

# Hot



# Scoop

A publication dedicated to the volunteers of the San Diego Railroad Museum

July 1993 VOL V NO 7

## INDEX

|                                     |              |
|-------------------------------------|--------------|
| <i>Director of Operations</i> ..... | 1            |
| <i>Safety Corner</i> .....          | 2            |
| <i>Operations Department</i> .....  | 2            |
| <i>Restoration Department</i> ..... | 2            |
| <i>Project 1820</i> .....           | 3            |
| <i>Interpretation Department</i> .. | 3            |
| <i>We Get Letters</i> .....         | 3            |
| <i>Phone Numbers</i> .....          | 7            |
| <i>Calendar</i> .....               | 8            |
| <i>Network News</i> .....           | 4            |
| <i>Timecard</i> .....               | Inside Cover |

The HOT SCOOP is published by the San Diego Railroad Museum.  
Please send address or subscription changes to:

San Diego Railroad Museum  
c/o Santa Fe Depot  
1050 Kettner Blvd.  
San Diego, Ca.  
92101

## DIRECTOR OF CAMPO OPERATIONS

*Denby Jones*

We are getting into the hot time of the year, and there are a few precautions we should take with the heat. It's a good idea to force fluids, give your body plenty of fluids to work with. Try to wear loose clothing, wear a hat and by all means if you feel faint or dizzy, stop and get out of the sun. Keep an eye on your workmate and don't hesitate to advise him/her to get out of the sun. Train crews watch your passengers for signs of heat exhaustion. Watch when reaching for a hand rail or grab iron, especially if the car has not been moved for awhile. It may burn your hand and cause you to fall. Mechanical types be careful. A tool left out in that hot Campo sun can give a nasty burn. And, of course, the biggest danger during the summer months is FIRE. Be aware of your surroundings. Smokers, make sure all smoking materials are extinguished. Maybe we can talk Steve into providing some butt cans. Or better yet, maybe some of the smokers can bring up coffee cans, empty pails, or what ever, put some sand in the bottom and set them in your work area to use as butt kits. If you have to use a cutting torch, be extremely careful and have a fire extinguisher at hand and a bucket of water. Know where the fire extinguishers and firefighting equipment is located and memorize the number for the fire station.

July 10 and 11 are our next track work days. We are going to concentrate on repairing the East Lead, and will need all the help we can get. This is going to be a major undertaking, so check your calendars.

We are going to have to start running fire speeders behind the trains. This means all the trains, and we are going to need qualified operators. Yes, you do have to pass the rules test, yes you have to pass a safety test but you have to pass those for any aspect of train operation. We have no choice as to the running of these speeders. Not only is it good common sense with all this dry brush, but CDF mandates it. If we don't, they can shut us down. Remember, if a

fire is started by the railroad, WE are responsible for the cost. Call Mike Reneau, 466-5402 or myself, 279-2419 and get involved.

Simi Valley has another 1000 track feet of 75 lb rail and ties we can have. We will be under severe time constraints but it is ours for the moving. If you are interested call Mike Reading, who has volunteered to lead this project at 277-5168. But hurry, the time window is very small.

That is about it for this issue. See you at Campo, Denby.

## SAFETY CORNER

Lew Wolfgang  
Tom Meyer

It is with great sadness that I have to report the death of Tom Meyer, Director of Training for our Operations Department. George Boggs said it better than I could in the June Call-board, which I shall repeat here:

With very deep feeling and enormous regret I must report that on June 23rd our Training Director and one of our Conductors, Tom Meyer, passed away. I have had the privilege of working with closely with Tom first as a trainee Brakemen, then Conductor and with price watched a friend work as a very competent train crewman. His intense interest pushed him into the position of Training Director where he has excelled in the development and implementation of various training programs. His talents, his expertise, his dedication, and most importantly his friendship is going to be sorely missed by me individually and by all of us in the SDRM.

George Boggs

### Missing Award

Member Margaret Barksdale received an award plaque at the 1992 annual dinner that was never delivered to her. If anyone knows of it's whereabouts, please give the business office a call at 595-3030. Thanks.

