

REPORT



Issue 104

August, 1974

San Diego, California

A NOTE FROM THE FAIR BOOTH COMMITTEE CHAIRMAN

I cannot give enough praise to those dedicated members who helped put our Del Mar fair booth together in record time. I should also give special mention to those wives who sat up waiting for husbands to get home from the fairgrounds at one- and two-o'clock in the morning after several 17 or 18-hour days. It was a killing pace, but by midnight the day before the fair, all was in readiness for what turned out to be our most successful public relations program ever. Special thanks also to our General Manager Herb Kehr, who successfully tackled the difficult job of providing sufficient staffers for the 14-day fair. Members Rob Sides, Ron Milot, Dan McLean, Bob DiGiorgio, and Ron Palhegyi deserve special mention for performance above and beyond the call of duty. Thank God next year will be easier, since we won't have a booth to build!

With much Appreciation,
Dick Pennick,
Chairman, Booth Committee

DEL MAR FAIR BOOTH 1974

I wish to thank the following people very much for helping me at the fair: Ron Milot, Mr. and Mrs. Robert Sides, G. Mazzarah, Ron Zeiss, Dan McLean, A. H. Vartanean, Eric Sanders, B. Hammond, Mr. and Mrs. R. R. DiGiorgio, C. Fairweather, D. Pennick, G. C. Gillon, D. J. Marnell, and Ann McVeagh.

These people worked hard and diligently at the PSRMA booth. They have given their time and effort which could have been used in other ways, I'm sure.

This was the first time we were on our own and my first time at getting this affair underway. Hopefully, we will gain some new members.

We had a very good response to our drawing for the free trip to Puerto Peñasco, Mexico.
(Herbert G. Kehr, Vice President)

VOLUNTEERS NEEDED

PSRMA needs three volunteers to staff our booth at Grossmont Shopping Center. The dates are August 24, September 28, and October 26 from 10 am to 4 pm. All dates are Saturdays.

Anyone interested please contact Vice President Herb Kehr at 273-1074, or 4551 Bannock Avenue, San Diego.

MEMBER HATTIE BELL KERR DIES

Mrs. Hattie Bell Kerr, mother of Museum President H. Chalmers Kerr, Jr., passed away early on the morning of July 5th, after a prolonged illness. A retired registered nurse, Mrs. Kerr had been a Museum member for several years and always enjoyed talking to other members on the phone. Funeral arrangements were made in Rolla, Missouri. Chop has asked that contributions in her name be made to the Museum. The Directors and members of PSRMA are saddened by her passing and extend their sympathies to Chop.

Individual copy: 25¢ Donation
Membership and Address Changes:

H. J. Ruiz

8029 Longdale Drive

Lemon Grove, Calif. 92045

Editors: Perry and Gretchen Timmermans

11147 Saunders Court

San Diego, California 92131

MUSEUM LOGO HAS INTERESTING HISTORY

Ever wonder how our current Museum logo -- the locomotive front encircled by the Museum's name -- came into being? Well, it all began back about 1968 or '69 on the far-away Yucatán peninsula in Mexico.

Up to that time, the area in and around Mérida, capital of Yucatán, was a veritable treasure-trove of antique standard- and narrow-gauge railway equipment. Big and little tracks fanned out from the capital like the spokes of a giant wheel. Tiny 4-4-0's and 2-6-0's rattled and rolled over these light rails with regular freight, passenger and mixed trains, to the delight of the few railfans that made the long flight over the jungles from Mexico City. As if this wasn't sufficient attraction for the steam buff, a standard-gauge branch line from Mérida to the ocean port at Progreso featured regular train service behind one of two venerable, high-heeled Baldwin 4-4-0's, the classic American Standard, one dating from 1887, the other constructed in a more modest 1914. Through the grapevine, PSRMA directors learned that all of the narrow-gauge lines were to be replaced by trucks along with all steam power, which included the two standard-gauge 4-4-0's. Immediately letters were written to the Ferrocarriles Unidos de Yucatán (United Railways of Yucatán) to determine the availability of the oldest of the pair, which had sported its original link-and-pin drabar on the cowcatcher until about 1965. This venerable antique even had its original crosshead water pump until very recent times, which was common in the 1880's, but which soon fell out of use in favor of the injector. The crosshead pump took its pumping action from the motion of the crosshead, that bulky appendage attached to the back end of the piston rod. Although the old girl had lost her diamond stack and other 19th century amenities over the years, she was still a rolling museum and big plans were made for her purchase and transportation to San Diego for operation and display. In fact, such was the optimism that this engine would be obtained, a suggestion was made that a new Museum logo be designed that would incorporate a drawing of the locomotive. Member Dick Pennick offered to tackle the design, guided by old, yellowed Baldwin construction drawings of the period as

MUSEUM LOGO HISTORY (Continued)

well as black and white photographs of the actual engine in service, taken by Dick during a Yucatán visit in 1961.

