



REPORT

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

SEPT. 1976

NUMBER 128



ANNUAL CAMPAIGN ISSUE

(Editor's Note: The following campaign statements were submitted by candidates for contested 1977 Museum positions. By press time, only two statements were received by the editor.)

CANDIDATE FOR PRESIDENT

H. Chalmers Kerr, Jr.

Fellow members, I am soliciting your vote for the office of President. I have been actively associated with PSRMA for eight years and have served as a Director, President, and Chairman of the Board, in addition to helping out with several committees. During this period and into the future, I will further Museum goals and help to increase membership participation in all activities.

The past several years have been productive years, but the Museum Association still hasn't directed itself to achieve its primary objective of a permanent home for the Museum. If elected, I will endeavor to help PSRMA reach its primary goal in the very near future. We can't delay any longer. PSRMA, with foresight and professional planning, a dash of good luck, and adequate financing, can provide San Diego with an unique railway museum.

CANDIDATE FOR VICE-PRESIDENT

(No statements were received for this office by press time)

CANDIDATE FOR DIRECTOR

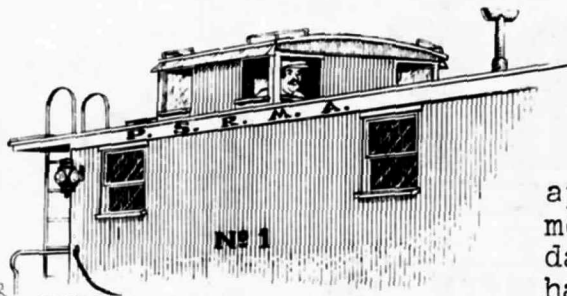
Richard E. "Dick" Pennick

I have lived in San Diego for 31 years and have been an active railroad buff for 25 of those years. I was a member of the Railway Historical Society of San Diego from 1954 to 1961 and during that time served as Secretary and President. In 1965, following a stint in the U.S. Air Force, I joined the new Pacific Southwest Railway Museum and have maintained that affiliation continuously since then. During that time, I have served as Secretary, President, Chairman of the Board, Superintendent, REPORT editor and acting Director of Publications, and chairman of the Land Committee.

In recent years, I have secured or helped to secure donations of cash and other items and services for the Museum, including our outside-braced box-car at Miramar NAS, the historic 1894 La Mesa railway station, our 1914 San Diego Electric Ry. streetcar, and many smaller items. Over the years, I have striven to promote PSRMA in every way possible.

PSRMA needs mature, experienced, responsible leadership. I would like very much to continue serving "America's Finest Railway Museum" and ask for your vote on October 29th.

by H. Chalmers Kerr, Jr., President



FROM THE CUPOLA

order for the Board of Directors to formulate fund-raising strategies, a much higher percentage of returned questionnaires will be needed. At least a 25 percent return is hoped for.

FINANCIAL SURVEY - The financial questionnaire approved by the Board of Directors at the August meeting has been distributed to all members. To date, approximately 10 percent of the questionnaires have been returned. That is a good start. However, I urge ALL members to please take the time to complete and return the simple form, postage paid. In

MUSEUM TELEPHONE - For several years, Bob & Linda DiGiorgio have been kind enough to maintain the Museum telephone (280-1781) in their home. Thus, the DiGiorgios are the first link with the public regarding all Museum activities. The Association's image can be tarnished if Bob and Linda do not have the very latest information on what's going on. So I urge all Department heads, Committee Chairmen, Work Party leaders, etc. to please call Bob or Linda and give them the complete information about all new and ongoing projects and activities. This is especially important with new activities: get the DiGiorgios the information before museum member or public announcements are released. By following these simple suggestions, public relations will be improved, and Bob & Linda will not be placed in the embarrassing position of not knowing what's going on.

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.

ADDRESS CHANGES - Each month, some member doesn't receive REPORT. Why? That member failed to notify the Association of his new address and he didn't leave a forwarding address with the Post Office. The return postage and re-mailing of REPORTS adds up over a year's time and is an unnecessary expense. Please send all address changes to Ron Milot, 2345 Presidio Dr., San Diego 92103. If your copy of REPORT is late or missed, your link with PSRMA activities is broken. Don't let that happen to you!