### Fire Extinguishers

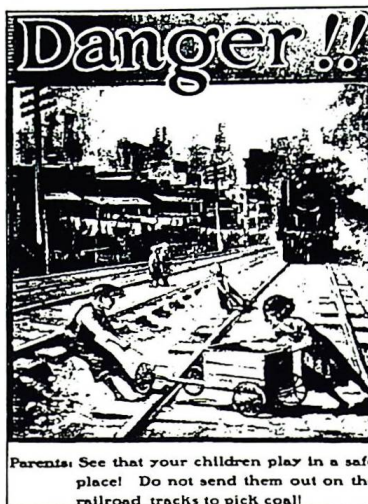
Bill from Municom recently checked all our portable fire extinguishers at Campo. As you know, they must all be checked on an annual basis. If anyone happens to come by an extinguisher that we missed, please bring it down to the operations office in the depot and pick up a fresh one from George or Nancy Boggs. If you should happen to actually use an extinguisher in the course of putting out a fire, be sure to replace the empty with a full one right away. Needless to say, a report should also be made to the Duty Superintendent.

### Injury reports

A report should always be made to the Duty Superintendent whenever any Museum member, or anyone else, is injured on

Museum property or in the course of doing Museum business. A record of all injuries should be kept at the business office for future reference. Please report ANY injury, large or small as soon as possible.

Here are some selected entries from the SD&A 1921 personal injury report for your edification and further enlightenment:



- 1/3/21 Fell from ladder, cut scalp on rail (Carpenter)
- 2/4/21 Mashed finger with pinch bar (Laborer)
- 4/28/21 Pierced arm and hand on cactus thorn (Chainman)
- 5/12/21 Intoxicated, staggered into side of engine (Mex. Soldier)
- 8/22/21 Mashed finger under coach window (passenger)
- 9/7/21 Mashed foot under car wheel lathe (Mach. Helper)
- 9/13/21 Body bruised in attempting to board train in motion (passenger)
- 12/23/21 Killed when thrown from moving motor-car (Sec. Laborer)

There were many more entries that I won't bore you with at this time. But notice that these few entries run the gamut of the kinds of activities that we are still engaged with every weekend. Please be careful out there, we work with big, heavy things that can go "bump" at any time of the day or night, we owe it to our family and friends, if not ourselves, to stay in one piece.

## CONTRIBUTIONS

New Steam-Team member G. N. Bedell has generously donated a brand new 4x6 dry-marker board for our car barn classroom. List price of the board is about \$150, a significant donation. So let's give GN a round of thanks.

As many of you know from first hand experience, members will occasionally make contributions of materials to the Museum. Let's get in the habit of recogniz-

ing these folks in the HotScoop. Just drop the editor a note when you hear of someone donating something and we will give our appreciation.

## OPERATIONS DEPARTMENT

Maryanne Thompson

The ridership total for May was 2681 including our special trip to Tecate and School Days. Thanks to all of the train crews who have been filling in the Call Board!

As you can see by the list from the Priority Group meeting, there are a lot of upcoming projects at Campo that will need extra hands. 1509 is now out of service and is beginning to be overhauled. There are many things needed, so if you can help in any area, please contact Ted Kornweibel or Mike Reading. On July 3rd, one of the Lackawanna cars is scheduled to get two wheel sets replaced. July 10th and 11th is a track work weekend. The East Lead will be the focus for both days and anyone who can help would certainly be welcomed! Feet at the East Lead at 8:30a.m. if you can help. Thanks to all who did help with the June track work day. Approximately 150 feet of pipe was placed for drainage in the Sport curve area.

The nets operations meeting will be held on Wednesday, July 21st at 7:00 p.m. at the Santa Fe Depot. Bring your comments, questions and concerns. All are welcome. The next Campo Project Prioritization meeting will be July 19th at 6:30 p.m., also at the Santa Fe Depot. Come one, come all.

## RESTORATION DEPARTMENT

Ted Kornweibel

SECOND WARNING FROM YO' MAMA: I've gone EPA. Or something like that, at least as far as the FGEX reefer is concerned. Last weekend I cleaned off the work table in it and found empty spray paint cans, several paint can lids, old stirring sticks, dried out brushes, a can of paint without a label, another can with unusable creosote sludge in the bottom, a can of some solvent without a label, a five-gallon can of another solvent without a lid (only a rag stuffed in the top), and a can with dried-out aluminum paint of some sort, again without a label. They are now history.