Well, the months rolled by, the logo design was adopted by the Museum's directors, and everyone waited for word to come that our cash offer had been accepted. Finally, word did come. The Government of Mexico had tentatively decided to retain the locomotive for a future historical display in its own country. The Mexican locomotive project came crashing down. Afterwards, the locomotive illustration in the logo was revised from the typically Mexican appearance (bell in front of stack, headlight centered on smokebox, with front number plate just below) to more closely resemble conventional American practice. And that is how it looks today.

MEMBERSHIP NEWS, by Herb Ruiz, Director of Personnel and Records (463-3269)

Please note the extra page (Welcome aboard letter and the 1974 Officer Roster) found in this month's issue of the REPORT. Though intended for new members, we felt that all members can profit by this information. Let's review what PSRMA is all about and get involved somewhere.

NEW REGULAR MEMBERS

Robert B. Birkett (Delete from Cont. List)
3975 8th Ave., SD, CA 92103 298-3243

Jack Gleeson (2, 4)
3560 Budd St., SD, CA 92111 277-9586

Richard Otoski (1-2, 4-5, 7, 15)
11385 Bootes St., SD, CA 92126 271-6133

NEW CONTRIBUTING MEMBERS

Walter Hayward 448-2954
12067 Riverside Dr., Lakeside, CA 92040

Steven C. Rosefeld (2, 4, 7)
731 N. Vulcan Ave., Encinitas, CA 92024
753-3656

WILLING WORKERS MAKE A WINNER AT DEL MAR

One of PSRMA's most ambitious and most hurried projects in recent years went off very well, thanks to a large number of enthusiastic workers who pitched in with a will.

For our second year in a row, PSRMA had a booth at the Southern California Expo. Last year, we had an area in the Hobby Building, thanks to the Pacific Beach Model Railroad Club, who made part of their space available to us without charge. We had some tables covered with photos of Museum equipment, a slide presentation, and handed our brochures. We felt that the exhibit was successful, but decided this year to go to a commercial booth in the more heavily-trafficked Trade Mart, if only to find out which type of exhibit would be a more effective way to publicize PSRMA and its goals.

Commercial space meant an eye-catching display to compete with all the surrounding hoopla. What would be more unexpected than a railroad car parked among the sewing machines, kitchen gadgets and handmade jewelry? So that's what we had -- a full-size mockup of the rear end of an open observation car. The public looked across a handsome "brass" railing back into the railroading of a bygone era. On the left side of the ornate door, the rear "window" was a rear-projection screen, showing some of PSRMA's equipment and activities and boldly displaying the Association's name. On the other side, the "window" was a display case, showing off some of the more eye-catching of our smaller items -- class lights, a steam gauge, a fancy light fixture from Car 1509, and so forth. A variety of railroad sounds, from steam whistles to ballads, came over concealed loudspeakers and a friendly staffer was always ready to talk about the Association, pass out brochures and get signatures for a drawing for 2 free tickets on the next Puerto Peñasco trip.

Building the booth was a big project, especially since our inexperience with this sort of project brought us to the starting point of construction less than 2 weeks before the Fair opened! But the building crew used a great deal of imagination, skill, and midnight oil, and when the Fair opened, so did we. The builders were Dick Pennick, who chaired the booth

committee, designed the actual construction, and worked as hard as anyone; Rob Sides, Ron Milot, Ron Palhegyi, Dave Hobson, Dick Hathaway, Sr., Al Vartanian and Dan McLean, all of whom helped with the construction and painting. Ann McVeagh helped cut costs by getting some donations. Linda DiGiorgio sewed up the scalloped canopy around the end of the roof and Bob DiGiorgio did the electrical work, set up the projection system and built the display case. Ron Milot provided the sound system with some nicely arranged tapes. Bill Hammond provided vital ticket-delivery service. Dick Pennick put together the excellent slide arrangement, and Chop Kerr managed to get us the use of a projector from N.E.L.C.