FINANCING OF MAJOR MUSEUM PROJECTS - Following the Association's incorporation as a non-profit, educational corporation in 1964 and receipt of its Federal tax-exemption in 1966, donations of antiques, equipment, supplies, and services have been received from individuals, business firms, and governmental agencies. Unfortunately, cash donations have lagged far behind other types of donations. Revenue is primarily derived from membership dues and the profits of fund raising activities such as the annual Puerto Peñasco train excursion.

Major financial needs are:
land for the Museum, facility dev-
(cont'd on P. 10).

EDITORIAL:

TRAIN, TROLLEY AT FAIRGROUNDS: A CRITICAL EVALUATION

In an effort to be completely honest, PSRMA is not the only rail hobby group in San Diego with full-size railroad equipment in its collection. A railroad "historical" club, founded by PSRMA Treasurer Eric Sanders and others in the mid-1950's to consolidate and organize local railfan interest and activity, teamed up with the San Diego Chamber of Commerce and the State's 22nd District Agricultural Association to preserve SD & AE steam locomotive No. 104 and John Spreckels' private business car CARRIZO GORGE for posterity. Everything seemed fine. The Agricultural Association, operators of the fairgrounds and racetrack at Del Mar, agreed to display the steamer and venerable wooden car alongside the Bing Crosby exhibit hall provided title was relinquished to the State agency. This paperwork was accomplished, and with donations solicited by the "historical" group, the equipment was transported to the fairgrounds by low-bed truck from a siding in Solana Beach. Sanders and long-time PSRMA member Jack Stodelle were two of the kingpins in this project. Jack, Dick Pennick, George Geyer, Dwight Couch, Ed Herold, Tom Matson, Dan McLean, Bill Wooten, and other former members relinquished their affiliation years ago when PSRMA came into being to separate the "railway museum" interests from the "slide-watchers". But a few, like Eric and fellow PSRMA member John Cranston, maintained membership over the years in both groups. This year, however, Eric has so far been denied membership in the group he began putting together in 1949 and in which he has maintained a continuous affiliation with ever since, until now. Although there has apparently been no problem with Mr. Cranston's dual membership, Eric's dues check was returned with the explanation that he was an officer of PSRMA!

Well, once the engine and car were safely ensconced at the fairgrounds, and again through the efforts of Eric and others, one of the last remaining handful of San Diego Electric Ry. P.C.C streetcars was purchased to save it from the torch. No. 528 and several others had been stored trackless behind a group of busses near 14th and Market since cessation of trolley operation in 1949. Arrangements were made for this, too, to be displayed at the fairgrounds, at the Southerly end of another exhibit hall. About this time, a priceless relic was discovered in a Logan Heights backyard. After the removal of a quarter century of vines and trash, it was clear that former San Diego Electric Ry. car 54 was probably the only remaining example of this type of San Diego car. It was one of several built by the local company from scrapped 1880's cable cars. Years of restoration finally resulted in the car now on display at the Whaley House in Old Town.

About 1960, the so-called "Sewell Avery" narrow-gauge caboose at Plaster City was donated to the group in question. This car was home-built on an old 3'-gauge flatcar body and had been used during the 1950's for railfan excursions over the narrow-gauge plant railroad. The unusual gift was transported to San Diego and displayed or stored at various locations in the County, even Gillespie Fiel in El Cajon for awhile.

Today, steamer 104 and the wooden, truss-rodded CARRIZO GORGE are literally falling apart due to lack of a concerted maintenance program. San Diego Electric trolley No. 528 was in deplorable condition and closed to visitors for years until a recent attempt was made by the group to repaint it (the colors are hideous but at least it offers some protection from the elements). And for the first time in possibly ten years, the streetcar was open to the public at the recent Southern California Expo. This sudden interest in the rusted derelict, which was in operating condition at the time it was acquired, was a direct result of some unfavorable comments to the fair management by railfans and the viewing public. Fair officials finally ordered them to either clean it up or move it out.

