REPORT

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

MAY, 1977 No. 135

Doyle McCormack
Engr 4449

April meeting enjoyed by members

It's a shame more of our members didn't make it down to the House of Hospitality on April 29th, the night of our quarterly meeting. The program was great and the treats were absolutely out-of-this-world!

Following some very interesting and informative reports by President Kerr, Ken Helm, Larry Rose, Jim Lundquist, and others on the various Museum activities in progress or recently completed, Mr. Harold Williams of the Whistle Stop gave us an excellent sampling of his 45 years of train photography in the West and elsewhere. Nick & Thelma Nichols brought down two huge containers of homemade apple and citrus juice from their own orchard and a panful of homemade apple crisp that really titillated the palate.

The recent successful steam excursion behind the ailing 4449 netted a nice profit for the Museum, and participants reported the sold-out trip was worth every penny of the ticket price. One of the trip's main attractions, aside from the oil-burner up front, were the insane creatures behind the wheels of the oil burners motorcading the train on the nearby highways. Your editor got a first-hand glimpse of this motorized circus as one of the 30 million fans who followed the train from Bakersfield to L.A., from San Clemente to San Diego (at 4 a.m.), and still later from Riverside to Yuma. A guy could really get killed out there!

A nice dination of a rare three-sided railroad tie was presented to the Museum by Mr. Frank Hansen of Spring Valley, who also donated a mounted collection of some 200 tie date nails (see story elsewhere in this issue). Hansen is a local authority on date nails and possesses one of the largest collections in the country. Master Mechanic Ken Helm presented a very interesting summary of recent restoration activity, one of the more interesting and rewarding Museum programs, climaxing it with a tape recording of our new 45-ton diesel being fired up for the first time since it arrived and probably for the first time in 10 years. In spite of this, it started up and purred like a kitten!

The Museum thanks Chop and Ken, Jim and George, Thelma and Nick, Jo Pressnal and Harold Williams for contributing to a very enjoyable evening. Please plan to attend our next one in July and share with us some happy moments in the company of some pretty terrific people. July is also our annual nominations meeting for 1978 officers, and nominating ballots will be sent out with the June REPORT.

PSRMA GIVEN TIE NAIL COLLECTION

The Museum was recently the benefactor of an extensive tie date nail collection put together over a period of years by one of the foremost nail collectors in the country.

Frank Hansen, of Spring Valley, has very graciously donated a mounted collection of approximately 200 different tie nails valued at $1500. These nails were used until about 1969 by railroads throughout the country for determining the service life of wood crossties. The practice began in 1900

(cont'd on P. 3)

Well, in spite of all my self-admonitions, I did it again! I forgot to change the month and issue number on last month's REPORT masthead. So, instead of reading "April No. 134" it read "Feb.-March No. 133". Please take your ball point and make the necessary correction. Sorry 'bout that!

@ @ @ @ @ @

Since I took over editorship of REPORT in March of 1975, there has never been a dearth of suitable material to print. In fact, there has always been much more than I could economically use each month. As a result, the surplus has backed up in my "To be used" box to the point where the dam is about to break. So, since this issue is to be my next-to-last, and since the final copy is already set in concrete, I felt it would be an appropriate time to attempt to catch up on some of this backlog. I hope each reader will find something of interest in the resulting potpourrie.

@ @ @ @ @ @ @ @

Various parts to one of our two steam locomotives now stored at Perris, Calif. have mysteriously disappeared over the last few years, parts that are required for the eventual operation of this engine. The interesting thing is, the missing parts have little or no "collector's" value, being of value only as replacements for worn-out parts on a locomotive having identical appliances and one which is intended to be operated. The major missing items are those that would not show on a display locomotive and therefore would not be required to be in place for the engine to appear complete. We can only speculate as to the reason for their strange disappearance, but it is fervently hoped that the responsible party or parties, whomever they may be and for whatever reason they decided to transcend common ethics, have the decency and sense of moral obligation to return the missing parts, or at the very least to reimburse us an amount equal to their replacement value. The idea that someone, presumably a railroad "fan"and therefore interested in railroad preservation rather than destruction, would illegally remove parts from an acknowledged museum display is disgusting, and adversely affects the public image of fans in general, whether fans were actually the culprits or not.

@ @ @ @ @ @ @ @

Had a nice chat with the charming wife of one of our hardworking Museum members at the General Meeting the other nite at the House of Hospitality (incidentally, where were you?). She was saying that one of the nicest things about PSRMA was the people involved. I can't agree with her more. Great people have made PSRMA what it is today, and hopefully the same class of people will shape its destiny tomorrow. It's no fault of the members that we don't yet have a permanent museum site. Personally, I'm proud to be associated with people like these. You should be, too. Get involved. Come out and meet these people first hand. You'll see what I mean. Besides, once you become involved, you might decide you like it!