Special thanks go to several businesses who helped out with donations or special discounts on materials. SAN DIEGO CAMERA EXCHANGE, Downtown San Diego, provided spare lamps for the projector. FRAZEE'S PAINTS, El Cajon, provided paint and brushes. DIXIELINE LUMBER CO., El Cajon, helped out with lumber and hardware. A sign in the booth display case noted these donations, and we hope that members will note them, too, when you're out shopping.

Well, what goes up must come down, especially fair booths. So another work crew was formed. Again, plenty of help got the job down -- quickly, safely and properly. Thanks to a lot of forethought in the building of it, the booth was taken apart as a number of sections small enough to handle and store safely, and which will be a lot easier to put back up again the next time we want to use it. Herb Kehr, Bob DiGiorgio, Ron Milot, Ron Zeiss, Dan McLean, Al Varatanian and Charles Benbow took it apart, transported it to MCRD, got it securely stowed in our reefer, and even had some time left for some odd jobs around the 1509.

In between the butting up and taking down, a lot of members under the leadership of Herb Kehr staffed the booth and provided the vital personal touch. But that's Herb's story, and I'll let him write about that elsewhere in this issue.

PSRMA MEMBER'S SON KILLED

Arthur Dawirs, 29-year-old son of Museum member Willis Dawirs, was killed May 28th when a light plane in which he was a passenger crashed on the beach at San Felipe, Baja California, 125 miles south of Mexicali. The Museum extends to the Dawirs family its sincerest sympathy in this time of tragedy and sorrow.

BACK-COUNTRY NEWSPAPER TELLS MUSEUM STREETCAR STORY

In its May 30th issue, the Mountain Empire Chronicle printed an illustrated story of our San Diego Electric Ry. streetcar being restored at Campo, submitted by PSRMA Board Chairman Dick Pennick. In the article, comment was made on our Museum site acquisition problem, and lo and behold, we have received a phone call from a Campo land owner offering a piece of ground for sale. The property will be checked out in the near future.

MUSEUM SITE MAY BE POSSIBILITY SOON

On Saturday, July 13th, a potentially very important meeting was held between PSRMA directors and the owners of 700 acres of prime land in the San Diego County back-country. Response to the Museum's proposed land-use concept was, it was felt, very encouraging. Initial proposal was for a lease of about 30 acres of prime land with a possibility for future extension of a railroad right-of-way beyond the 30 acres. However, the Museum presented an alternate proposal, including a suggested land donation idea, which would allow us greater operating possibilities much sooner than with the original proposal. The valid point was made that the ability to operate trains during the early stages of development was vital to the success of the Museum. Attorneys for the land owner are presently reviewing our proposal, and some preliminary decisions should be forthcoming by next issue. Cross your fingers!

OPERATIONS STAFF NEEDS TOOLS

With much of the Museum's present activities centered around maintenance and restoration, the Operations staff, which coordinates this activity, could use any number of tools of various kinds: saws hammers, chisels, planes, sanders, sanding blocks, sand paper, paint (like Rustoleum, for example), wire brushes, spatulas, paint scrapers, drop cloths, screwdrivers, screws, nails, usable lumber including plywood, pipe wrenches, pipe fittings, etc., etc., etc. Give Superintendent Dick Pennick a call if you would like to donate any unneeded tool (463-2276).

GROSSMONT BOOTH SPREADS THE WORD

Our public booth at the Grossmont Shopping Center continues to attract attention and provide a vehicle for laying our name and aim before the general public. When people see something about us in the paper, we want them to be able to say: "Say, that's the nice people I met over at Grossmont Center last month. Think I'll send them a contribution (or a membership)". Vice-President Herb Kehr sat the booth on Saturday, July 20th. We have three more dates set up between now and the Puerto trip in November, so give Herb a call (273-1074) to offer your help on one of the dates. The booth is in the shade and in a breezeway, so it is quite comfortable. Also, continuous music fills the area all day, so it's featherbedding in the grand manner!

