



REPORT

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BOARD BRIEFS

A TRIP ON THE METROLINER

METROLINER by Dave Markinson

On a recent business trip to the East Coast, I had the opportunity to ride the Metroliner for the first time. I thought the Museum members would be interested in my impressions. My trip was from Washington D.C. to Newark, N.J. on the Metroliner departing at 4:30 pm., one of about 7 each way daily between Washington and New York.

Reservations are mandatory; I made mine a day in advance. Those who didn't were left behind in Washington because the train ran at capacity. The reservation process was simple, handled just like airline reservations - they even answer the phone promptly. Although no seat numbers are assigned, only the exact number of seats are sold. The handling of ticket purchases at Union Station was fairly efficient. Prices are very competitive, \$16.50 to Newark versus \$24 for airfare.

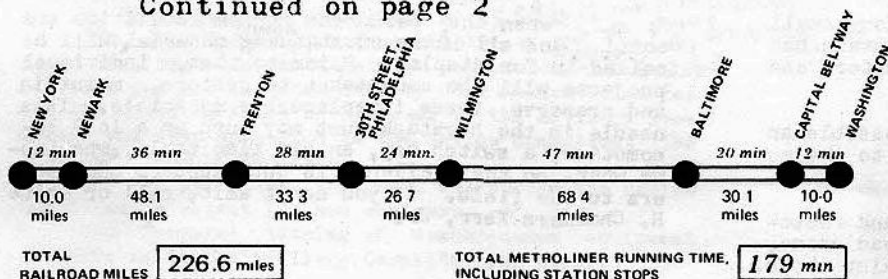
Union Station itself is a rather depressing sight these days, as are most passenger stations: neglected facilities, empty coach yards, et al. But boarding the Metroliner, one is treated to a red carpet entrance and a short walk through the gate to the Metroliner. Special elevated platforms were built on the Metroliner tracks to handle coach access without steps. My train had six cars; 3 coaches, 2 snack coaches and a parlor coach. I'm told the parlor seats are sold out weeks in advance. Most people have seen pictures of the exterior of the Metroliner so I won't describe it. The interior resembles very much an airline coach - clean, paneled, well decorated and lighted, and pleasant. Coach seating is four across in comfortable reclining seats. Baggage is carried aboard and placed on racks overhead.

We departed on time, and shortly thereafter a male announcer came on the PA system to explain the trip and the train much the same way that an airline pilot talks to his passengers.

Soon we had cleared the Washington yards and were accelerating to mainline speed in short order - 100 miles-per-hour!! The thirty miles between the Washington Beltway Station and Baltimore takes 20 minutes. Other times are shown on the following schedule:

The most pleasing part of the Metroliner trip to me was the ride - marvelously smooth at 100 per. Not only has a good job been done on track maintenance upgrading, but the truck and suspension engineering for the coaches is excellent - little sway or rock. Passengers are free to walk about and visit the snack lounge to purchase food or drink, or to make a phone call from the mobile phone booth.

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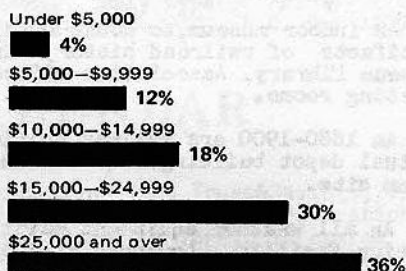
A BRIEF REVIEW OF REPORTS MADE AND ACTIONS TAKEN AT THE JANUARY 7, 1971, AND FEBRUARY 2, 1971, BOARD OF DIRECTORS MEETINGS OF PSRMA.

