

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.

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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 parlence, 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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