WARNING: If you have any paint or other liquids stored in the reefer that are not properly labeled or safely stored, take care of them yourself or they will be properly EPA-ly disposed of by YO' MAMA! Use the solvent barrel outside of the car shop. The deadline is July 5.

## INTERPRETATION DEPARTMENT

*Rich Borstadt*

### Horse/Express Car Exhibit Space

Partial restoration on the Horse/Express Car and preparation as a mobile exhibit hall continues this month on two Sundays, the 11th and the 25th. The car is being developed as an interpretive exhibit space for Campo, during the 1994 SD&A Diamond Jubilee celebration, and, eventually, as a mobile exhibit space to give us the capability to carry Museum stories to other SDRM events and venues in the San Diego area and to events at other museums. The first major elements to get the car ready are replacement of bad flooring and broken windows, revamping of the electrical lighting system and painting, interior and exterior. Join us, learn about this unique part of our rolling stock collection, and help put this historic car to work for the Museum. Contact Rich Borstadt [(294-9321 (h) or 544-5875 (w))] or Mike Retz [466-8808] We get under way by 10 a.m.

### Rail Buff Bluff Trail Signage and Development

This fall, we will be experimenting with visitor traffic management and refining the presentation elements of this new approach to the yards for our guests. This means getting everything in place this summer in preparation for inaugurating regular use of the trail during the SD&A 75th Anniversary celebration in 1994. Help is needed with signage, landscaping, maintenance systems and interpretive literature for the trail. If you have some time you can devote to any of these, please contact Superintendent Rich Borstadt [(294-9321 (h) or 544-5875 (w))].

## PROJECT 1820

*Dave Slater*

We are really moving right along with our project! Here's the latest on our accomplishments: thru a series of examinations and tests, we have determined that we DO NOT have to down-load our fuel! This is really a big plus. There is no water or sludge in the tanks, and we have rigged the fuel pump to circulate the fuel from the tanks thru the fuel filters, to eliminate any tiny bits of foreign material; this circulation process is continuing for three days, and then all we have to do is change the spin-on fuel filters! (A STAN PAULSEN IDEA!)

The process of overhauling the cylinder heads is moving along, with only two left on the left bank. After they have been re-installed, we will do another water (hydro) test, to make sure that there are no leaks at the lower seals of the cylinder

liners. (Hope, hope) Then, we will begin re-installing the "Jewelry" (rocker arm assemblies, injectors, oil lines, etc.)

We have, however, had a problem with the overspeed trip counter weight assembly on the right front bank of the engine, requiring that portion to be disassembled AGAIN. In the wonderful world of mechanics, these things sometimes

## WE GET LETTERS

*Dick Pennick*

### OBSERVATIONS #4

In OBSERVATIONS #3, we talked about decent tours, and at the risk of appearing to pick on only one facet of the Museum's many activities to the exclusion of others, I feel a need to continue awhile longer on