AROUND THE TURNTABLE by Dick Pennick

SD & AE --- Dirt is still being moved back and forth along the El Cajon branch, using side-dump gons, to fill in low spots and widen fills at various spots, especially where erosion or drainage is a problem. --- Through the curves along the hillside between Lemon Grove and La Mesa, the old 75 lb. rail is currently giving way to 112 lb! Sure looks odd after so many years of the smaller rail. Eventually, the entire line will be relaid. --- A steel plate on the front of the rear diesel locomotive vibrated loose the other day as westbound train 451, the daily freight, made its way after dark between Tecate and Tijuana. The plate dropped off onto the track, shearing off track bolts for two kilometers before catching in the frog of a switch. By the time the engineer went into "bighole," the miscreant appendage had torn out the switch and worked its way underneath the locomotive, derailing it and three freight cars. The crewless engine, operating m.u., turned over. All this within a week after the new roadmaster arrive. --- Now may be your last opportunity to photograph the aging buildings in the SD & AE's San Diego yard. These buildings, some dating back to the beginnings of the railroad, are scheduled to be demolished soon. Be sure to obtain permission prior to entering on railroad property. --- Other changes being made: the company telephone line between San Diego and San Ysidro is coming down soon. A microwave system has been in place for a year, but due to technical problems, the old phone line remained in operation until the bugs could be worked out. Now that the new system is operational, the old line is doomed. S.P. crews will accomplish the removal. --- One last SD & AE item: The removal of the telephone line involves the poles only. The wire has been down for a month or so. However, 72 of the poles, of California redwood, have already been removed by vandals with the use of a chain saw. The California Department of Transportation will pay for a portion of the cost of removing the remaining poles. The Museum asks each of its members to report to the railroad any information pertaining to the stolen poles that may lead to the arrest of the guilty parties. --- SANTA FE --- The turntable in the San Diego freight yard, long a familiar sight to local fans but little used in

recent years, has been dismantled and cut up for scrap, despite efforts by the Museum to obtain it. --- RIP-TRACK --- A couple of books and studies have appeared recently, both worthy of mention: "The Way to Go" by Sutherland and McCleery (1973), discusses future of the passenger train, experimental work, etc. on a global scale. "Re-using Railroad Stations," a report from the Educational Facilities Laboratories, takes the reader on a well-illustrated study of the title subject. Santa Fe's San Diego station, due to become a historic cultural and transportation hub, is depicted. --- Railroad fans are not the only advocates of the merits of steam power. The infamous motorcycle daredevil, Evel Knievel, proposes to use a 15-foot long, half-ton, steam-powered cycle to propel himself across the mile-wide chasm of the Snake River on Sept. 8th. The engine will develop 5000 pounds of thrust. Says Knievel: "With steam, there is no chance of ignition failure, It's the most reliable source of power in the world." Amen! --- It's certainly a small world! Recent research by the Zoological Society (San Diego Zoo) staff has revealed that our 1932 ex-Santa Maria Valley Ry. (Calif.) Fairmont-Ford railbus is not so out of place in San Diego as one might think. Until not too many years ago, the Santa Maria line, located along U.S. 101 midway between Santa Barbara and San Luis Obispo, was owned by the Hancock Oil Co. For many years, while Hancock Oil chairman and SMV Ry. president G. Allan Hancock was alive, a handsome 2-8-2 steam locomotive was kept in immaculate running order in the enginehouse at Santa Maria. This writer has fond memories of rides behind that engine in the 1950's and early '60's, one trip with Mr. Hancock himself at the throttle. Well, Mr. Hancock made that final run to the Big Rock Candy Mountain almost 10 years ago, but new research has turned up the fact that the same Capt. Hancock was one of the early financial benefactors of the fledgling San Diego Zoo! How about that! --- It is the opinion of this writer that President Nixon missed the boat when he selected the staff to administer the Amtrak corporation. More appropriate choices, it seems to me, would have been Illinois Congressman Thomas Railsback, who of course would have been in charge of getting the nations rails back on their feet. Then once that was done, he would be replaced by the Environ-

AROUND THE TURNTABLE (Continued)

mental Protection Agency's Russell Train to keep the trains moving. Any other suggestions? ---- Stamp collectors and train stamp buffs will be interested to know that the U.S. Postal Service will issue a new 10¢ commemorative stamp on August 16th, to honor the 100th anniversary of the introduction of hard winter wheat into Kansas. The stamp will depict a steam train smoking along through an endless field of wheat. If you would like a one-time only "first day cover" and special cancellation, mail your self-addressed envelope and 10¢ for each stamp you wish to be affixed to the envelope to: Kansas Wheat Stamp, Postmaster, Hillsboro, Kansas, 67063. If you would like one of these, but don't know how to go about it, give Herb Kehr or Dick Pennick a call at 273-1074 or 463-2276 respectively.