At the Whaley House, vandals and brainless children have carved their names on old Car 54 in every conceivable place and the all-wood car has no

protection from the sun, rain, or people. Someday, there may be little of the car left to display, but that doesn't seem to bother anyone right now. Rescuing it from its backyard grave years ago seemed the right thing to do at the time, but now it would seem that action was an injustice, considering the antique's present fate. As a fitting end to this sad tale, the archbar-trucked narrow gauge caboose was eventually sold for scrap by this "historical" group in the mid-1960's rather than offer it to PSRMA or some other bonafide museum organization. And the person directly responsible for that atrocity is still active in the group! A recent flyer distributed by the organization, inviting prospective members to help "Preserve and Maintain San Diego County Railroad Equipment" appears to be a gross exaggeration of the truth, considering the foregoing track record. This writer will be the first to admit that PSRMA also has some rail equipment in dire need of restoration and maintenance, and the Orange Empire Railway Museum near Riverside has acres of old equipment in deplorable condition. But the difference is that PSRMA, OERM, and other such groups has an on-going, energetic maintenance program as a regular feature of museum activity. In addition, PSRMA has completely restored and maintains all of the items that are on public display, such as the Bicentennial exhibit at the Embarcadero. These efforts will eventually culminate in the complete restoration of our old Observation car 1509 and eventually all of our other treasures as well.

At one time, until about 10-15 years ago, the "historical" group was actively involved in restoration, maintenance, and other appropriate rail museum activity. However, since the formation of PSRMA, that group has apparently languished in idleness as far as any significant railroad museum activity is concerned. It has been said that they fill a need in the railfan community for the interest of those who enjoy a more socially-oriented and less-active organization, and their contribution to San Diego's annual Congress of History is acknowledged. But the feeling of this writer is: social groups are fine but leave the significant educational and railway museum activity to PSRMA, THE acknowledged rail museum endeavor in San Diego County. It's time to put petty personal, ideological and organizational differences aside and turn these rotting hulks into truly meaningful historical and educational displays before it's too late.

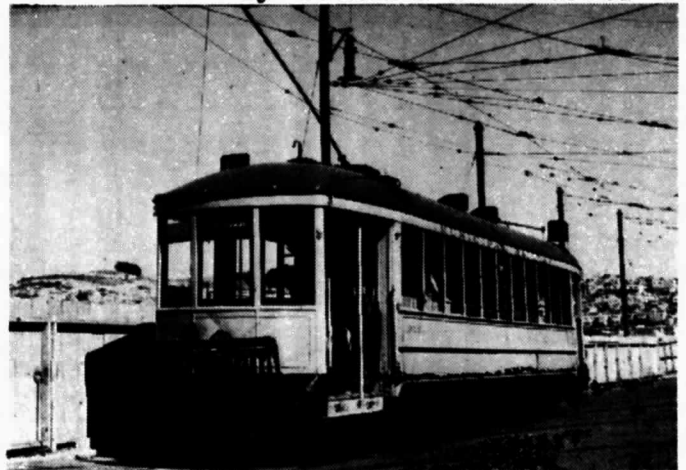
MUNI "ONE" A POSSIBILITY IN OCTOBER

Does a ride around beautiful San Francisco on a 1912 vintage trolley spark your interest? If so, George Geyer or Ron Milot would like very much to hear from you as soon as possible. Now on permanent loan to the Bay Area Electric Railroaders Assoc., the venerable car has been used solely for special trips and other functions for many years, including several very enjoyable trips sponsored by PSRMA within the past few years.

San Francisco is always an enjoyable place to visit, but seeing the town aboard San Francisco Municipal Railway's Car 1 lends its own unique thrill. George and Ron would like to put a package together that included a San Diego-San Francisco link via Amtrak over the two- or three-day weekend of October 22 or 23-25, 1976. Sufficient interest must be shown or the trip cannot be run. For more information, contact George at 234-0555 or Ron at 298-8447.

PSRMA's "CALLGIRL" NEEDS HELP

Linda GiGiorgio, the friendly voice at the other end of PSRMA's telephone, does a fine job fielding questions from the general public about the Museum, considering what little she has to work



with. Linda explains that she is more than happy to maintain two phones in her house as long as she can perform a useful service for the Museum. But many times she is unable to answer a question or give out the correct information because she was not provided with the correct information.

