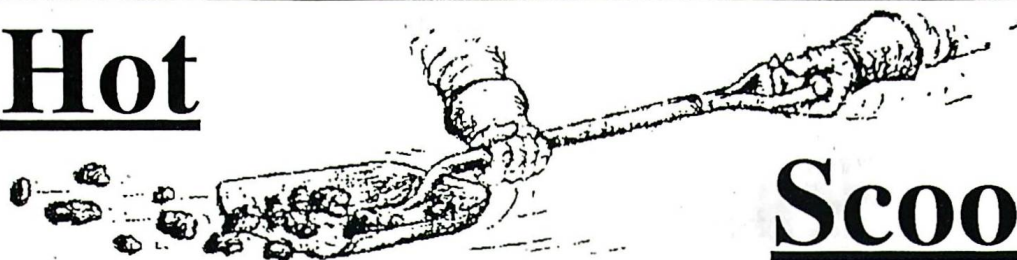


# Hot



# Scoop

MAY 1992

VOLUME IV, Number 5

## DIRECTOR'S REPORT

*Denby Jones*

### KEEPING UP WITH CAMPO

Before we talk about what's going on at Campo, there is a matter that I feel must be addressed.

During the normal course of Museum business, the Museum deals with other groups and vendors. This task is normally accomplished by the Museum office staff, the superintendents, or by individuals they may designate. This is how the system is set up and it normally works very well.

There are some negotiations that may be quite sensitive, require an inordinate amount of time and no small measure of finesse to complete. These are usually designated to the individual that is most likely to bring them to a successful conclusion, regardless of that person's managerial status.

There have been instances lately where an individual or individuals, apparently not satisfied with the progress of current negotiations, or maybe feeling the Museum could not complete a negotiation with a specific vendor or group without their input, have contacted vendors on their own. They have done this in a totally unsolicited manner. They have not bothered to update themselves as to the status of the task involved, what level or phase the negotiations are in, and have definitely received no authorization from the Museum management to speak for the Museum. In one instance a vendor was contacted by an individual who had a minimum level of expertise on the task involved and was a member of a department that is totally disassociated with the task. What ever makes these individuals feel that their interfering is solicited, warranted, or required is beyond me.

It is my feeling that the only thing this type of interference does, as well meaning as it may be, is to make it more difficult for the designated person to work with the vendor. It also communicates an aura of inconsistency and uncertainty within the Museum and may even alienate or lose the use of a valuable vendor.

**Director's Report - Continued**

This type of interference or behavior is totally unacceptable, contrary to Museum operating practices, and is a detriment to the Museum.

Negotiations with vendors or other groups shall be executed only by Museum staff or their designates. Unsolicited negotiations or interference are not warranted, appropriate, required, or requested.

**CAR BARN UPDATE**

**Good news ! ---** We had an electrical contractor up in the car barn that is going to help us finish the wiring. **Steve Wade** and **Charles Alban** are still plugging away in the Car Barn. **Steve** is finishing the office and **Charles** is painting machinery. It is really starting to look good.

**1820 ---** New windows, new paint, new floor.

**D. K. Henry** of **Chrome Crankshaft** donated several items that we did not have. Crews were working on the locomotive both Saturday and Sundays. Looking Good.

**Ken Sturtz**, a Baldwin Mechanic from **Trona Railway** came down at the request of **Paul Westover** to look at our Baldwin and give us some tips on maintenance. **Sturtz** said that our locomotive was in good condition. It seems that Trona is going out of the Baldwin business and into EMD. We may realize some spare parts from that transition. Thanks to **Paul Westover** for initiating the contacts and following through. You got the ball **Paul**, run with it.

**2353/050 ---** The combined 2353/050 project has been tentatively approved by the board, and dependent upon funds being raised. This is going to be quite a package and is going to require a concerted effort from everyone.