JANUARY 7, 1971

- 1) The Board authorized the corporation Treasurer to pay all bills of \$5.00 or less, and all monthly operational bills such as utilities, without Board approval unless there is some question in the Treasurer's mind concerning the validity of a particular bill.
- 2) The Board passed a motion to continue PSRMA's group affiliation with the Orange Empire Trolley Museum of Perris, California.
- 3) The Board directed President Kerr to investigate the matter of an alleged bill due the B&M Machine Works of Perris.
- 4) The Board moved to rescind a motion of the December meeting stating PSRMA would not reimburse a Mariachi band slated to perform during the Puerto Penasco excursion. The Board instead ratified payment of \$112 to the Mexican Tourist Bureau for the band.
- 5) John Hathaway, Director of Records & Personnel, reported 24 regular and 24 contributing members had paid dues for 1971.
- 6) Robert DiGiorgio, Superintendent, presented his tentative schedule of work parties for the first portion of 1971.
- 7) By consensus the Board feels a floating fund should be established for each excursion once that excursion has received Board approval.
- 8) Kent Andersen reported he had received a verbal okay for a Kelse excursion on April 24, 1971. Andersen said a letter confirming the date, with pertinent information, was on the way from Union Pacific. The Board voted to cancel the excursion if the letter was not received by January 20, and took no other action pending arrival of the letter.
- 9) Chop Kerr, reporting for the Stereographer's department, announced the U.S. Navy has donated two vintage flat cars now located at the Point Huenueme Naval Base. Chop also added the cars can be stored at Point Huenueme at a charge of 50¢ per foot per year.
- 10) Eric Sanders was appointed Comptroller for the Association.
- 11) President Kerr was instructed by the Board to contact Mr. Bill Dwyer of the Southern California Exposition concerning the possibility of a PSRMA exhibit at the Del Mar fair.

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Family income of Metroliner Passengers



METROLINER (con't)

Throughout the trip, arrivals are announced several minutes ahead of time. Stops are short - about 2 minutes or less. The seats are full and the customers content. I thought the following survey results were of interest to indicate the profile of people who ride the Metroliner - 70% are men.

Although they claim convenience and the modern equipment is the major factor for the Metroliner's success (at least from a percentage of occupied seats viewpoint), I believe there is another very real factor. Many people do not like to fly and given anywhere near a comparable schedule and availability of modern equipment, they will take the ground transportation. I heard several people say this.

Overall, I was extremely impressed with the Metroliner. Of course there are always problems to overcome and improvements to be made. I was a little disappointed that the conductors and attendants were not more modernly attired, but I guess work-rules prohibited it. They were certainly friendly and courteous and, I suspect, chosen for this service in part because of that. We were 10 minutes late into Newark because of delays due to other train traffic - not bad though, for a two-hour and forty-five minute trip.

FROM THE CUPOLA

Within the past six months two very important editorials appeared in REPORT. These were "Editorial" by Jerry Windle in July, 1970 and "At The Crossroads" by Dave Parkinson in August, 1970. I encourage all members to please re-read both articles. The expressed concern and insight into PSRMA as an organization is just as relevant today, if not more so, than in the Summer of 1970.

With these commentaries in mind I wish to reiterate the goals of the Pacific Southwest Railway Museum Association. This is especially important for the benefit of new members and it will jog the older members, least they forget.

Our purpose is the establishment of a public museum of railroading and urban rail transport, within San Diego County, California. This museum is dedicated to and actively engaged in the preservation, restoration and operation of steam, diesel, and electric locomotives, streetcars and all of the other related equipment and items representing the rich railroading heritage of the United States.

As presently envisioned this public museum will include the following as a minimum:

1. A full sized, standard gauge railroad track, one mile or more in length, upon which the restored railroad and trolley equipment will be operated.
2. An outdoor display area, featuring examples of railway locomotives, railway cars, trolleys and other equipment.
3. An indoor museum, to house and display many small artifacts of railroad history and to contain the museum library, Association office, bookstore and meeting rooms.
4. An 1880-1900 era railway station, if possible an actual depot building acquired and moved to the museum site.
5. An all weather equipment maintenance and restoration facility. Equipped with an overhead crane, wheel drop pit, machine shop, wood and paint shops.

The museum will not be a cobwebbed collection of rusting machinery but will be an operating museum where the sound of escaping steam, the smell of hot oil, and a sparking trolley will be more than a reminiscent dream. Here operating equipment can be watched, listened to, and ridden upon. The museum will offer a significant educational experience for this youth and adults of this and future generations. Additionally, it should most certainly develop into a major tourist attraction for Southern California, which would assure its future and help underwrite continued growth.