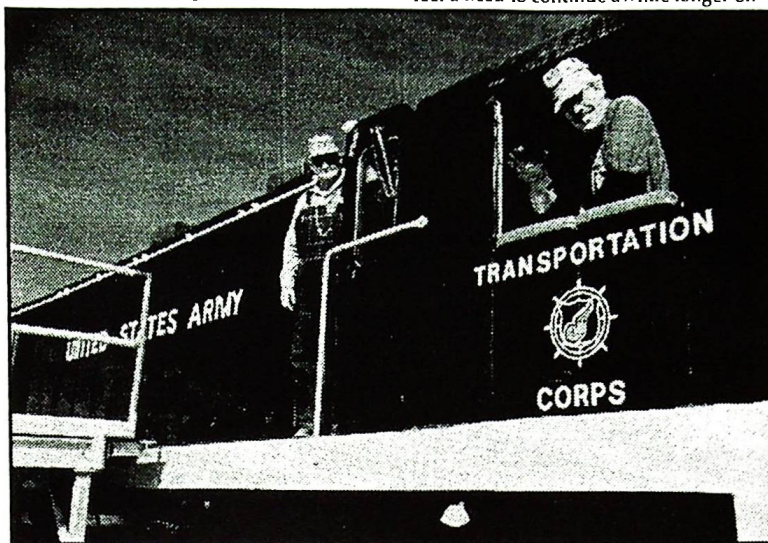


Photo by Randy Houk

### Leonard Lovett and Dave Slater on board 1820

happen, and we shall press on. DICK MCINTYRE and BOB HANEY have repaired the bent brake wheel assembly with port-a-power and torch, and many wrenches. This damage was from the wreck years ago. Better than new, now, though! New neutral switch was made by STAN PAULSEN and installed by myself. We are also in the process of overhauling the cylinder test valve bodies and the needle valves. Then there is the mundane tasks like: spot painting, polishing brake pistons, realigning doors, and checking a variety of electrical circuits. In this regard, we are very fortunate to have DICK CUPP, former locomotive electrician, ATSF!

GARY SWEETWOOD is still churning away at the cylinder heads brought down to his shop by BILL MILLER. Soon, we will be starting on the right bank. (Engineer's side)

The work is hard, but satisfying, knowing that we are saving yet another "steed" from EMD's corral for the pleasure and enjoyment of all of the people! Furthermore, we will be able to earn more money with this loco for the very expensive upcoming maintenance of #'s 1809, 2104 and 2098. If you would like to help, please call me!

DAVE SLATER PROJECT MANAGER  
(619) 222-5442

the subject of tours.

At the present time, our walking tours at Campo are generally led by Museum Trainmen and occasionally by Brakemen, depending on need and availability. Although all of the train crew, including the Brakemen, should pitch in first thing in the morning to clean up the train for the day's runs, time should also be set aside for the prospective tour guides to take a run up to the car barn.

Why is this important? (1) It will give you ideas for your spiel during the tours: what projects are being worked on today? What equipment is in the barn? Who might be available to act as an informed spokesperson for a particular activity? What new artifact is on the property that may make a good focus? What particularly interesting restoration project is underway that can be showcased to the tour group (i.e.: the Fruit Growers Express reefer, the S.P. 2353, or the Air Force 2104, etc.)? Some of our Trainmen are already making this morning checkout a regular part of daily routine at Campo. (2) You can map your tour route (which doesn't [have] to always follow the same path) and check for hazards that may lie along your intended route. I've found electrical cords, air hoses, scaffolding, hand trucks, tools, and other miscellaneous and sundry hazards waiting for an unsuspecting visitor to trip over or run into. These hazards should be either removed or your route adjusted to

miss them. We can do without lawsuits, thank you! (3) Will the lighting be adequate in the carbarn for the rolling stock you plan to tour? In the recent past, lights have been available in the ATSF caboose # 1413, the baggage section of the combination car, and the Business Car CARRISO GORGE. I put the emphasis on the word "available" because on many occasions, I have noticed that lights have been provided in these areas but no one has bothered to turn them on. How many tours have you led through the dark confines of the 1413? It's usually a simple matter to get the lights up and working in the morning so everything is ready to go come tour time.

(4) Find a broom, dust pan, and dust rag (look in the stateroom in Car 050). Sweep out the #1413 caboose and the platform and steps on each end, as well as the step boxes on the ground. And don't forget to help everyone down those treacherous caboose steps! Go the the CARRISO GORGE and do the same thing, starting with the platform, the steps, and the step box, then continuing right on through the car. Why must our visitors put up with a half inch of dust on the table cloth, pictures, and other displays in this car when a few minutes worth of dusting will eliminate the problem? Check the throw rug in the Observation section to be sure it's relatively clean and not a tripping hazard. Sweep the steps at the west end and check for hazards at the bottom. One day, I found a pile of electrical cords between the bottom of the steps and the west carbarn doorway, right smack in the middle of the visitor walking path, left there by some unthinking volunteer. Folks, we all must chip in and each do our little part to make this Museum work. It's details like those discussed here that make a visit either one to remember or one to forget.

Think about it!