@ @ @ @ @ @ @ @

Speaking of involvement (and I'm sure it must sound like a broken record to some of you), I can't stress enough the importance of one of our members coming forth to take over responsibility for publishing our monthly newsletter REPORT. REPORT is about the only contact we have with a large percentage of our members who for some reason choose not to come to our quarterly meetings or involve themselves with any of our other ongoing functions. So it is a vital communication link that is required for the proper functioning of the Museum.

30-30-30-30-30-30

LR

(cont'd from P. 1) and those first nails, with a "O" or "OO" on the head, are quite rare and much sought by collectors. Your editor has several with the very rare "OO" embossing, relics of the old Carson & Colorado narrow-gauge in Owens Valley.

Mr. Hansen also gifted the Museum with a section of a unique 3-sided tie from the former Great Northern Ry., complete with a 1907 date nail embedded in the upper face. The Museum is very appreciative of Mr. Hansen's thoughtfulness and we extend to him a heartfelt "thank you" for a truly outstanding collection from the "golden age of railroading".

THANKS TO "GOLDEN AGE" EXHIBIT STAFFERS by Jo Pressnall

We have the nicest group of volunteers who give tirelessly of thier time and interest with good cheer to staff our grand old lady of Harbor Drive, the VICTORIA. From January thru March, we had the help of the following nice people:

Cecil Badman	Gladys Moore	Carol Green
Jim Cooley, Jr.	John Pattison	David Green
Bernice Duckworth	Pat & Dudley Smith	Bob Nichols
George Geyer	B. V. Parks	Jen Bassett
Bill Hofer	Anita Rhein	Nick Nichols
Frank Kearney	Tanya Rosé	Donna Regan
Carol Lande	Steve Rosefeld	Peggy Secor
Jim Lundquist	Gretchen & Perry Timmermans	
Ron Milot	Ron Zeiss	

All great folks!

If you would like the opportunity to introduce VICTORIA to many interesting visitors and potential members, please call me, Jo Pressnall, at 435-5022. We'll be glad to help you get started. It's really fun.

It was my privilege to show the car to a group from Paradise Valley Hospital. The "oooh's" and "aaah's" heard as they passed through was a nice reward for my time.

What a pleasant surprise I had in April when Nadine Bristol, wife of Santa Fe Mechanical chief Dean Bristol and new PSRMA member, called me and enthusiastically volunteered to help clean VICTORIA. Thank you, Nadine. Your call was the lift I needed. If anyone else cares to make a little old (editor's note: "old"?) lady happy, please call and let me know that you can staff, clean, or? The hardest part is picking up the phone. The rest is easy. Again, a hearty "thank you" to each of you who staffed this past quarter.

SPEAKING OF STAFFERS:

The group tours we provide at our Miramar Naval Air Station storage site are in desperate need of some assistance by more of our members.

In cooperation with Miramar's Public Affairs Office, PSRMA has opened up its rail display to organized groups for almost three years. Generally, the group contacts the Public Affairs Office to arrange a tour of the base, of which the railroad exhibit is a part, or sometimes a tour of the train only. The P.A. office then gets in touch with Linda DiGiorgio, PSRMA's Miramar tour coordinator giving her the date and time of the tour and the approximate number of persons in the group. Linda then must seek out interested Museum volunteers, generally only one, but sometimes two, to host the tour. The host generally opens up the equipment, guides the group through, provides information on the equipment and the Museum, and makes sure the group gets in and out of our rail cars and locomotives without mishap.

Necessary information is provided to each host so that, regardless of how little the prospective host may know about the display or the Museum, he or she is able to conduct a tour with some degree of authority. It's fun, educational, and a big helping hand to the Museum. If you would like to assist, call Linda on the Museum phone: 280-1781. You won't be sorry.

