

Report

of the Pacific Southwest Railway Museum Association, Inc.

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SOME RAILROAD NICKNAMES

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Back in the halcyon days of the short lines, railroad transportation provided hazards and discomforts almost beyond the imagination of today's pampered rail passengers. The shortcomings of these lines, which slashed the numerous prairies of the nation with track that usually extended only a few miles, inspired the public to replace the formal names of the roads with nicknames they considered more appropriate. No sooner did a line start operation under some sonorous title that often, with extravagant optimism, included distant destinations that a sobriquet would be applied which was considered to be more realistic, and this substitute name henceforth identified the road.

MEETING NOTICE

The Pacific Southwest Railway Museum Association will hold a regular business Sunday, July 21, 1968, at 7:30 p.m., at the Santa Fe station, upstairs in the safety room.

First in the order of business will be the nomination of officers for the year 1969. Think about who you would like to see as an officer and then come down and put him in.

Also on the agenda is the second in a series of classes on Air Brake Operation by Bob DiGorgio, and afterwards a bull session for members.

EQUIPMENT DONATION

Through the efforts of Dick Pennick a baggage wagon once used at the SD&AE's Plaster City depot was recently donated to the museum by the U. S. Gypsum Company. It is currently being stored on Dick's property.

Also through Dick's efforts a set of heavy duty shelves suitable for storing locomotive parts has been donated by the Pullaro Contracting Company of San Diego. A box of assorted pipe fittings also came with the shelving. Thanks, Dick, for your efforts.

OUR BEST GET WELL WISHES

We all join in wishing a speedy recovery to Walter Hayward. Walt is recuperating, from serious injuries suffered in an auto accident, at Heartland Hospital.

In the bulging annals of railroading are almost as many colorful nicknames as their were railines--and these were considerable. Usually the nicknames indicated a good humored understanding of the operating difficulties with which the road grappled in common with all other railroads of the day, and some of the titles described the torturous terrain along which the road attempted to run its trains.

The Nevada, California and Oregon, whose narrow-gauge negotiated some pretty rough real estate, was dubbed the "Narrow, Crooked and Ornery" shortly after it started operation. The Bellaire, Zanesville and Cincinatti became in popular parlance, the "Bent, Zigzag and Crooked," and the Crystal River and San Juan was immediately renamed the "Crooked, Rough and Slow Journey."

To indicate that only the more rugged sex dared enter the wild and lonely area through which it ran, the Pierre, Rapid City and Northwestern was nicknamed the "Plenty Rough Country and No Women." The Denver and Rio Grande, later widely celebrated for its awesome right-of-way, was called the "Dangerous and Rough Going." On

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R-50-2 RAILROAD NICKNAMES

the Louisville, New Albany and Chicago, now part of the Monon, was bestowed the graphic nickname "Long, Narrow and Crooked."

One section of the Cincinnati, New Orleans and Texas Pacific running through what was then desolate mountain country between Wilmore, Ky., and Emory Gap, Tenn., had 27 tunnels, most of them hot and crooked as well as pitch black, along its hazardous 160 miles of track. This section, not surprisingly, became known as the "Rathole Division."

The old Atlanta, Knoxville and Northern, another southern road, was popularly referred to as the "Narrow Escape" because of its mountainous right of way, which included an 8000 foot loop needed to carry it across lofty Bald Mountain. This road was also known as the "Black Satchel" due to the fact that many of its backwoods passengers toted their luggage in black cardboard satchels when they embarked on a railroad journey. The AK&N had still another sobriquet, the "Hook and Eye," which derived from the shape of the Bald Mountain loop, roughly resembling an eye, and the "hook" curve of the line at Tate Mountain.

Also and probably more widely known as the "Hook and Eye" was the Iowa Central which got its nickname from the road's insignia on the cover of an early timetable. The initials I, C and RR were arranged in such a way as to resemble the familiar hook and eye.

In addition to describing the physical characteristics of early railroads, nicknames reflected popular opinion as to the reliability of the service the roads offered. In this class were the "Can't and Never Will," for the Carolina and Northwestern; "Lost and No Wonder," the popular designation of the Louisville and Northwestern; "Leave Early and Walk," the nickname of the Louisville, Evansville and Western; and the sobriquet of the Missouri and North Arkansas, which expressed what was apparently the grimmest and most persistent possibility of all, "May Never Arrive."

