

Report

Of the Pacific Southwest Railway Museum Association

Issue 37

Lemon Grove, California

April, 1967

MUSEUM BY-LAWS UP FOR VOTE

The Pacific Southwest Railway Museum Association's by-laws committee has presented a new set of revised by-laws to the members for approval. The new version was read to members present at the March meeting of the museum.

The by-laws to be voted upon will make up the major portion of this issue of the Report. Voting on these by-laws, acceptance or rejection by the members, will take place at our meeting on April 16. Read over your copy and be familiar with its content and then come on out and vote.

ROCKET SLEDS AND LOCOMOTIVES

Good news! Flickers are scheduled for PSRMA's April meeting. They promise to be good ones, too.

General Dynamics films on Rocket Sled (ejection seat tests) Experiments at Edwards Air Force Base are to be shown to us by Mr. Hugo F. Mohrlock, an engineer for General Dynamics.

The rocket sleds ran on one of the most exacting railroads ever constructed. The rails had to follow exactly the curvature of the earth with tolerances within the thousands of an inch. Can you imagine the Santa Fe or Southern Pacific if they had to be build that exact?

Movies of the movement of the E. J. Lavino and Company's number 10 between San Bernardino and Perris will also be shown if time permits.

Yes, our April meeting promises to be quite interesting. Remember it will be on April 16, a Sunday, at 7:30 p. m. in the Safety Room, upstairs in the Santa Fe station at the foot of Broadway. Be sure to come! Bring a friend too.

MEETING NOTICE

Date: Sunday, April 16
Time: 7:30 p. m.
Place: Safety Room, Santa Fe Station.

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HYDRO STATIC TESTS SLATED

The museum is continuing to labor towards its first steam operation. Such an operation has been long awaited in the Southern California area.

On April 24, the two locomotives now at Perris will be given hydrostatic tests. The hydrostatic test consists of forcing water into the locomotive boiler by means of a high pressure pump or other means.

Pressure in the boiler is usually at a higher pressure than when the locomotive is under steam. By using water the danger of explosion is reduced to a minimum and the location of any leaks or weak places in the boiler structure are easily located.

It is also possible that the Mojave Northern locomotive may be fired up on April 24, for testing. Remember that it is not certain that the locomotive will be fired on this date, but it is a possibility.

HAVE YOU PAID YOUR DUES?

If you haven't paid your dues for 1967, please renew them now. Dues may be mailed to PSRMA's treasurer, Charles Gerdes at 10642 Garden Way, Spring Valley, California 92077. Better yet, attend a meeting and see us in person.

Regular membership dues are \$5.00 per year and sustaining memberships are \$3.00 per year.

WORK ON RAILBUS SLATED FOR APRIL AND MAY

Even though we now have much work to do on our steam locomotives, work must continue on the restoration of the Santa Maria Valley Railroad Number 9. Much has been done to bring the old railbus back to its former self. Just think of all the body work, the glazing, and roofing that has been done on this piece of equipment.

Put these dates on your calendar now, and come out to help out with your museum.

The days of work on the bus will be all day on Saturday, April 15 and Sunday, May 14.

PRESIDENTS MESSAGE

Enclosed with this issue of the "Report" you will find a brochure which covers our latest acquisition, Feather River Railway Shav #3. This brochure is designed to elicit pledges from the general public to support the museum and its projects. The pledge is designed so that anyone can afford to sign. It costs only \$1.00 to begin and \$3.00 every two months for a six month period. Anyone can afford the \$1.00 and it should be no strain to save \$3.00 in a two month period. The poorest person can afford this sort of pledge.

Every member is expected to sign the enclosed pledge. You can consider this an assessment if you wish, however, I consider it as a vote of support for the museum as a whole. The members must support their own museum before they can expect the general public to support our cause. The museum is nothing but a name on a piece of paper without the support of its membership. If we are to be successful we must have your support.

The museum owns three operating steam locomotives. They are just waiting at Ferris to be operated, of course you must do a little work to make a steam locomotive operate. We have gotten good response to our published work party dates at Ferris, however, nobody except one or two do anything in between. To date our work parties have been used up in moving the locomotives onto the property. We need someone to work on the locomotives in between times. We have a new roadmaster, Mr. Charles Holcomb, who works on the locomotives everyday of the week and is always working on the weekends. He will be able to use your help in painting, ect.

I'll expect to see your signed pledge in the mail. I hope that you will become one of our operating engineers, firemen, and maintainers.

Terry E. Durkin
President

SANTA FE 1509's SISTER CAR IS RESTORED BY TEXAS TRANSPORTATION MUSEUM

Most of us are familiar with the Santa Fe observation car 1509 which is often used on Southern California railfan trips. It is one of the last of its kind. Ever wonder what happened to other cars in this

(Continued next column)

1509's SISTER CAR RESTORED

class?

A little over one year ago the Texas Transportation Museum, Inc., of San Antonio was donated cars 1510 and 1511 by the Santa Fe. Using parts from the 1510 the group has completely renovated the 1511, except for painting.

The cars were slated in 1954 for conversion to work cars. But as their interior arrangement was not well suited to this use the cars were stored at Temple, Texas on a siding and apparently forgotten. Over the years the cars became targets for vandals, who broke windows, and gradually stripped the cars.

In 1965, the cars were donated to TTM. When the cars arrived in San Antonio, the almost hopeless task of rebuilding one of them was begun. Many parts were obtained from other cars scheduled for scrapping. After years of being exposed to the weather, many of the window sashes had to be built from scratch. The group has obtained furnishings and other items needed to restore the cars, as well as rebuilding them mechanically with the help of the Missouri-Kansas-Texas Railroad. The car 1511 is now all set to roll in most any consist.

Looks as though the 1509 isn't the only one of its kind after all. Congratulations fellows of the Texas Transportation Museum.

Report is the official publication of the Pacific Southwest Railway Museum Association, Incorporated, of San Diego County, California

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