FROM THE CAB by Dick Pennick,
Superintendent

RESTORATION ACTIVITIES COMING UP

It will be time soon to begin work on our fine old Santa Fe observation car 1509 at the Marine Corps Recruit Depot. The car will be professionally painted but other restoration work will be required by Museum members to get it ready for its performance at the foot of Broadway as part of our contribution, along with the French locomotive, to the American Revolution Bicentennial. If you are a new member or if you would like to help and are not on my list, give me a call or a card at 9584 Upland Street, Spring Valley, CA 92077, 463-2276.

SOUND FAMILIAR?

Received a nice letter the other day from a fellow in Kansas involved with the Smoky Hill Railway & Historical Society. Talking about their problems with being equipment rich and land poor, he says: "Then in 1969, Kansas City Southern donated Tavern Lounge 'Hospitality'. The Kansas City membership really boomed after that and so did the collection. So from

then on until early 1973, we roamed around various industrial parks and house tracks" ... "I notice in the latest REPORT it is mentioned that all (that) is needed is money. I wish we had some, too. It seems to me all museums should have at least one sugar daddy. The Illinois Railway Museum has one and you should see what they have done."

LOCOMOTIVE CLASSIFICATION CONTINUING

My initial series of articles on the Whyte system of steam locomotive classification has elicited an overwhelming response from one of our contributing members, Allen Copeland. Al is a died-in-the wool steam and electric buff, and apparently no corner of the earth, however remote, is too distant to escape his inquisitive nature. Herewith, then, the material he submitted on some uncommon, odd and unusual wheel arrangements found around the globe (the notes are Al's):

Wheel Arrangement	Notes
0-8-2	ICRR and GTW had a number of three, all rebuilt from mikes. There were other examples built as tank engines as well, both here and abroad.
0-8-4	There were some tank examples of this wheel arrangement in Britain.
0-12-0	The Reading had one of these, and others ran in Bulgaria, Austria and Yugoslavia.
0-12-2	Two of these were built in Germany for Argentina.
2-12-0	Examples of this arrangement ran in Austria, Germany and France. All were tender engines.
2-12-2	24 of these were built for Java and Sumatra and two for Austria. All were tanks.
2-12-4	20 of these, all tanks were built for Bulgaria.
4-2-2-0	The Webb compounds of Britain were referred to by this arrangement, although to the eye they were 4-4-0's, but the inside and outside main rods were connected to different axles and were not connected to each other. Additional examples ran in South America.

FROM THE CAB (Continued)

LOCOMOTIVE CLASSIFICATIONS (Continued)

Wheel Arrangement	Notes
4-14-4	The sole example of this type was a single engine built in the Soviet Union.
0-4-4-2	
0-6-6-2	
2-6-6-0	
4-6-4-4	The PRR had the only example, the Q-1.
4-6-2-2	The sole example of this type was in Britain. It was a Pacific with two rear trucks, neither of them connected with the other.
0-6-2+2-6-0	This was the arrangement of the Du Bousquet compounds in France. Additional examples were built for Spain and China.
2-4-6-OT	There are some of these running on the metre gauge in Portugal.
4-4-6-2	AT&SF had these.

There were a number of different Beyer-Garratt wheel arrangements that were considered as different from strictly U.S. type articulateds:

0-4-0+0-4-0	2-6-2+2-6-2	4-4-2+2-4-4
2-4-0+0-4-2	2-8-0+0-8-2	4-6-4+4-6-4
0-6-0+0-6-0	2-8-2+2-8-2	4-8-2+2-8-4
2-4-2+2-4-2	4-6-2+2-6-4	4-8-4+4-8-4
2-6-0+0-6-2	4-6-0+0-6-4	4-8-0+0-8-4

Most of the Kitson-Meyers could be said to have wheel arrangements encompassed in the above except for one design supplied to the Antofagasta & Bolivia, a 2-6-0+2-6-0 and for a number of combined rack and adhesion engines supplied to Chile and Argentina.

To the eye, the latter are 0-8-0+0-6-OT, but the rear section is rack only, making them 0-D-0+0-3-OTzzz in the German system, which is also more descriptive. Some of the same type were built with the rack and adhesion sections reversed, 0-6-0+0-8-OT, or 0-3-0+0-D-OTzzz.

The balance of Mr. Copeland's material will be presented in next issue.