RESTORATION & MAINTENANCE

by Larry Rose

#7485 on shakedown run with Superintendent Norman Hill at the throttle

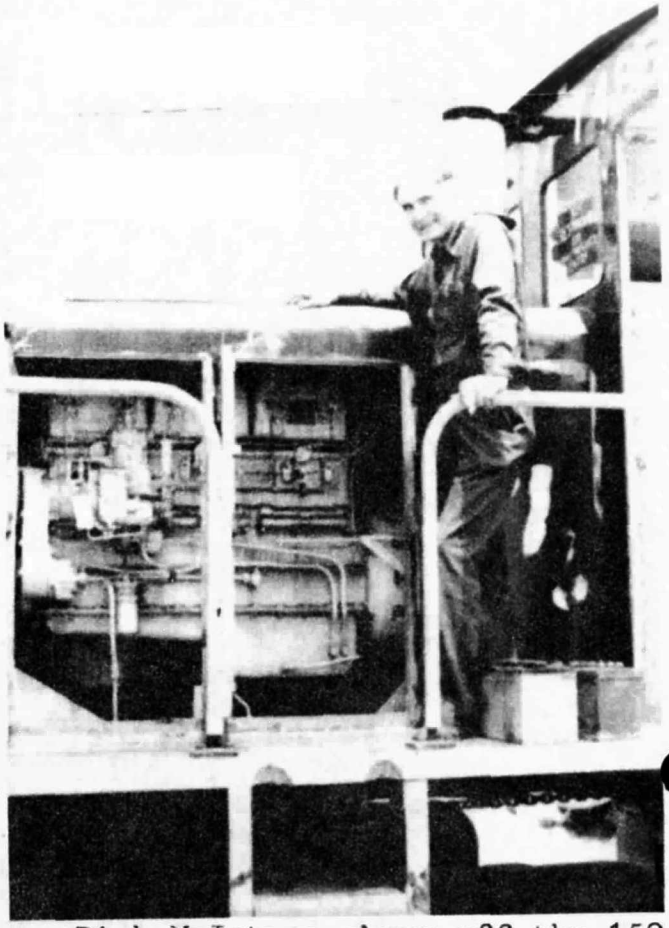
FANS FIRE "PHANTOM"

PSRMA's newly arrived diesel electric locomotive was fired up on the first push of the starter button last month. Dick McIntyre and Arn Hunsberger hooked up three auto batteries, emptied a 50 gallon drum of diesel fuel into the tank of engine number 1 and after a little priming started it on the first try. Engine number 2 was tried but would not start. The trouble has been diagnosed as a blown head gasket and will be repaired soon.

Even with only one engine going the little center cab locomotive has enough power to move the entire string of museum equipment at Miramar. This is great news for the restoration crew as they plan to sandblast coach #576 and some of the freight equipment next month. The equipment needs to be moved several car lengths apart for the work. With our own operational locomotive we can spot the equipment ourselves without having to pester the Navy to do it for us with their engine and crew.

Progress on car #1509 has been steady. The galley window frames have been repaired by way of another fine welding job by Dick McIntyre. The body work is about 95% complete and the car will be ready for a primer coat in a few weeks.

Meanwhile, at the other end of the museum string, Jim Lundquist and Larry Rose have been scraping rust and scale from the inside of the tender of the Shay. Dick McIntyre again provided the welding service by cutting out rust damaged tender side plates and obtaining new steel plates for replacements. Aside from tender rust, the 1923 Lima product is in good shape. Museum mechanic Ken Helm has lubricated all cab components and the driving mechanism and has resilvered the smokebox.



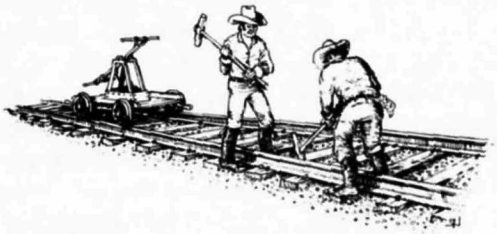
Dick McIntyre shows off the 150 h.p. Cummings prime mover

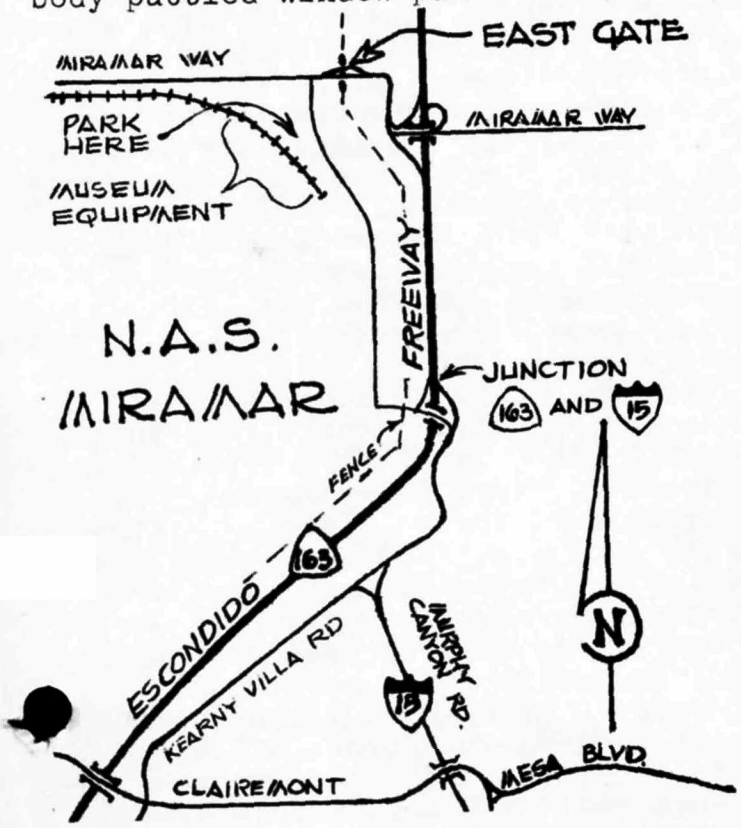
John "Nick" Nichols wet sands a body puttied window panel on 1509