### Randy Gibson

More Phoebe Snow and "The Road of Anthracite"

In the Nov-Dec, 1991 edition of the REPORT, the story was carried of how the character Phoebe Snow was used to advertise the Lackawanna Railroad. From about 1900 up to World War I, the Advertising Department exploited the adventures of a girl in a white dress to typify their clean burning hard coal (anthracite) passenger locomotives.

Fifty-nine "Phoebe Snow" jingles were created in a seven-line format. Like:

Says Phoebe Snow

About to go

Upon a trip

to Buffalo,

"My gown stays white

From morn till night

Upon the Road of Anthracite."

Since we have Lackawanna cars, is there some way we could carry on with the jingles "Aboard the S.D. & A."

Slow, Dirty, & Aggravating,

A name born in plight.

New life was given,

Now runs the cars

From the "Road of Anthracite".

Passengers enjoy the day

Aboard the S.D. & A.

Or:

The engine's ready,

Denby's steady.

David leers,

George peers.

Sean forgot

The drink tray,

Aboard the S.D. & A.

Well, I never said I was a poet. Do we have any "Back Yard" poets out there who could provide some seven-line jingles "Aboard the S.D. & A."?

[Please submit entries to the HotScoop Editor. Reward for a job well-done will be publication in the HotScoop. ed]

## NETWORK NEWS

### Angry Elephant

Elephant Wins Bout With Train According to an account published in mid-March in Bangladesh's ITTEFAQ newspaper, a passenger train in that nation was disabled after an angry elephant rammed the train's locomotive repeatedly for 15 minutes, then strolled off into the jungle, leaving 200 passengers stranded. Earlier that day another train had struck a baby elephant in the same vicinity, leaving railway officials to speculate that the calf's mother was out to even the score. The engineer of the passenger train said he saw the elephant blocking the tracks and stopped when he realized the animal was not going to yield. The elephant then started battering the train. (PJT, May 1993)

### Tough MOW Employees

It's a tough life for MOW employees in England.

As part of England's efforts to increase the speed of passenger trains to 120+ miles per hour, it became necessary to test maintenance of way employees' response to the increased velocities. This is being done by implanting posts in the ground, six feet from the tracks, and tying employees to said posts as trains are allowed to pass at 120+ miles per hour. The employees' responses are then noted. (Sounds like a Foamer's dream)

From smb@research.att.com (Steven Bellovin) Subject: Casey Jones Date: Sun, 30 May 1993 22:16:01 GMT

My son, age 4 — a budding railfan, as I was

at a similar age, and don't ask me about my clearest memory of that — is fascinated by the story and song of Casey Jones. He wants to know \*everything\* about what happened.

What I've gathered, so far, from a couple of books found in my local library, is that Casey filled in for a sick engineer. The train was late, so he was speeding to make up for lost time. A freight train was supposed to pull onto a siding to clear the main line, but an air hose broke, stranding it. They couldn't get clear before Casey Jones overran the flagman and hit the rear of the freight. The fireman jumped clear, but Jones stayed at the throttle (well, the brake....) till the end.

So — exactly what did happen?

Where was the train going to/from?

Where did the wreck take place?

Is there still a rail line there? (It was the Illinois Central, as I recall.)

Is there anything to see at that spot? (My son is begging me to take him to "the train museum" where Casey's locomotive is stored. And no, I don't plan to any time soon, since I know that the wreck didn't take place anywhere near New Jersey...)

Why did Casey Jones have to say in the cab? As I understand the story, by doing so he braked the train enough that no passengers were killed. But — given that they had airbrakes at the time (circa 1900, I believe) — what more could he do after dynamiting the train line?

Are there any plausible explanations for why he overran the signal? The fireman did survive, after all.

Does anyone have the authoritative words to the "primary" song about him? I picked up the enclosed copy from a lyrics server that gopher found for me, but some parts don't seem to make sense, in the context of the story, even allowing for poetic license. The song seems to be from further west — the references to Reno, Frisco, the SP, the SF, etc. And I've spotted several errors — it was a "big eight wheeler" (a 4-4-0?), the fireman's name was Sim, etc.

Anything else you can tell me (and, of course, Daniel)?

—Steve Bellovin

### CASEY JONES

Come all you rounders that want to hear The story of a brave engineer. Casey Jones was the rounder's name, On a six eight wheeler, boys, he won his fame.

