

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.

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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 2-3-2T 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.