

REPORT

Report is the official publication of the Pacific Southwest Railway Museum Association, Inc. It is published six times a year; it is available free to members and at 12¢ per copy to others.

PSRMA officers are: Stanton Kerr, president; Wallace Duthie, vice president; George Geyer, secretary; Charles Gerdes, treasurer. Walter Hayward is Museum Superintendent.

Editor of Report is Eric Sanders, 7861 Normal Avenue, La Mesa, Calif.

PSRMA address is c/o Santa Fe Station, 1050 Kettner Blvd., San Diego, California 92101

IN THE GLARE OF THE HEADLIGHT THE YARD BIRD

by George Oliver

With the editor's kind permission, this "column" will be headed as above for the present, as the writer, due to the Santa Fe's last cut in Coast passenger service, is now holding down a 7 a.m. to 3 p.m. switch engine in the San Diego (switch) yard.

As there are many interesting things going on around a railroad yard day by day, especially a sea port like San Diego, a report will be made from time to time of these goings-on, starting with noting that a very large shipment of potash is due through the bulk loader at the 10th Ave. Terminal about December 15. There are some 40 cars of potash in the yard now, which will be increased by 200 to 225 more for this move. Undoubtedly several extra trains will come in, some in daylight.

If any of the readers have not made a trip on either the "Roaring Camp & Big Trees" narrow gauge railroad at Felton (near Santa Cruz), or the California Western's "Super Skunk" from Fort Bragg to Willits, do so as pronto as possible, as you are missing something.

The former, although a short ride at present, but with big plans, is very photogenic, colorful and melodious with railroad sounds.

The "Super Skunk", of course, is the new steam train on a standard gauge, a real working railroad; it has been such a success its first season that the com-

pany is looking for another steamer for another train (California Western please note: our compadre Phil Middlebrook says one of theirs sold when the road dieselized is at Los Mochis, Mexico, belonging to a now defunct sugar mill).

Everyone at Fort Bragg, Willits, and all points between, and on the train itself goes out of his way to make the "Super Skunk" a memorable trip; a hostess announces points of interest over a PA system, but not overdoing it; she even introduces the train and engine crew. The conductor and news "butch" make a point of speaking to every passenger.

It is not possible to take good pictures from the train, as the windows cannot be opened far enough for one to lean out (for obvious reasons), but before train time at Fort Bragg, during the two hour lay over at Willits, and the two water stops (15 minutes each), enough pictures can be taken to satisfy anyone.

Watch for the "Super Skunk" ads next Spring, write for information and reservations, and get ready for a day of fun.

THE EDITOR'S FINAL WORD - - -

It's been fun. We will miss assembling the Report now that this is no longer our responsibility. We offer Charles Kent our best wishes.

Now we have a question for you. Do you subscribe to the Dispatcher? Remember that PSRMA "urges" all members to subscribe. Our publication dates are irregular but the Dispatcher will live on in some form or other. Send your \$1 or \$2 to Dispatcher, 7861 Normal Avenue, La Mesa, California, 92041.

We'll be seeing you - in the Dispatcher.

NEWS IN BRIEF. Do purchase "Narrow Gauge Nostalgia" by George Turner (\$7.50 limited edition; \$6.50 regular; after Dec. 15 \$8.95 and \$7.50). Your editor assisted George in the preparation of the chapter on the U.S. Gypsum's Plaster City line. This new book will be available about December 15. There's also a chapter on the Brookings Box & Lumber Railroad. Look for it at your favorite book store or watch for an add in the fan publications.