Casey Jones mounted to his cabin, Casey Jones with his orders in his hand, Casey Jones mounted to his cabin, And he took his farewell trip to that promised land.

The caller call Casey at half past four, He kissed his wife at the station door, He mounted to the cabin with the orders in his hand, And he took his farewell trip to that promised land.

When he pulled up that Reno hill, He whistled for the crossing with an awful shrill; The switchman knew by the engine's moan That the man at the throttle was Casey Jones. He looked at his water and his water was low; He looked at his watch and his watch was slow; He turned to his fireman and this is what he said, "Boy, we're going to reach Frisco, but we'll all be dead."

"So turn on your water and shovel in your coal, Stick your head out the window, watch those drivers roll; I'll drive her till she leaves the rail, For I'm eight hours late by that Western Mail. When he was within six miles of the place, There number four stared him straight in the face. He turned to his fireman, said "Jim you'd better jump, For there're two locomotives that are going to bump."

Casey said just before he died, "There're two more roads I would like to ride." The fireman said, "Which ones can they be?" "Oh the Northern Pacific and the Santa Fe." Mrs. Jones sat at her bed a-sighing just to hear the news that her Casey was dying. "Hush up children, and quit your crying", For you've got another poppa on the Salt Lake Line."

Many songs have been sung about Casey Jones and the famous train wreck of 1909. At the time of the tragedy, according to one legend, Casey, throttle puller of the Illinois Central's crack Cannonball, was driving No. 638, making a run for a friend who was ill. The train was wrecked at Vaughn, Mississippi, and Casey died at the throttle. Wallace Saunders, his Negro engine wiper, set down the story of his death and it was sung to the then popular tune of "Jimmy Jones."

@train @work @death filename[  
CASEJONE DC

From ajw@squid.mel.dit.CSIRO.AU  
(Andrew Waugh) Subject: Re: "Blowing down" the glass Date: Mon, 31 May 93 11:08:02 GMT

In article <1993May31.041346.5473@sq.sq.com> msb@sq.sq.com (Mark Brader) writes: Boiler explosions, however, were very rare. I can think of two in the UK, one I have already mentioned, and the other was due to the steam valve on one gauge glass being mis-assembled. It was shut when the handle was in the open position. This gave an incorrectly high water level. The engine ran for some time like this and the train crews eventually came to the conclusion that the other gauge glass was incorrect. "Never go to sea with two chronometers. Take one, or three." How is what the crew thought known? Did a footplateman survive the explosion? Or was "crews" intentional - the engine survived long enough for a change or crew? "Crews" was intentional, there were more than a few crews involved as well as fitters...

The accident occurred near Lamington, Scottish Region, on 7 March 1948 and involved a Class 7 express passenger engine No 6224 whose inner firebox partially collapsed due to inadequate water in the boiler. Both the Driver and Fireman were badly scalded, the Driver latter dying. The cause of the accident was the malfunctioning gauge glass which, it turned out, had not been working for three days.

First, a digression on testing gauge glasses which I have not seen mentioned elsewhere. A gauge glass has three cocks. The top cock (the steam cock), the bottom cock (the water cock) and the blowdown cock. In most boilers the water and steam cocks are operated separately and the testing goes something like this:

1. Open the blowdown cock
2. Close the steam cock. Water should empty from the glass and water should be forced from the boiler (clearing any scale from the water passage).

3. Open the steam cock and close the water cock. Steam should come through the blowdown cock. This clears any scale from the steam passage.

4. Open the water cock and close the blowdown cock. The water should promptly return to the correct level. The behaviour of the water at this time should be watched carefully. If the water returns slowly this is a sign that the water passage is partially blocked. If the water completely fills the glass and subsequently moves downwards this is a sign that the steam passage is partially blocked.

In the case of engine 6224, both the steam and water cocks were connected by a rod so that they could be operated together. This is very convenient if the gauge glass breaks, but means the gauge glass cannot be thoroughly tested. On engine 6224 both gauge glasses were faulty.

The left hand gauge glass had a minor fault. The rod connecting the steam and water cocks was slightly too short. This meant that when the steam cock was wide open, the water cock was open, but not fully open. This had the effect of making the gauge slow to respond (for the reasons described previously).