The old steamer will be further spit-shined as other projects are completed and personnel become available.

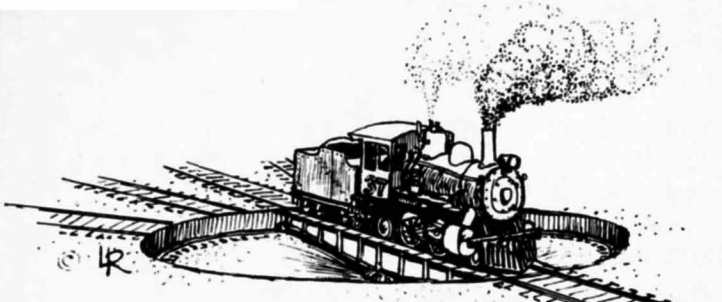
The restoration crew urges all members to come out and see how your antique rail equipment is being maintained and repaired. A map has been included below to show you the way. You will need to show your car registration and driver's license to the guard at the visitors gate and fill out the simple form for a pass that is good for all day. It takes only a few minutes so come on out! There is something happening every Saturday unless there is a museum sponsored tour going on. (The restoration crew are all notorious train riding enthusiasts.)

Helping out this month were Ken Helm, Norm Hill, "Nick" Nichols, Bert Straw, Jim Lundquist, Larry Rose, Dick McIntyre, and good ol' Jack Linn.





Dick McIntyre cuts out rusted tender panels while Ken Helm and Bert Straw remove the rear sandbox on Shay #3



AROUND THE TURNTABLE

U.P. 4-8-4 8444 has had a reprieve by the ICC, which has agreed to an extension of time for the big excursion engine's flues. A trip or two is expected from Denver this summer. ---- Ex-Texas & Pacific 2-10-4 610 used briefly to haul the Freedom Train in Texas last year, has been leased for two years to the Southern Ry., presumably for excursions. It handled a tonnage freight on one leg of its journey south. ---- Silverton train begins operations May 28th with record crouds expected. ---- Cumbres & Toltec Scenic R.R. season due to start June 11th with two round trips a week thru Oct. 9. ---- April, 1977 issue of RAILROAD Magazine had not one but TWO items about PSRMA. One dealt with the filming of the movie "MacArthur" using our rail collection, and a comment about our storage track at Miramar NAS and our need for a permanent home. The other article advertised our popular Embarcadero exhibit downtown. ---- Speaking of "Victoria", the plush car behind our Coos Bay steamer at the aforementioned exhibit: VICTORIA was originally the ROBERT PEARY, built by Pullman in 1927 as one of its "Famous Explorer" series, which included a car named ROALD AMUNDSEN. This car is now reported to be in McCormack Railroad Park, Scottsdale, Ariz. According to RAILROAD Magazine, former President Harry Truman campaigned in the car at one time, as Franklin D. Roosevelt had done with VICTORIA (nee PEARY) earlier. ---- PSRMA member Bill Gibson was honored recently in RAILROAD Magazine with publication of his photo of Santa Fe steamers 3720 and 3756 doubleheading the Super Chief out of Syracuse, Kansas in a snowy 1948. -- Interesting to note that ex-S.P. firefighting engine, old 4-6-0 2248, now in operation on the refurbished Texas State Railroad in East Texas, was stored in Taylor roundhouse at Glendale for years untilfinally sold to a Los Angeles contractor. While in the Contractor's storage yard, it toppled over on its side during the big quake up there several years ago. ---- Only two ordained ministers in PSRMA (as far as we know), and BOTH are members of same church: Bob DiGiorgio, former Gen. Superintendent and Master Mechanic, and Art Dominy, who was instrumental in the Museum obtaining two 1910 truss-rod flat cars at Port Hueneme SeeBee base, where they are presently stored. ---- C.E. "Ace" Wischstadt, a live-steam enthusiast who gave a very interesting program to our members last year about his hobby, was honored in January by the local Boy Scout organization for his exemplary service to Scouting. A retired electronics equipment repairman for the Navy, Ace is Assistant Council Commissioner for the handicapped, Wood Badge Coordinator, and District Camping Vice-Chairman for the El Camino District in Chula Vista. ---- You are probably aware by now that Great Western Sugar's diminutive 0-4-0 saddletankers in Colorade are either already out of service or counting their days at most of GW's plants. One of the last non-tourist steam operations in the country. ---- Word is that recent sale of the El Paso streetcar line may mean trolleys may run yet again along the Rio Grande. These are ex- San Diego P.C.C.'s. ---- For you stamp freaks, the last American Railway Post Office service is apparantly the "New York & Washington R.P.O.". Colorado RR Museum reports seeing such a postmark dated Jan. 3. 1977. ----- If you wish to charter the 3' gauge private car "General Palmer" on the Silverton Line this summer, it'll cost you $225 plus min. 18 first-class fares @ $10.25 ea., for a total of $409.50. Chartering the "Cinco Animas" or "Nomad" will cost $300 plus the fares. Private car travelling never was cheap!---- Trinity Valley RR Club, Fort Worth, had an interesting biographical sketch of one of their long-time members, Horace Windle, father to PSRMA member and Union staff photog and columnist Jerry Windle. Jerry's great-grandfather operated one of the early horse-drawn streetcars in Fort Worth. Horace and his brother put together an airplane from a kit in 1926, but the motorcycle-engine-powered machine didn't clear a barbed wire fence and their flying days came to an end. ---- Calif. Western RR proposes to install a wye at Northspur, MP 21.3