It is suggested, therefore, that each Department head make a habit of either calling Linda or slipping her a note in the mail about upcoming activities, restoration schedules, exhibit schedules, plus any changes that may occur. Also, any news items in the paper or on T.V. that may generate calls from the public should be brought to Linda's attention prior to or immediately following such exposure. As an example, she wasn't aware that our Bicentennial exhibit was being advertised in the Union until the August issue of REPORT was received. I think we can all do our part to make Linda's sometimes difficult job a much easier one and certainly more rewarding for the Museum.

REPORT CIRCULATION MANAGER SEEKS HELP

Barbarann Parker, Circulation Mgr. for the newsletter as well as Assistant Excursion Director, etc., etc., is one of the Museum's staunchest supporters but admits she cannot do all the little jobs that must be done to get REPORT out to all members by herself. Folding, stapling, typing address labels, affixing labels, and mailing are all jobs that require attention from more than one body. Please call Barbara at 465-6387 and offer your services one afternoon or evening a month. That's not too much to ask.

ANTIQUe BAGGAGE CART NEW MUSEUM ITEM

On August 16th, Mr. & Mrs. J. H. Shirar of San Diego donated to the Museum an ancient wooden-spoked baggage wagon once the property of the old Railway Express Agency. Although the wagon is in need of restoration, it is complete and in good working order. The relic was obtained years ago by Dr. A. L. Wood, presently a director of the Aerospace Museum, from a forgotten party in the Fullerton area. The wagon is weathered now, but at one time it sported the REA green with the name in red and yellow. The new acquisition could date from the 1890's or it could be as recent as 1920. Any experts in the group? The car is presently stored at the home of Larry Rose. This brings the Museum baggage cart total to three. The first was formerly used at SD & AE's Plaster City depot in the passenger-carrying days, and the second was obtained from Mrs. Karna Webster, president of the Spring Valley Historical Society. If we had a permanent Museum site, such relics could be on public display.

MIRAMAR DISPLAY ATTRACTS GROUPS

According to Linda DiGiorgio and the Miramar NAS Public Affairs Office, the following are some of the organized groups that have enjoyed tours through our stored railway equipment at the base during the last two months:

July 13th: 35 retarded children
July 29th: 38 senior citizens from the TRAILSETTERS group
August 5th: 29 Fourth Grade students from Rancho Elem., Spring Vly.
August 27th: 45 pre-school children (Al Vartanian, host)

Hosts are always needed for this activity. If interested, call Linda at 283-3066.

Honor Roll



The Museum thanks the following members and friends whose generous contributions have furthered the goals of PSRMA during the month of July and August:

John Pattison, Mike Cousins, Steve Williamson (pooled their meager resources to purchase new nylon bell chord for Coos Bay steamer and installed said chord).

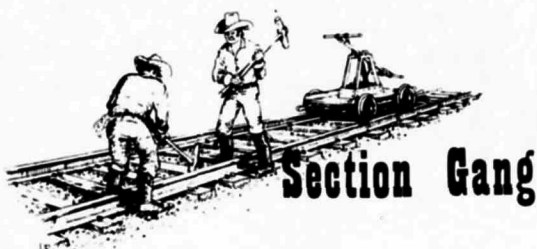
Clifford Pennick (donated 2 large old-time trunks, one small trunk, and a leather valise, plus some plywood shelving).

Jim Elmore, Mgr., Frazee's-El Cajon (donated one gal. body putty for car 1509).

United States Toy Train Co. (loaned an 'O' gauge tinplate boxcar for use as donation jar in Bicentennial exhibit).

Larry Rose (mounted the above-mentioned boxcar and cut slot for money).

Mr. & Mrs. J. H. Shirar (donated early baggage wagon).



1509 GETS PARTIAL PAINTING

The big news is the application of the original Pullman Green paint to the observation end of our ex-Santa Fe heavyweight Cafe-Observation car No. 1509, now undergoing complete restoration at Marine Corps Depot by Museum crews. What a terrific sight! Gives a small inkling of what the entire car

will look like when it's completely painted with the color. Thanks to Dick Pennick, who succeeded in getting a California paint company to donate their long-unused "Pullman Green" paint color standard to the Museum, and to Norm Hill, through whose efforts sufficient paint was mixed and donated by the Old Quaker Paint Co., the car will very soon appear as it did when built in 1926.