**Simi Valley --- Southern Pacific** donated about 1000 track feet of track and ties to the Museum. This track is located in Simi Valley, about 165 miles North of San Diego. We must have this material off the SP property by July 7, so we are going to need all the help we can get. These ties have been in the ground less than 15 years, and are in excellent shape. We need this material to expand our existing yard and relieve some of the congestion, so contact **Paul Westover**, (619) 581-3821, **Denby Jones**, (619) 279-2419, or **Ken Garges**, (805) 522-4412, and volunteer what you can --- labor, machinery, funding, or just support. This is an extremely important project for the Museum, so start those phones ringing.

On this side of the project, at Campo, machinery has to be moved, areas have to be cleared, and we need to get ready to lay track.

Let's get behind it folks, we've done it before, and we can do it again.

So see you at Campo, Denby

## MECHANICAL

*Mike Reading*

Please note that meetings for the Mechanical Department have been changed to the 3rd Wednesday of each month.

## RESTORATION

*Ted Kornweibel*

Meetings will be held the first Saturday of every month at Noon in the lunch room of the Car Barn at Campo. The next scheduled meeting is Saturday, May 2.

Let's make this a great work day towards completion of the restoration of the Fruit Grower's Express car.

## FROM THE OFFICE

*Bobbie Ringersma*

## WHAT TRIP WAS THAT?

I have had numerous phone calls from folks regarding our Jacumba trip that was TENTATIVELY scheduled for May 16th. It was just published in the latest *Flimsie's* as an upcoming trip. And in this instance the Museum has had no control of scheduling any Jacumba trip because of CDF. We are still in the process of trying to work out details and don't have a definite date.

## From The Office - Continued

In the future I would greatly appreciate a chance to confirm the date when special trips are planned BEFORE they are published in any form. While the effort of someone is appreciated, it makes the Museum look rather unorganized in the eyes of the public when I have to tell them the trip has been postponed or the details were never completed regarding certain trips.

Thanks for your help.

## DEL MAR FAIR BOOTH

We have just received confirmation from the Del Mar Fairgrounds regarding our booth in the Community Service Pavilion.

We need to staff the booth from July 1st through the 5th. Hours are as follows:

|               |                     |
|---------------|---------------------|
| Sun. - Thurs. | 10:00 AM - 10:00 PM |
| Fri. & Sat.   | 10:00 AM - 11:00 PM |

The best possible staffing would be 2 staffers for 4 hour shifts. Please help bring more public awareness to the Museum by staffing at the fair if at all possible. Anyone interested in staffing PLEASE CALL the office IMMEDIATELY. Please don't wait for me to call you.

Thanks again for your support.

*Bobbie*

**THE SAFETY CORNER**

*Lew Wolfgang*

**Crossing Accidents**

Here is an article on the subject of human behavior at grade crossings. The lessons learned have bearing on all of us (we all use grade crossings), but in particular to those involved with operations.

The utmost care should be exercised whenever a movement is made over a grade crossing considering the insanity of the public at large. Hogheads, fireman and flagman take heed: People can not be trusted to stop for a train, even when it is obviously in their best interest!

Transcribed by Dave Murphy of the University of Maryland and submitted to the Usenet.

From the Washington Post, Monday 13 April 1992, page A4. (w/out permission)

**MOTORISTS AT RAIL CROSSINGS  
NATIONWIDE STILL TAKE THAT  
5,000-TON-TO-1 CHANCE**

*by Don Phillips,  
Washington Post Staff Writer*

(Hammond, Indiana)

Like thousands of railroad engineers, Norfolk Southern's Gary Pirtle has watched helplessly from his locomotive as motorists have driven through flashing lights or around lowered gates into horrible deaths. "The first one bothered me quite a bit," he said, recounting an early tragedy in his 25-year career. "I remember him looking up at me just before I nailed him."

**RAIL CROSSINGS - Continued**

Running a 5,000-ton, mile-long freight train through this industrial city several weeks ago, Pirtle saw dozens of others take the same chance. As Pirtle sounded the freight's horn at one notorious crossing, a sedan bolted and zig-zagged around the lowered gates. Then, as the train bore down on them, another car and another and another screeched around. A passenger in the seventh and last car to cross in sight of the train made an obscene gesture as the car cleared the crossing just ahead of the blaring locomotive.