to allow trains to turn around at that point. This would enable the railroad to operate short excursions from each end of the line to Northspur and back which hopefully would attract more patrons than the longer present runs over entire line. The longer runs will still be in effect in addition to the "mini" trips. ---- Ex- S.P. 3-cylinder 4-10-2 5021 has been returned to its display berth at the L.A. County Fairgrounds, Pomona, after a long, unsuccessful attempt to operate it with mainline fan trips. Donated by S.P. to the Sou. Calif . Chapter of the R & LHS in the mid-1950's, it was moved to the San Bernardino shops of the Santa Fe on October 3, 1961 for restoration to operating condition. Problems with finding a western railroad willing to operate the big engine, and possibly the knowledge of its track pounding qualities, combined to frustrate both the R & LHS and all western steam fans. A cracked cylinder head was reportedly the last straw. Rumor has it that a cab-forward is being considered for restoration to revenue service, which means S.P. 2-8-8-4 4294, the sole remaining S.P. cab-forward engine, now on display on the station grounds in Sacramento along with No.1, the "C.P. Huntington". 4294 was built by Baldwin in 1944, the last new steam engine acquired by S.P. Hope there's some truth to this rumor. ---- Wanna be a steam locomotive engineer? For $40 an hour, you can rent a 1913 engine complete with fireman-instructor, or $28 an hour for 1909 kettle, on the 90-mile Murtalbahn Amateurlok (Mur Valley Railroad) in central Austria. Upon successful completion of your run, you receive a certificate, suitable for framing. This is no toy, but an active, modern freight railway. (Line forms at the rear!). ---- To help alleviate their crosstie problem, Sant Fe is experimenting with a "reconstituted" tie made from the ground-up remains of old, worn-out ties. They add resins to the chips and incorporate two steel reinforcing rods inside the tie, subjecting the whole mess to pressure in a 9" x 7" x 9' mold. Takes about three old ties to make two of the new ones. ---- Pacific Railroad Society's newsletter "Wheelclicks" gave our downtown train exhibit a nice little plug in last October's issue (I told you I've been storing up items, didn't I?) ---- Steam locomotive and tender diagrams from the various component roads of the Union Pacific are available for purchase from the UP. They are reproduced from original tracings turned up in a search of the Company's archives. In sets of from 10 to 80 diagrams, they sell from $5 to $12 per set. For a list, send a self-addressed stamped envelope to Mr. Barry B. Combs, Director of Public Relations, Union Pacific Railroad, 1416 Dodge St., Omaha, Nebraska 68179. ---- Taco Bell's Gordon Bell, new owner of the narrow-gauge ex-West Side logging railroad at Tuolumne, Calif., has been in process of restoring the depot building at Tuolumne and rebuilding the line. ---- Amtrak is disposing of over 80 retired rail cars at its Beech Grove, Illinois yards near Indianapolis. Call Thomas Shover at 317-269-5127 if you're in the market for a railroad car. ---- The Urban Mass Transit Administration has a report for sale entitled "Light Rail Transit". $4.30 from Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402, stock No. 050-014-00010-0. ---- Came across a photo the other day your editor took in the S.P. yards at Bakersfield, Calif. in September, 1957. Shows a retired ex-Daylight 4-8-4 without its Daylight livery in mothballs with the cab boarded up. The number under the cab window was "4449". ---- Interested parties may still be able to obtain a couple of reprints of rare steam locomotive diagram books. One is a 50-page Colorado & Southern book from 1903, 9 of the diagrams are of narrow-gauge engines. The other book is from D& RGW and Rio Grande Southern thru 1937, 13 of which are narrow-gauge engines. Write Colorado Railroad Museum, Box 10, Golden, Colo. 80401, $15 each if still available. ---- In January, Chula Vista's Rohr Industries sold its Rail Systems, Inc. subsidiary at Mira Loma, Calif. New owner is Rail Systems Incorporated Of Mira Loma. Rohr formed the company in 1973 when a contract was received to refurbish more than 300 cars for Amtrak. ---- In March, 1976, Mr. Raul Bravo, formerly Senior Industrial Designer for Rohr, accepted a position as Amtrak's new Director of Design with offices in Washington, D.C. He was a close associate of PSRMA member Tom Stephenson, who was instrumental in obtaining the fine Advanced Transportation Display donation from Rohr last year. ---- Rand McNally, the map people, are general-