In order to achieve this worthwhile, yet difficult mission our Association must move full steam ahead in four areas.

1. Raise funds in the tens-of-thousands of dollars
2. Acquire real property and begin its immediate development
3. Increase the membership and develop more individual participation and involvement.
4. Accelerate projects to preserve and restore presently owned equipment.

The Association is well qualified for the undertaking. We number over one-hundred-and-forty members. Each of us is bound together by a common interest in the history and development of American railroads. We are dedicated individuals pledged to a singular purpose.

Now, having seen PSRMA's aspirations and problems side-by-side, what conclusions can we draw? Have we embarked upon an impossible journey? I think not! The pyramids were built, the Panama Canal was dug, World War II was won, and the Moon has been trod upon.... By these precedents, hard work and a total commitment by one-hundred percent of PSRMA's membership, we will have the best rail museum anywhere. PSRMA shall prevail!!!

H. Chalmers Kerr, Jr.
President, PSRMA

WHAT IS IT? WHERE IS IT?? WHO'S GOT IT???

Every well organized and operated museum maintains a catalogue describing its collection. Well, PSRMA has the beginnings of a historically significant collection but to date hasn't a complete description of the many items that have been donated since our foundation several years ago.

In early 1971, a formal questionnaire will be sent out to aid in this task. It is requested that present and past members and friends that have knowledge of PSRMA owned material to please start to get information together. In general, the following data will be needed:

1. What is the item, its history and specification?
2. Who made the donation and when, estimated value?
3. Where is the item located now and its condition?
4. How safely is it stored?

Someday when the permanent museum facilities are constructed all of the outstanding material will be called in for display. Prior to that, individual projects will be undertaken to restore, maintain and preserve these irreplaceable materials. This needle in the haystack hunt may turn up a lost locomotive, a switch key, an old time table, who knows what. So the challenge is out, hunters and beaters to the field. If you can't wait, call or write H. Chalmers Kerr, Jr.

BOARD BRIEFS (con't)

12) The Board authorized General Manager Dave Parkinson to appoint individual members as project chiefs for restoration programs on each major piece of Association equipment.

13) The Board passed a motion to place on the agenda of the February meeting a determination of the fate of Mojave Northern #3, currently stored at the Orange Empire Trolley Museum in Perris.

14) The new Application-Renewal Forms of the Department of Records & Personnel were adopted as standard operating forms of the Association.

FEBRUARY 2, 1971

1) President Kerr reported the present owner of the B&M Machine Works claims the Association owes him a total of \$53.88 for work done on E. J. Lavine #10, currently located in Perris. Although the owner did not have a billing for the work done, it was the consensus of the Board the charge was a legitimate one. The members of the Board voted to pay the bill upon receipt of a new billing.

2) It was announced by parties involved the positions of Chairman of the Ways & Means Committee, Master Mechanic, and Director of Public Relations are open for appointment.

3) The Board refused to pass a motion for Kent Anderson's proposed excursion to Kelse on Union Pacific. By consensus the Board opted for a trip instead to Yermo provided such arrangements can be made within two weeks.

4) The Board accepted the operating budget for 1971 as presented by Comptroller Eric Sanders.

5) John Hathaway, Director of Records & Personnel, reported 30 regular and 32 contributing members had paid dues for 1971.

6) Chop Kerr, of the Sterkekeeper's department, reported he had received verbal approval to store Museum equipment at MCRD should the need ever arise. Chop also reported the bell from E. J. Lavine #10 had been stolen at Perris. Chop said the cost of moving one or both of the locomotives currently in Perris to San Diego would be 5 1/2¢ per 100 pounds (full rate). Chop announced Santa Fe had offered PSRMA a selection from a number of items of condemned Santa Fe rolling stock at \$3.00 a ton. The Board moved not to purchase any equipment as it was reported to be in very poor shape.