The phenomenon is one that railroads and governments seem unable to control or understand: About half the deaths at railroad crossings each year involve motorists who ignore flashing lights or drive around gates into the path of trains. And most of them do it on sunny days when they could have seen both ways down the track.

"For some reason, people don't have the respect or fear for trains that they do for other things," said David Cobb, Norfolk Southern assistant superintendent in Chicago.

The victims do not seem to fit the stereotypes. Federal statistics show that alcohol is sometimes a factor, but somewhat less than in highway traffic deaths. Sometimes the drivers seem to be trying to beat the train to the crossing, but train crews say that often the motorists do not look up until it is too late. Some crashes occur when the motorist is trying to avoid a wait for a slow-moving freight train, but railroad crews report that many motorists try even harder to cross ahead of a fast-moving short train that would be out of the way in a few seconds. Trains of one to nine rail cars are

RAIL CROSSINGS - *Continued*

involved in more accidents, deaths and injuries that trains of any other lengths.

Adding to the mystery, more accidents take place on clear days than at any other time or in any other weather conditions. Somewhat fewer occur on clear nights. Far fewer take place in the rain, and only a minuscule number occur in snow, sleet or fog. More than 95 percent of accidents occur where the view is unobstructed.

[table from graphic accompanying story:]

1990 figures, Number of Accidents

| WEATHER      | {<br>DAWN | Time of Day |      |       | {<br>DARK |
|--------------|-----------|-------------|------|-------|-----------|
|              |           | DAY         | DUSK |       |           |
| clear        | 83        | 1,850       | 110  | 1,251 |           |
| cloudy       | 39        | 511         | 43   | 427   |           |
| rain         | 7         | 215         | 15   | 251   |           |
| fog          | 12        | 26          | 1    | 58    |           |
| sleet        | 1         | 8           | 3    | 12    |           |
| snow         | 2         | 40          | 7    | 45    |           |
| not reported | -         | 2           | 1    | 2     |           |

[other graphics indicate that the top 5 states, with 32% of accidents are: Texas, Louisiana, Illinois, Indiana, and Ohio. These states, together with ten more—California, Oklahoma, Mississippi, Alabama, Georgia, North Carolina, Tennessee, Iowa, Wisconsin, and Michigan—are the site of 66% of rail crossing accidents. Finally, another graphic shows that accidents have dropped from 6359 in 1985 to 5233 in 1990, but fatalities have risen from 537 in 1985 to 648 in 1990. (The fatalities graph shows ~ 750 in 1989 so the 1990 figure actually a reverse of a trend—although it probably won't last) The figures are from the US DOT, FRA, Office of Safety.]

[...and now to resume the text of the article.]

RAIL CROSSINGS - *Continued*

Deaths at railroad crossing are still few compared to highway deaths. In 1990, there were 5,233 accidents and 648 deaths at grade crossings, compared to around 45,000 deaths on highways.

Cooperative industry-government programs have helped cut the number of accidents at rail crossings, but the number of deaths has generally continued a slow rise over the last several years.

Partly because grade crossing accidents are such a small proportion of the national highway carnage, no comprehensive studies have been made of why motorists die even when they have adequate warning.

"We've looked at it at times, but we've never been able to get a handle on it," said Bruce F. George, chief of the Federal Railroad Administration's highway-rail crossing and trespasser program division.

"Analysis of accidents reveals that in most cases there was a clear warning of the train's approach and adequate visibility," Pennsylvania State University Professor H.W. Liebowitz wrote in a 1985 study. "But for some unexplained reason, the driver of the vehicle chose to cross the track and was killed or seriously injured. Conversations with train crews reveal that this behavior is not unusual."