ly associated with auto maps, but McNally and his partner Wm. H. Rand got th eir start in the railroad business. They both worked for the Chicago Tribune in 1856 when they bought the paper's job shop and began printing tickets, timetables, and folders for the railroads, which began expanding west of the Mississippi at that time. Later, they printed black & white outline maps of the lines for passengers. Later, realizing the longer trips developed a need for something to pass the time enroute, they entered the book publishing business with lurid-titled but strictly Victorian paperbacks. The elder McNally bought out Rand and died in 1904. ---- Want a whistle just like the ones that graced steamers in years past? Mr. E. E. Steele, 313 W. Grand St., Longview, Texas 75601 makes them to your spec's out of brass for about $225 each. The retired machinist's phone is 214-759-2155. ---- The following bit of nonsense has a faint resemblance to baseball's famous "Who's on first?" routine accomplished so eloquently by Abbott & Costello years ago. This one's entitled "The upper is lower" and originally appeared in the Chesapeake & Ohio Ry. Employees Magazine for Feb., 1921 and is here reproduced courtesy "The Clearance Card", newsletter of the Southwest Railroad Historical Society:

"Let me have sleeping accomodations on the train to Ottowa", I said to the man at the ticket window, who didn't seem at all concerned whether I took the trip or stayed at home.

"For a single passenger?" he finally said.

"No", I replied. "I'm married; but I'm not taking anybody with me. A single berth will answer."

"Upper or lower?" he asked.

"What's the difference?" I inquired.

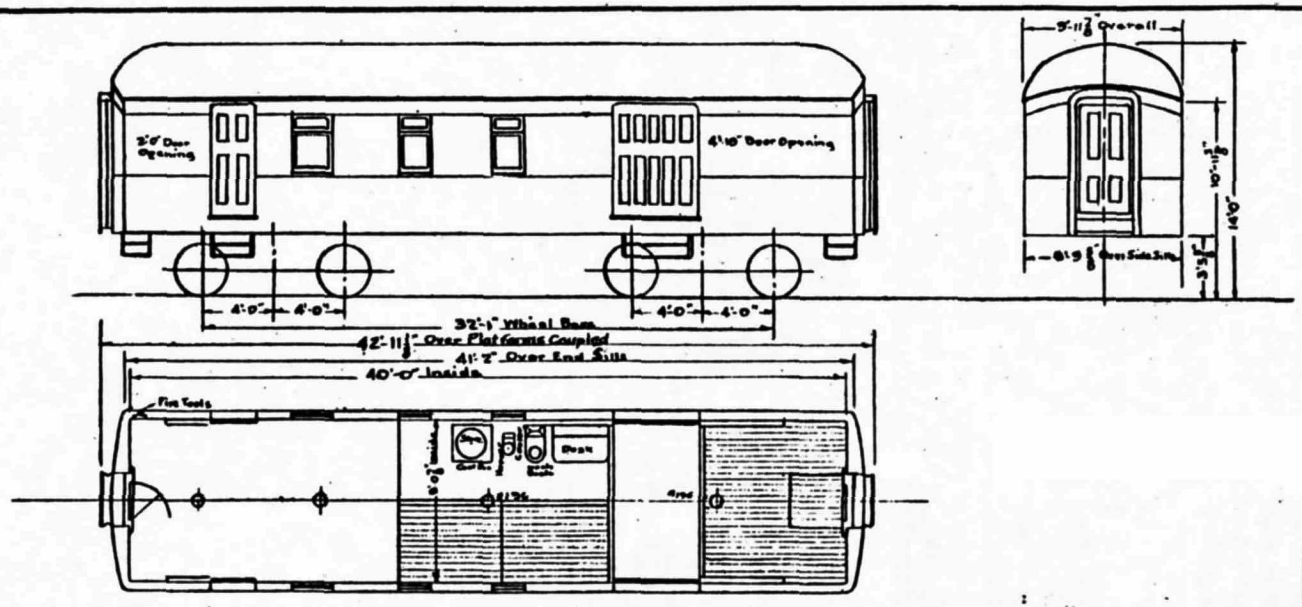
"A difference of 50 cents" came the answer. "Our prices to Ottowa are $1.50 and $2.00 You understand of course," explained the agent, "the lower is higher than the upper. The higher price is for the lower berth. If you want a lower, you'll havd to go higher. We sell the upper lower than the lower. It didn't used to be so, but we found everybody wanted the lower. In other words, the higher the fewer."