7) Master Mechanic Bob DiGiorgio reported the boiler inspector wants PSRMA to remove the firebrick from the Shay for the next boiler inspection.

8) By consensus, the Board wants PSRMA to investigate the possibilities of a two week excursion to Mexico next Christmas.

9) By consensus, the Board felt a steamup of E.J. Lavine #10 was not practical at this time based on reports by Bob DiGiorgio concerning the status of the equipment new in Perris.

10) Board instructed President Kerr to follow up the offer of California Southern Railway Museum to purchase Mojave Northern #3 before making final decision on the status of #3.

11) The Board moved to hold the next quarterly meeting in the House of Hospitality, Balboa Park.

12) The Board instructed the Advisory Committee to amend and/or approve the proposed Association calendar for 1971.

13) The Board approved a motion to affiliate with the San Diego Congress of History at \$5.00 a year.

14) John Hathaway, Representative of the Advisory Committee, reported the Committee recommended the Hy-las revision project be undertaken by the Review Committee and the Standing Rules be reviewed by the Advisory Committee and then submitted to the Review Committee. The Board approved by consensus.

15) By consensus, the Board instructed the Review Committee to select its own chairman.

16) Proposed leasing of member-owned equipment was referred to the Advisory Committee for study.

17) By consensus, the Board decided a special mailing will be made to donors of the Shay fund before the next steamup inviting them to participate.

18) By consensus, the Board gratefully accepted a donation of railroad historic items from Mrs. Chick Kent from her late husband's collection.

MEMBERSHIP NEWS

Response to the new Membership Application-Renewal Form has been very promising. A majority of our members returning the form have been taking the time to check all the appropriate boxes concerning their membership.

If you haven't renewed your membership, please do so right away. This will help us keep our records in order and will let us know what our membership base for 1971 is going to be.

If you have lost the renewal form, just drop a line to John Hathaway, Director of Records & Personnel, 4215 Dwight Street, San Diego, 92105. All completed forms should be sent to John. Checks for dues should be included, but should be made out to PSRMA.

As soon as the flurry of renewals drops off, a new membership list, including participation information for each member based upon the Application-Renewal Form, will be made available for all Museum officers and department heads. If you have indicated an interest in any particular project you should be hearing from the person in charge.

The question is often raised, what can members of PSRMA, as individuals, do to help the Museum in its efforts to establish an operating railroad. There is one simple task, if undertaken by all members, that could help in many ways.

You, as a member of PSRMA, are obviously interested in railroading in one form or another. Chances are you have a number of friends or acquaintances who share a similar interest, yet are not members of PSRMA.

Try to encourage these people to join PSRMA. Our proposed budget for 1971 calls for 60 regular and 90 contributing members. We should have many more, for each new member represents more than his dues in the till. A new member is a potential helping hand in all activities; he is possibly the new viewpoint that can help us overcome some of the obstacles that still face us; and finally, he is one more voice for our cause.

So try to encourage your friends to join. If you know someone who expresses an interest, send John Hathaway his name and address, and John will send him an application form. This is something each and every member can, and should, do. It is something we can all do as individual members to help PSRMA.

REPORT MISCELLANIA

At the special election held during the Annual Dinner meeting January 17th, George Geyer was elected to fill the remaining 11 months of the two-year Board members term vacated when Chop Kerr was elected President last October. Good luck to George in his new responsibilities.

It is with pleasure that Dave Parkinson's article on his recent ride on the Metroliner is printed in this month's REPORT. The staff of REPORT is eager to print more stories and pictures by the members and friends of PSRMA. Simply type or print (legibly) your story and mail it to REPORT, P.O. Box 12096, San Diego, CA 92112.

CALENDAR

March

2 - Board Meeting, San Diego Trust & Savings, 7:30pm

6 - Shay repairs & final steam-up preparations, Miramar NAS, 10 am. DiGiorgio in charge

27 - Movement of PSRMA equipment from Hayward's to DiGiorgio's, 10 am, Pennick in charge

southwest corner

by John Hathaway

Passenger service in the Southwest Corner has received a disappointing blow to its past history and a shot in the arm for its future possibilities.

