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GUESTS AT SEPTEMBER MEETING

Two retired rail officials honored PSRMA by visiting us at our September meeting. Between these two gentlemen were 100 years of railroading.

Mr. L. T. Wright, one of our guests, retired after having been a superintendent on the Denver and Rio Grande Western and later the president of the Midland Continental Railroad.

Also a guest, was Mr. W. M. Kirkpatrick, who retired as traffic manager for the Denver and Rio Grande Western Ry.

WORK PROGRESSES ON RAIL BUS

Things are shaping up nicely on Santa Maria Valley Number 9, PSRMA's railbus. On September 24, members were working on preparing the bus for painting. Some sheet metal skirts were also being installed. Among those at work on the project were Walt Hayward, Dave Willoughby, Stan Kerr, Everette Mardock, Dan McLean, Bill McCray, Lee Adams, Herb Kelsey and Charles Kent.

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R E P O R T

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

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IN THE GLARE OF THE HEADLIGHT
"AN ENGINEER BY ANY OTHER NAME-----!"

by George J. Oliver

In this country, the men on the right side of locomotives have been known as Locomotive Engineers, while the engineer and fireman, as a crew, have been called enginemen. Then, the trend was to call the engineer "Engineman," perhaps because of the influx of the diesels, which are characterless, cold machines, seemingly not needing a "real" engineer to operate. However wails of anguish arose all over the country (and Canada, too) from engineers who were proud of their title. This was heard at least by the Santa Fe, as some of the writer's passes came showing him as engineman. He has been restored to the dignity of locomotive engineer lately.

Other parts of the world solve the problem in diverse ways. Locomotive Engineer in the British Commonwealth means the man who designs locomotives, as you all know, the man who runs them is an Engine Driver. In France he is called a mēcanicien; in Mexico our amigos are maquinistas and their engines are maquinas or diesels (dee-sails). In passing, I would like to say that the firemen in Mexico are fogoneros, or fog makers, a most appropriate term.

So far as I know, "Hoghead" is strictly U.S., and is a rather degrading term reflecting on one's ability as an engineer. Trainmen and switchmen use the name after the designee has given them a rough ride on the road, or made some hard joints in the yard. One engineer referring to another as hoghead does so, usually with a big smile, showing-he hopes-that he is only kidding.

The moderates among the engineers, like the writer, don't much care what they are called (except, please, NOT feather-bedder!) as long as the paycheck comes to its rightful owner, believing, to mis-quote Shakespeare, "an engine driver by any other name would carry the aura of diesel smoke.

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