

Just as sure as the locomotive fireman needs to build a fire in the engine's firebox to make it go, a Museum needs a "fireman" to build a fire under its membership to make them "go!" Our fire is already burning. If we expect to keep it burning, we've got to work at it or it will die out. What I'm "driving" at can be told in a few short paragraphs.

I'm sure everyone is aware of the locomotive donation we are expecting confirmation on momentarily. Perhaps we will have the "word" before this message is in print. You may also have heard that the land we need to lay our track on may be "just around the corner." Yes, we have another deal cooking on the front burner which may materialize sooner than you think.

Now let's put two and two together and take a good hard look at the answer. We have between 30 and 40 regular members on our roster. If we get our locomotive, and if we get the land, who is going to do the work of track laying, building, grading, etc.? Will you? Can we rely on a dozen members to donate their time, experience and labor to get our project into operation? A half dozen perhaps? Orange Empire Trolley Museum has a membership of approximately 300 fans. Do you know how many of the 300 are actually donating their time to work on the various projects?

According to the information published in their Traction Gazette, it appears they are fortunate to have a turn-out of a mere dozen people. This boils down to one twenty fifth (1/25) of the membership doing all the work. If we use the same ratio and apply it to our membership of 30 to 40 people, approximately one and a half members (1½) would show up for work parties. Fortunately, we usually have better success than this. However, I have noted that on more than one occasion only three have shown up.

Granted that OETM is out in the "boondocks" and a long ways from the "big cities." Obviously, their out of the way location is a contributing factor in the worker shortage. However, I can't help but wonder how many additional "workers" would show up if they had been located closer to San Diego or Los Angeles.

We are a long ways from attaining a 300 membership museum. When the semaphore turns green, and we have land, materials, vehicles, etc. at our disposal, can we rely on you to give us a hand? Can we depend on you to stick with us until we are on an operating basis? Will you be willing to pledge a minimum number of hours per month to working on museum projects?

Let's begin now. Let's stop making excuses. Let's show our Museum Superintendent that we are behind him 100 percent. Let's show up regularly for regularly scheduled work parties. Let's be there Sunday May 22nd! And, let's also attend our monthly meetings!

Stanton Kerr, president

WE STOPPED THE PRESSES FOR THIS ONE - WE REALLY DID! PSRMA HAS A STEAM LOCOMOTIVE!

STEAM LOCOMOTIVE IS DONATED!!!

E. J. Lavino & Co., an industrial concern in Philadelphia, Pa., has donated Locomotive No. 10, an O-6-OT saddle tank 60-ton coal burner to the Pacific Southwest Railway Museum Association, Inc. Donation represents the culmination of one man's continued and persistent effort to bring an operating steam locomotive to San Diego. That man is PSRMA member Terry Durkin. Terry has literally written hundreds of letters in his search for a locomotive. He has developed a method of locomotive appraisal which is accepted by industrial firms.

Confirmation of the donation came in a May 11 telephone call to Durkin by M. J. Albury Fleitas, vice president of E. J. Lavino.

Locomotive was built by American Locomotive works in 1923. It weighs 117,440#, has a water tank capacity of 2000 gallons, and a driving wheel diameter of 44". It is in excellent operating condition, according to Fleitas.

Terry and Bill Wootton are completing arrangements with the Orange Empire Trolley Museum in Perris for temporary storage and operation. Stanton Kerr, PSRMA president, said the locomotive's permanent home will be on museum property yet to be acquired in San Diego County. Renewed effort will be made to obtain property.