Recent restoration sessions have benefitted by the efforts of Ron Milot, Ken Helm, Larry Rose, Bert Straw, and others. If you would like to share in this very satisfying activity, contact Assistant Superintendent Larry Rose at 469-3064.

Other work on 1509 saw the original lettering and numbering uncovered and masked out on the west side and all appropriate areas primed. Larry says he expects to have the first coat of Pullman Green on the west side within a week or two.

MEMBER WINS PHOTO CONTEST

Bob DiGiorgio, member and former director of PSRMA, recently won a photo contest sponsored by a local tabloid called "Recreation News". Guess what photo won the contest? Why, none other than the night shot of the 4449 Daylight's running gear that appeared in the April, 1976 issue of REPORT. Congrat's, Bob.

MUSEUM LAND: A HARD NUT TO CRACK

Despite diligent efforts over the past few years and in recent months, first one then another prospective land deal has sunk in the mire. An ongoing effort to consolidate all of the Museum's widely-separated collection within the San Diego area is currently travelling a rocky path, despite the unprecedented success of our "Golden Age of Railroading" display on the Embarcadero. After repeated inquiries over the years about the availability of a mile of abandoned Santa Fe grade in Rose Canyon, the answer is still "no"

from the current owner, Penasquitas, Inc., the late Irv Kahn's land conglomerate. The old grade, extending from the foot of Gilman Drive, along the present Santa Fe main line, was abandoned in 1942 and is well-graded. It meanders from Gilman Drive through a lovely area graced with oaks and sycamores about a mile and a half to the future extension of Regents Road across the canyon. A couple of the original timber trestles still exist in good condition along the route. One hoped-for North County site bombed out, but another is in the wings tho considerably less desirable than the first.

The main thrust at this time is for a "static" museum site, one too small to allow much, if any, operation, but of sufficient size (5-10 acres) to accomodate all of our present exhibits on a static display basis. In this way, everything could be fully restored and on display in one convenient location. We could then advertise it as our "permanent" home and open the doors to the paying public. This site should be in or near the main population centers and traffic corridors to make it pay.

This writer often gets the feeling that another Southern California railway museum is perched on an overhanging limb like a vulture, waiting ominously for PSRMA to give a final, fatal gasp so it can begin picking over our railway collection for the benefit of their museum. It's again this writer's opinion that the majority of our members would not allow this to happen, and in fact would be shocked to even consider such a possibility. PSRMA is first, last, and always a San Diego County effort and we'll be darned if the past 13 years of sweat and sacrifice will be for the benefit of some other museum! How do you feel? If you have any ideas at all, however ridiculous they may seem, give Land Committee chairman Chop Kerr a call (291-4787).

One final note on the land situation: did you know that the Museum is being charged more than \$1000 per year to store its rail equipment at Miramar Naval Air Station? Rental rates are now set and administered by the Naval Facilities Engineering Command in San Bruno, so there is no longer any local control of the situation. Now do you see why PSRMA is so desperately seeking its own site?

COLORADO REPORT

The Railway Post Office cancellation on the envelope below was the result of a one-day only R.P.O. service on the August 1st Colorado Centennial run between Denver and Laramie, behind U.P. 8444. The Intermountain Chapter of N.R.H.S. sponsored the special run, and covers were stamped "TR 3" on the outbound run and "TR 4" on the return leg.

*100 Years of Statehood
August 1, 1876 to August 1, 1976*



Colorado Day

**Centennial Steam Powered
Passenger Train Excursion
Denver, Colorado to
Laramie, Wyoming**

Intermountain Chapter, N.R.H.S.