MIRAMAR TOURS CONTINUE

Those school tours through the equipment at Miramar are still going on, as summer schools look for field trips. There were two tours in June, and one in July. Another is in the planning stage, and often we get calls with very little advance notice. The latest tours were conducted by Eric Sanders, Ron Milot, Joseph Albo, Ron Zeiss, Al Vartanian, Dennis and Robyn Bovee, and Linda DiGiorgio. Linda coordinates the tours, and she's always looking for more helpers, since the tours come at a time when most of our workers are out working. If you'll be staying home during your vacation, how about letting Linda know so she can call you if a tour develops during that time? Or anyone else who is regularly or occasionally available during school hours, give Linda a call so she can put you on her list. Her phone is easy to remember, it's the Association's "office" phone - 280-1781. OK?



If you have any black and white photos of Museum equipment, activities, operations, excursions (including

Puerto Peñasco), etc., REPORT would like to make arrangements with you for printable copies for use in REPORT, brochures, and other P.R. material. The Museum will either reimburse you for printing expenses or will gladly accept donations of prints. Even color slides can be reproduced in black and white, so if you have any material, contact Perry or Gretchen Timmermans, Editors, at 271-1315. When sending material, be sure to identify it if you can by subject and date, and indicate name of photographer so that suitable credit can be given at the time of use.



Don't for get this
coming event...

PSRMA Picnic. August 25, Convair Missile
Park, just east of Hwy 163, and south of
Clairmont Mesa Drive. Park opens at 8am,
rides (train and Merry-g-round) open at
10 am for 10¢ each). Bring your picnic
lunch.

August PSRMA REPORT

Three views and thanks related to the Fair booth

Our logo - where did it come from?

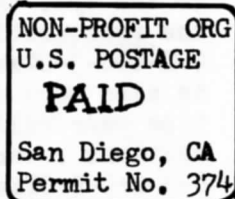
Grossmont Center booth opportunities

More restoration work -- 1509 getting new attire

Miramar School Tours continuing

If you're into locomotive classifications, you'll
love this!

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



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PACIFIC SOUTHWEST RAILWAY MUSEUM Association, Inc.



Welcome aboard, we're glad to have you with us for 1974.

The Pacific Southwest Railway Museum Association, Inc. has plans for a fun and work filled year. Our objective of establishing a public operating museum of railroading and urban rail transit in San Diego County, California will be realized in 1974 if each member becomes fully involved and committed to PSRMA's objectives. An involved member is a happy member. With a little luck and lots of hard work, ground will be broken for the permanent museum by year's end.

An exciting new project... PSRMA's HISTORIC RAILROAD EXHIBIT as a part of the San Diego Regional American Revolution Bicentennial Celebration should be in place and fully operating on the San Diego Embarcadero by 1 September 1974. This project will offer an opportunity for all members to participate. This mini-museum will provide us with a golden opportunity to introduce PSRMA to the community during 1974, 1975 and 1976.

Entertaining and educational programs are planned for the three general membership meetings in April, July and October. These get-togethers offer a chance to socialize and meet with fellow members and friends. Several special activities are also on-tap, e.g., a mountain steam-up, abooth at the Southern California Fair and Exposition at Del Mar, a family outing, and of course the Puerto Peñasco excursion.

However, 1974 will not be all play and no work! Work parties are scheduled for: restoration and maintenance of our railway equipment, consolidation of scattered museum material to the Valley Center storage yard, and set up of the Bicentennial exhibit and the expectation of the start of work on the museum facilities at PSRMA's permanent site.

Each member is encouraged to become involved in some aspect of PSRMA activity. You alone know best where to contribute your time, talent, dollars and interest. Hopefully, you will publicize PSRMA to your friends and business acquaintances and suggest that they become members too. The more members we have, the stronger PSRMA will become.

For those who want to go where the action is, you are invited to attend the Board of Directors meetings. The BOD meets at 7:30 P.M. the first Tuesday of each month in the Board Room of the San Diego Trust and Savings Bank office building at Sixth and Broadway in San Diego. PSRMA is your Association and the officers and staff solicit your ideas, views and concerns. If you can't attend the BOD meetings, please write or call one of the board members. Membership feedback is desired and encouraged.

1974 will be a great year for PSRMA. By working together, our objectives will be realized soon.

H. Chalmers Kerr, Jr.

H. Chalmers (Chop) Kerr, Jr.
President

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, INC.

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291-4787

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442-1416

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ADV STAFF REP..... Appointment Pending

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D. J. Marnell (to Jan '75)
W. V. Cook (to Jan '76)
S. W. Kerr (to Jan '76)
*E. Sanders (to Jan '76)

*Committee elects own
Chairman.

* Two year staggered terms.