

At our board of directors meeting on March 12, it was suggested that the cost of operations during instruction sessions be paid by those receiving instruction.

The cost of instruction in the operation of steam locomotives has been set at \$3.00 per hour, if the locomotive is under steam.

The fees for other equipment will be set up as the need arises.

WALL CALENDER AVAILABLE

Dick Pennick sends us word that a very nice, large, color wall calender has been put out this year by THE NORTHWEST PAPER COMPANY, Cloquet, Minn. Featured is a wood-burning "Climax" Locomotive pulling a load of logs past a Royal Canadian Mountie in some Canadian forest. California office of the company is: 100 N. Erie Street, Pomona, California 91766. Better hurry, the supply is limited.

R U S T Y R U L E S by Dick Pennick

From Denver, South Park and Pacific Railroad. Timetable Number 4, November 11, 1883:

"Enginemen or fireman must look back frequently to see that all is right, and in case his train becomes detached, great care must be taken to keep the forward part out of the way of the detached part, so as to prevent collision."

In a way PSRMA has been like the DSP. Pennick has helped keep on the right path and move ahead

R E P O R T

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

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The PSRMA Report is for your enjoyment and information. It is intended to keep you informed as to the happenings in the museum as well as other happenings in the railroad world.

Since the publication is for you, why not contribute to its content?

Your editor has been kind of out of touch for the past eight or nine months due to a busy time working from a railroad extra board. Working six and seven days a week, and twice on some days does not leave much time for the "hobby" as it goes.

Articles dealing with the museum, rail history, and current events in the west are solicited. How about something on the downfall of the passenger trains, maybe a short history of the famous trains of the far west, such as the Chief or City of San Francisco for example?

Come on you budding literary greats, let's make something more of the old Report.

PLASTER CITY EXPORTS

The first export of gypsum through the Port of San Diego is now but history. On April 11, some 1900 tons of Plaster City gypsum was loaded aboard the British motorship Kings Reach.

The gypsum came from Plaster City in 23 hopper cars, which were handled by the S. D. & A. E. to San Diego and switched to the 10th Avenue Terminal by the Santa Fe, where the port's rotary car dump was used to unload them.

The hopper cars when emptied were returned to Plaster City, where they are expected to be reloaded with more gypsum for San Diego.

The Kings Reach also loaded six hundred bales of cotton and 4100 hides at the 10th Avenue Terminal. According to Howard Morin's Waterfront column in the Union, the ship will also stop at Cedros Island, Baja California, to load salt.

The largest item of business at the port railroad wise is the large volume of potash, which comes to town on the Santa Fe. Other cargos handled by rail are plywood, steel, and mollasses. Unlike the Potash and gypsum, these are items that arrive by ship and are loaded on to rail cars at the terminal.

These cargos that leave San Diego by rail require that both the Santa Fe and SD&AE keep more empty cars in town than they normally would.