

## 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.