PSRMA Master Mechanic Ken Helm happened to be in the Cheyenne yards recently at the right time. By a sheer quirk of fate, the huge 8444 4-8-4 was hot and sitting on the house track. Ken approached the engine crew and was invited up into the roomy cab for a looksee. Most fans would have been satisfied with this, but not Ken. Once the crew got wind that Ken was not totally unfamiliar with the business end of a steamer, he was asked to sit on the right-hand cushion, grasp the throttle firmly in his left hand, and run the 450 tons of engine and tender into its stall in the Cheyenne roundhouse. Did Ken say "Naw, not today, fellows. I've got a headache"? No, not Ken. He eased back on the throttle and trundled the roller-bearinged behemoth down the house track and into its stall, probably thinking all the time "This isn't really happening to me!" I understand he hasn't washed his left hand since. ---- Manitou and Pikes Peak cog line received two new 2-car trainsets from Switzerland earlier this year. As a special observance of the Colorado Centennial, the M&PP began restoring the last surviving coach from their steam days for possible use on special runs. ---- 3' ga. Coahuila & Zacatecas out of Saltillo, Mex. is in process of being standard-gauged. Too bad. Your editor rode their antiquated passenger train years ago behind a wheezing Baldwin 10-wheeler. At that time, all was 100% steam, about 8 in all. Later dieselized, now stan, gauged. What a pity. Some of their old steamers are now on display at restaurants in the Sou. Calif. area. ---- Dimensions of various whistles on engines at the Colorado R.R. Museum are featured in April issue of LIVE STEAM magazine. ---- Silverton train will run thru Sunday, Oct. 3rd this year. ---- Cumbres & Toltec Scenic R.R., remnant of the narrow gauge freight line from Alamosa, Colo. to Durango, Colo. over Cumbres Pass, has received grants totalling \$745,000 from the Economic Development Administration and the states of Colo. and New Mexico. Money will be used for long-planned improvements such as service facilities and track at Antonito, and a two-track workshop, depot improvements, other restoration work at Chama, N.M., the western terminus. The town of Antonito continues with work on the enginehouse there. ---- On May 29th, hourly steam trains began daily service over two miles of the partially-reconstructed narrow gauge Georgetown Loop, near Silver Plume, COLO. Completion of the famous loop hinges on reconstruction of the former Devil's Gate Viaduct over Clear Creek. The bridge was removed when the rails were taken up in the late 1930's. A Baldwin-blt. Guatemalan 2-8-0 is motive power for the trains. ---- Two miles of the aban. n.g. Sumpter Valley Ry. in Oregon were supposed to have begun operation July 4th with a 3' ga. Heisler. ---- Colo. R.R. Museum at Golden had their 1881 n.g. coal-burning 2-8-0 running over the 3-day holiday weekend Memorial Day. ---- The tourist-hauling narrow gauge Colorado Central Narrow Gauge R.R., blt. over portion of the abandoned grade of the former Colo. Central R.R. at Central City, put a 3' ga. Shay in operation this year. It was formerly No. 14 of the old West Side Lumber Co. operation at Tuolumne, Calif. Your editor had the very good fortune to see that old sidewinder in action in the wilderness above Tuolumne about 16 years ago. (Thanks to the Colo. RR. Museum's IRON HORSE NEWS for most of the above info.)

ROHR COLLECTION MOVE A FINANCIAL BOON

On Saturday, August 14th, the smaller items of the Rohr Corp. Transportation Display donation were moved from the commercial storage warehouse in Chula Vista to the garage of member Dan Marnell in Grantville, saving the Museum the substantial monthly rent paid the last three months. Helping with the all-day activity were Dan, Larry Rose, Ron Milot, Ken Helm, and Dick Penick. The Museum extends a hearty "Thank You" to Dr. Dan for his generous loan of the garage space. The Museum is also appreciative of the time volunteered by the listed members, who made two long round trips to complete the job.



LOOKING BACK: Entlow Spur, Memorial Day 1970



Bob DiGiorgio, Dave Parkinson, Dick Pennick, and others get up steam in Shay No. 3.