"Why do they all prefer the lower?" I broke in.

"On account of its convenience," he replied. "Most persons don't like t the upper, although it's lower, on account of its being higher and because when you occupy an upper you have to get up to go to bed and then get down when you get up. I would advise you to take the lower, although it's higher than the upper, for the reason I have stated, the upper is lower than the lower because it is higher. You can have the lower if you pay higher, but if you are willing to go higher,it will be lower!" ----------

Then there's the following prayer offered by a newly-converted railroad man when the pastor of his church called on him for a public prayer, reproduced here from the October, 1906 issue of Railroad Man's Magazine: "Oh great and mighty Trainmaster in the sky, now that I have flagged Thee, lift up my feet from the road of life and plant them safely on the deck of the train of salvation. Let me use the safety lamp of prudence, make all couplings with the link of love, let my hand-lamp be the Bible, and keep all switches closed that lead off the main line into the sidings with blind ends. Have every semaphore white along the line of hope that I may make the run of life without stopping. Give me the Ten Commandments as a working card, and when I have finished the run on scheduled time and pulled into the terminal, may Thou, Superintendent of the Universe, say "Well done, good and faithful servant; come into the general office to sign the payroll and receive your check for happiness." ---- What do they feature on the new Amfleet Amcafe cars? Amsandwiches, of course! ---- There is a growing suspicion that the rampaging deficits of the U.S. Poatal Service are due in a great measure to the inordinately high cost of transporting mail by truck. It is increasingly energy inefficient and provides no facility for sorting mail while it moves or for systematic collection or dispersion of mail as it progresses along its route. The result is dead time for sorting of mail, backhauling, and other inefficient means of distribution. Another rip-off which benefitted no one but the highway lobby. ----------30

Southern Pacific



Class-- Reorganized from 40ft Postal	Platforms ---------- Steel	Sash Fixtures ---------- A & W.	Trucks ---------- 4-T- Cast Steel
Builder ---------- Pullman	Vestibules ---------- Dummy	Inside Finish ---------- Painted	Journals ---------- 5"x9"
Date Built ---------- 1911	Diaphrams ---------- Steel	Ventilators ---------- 3- Globe.	Brake Beams ---------- Creco No. 6.
Underframe ---------- Steel	Brakes ---------- 14" Cyl. New York	Deck Finish ---------- Paint	Side Bearings ---------- Miner Gravity
Center Sills ---------- 2-10"-25 1/2 I Beams	Hand Brakes ---------- Wheel & Lever	Water System ---------- Gravity	Wheels ---------- Solid Wrot. Steel
Side Sills ---------- 2-6"-3 1/2"-5/8" Angles	Toilet ---------- One	Water Tank ---------- One- Galylum	Steam Heat Connection ---- 2" Metallic
Couplers ---------- Sharon	Hoppers ---------- Dwner Dry	Heating System ---------- Vapor	
Draft Gear ---------- Westinghouse	Wash Stands ---------- 1- Cast Iron	Stoves ---------- Vapor No 800 Emergency	
Upper Buffer ---------- Fowler	Water Coolers ---------- 1- Gate Iron	Lighting System ---------- Gas	Weight Body ----------
Lower Buffer ---------- Forsyth	Fire Extinguisher ---- Railway & Marine No 8	Lamps-- Deck ---------- 4-No 198	Weight Trucks ----------
Body Bolster ---------- Cast Steel	Window Sash ---------- Single	Holders- Gas ---------- Two No. 580	Weight Total ---------- 75,800 lbs
		Mantle Lamps for Natural Gas.	