Some physical factors are obvious to railroad workers, although apparently not to most motorists. For one thing trains, even short ones, cannot stop quickly. A train can require 1.5 miles or more to stop, depending on speed and weight. An approaching train also appears deceptively slow, especially at night, just as a jumbo jet appears to be moving slowly on approach to landing although it may be traveling nearly 200 mph.

Familiarity may breed laxness. Motorists who have crossed a track near their homes hundreds of times and have seen no trains or only slow trains may assume they always have time to cross.

**RAIL CROSSINGS - Continued**

Because crossing signals and gates are designed to be "fail-safe" and operate full-time if they develop a mechanical or electrical problem, motorists may assume the signal is broken when a train is approaching.

"They're given a false sense of security," said Dennis S. Morgan, director of safety and rules for Metra, the Chicago commuter train operator.

Morgan also theorized that many adults developed attitudes about trains in an era when railroads were going through bad financial times and often were in poor physical shape. "I think you have a generation of people today who grew up when trains were things that just chugged along at low speeds," he said, "That's not the case today."

Impatience and anger are also factors. "As motorists we are typically impatient," Liebowitz wrote. "... We expect the automobile to save time in our daily lives, and we drive accordingly."

A round-trip ride from Chicago through Hammond and Gary Indiana on two Norfolk Southern freight trains illustrated some of that impatience. At least 100 cars and trucks were driven around crossing gates, many of them when the train was moving slowly but more than two dozen in circumstances that were clearly dangerous. In many of the more dangerous situations, one car would break around the gates, then others would follow.

"Some of them don't even look; they just blindly follow the car ahead of them," Cobb [NS's ass't superintendent] said of motorists.

Conductors and brakemen, who must be on the ground during switching moves or when inspecting a stopped train, often are the objects of motorist anger.

**RAIL CROSSINGS - Continued**

Conductor Jeff Bodkin said that in a short 15-month career, he had been threatened and had learned to stand clear of roads when attempting to control traffic at grade crossings. "Some days people get out and yell at you," he said. At other times they will refuse to cross when signaled it is safe. "they do just the opposite of what I tell them," he said.

To help reduce collisions, railroads and government agencies are experimenting with new types of crossing signs, new locomotive lighting systems, and motion sensors for crossing signals that prevent them from blocking crossings when a train is moving slowly or stopped.

One of the main problems at grade crossings is lax law enforcement. That was clear on freight train rides through Hammond, where police cruisers seemed to take no note of the scofflaws.

"Where enforcement improves, infractions go down," said the FRA's George. That was true in Jonesboro, Arkansas, where the local police department, at the suggestion of Burlington Northern Railroad tried something new: a video camera that records the license plates of cars that go round gates at a major highway crossing and then counts the seconds until a train passes. A \$137 summons is issued if a train was in the area.

Since the camera was installed, infractions have dramatically decreased. "We have people who will call and turn themselves in, even at locations where there is no video camera" in an effort to explain why they drove around the lowered gates, said Police Cpt. Mike Washburn.

But Washburn is realistic. Someday, he said, "we will have a video of a car being struck by a train." 📺

## SDRM ADMINISTRATION/CAMPO PHONE NUMBERS

|                                  |                                                 |
|----------------------------------|-------------------------------------------------|
| Museum Phone (Recorded Message)  | 697-7762                                        |
| Business Office                  | Bobbie Ringersma . . . . 595-3030/FAX: 595-3034 |
| Director of Operations           | Denby Jones . . . . . 279-2419                  |
| Executive Director               | Kay Carter . . . . . 265-7682                   |
| Hot Scoop Articles/Subscriptions | Carol Westover . . . . . 272-3523               |
| La Mesa Depot                    | 465-8444                                        |
| Campo Depot                      | 478-9937                                        |
| Campo Car Shop                   | 478-9917                                        |
| Campo Caretaker                  | Thomas Lee & Linda Braginton . . . . 478-9344   |
| Campo Gift Shop                  | George & Nancy Boggs . . . . . 789-4210         |