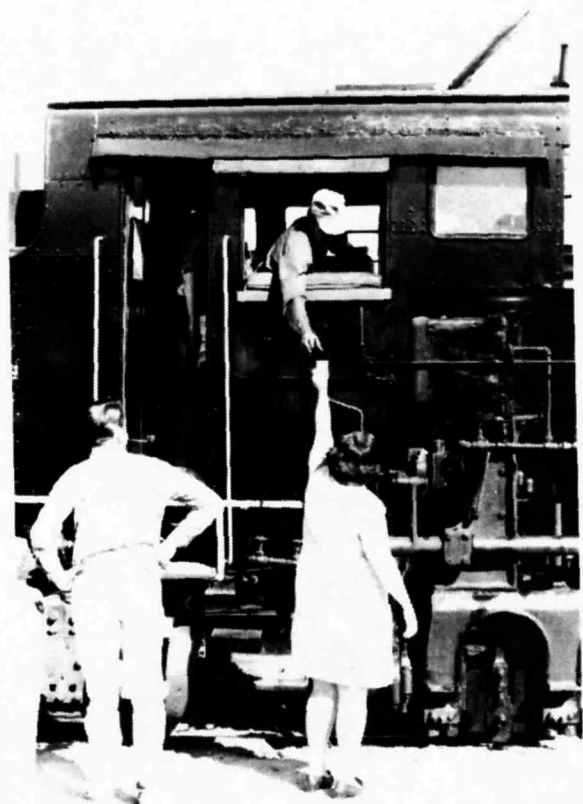
Myra (Mrs. Tom) Matson and Linda (Mrs. Bob) DiGiorgio keep busy selling food and refreshments.



Eric Sanders minds the store selling DISPATCHERS, REPORTS, and memberships.



A line of visitors, eventually a block long, came for a free ride into history.



Hogging steamers works up a thirst! Linda DiGiorgio treats husband Bob to a cool one as Dave Parkinson looks on.

(All photos: Dick Pennick)

elopment, relocation of rolling stock, equipment restoration, and retirement of loans, to name just a few. The normal revenue-producing sources are just barely able to keep up with day-to-day expenses such as rents, insurance, postage, and publishing of REPORT. Sources of funds outside of Museum circles have been rigorously explored. These include foundations, large business organizations, extremely wealthy individuals, and local county, State and Federal agencies. Solicitations over the past several years from the above sources has produced a few hundred dollars, hardly worth the effort.

PROJECT BOOTSTRAP was tried in 1974 and 1975 as a means of raising funds in-house for the major projects. Results of this effort indicate that most of the projects can't be supported with membership donations. That leaves us with three alternatives (as I see it): 1. Reduce our immediate goals 2. Seek a lending source that will accept our assets as collateral 3. Develop major new fund-raising activities (Bingo, anyone?).

Funding is a vicious circle. It takes money to make money! We need your help in the form of solid fund-raising ideas and your time to help in their execution. PLEASE CALL OR WRITE 291-4787, 2909 First Ave., Apt. 3-A, San Diego CA. 92103.

11th HOUR BULLETIN: SAN FRANCISCO STREETCAR TOUR

This additional information received just before press time: proposed excursion to San Francisco via Amtrak will leave San Diego Saturday, October 23rd, 7 a.m. and return Monday, October 25th, arriving San Diego 10:55 p.m. Group will be free Saturday and Sunday nights to see the sights in the City by the Bay. Group will take rare excursion over existing surface lines in a 1912 streetcar.

	streetcar excursion:	\$10.00
Fees:	Amtrak, round trip:	64.00
	Hotel, dbl. occ.:	20-25.00 (est.)

Interested members and friends should contact George Geyer, Tour Coordinator, 234-0555 or "PSRMA FRISCO TOUR", P.O. Box 12096, San Diego, CA 92112 by October 9th. Ron Milot may also be contacted at 298-8447.

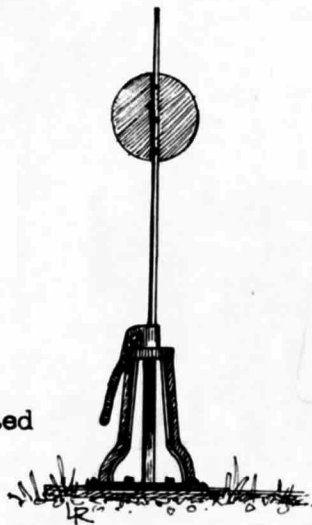
QUARTERLY MEETING DUE IN OCTOBER

At 7:30 p.m., October 29th (not the 22nd as stated in last issue), in the La Sala Room of the House of Hospitality, Balboa Park, PSRMA's third quarterly general entertainment meeting and election of officers will get under way. An exciting program is in store, so please plan to be with us on Friday evening, October 29th.

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