Among other nicknames that made less than complimentary reference to the quality of transportation provided by the railroads they identified were "Please Go Easy," by which the Pacific Great Eastern was known; "Push, Pull and Jerk," and "Slow and Miserable," two attempts to describe

what travel was like on the Pekin, Peoria and Jacksonville and the Shawnee and Muskingum, respectively; and the injunctions "Quit Aching and Push" and "Take Hold and Push" which were common designations of the Quanah, Acme and Pacific and the Terre Haute and Peoria. The "Quanah" in the formal name of the QA&P referred, incidentally, to an Indian chief, Quanah Parker.

The Toledo and South Haven, which never got within 100 miles of the former city during its brief career around the turn of the century, became known as the "Touch and Shove Hard" due to its practice of adding extra coaches to the load its small locomotives pulled on Sunday excursions. Male passengers on these idyllic trips often had to interrupt their contemplation of the countryside by getting out and pushing the cars over the hills.

Nicknames invariably were attempts to describe one or more notable characteristic of the roads on which they were bestowed, but accuracy was often sacrificed in the interest of color and good clean fun by their anonymous creators. Calling the Anthony and Northern the "Anywhere and Nowhere" displayed noteworthy imagination and flair for nomenclature, for example, but lacked the scientific aptness and sharp delineation of "Crooked and Weedy," for the Chesapeake and Western.

Because the Lufkin, Hemphill and Gulf, an 11-mile-long Texas road, never got to either Lufkin or the Gulf of Mexico, it was named by its more derisive critics the "Left Hell and Gone." Later when the road was purchased by Hiram Knox and his wife Lillie who had a cook named Gussie, the road acquired a second nickname, the "Lillie, Hiram and Gussie."

The old Jupiter and Lake Worth, an eight mile long line that skirted Florida's east coast, was dubbed the "Celestial Line" because four of its stations were named Jupiter, Venus, Mars and Juno. This road had the humiliation of being purchased at a tax sale in the early 1930's for \$2.80, no great sum even in those Depression days.

The nickname that was probably more accurate than any other in describing a railroad was the "Old, Rusty and Wobbly." It was applied early in the history of the line to the Ohio River and Western, which was probably the most crooked railroad the world has ever seen. This narrow gauge line continued for no longer than 300

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yards at any one point without sweeping into a curve. The "Wobbly" even curved its bridges to avoid hillsides, and when it put a whistle on its decrepit locomotive, the engineer had to stop the train--there wasn't enough steam to pull the engine and blow the whistle at the same time.

The Minneapolis and St. Louis Railway was called the "Midnight and Still Later" and the "Maimed and Still Limping" along with other unflattering nicknames. Before it became "The Old Reliable," the L&N was sometimes referred to as the "Late and Never Running Regular" and the "Long and Nasty." The Elizabethtown, Lexington and Big Sandy Railroad, because one of its construction engineers was less than generous in feeding his crew, became known as the "Eat Little and Be Satisfied."

The New York, Chicago and St. Louis is said to have received the name Nickel Plate as a result of a pun that appeared in the Norwalk, Ohio, Chronicle. Constructed at a time when nickel plating was being introduced, the road decided to route its line through Bellevue, Ohio, instead of Norwalk. The Norwalk paper consoled its readers by saying that this was of no great moment, as the line was only a "NYCL-plated railroad." Early in its history the Grand Trunk was jocularly dubbed the "Leaky Roof" because this warning was stenciled on many of its boxcars.

The Wellsville, Addison and Galetton Railroad running between Wellsville, N.Y., and Elkland, Pa., is known as the "Sole Leather Line" for a fairly obvious reason: it hauls a large amount of leather and serves the Elkland Leather Company, which has been called the largest leather firm in the world.

EXCURSION PLANS UNDER WAY

Eric Sanders reports that plans are underway to operate an excursion on the Sonora-Baja California in mid-fall, 1968.

Plans call for the use of Rail-Diesel cars for the trip from Mexicali to Puerto Penasco and return.