## DEPARTMENT HEADS

|                          |                                   |
|--------------------------|-----------------------------------|
| Facilities               | Steve Wade . . . . . 469-8029     |
| Interpretive/Exhibits    | Rich Borstadt . . . . . 447-3297  |
| Mechanical Dept          | Mike Reading . . . . . 277-5168   |
| Ground Support Equipment | Mike Panger . . . . . 263-4439    |
| Museum Library           | Roy Pickering . . . . . 462-3392  |
| Museum Services          | (VACANT)                          |
| Operations Dept          | Mike Reneau . . . . . 466-5402    |
| Track Foreman            | Paul Westover . . . . . 581-3821  |
| Restoration Dept         | Ted Kornweibel . . . . . 461-0098 |
| Safety Officer           | Lew Wolfgang . . . . . 553-3106   |
| Steam Department         | Bill Donovan . . . . . 632-0156   |

**MEETINGS**

**FACILITIES DEPARTMENT**

Meets first Friday of each month ..... **STEVE WADE**

**INTERPRETATION DEPARTMENT**

Meets last Wednesday of each month ..... **RICH BORSTADT**

**MECHANICAL DEPARTMENT**

Meets third Wednesday of each month ..... **MIKE RENEAU**

**OPERATIONS DEPARTMENT**

Meets second Friday of each month ..... **MIKE RENEAU**

**STEAM WORK DAY**

Meets third Saturday of each month ..... **BILL DONOVAN**

**STEAM DEPARTMENT**

Meets Thursday preceding Saturday work day ..... **BILL DONOVAN**

**TRAINING CLASS**

Meets second Wednesday of each month ..... **RICH BORSTADT**

# SDRM CALENDAR OF EVENTS



| SUN                          | MON                           | TUE                                                                              | WED                                                          | THU                               | FRI                                                    | SAT                                                                                                  |
|------------------------------|-------------------------------|----------------------------------------------------------------------------------|--------------------------------------------------------------|-----------------------------------|--------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|                              |                               |                                                                                  |                                                              |                                   | 1<br>6:30 PM<br>Facilities Dept. Mtg.<br>Kettner Blvd. | 2<br>9:00 AM<br>Train Crew - Campo<br>10:00 AM<br>Library Work Day<br>Kettner Bl.                    |
| 3<br>Train Crew<br>Campo     | 4<br><i>STAFF<br/>MEETING</i> | 6<br>7:00 PM<br>Library Work Day<br>Kettner Bl.                                  | 6                                                            | 7                                 | 8<br>7:00 PM<br>Operations Dept. Mtg.<br>Kettner Bl.   | 9<br>9:00 AM<br>Train Crew - Campo<br>10:00 AM<br>Library Work Day<br>Kettner Bl.                    |
| 10<br>Train Crew<br>Campo    | 11                            | 12<br>7:00 PM<br>Library Work Day<br>Kettner Bl.                                 | 13<br>6:45 PM<br>Training Class                              | 14<br>6:30 PM<br>Steam Team Mtg.  | 15                                                     | 16<br>9:00 AM<br>Train Crew - Campo<br>Steam Work Day<br>10:00 AM<br>Library Work Day<br>Kettner Bl. |
| 17<br>Train Crew<br>Campo    | 18                            | 19<br>7:00 PM<br>Library Work Day<br>Kettner Bl.                                 | 20<br>8:30 PM<br>Mechan. Dept. Mtg.<br>Kettner Bl.           | 21<br>Student Appreciation<br>Day | 22                                                     | 23<br>9:00 AM<br>Train Crew - Campo<br>10:00 AM<br>Library Work Day<br>Kettner Bl.                   |
| 24/31<br>Train Crew<br>Campo | 25                            | 26<br>Board of Trustees<br>Meeting<br>7:00 PM<br>Library Work Day<br>Kettner Bl. | 27<br>6:45 PM<br>Interpretation<br>Dept. Mtg.<br>Kettner Bl. | 28                                | 29                                                     | 30<br>9:00 AM<br>Train Crew - Campo<br>10:00 AM<br>Library Work Day<br>Kettner Bl.                   |

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[illegible]