.2	Ar. Pueblo Lv. 12:55 P	2:40 A
1:16	2:25 A	5:35 P		Lv. Pueblo Ar. 12:35 P	2:30 A
2:32	4:00 A	6:54 P	117.6	Lv. Colo. Spr'gs Ar. 11:25 A	12:57 A
3:30	5:10 A	7:54 P	140.5	Lv. Palmer Lake Ar. 10:39 A	12:00 M
5:00	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		





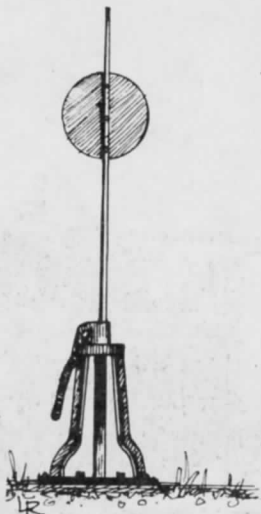
Restoration of Coos Bay 11, Miramar storage site, Feb. 28, 1976 (Dick Pennick photo)

PSRMA REPORT
P.O. Box 12096
San Diego, CA 92112



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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, phone 280-1781.



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