In McCook, Illinois, the Piolet Brothers Scrap Company wrote final to an era of passenger history in the Southwest Corner. In the latter part of 1970 Piolet Brothers scrapped every ex-Santa Fe PA passenger diesel on their property. With the exception of four ex-Santa Fe PAs still in service on the Delaware and Hudson the classic ALCo-built diesel is now extinct.

What is disappointing about this situation is the fact that a number of organizations appealed to Piolet Brothers to save at least one of the sleek locomotives. The Chesapeake Western Museum of Chesapeake, Virginia, even offered cash for an A-B-A set of PAs, but were refused by the scrapping company.

If nothing else, these developments should forewarn diesel fans that, like their steam brethren, the classic pieces of diesel motive power are just as susceptible to extinction as the steam engine.

For years, the PAs were the mainstay on the San Diegans between here and Los Angeles, and Santa Fe fast mail trains #7 and #8 east out of Los Angeles.

Passenger service in and out of San Diego will be around past May 1 with the announcement by Secretary of Transportation John Volpe that the San Diego to Seattle corridor will be included in the Railpax plan.

In the original proposal of passenger service for Railpax this corridor was completely ignored. For a rail passenger to get from Los Angeles to San Francisco or Seattle he would have had to take a slight side trip via Chicago!

Nobody seems to be quite sure exactly how much Railpax will produce insofar as passenger service is concerned. One can hardly help but wonder what the \$40-million allocated by Washington for the federally funded plan can accomplish when the railroads are currently claiming they are losing many times that amount each year on passenger service.

The plan calls for a drastic reduction from some 360 intercity passenger trains currently operating. Approximately 150 trains are included in the Railpax plan, and they will feature vastly improved equipment and service...at least in theory.

But the least we here in San Diego can do is thank our various state and federal representatives for getting San Diego back onto the rail passenger map. Now we'll have a grandstand seat to see how railroad passenger service will fare in the future. It should be interesting....

Filling out the rest of this month's column with tidbits: San Diego state senator Jim Mills has introduced a bill to increase the state gasoline tax by one-half cent per gallon to help pay for a program to eliminate grade crossings. The bill calls for a four year life span for the extra tax and predicts \$45-dollars will be raised for the program.

Revenue from this bill would be matched by local communities on a two-to-one basis in the grade crossing eliminations. Railroads would also help foot the bill.

Mills argues that railroad operations could be drastically speeded up minus grade crossings and emphasizes the safety of eliminating automobiles and trains occupying the same space...too often at the same time.

SANTA FE has rebuilt some six old F-units into their own "GP8" and/or "CF7" model road units and hopes to make the switch on twelve more this year.

SANTA FE, SOUTHERN PACIFIC, and UNION PACIFIC are apparently satisfied with their motive power stables as they exist now and probably will not purchase any major blocks of new models in 1971. The last couple of years have been fun, watching all kinds of new power rolling through the Southwest Corner, but apparently the austerity program has caught up with the railroads and the coming year will be a slow one so far as motive power is concerned.

PSRMA GOES INTERNATIONAL

When the Association was founded, the idea was to have a museum containing artifacts representing the South Western US railroading industry. Well, with the present state of affairs regarding equipment availability, if such a restriction were held to, our collection would probably not grow much more. Equipment is still around in other parts of the US, but a larger source of untapped wealth is overseas. Today standard gauge American built locomotives are operating in France, Greece, Turkey, Iran and Mexico. Others are working on narrow and broad gauge pikes elsewhere too. Streetcars that saw original service in American cities now run around in South American cities. So, feelers are out for foreign service US built equipment. Also investigation into foreign built equipment isn't going to be overlooked. Right now, today, over 200 steam locomotives of several classes are in storage at a Welsh scrap dealers yard. Several have been rescued by a British Preservation Societies, why not PSRMA too? Shipment to the US from overseas will be very very expensive unless we can receive greatly reduced charges by the shipping lines. If any of our membership has information on overseas equipment and insight into the shipping industry, please contact: Chop Kerr.