The museum has operated several very popular trips over the same route in past years. We will say right now, let's keep the date in mind--it's November 10.

Report is the official publication of the Pacific Southwest Railway Museum Association, of San Diego County, California, Incorporated. Report is edited by Charles Kent, 2418 Edding Drive, Lemon Grove, California.

Museum Officers include: Eric Sanders, president; Stanton W. Kerr, vice president; Richard Pennick, secretary; and David F. Willoughby, treasurer.

The museum's mailing address is P. O. Box 12096, San Diego, California 92112.

VOTE COMING UP

Coming up at the July 21, meeting is an amendment to the bylaws which was published in the Report some time ago. the proposed amendment deals with change in the membership classifications to provide for persons participating in excursions and other museum sponsored activities.

B O A R D D O I N G S

Jerry Windle has met with the 200th Anniversary group with regard to museum participation.....Pennick reported that inquiries about obtaining old freight and passenger cars from the SD&AE had met opposition of the railroad.....Durkin reported that all work requested by the Southern Pacific on the 2-8-2T at Powers, Oregon had been completed.....Now all we need is a rider for the locomotive..... Discussed the City of National City's interest in a railroad museum. Some mention was made regarding an industrial spur on the SD&AE in National City.....Discussed the fair boards rejection of proposal to display the SMV railbus this year and possibility of using the Del Mar wye in the coming year.....

MISSOURI PACIFIC-SANTA FE

The Missouri Pacific recently announced that it was dropping plans to obtain control of the Atchison, Topeka and Santa Fe Railway. The A. T. & S. F. may itself soon become the Santa Fe Industries, opening the way for diversification if stock holders approve.

R-50-4 NEWS OF THE PACIFIC SOUTHWEST CORNER

SANTA FE: Two EMD GP-30 diesel units were damaged in a runaway near Topeka, Kansas. One of the units was the 1274. The units were deliberately derailed after running up to 90 mph.....The much publicized Super C still only has one car on the average and often doesn't run westward at all. (The California Southern Express)..... The fourth district local ran several days during the past week loaded down with empty potash hoppers, probably to get them out of San Diego and to get the tonnage over Sorrento hill.....

SOUTHERN PACIFIC: Although the SP has applied to discontinue the San Joaquin Daylight and the Sunset Limited, no dates have been set for the train offs to our knowledge.....

SACRAMENTO MUSEUM: This information which appeared in the California Southern Express originally came from the R&LS Pacific Coast Chapter News, April, 1968. The Chapter's collection of historic rolling stock is about to get a new home. After years of effort toward locating the collection in the Haslett Warehouse in San Francisco, the state Division of Parks and Beaches has decided to consolidate the railroad collections at "Old Sacramento" at the spot from which the first train in California departed in 1855. A steam operated train is being considered and it has been agreed that "C. P. Huntington" and cab-forward SP 4294 will join the chapter equipment there. Included in the collection are V&T #13 "Empire", CP #1 "Governor Stanford," V&T "Genoa," Beebe's "Gold Coast" and engines simulating those that met at Promontory Point in 1869. (California Southern Express))

S T O P T H E P R E S S

Coos Bay Timber Division of Georgia-Pacific locomotive No. 11, 2-8-2T, will leave Powers, Oregon, on July 17 with a Georgia-Pacific rider aboard. Arrival in San Diego is expected after approximately two weeks of travel. PSRMA's newest locomotive will come south via the Southern Pacific and the San Diego & Arizona Eastern Railway Co. Board Chairman Terry Durkin and your president, Eric Sanders, will endeavor to be informed of the arrival date. PSRMA and SDAB's Chick Kert reminds us that Train 451's arrival will probably be at night.

MEMO TO: Members and Friends

FROM: Bob DiGiorgio, superintendent

WORK PARTIES

Next three work parties will be at the Entlow spur, Crosby Street, between Harbor Drive and Bay Front (Santa Fe tracks) on the second Saturday. Plan to join the gang. Dates are: August 10, September 14 and October 12, all at 10 a.m. Purpose is to prepare the Shay and the 2-8-2T locomotives for operation. Locomotives will be operated when they are in good mechanical condition. Mark the dates on your calendar and report for duty.