40 Ft. Steel Baggage Car	
Ownership	Numbers
T. & N.O.	191 & 192
H&TC	250 & 251

SOUTHERN PACIFIC LINES

"SHORTY" HARRIMAN BAGGAGE-MAIL CARS

T&NO 191 & 192

REPORT

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

Richard E. Pennick, Editor
James Lundquist, Circulation

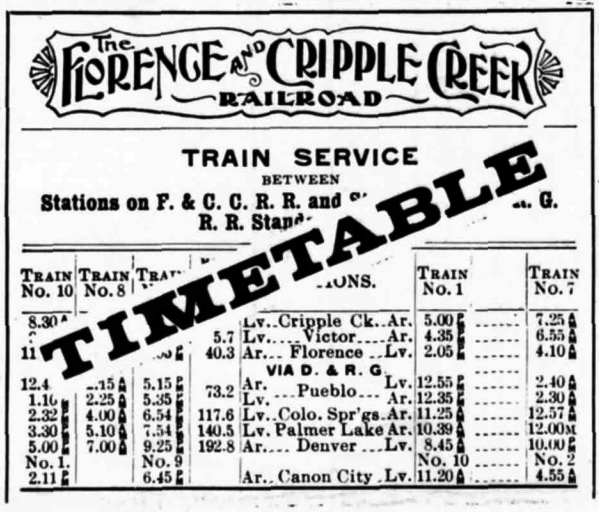
Published monthly by the Association. PSRMA is a California chartered non-profit, tax-exempt organization of persons who share an interest in railroad operations, travel, and history. Membership dues: $12.00 per year.

Telephone: (714) 280-1781

Officers and Directors of PSRMA, Inc.:

Richard E. Pennick ...board chairman
H. C. Kerr, Jr. .....president
Larry L. Rose .....vice president
James J. Lundquist .....secretary
Eric A. Sanders .....treasurer
Norman R. Hill .....director
Barbarann Parker .....director
W. George Geyer .....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 Florence and Cripple Creek Railroad

TRAIN SERVICE
BETWEEN
Stations on F. & C. C. R. R. and ... G. R. R. Stand...

TIMETABLE

Train No. 10	Train No. 8	Train ...		...ions.	Train No. 1		Train No. 7
8.30 A				Lv..Cripple Ck..Ar.	5.00 P	.....	7.25 A
...			5.7	Lv.....Victor....Ar.	4.35 P	.....	6.55 A
11 ...		...5 P	40.3	Ar... Florence ..Lv.	2.05 P	.....	4.10 A
				VIA D. & R. G.		.....	
12.4	...15 A	5.15 P	73.2	Ar. ...Pueblo... Lv.	12.55 P	.....	2.40 A
1.10 P	2.25 A	5.35 P		Lv. ...Pueblo... Ar.	12.35 P	.....	2.30 A
2.32 P	4.00 A	6.54 P	117.6	Lv..Colo. Spr'gs.Ar.	11.25 A	.....	12.57 A
3.30 P	5.10 A	7.54 P	140.5	Lv. Palmer Lake Ar.	10.39 A	.....	12.00M
5.00 P	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

RESEARCH A TREASURE HUNT

During the many years your editor has been involved in railroad history research, it has never ceased to amaze me how really endless such an endeavor can be. A historian must always face this dilemma: when do you say "O.K. This is it. I'm not going any farther with the story. The basic information is here. It's time to quit and print it." One bit of new information almost always always leads to several more or raises new questions to be explored and dissected.

Research for the June special issue was no exception. Newspaper accounts of the time provided no end of enticing little tidbits to tempt you to take a side track and see where it led. Or you notice a piece of data that you feel would make an interesting new research project of its own. For those who enjoy rail history research as much as this writer, they will understand when I say that such research is much like that of the archeologist, slowly turning over each stone and analyzing what you find, forming conclusions based on observation.

June 7: Direcotr's meeting, SDT & S Bank, 7:30 (463-2276)
June 11: Restoration & maintenance. Call 469-3064 for details.
June, 1888: Coronado Belt Line began service.
June 18: Restoration & maintenance.
June 25: Restoration & maintenance.

July 29: Quarterly general meeting, La Sala Room, House of Hospitality, Balboa Park.

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

Non-Profit Org
U.S. POSTAGE
PAID
La Mesa, CA
Permit No. 205

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, phose 280-1781.

Return Postage Guaranteed
Address Correction Requested