



# REPORT

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Our apologies are extended to those readers of REPORT who may have been misled or offended by last month's SOUTHWEST CORNER. The article was a railfan's wishful look at the future of America's railroads. Unfortunately, this was not made clear at the beginning of the article so perhaps many of you were taken in. I have received many comments, mostly bad, about the article. It is unfortunate that when word does reach us about REPORT it is some typographical error, or technical error or whatever. I feel that even though we get these comments from time to time it is an indication that REPORT is being read. This is our goal. We will attempt to keep REPORT informative and entertaining for our readers.

Jerry Windle  
Editor, REPORT

## Flea Market

PSRMA's participation in the annual UCSD Flea Market met with moderate success. After expenses, the booth made a profit of \$40. The flea market which hosts groups and organizations trying to raise funds, attracts some 15 to 20,000 people during its 6-hour run. PSRMA's booth consisted of a game for children where they could win a goldfish. For the adults, a selection of railroadiana was offered for sale. Museum brochures were passed out as well as personal contact with visitors was made. One membership resulted from the efforts of those manning the booth who were; Dick Pennick, Dave Parkinson, Chop Kerr, John Hathaway, Jerry Windle and Dave Hobson.

Only 45 of the 275 goldfish remained unclaimed when the flea market closed. These were "donated" to the City of San Diego's reflecting pond in Balboa Park.

EDITOR'S NOTE: The sight of railfans hawking goldfish is really something to behold. This should be considered to be above and beyond the call of duty. Real dedication to PSRMA and the establishment of a museum. Congrats, fellows!

## RAILROAD NEWS

The Southwest Railroad Historical Society is offering a 52-page booklet written by Lloyd W. Jones, retired General Attorney for the MKT entitled HUMOR ALONG THE KATY LINES. The book recalls some of the cases he was involved in during his long tenure in the MKT legal department. Also included are accounts of a planned train crash in 1896 in Crush, Texas. The first 1,000 books will be signed by the author. All this for \$2.25. Write SRHS, P.O. Box 609, Garland, Texas 75040.

Effective October 1, the New Orleans-Los Angeles "Sunset" became a "tri-weekly" operation joining SP's "City of San Francisco" and "Cascade" on a three-times-a-week schedule. Westbound trains leave New Orleans on Monday-Wednesday-Friday, and eastbound trains leave LA on Tuesday-Thursday-Sunday. SP is instituting a coast-to-coast sleeping car service - the first since 1956 - with the SOUTHERN and PENN CENTRAL, contingent upon whether or not the SOUTHERN gets permission to reduce its connection into New Orleans to a tri-weekly status. Cars would lay over night in New Orleans in both directions permitting the passengers to visit one of America's most interesting cities.

Reprints of the First Official Guide published in June, 1868, and also the Golden Spike Commemorative Issue June 1869, are still available at \$3 and \$5 each respectively from Railroad Publications, Inc., the same company that prints the present Official Guide.

## 'Blue Goose' finds a new home - PSRMA

What's a "Blue Goose"? It's the most recent addition to PSRMA's growing collection of railroading equipment.

A distant cousin of the Rio Grande Southern's famed Galloping Goose, the Blue Goose is a railcar built by the Plaster City Railroad in the mid-fifties. The railroad has graciously donated the Blue Goose to PSRMA.

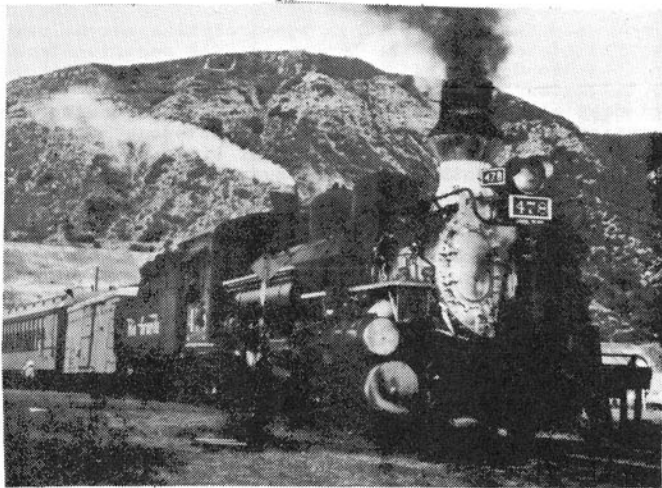
"Built as a conveyance between the main plant at Plaster City and the quarry operations, it was constructed in the mid-fifties from two 1953 Chrysler coupes, back-to-back. An industrial engine powers the vehicle from the center compartment with two forward and one reverse speeds. Each end of the railcar is individually air-conditioned.

The Goose rides on eight rubber tires which are prevented from roaming off the rails by steel flanges mounted on the inside of the wheels. This all sounds very simple, but a closer inspection makes it apparent that an awful lot of planning and improvising had to take place to make this one-of-a-kind railcar a success.

Unfortunately, a new road now makes it possible to reach the quarry by car in much shorter time than by rail so the "Blue Goose" has turned white from the gypsum dust that has settled on it in storage.

PSRMA is truly fortunate to obtain this priceless piece of equipment since it was used on a railroad in the immediate area. Thanks to the efforts of Chop Kerr, our assistant director of equipment acquisition, the Blue Goose is a welcome addition to our ever-growing collection of railroadiana.

\*Quoting Henry W. Brueckman, Pacific News Issue 106



The Denver & Rio Grande Western Railroad ... Is it more than a railroad? Don't fail to read REPORT Editor Jerry Windle's story on what the railroad means to him, on pages 2-3 of this issue. Also a wrap of the events, both

good and bad that have befallen the narrow gauge line during the past few months.