The right hand gauge glass had a major fault. The steam cock was on the wrong square, so that when the water cock was open the steam cock was closed (and vice versa). The effect was that the gauge glass was always full of water. This apparently occurred when the gauge glass was renewed at Polmadie shed on March 4. The engine then remained out of service until the 6th.

On the 6th the engine worked a train from Glasgow to Carlisle. On taking over the engine the Driver found the right hand gauge showing full and the left hand one showing half. Unable to empty the right

hand gauge, the Driver concluded that the boiler was overfull and that the left hand gauge was incorrect, especially as it was slow to return to the correct level.

However, after working the round trip to Carlisle and back, the right hand gauge was still full and the Driver became suspicious and instructed the fireman to disregard it. The Driver booked both gauges as showing incorrect levels.

The fitter at Carlisle detailed to check the gauges found the right hand gauge full and that he could not empty it. He also assumed that the boiler was over full and concentrated on the left hand gauge. He decided that the blowdown cock was at fault, but as he didn't have a spare booked the repair for later. The engine was then returned to service, the fitter warning the Driver that the left gauge was not to be relied upon. The Driver on the 7th also booked the gauges for repair, noting that the left gauge to examine, right showing false water (showing that he, too, had worked out that the right hand gauge wasn't to be trusted)

The leading fitter at Polmadie was baffled and left the fitter to make the best job he could of the problem. The fitter couldn't make head nor tail of the right hand gauge and went and told the leading fitter so. The leading fitter instructed him that he (the leading fitter) would attend to the engine. Upon returning, the leading fitter assumed that the right hand gauge was working perfectly and concentrated on the left hand gauge. He instructed another fitter to replace the glass of the left hand gauge. When doing so the fitter had trouble in getting both valves open together (due to the short connecting rod) and came to the conclusion that the LEFT GAUGE GLASS VALVES were not on square (which, ironically, was the problem of the RIGHT GAUGE GLASS). The engine was required for duty, however, so he simply closed the steam and water cocks of the left gauge and instructed the fireman not to use it.

The locomotive worked a train from Glasgow to Carstairs. The apparent water level in the boiler didn't vary during the journey, but this wasn't unusual with a light load and a free steaming engine. At Carstairs the Driver asked a fitter to check the engine as a steam leak could be heard. Although neither the Driver or fitter could find the leak (they concluded that it was a leaking blower valve), there was little doubt that the front fusible plug had melted. This was difficult to spot when the engine was in steam as the steam tended to be drawn into the tubes by the draft. The train left Carstairs at 10.28 and the firebox failed at 10.44 with results already mentioned.

The Inspecting Officer, Mr J.L.M. Moore severely criticised the leading fitter at Polmadie and also the design of the gauge glasses. More details (including drawings of the gauge glasses) can be found in the

Railway Gazette of Dec 3 1948.  
andrew waugh

From cal@ee.ryerson.ca (Calvin Henry-Cotnam) Subject: Re: Casey Jones  
Date: Mon, 31 May 1993 14:42:25 GMT  
smb@research.att.com (Steven Bellovin)  
writes:

> [ overview of Casey Jones story deleted ]  
This is a little off the topic of the Casey Jones story, but might provide some information about train wrecks.

There is a book called "Scalded to Death by the Steam". Unfortunately, it is at home so I'll have to post the author and ISBN number later.

The book goes into the history behind folk songs that are written about various train wrecks. It does not cover the Casey Jones story, but many others starting with the wreck of number 98 heading for Danville on the Southern, probably the most-known story after Casey Jones.

The book outlines the history of each wreck, or at least what is known about the history. In some cases, it covers the known stories behind the wreck where there is conflicting information.

With few exceptions, most such wrecks are really the result of carelessness or stupidity on the part of the engineer. It does cover a few that were caused by other reasons such as a dispatcher's mistake or a child placing a spike on the railhead. Yet, the folk songs mostly follow the same format that paints a picture of the "hero engineer that stayed at the controls to the end to save others".

One other observation: the title of the book is somewhat significant as many of the wrecks where only the head end crew died do so not from injuries of the crash, but by being scalded when fixtures such as pressure gauges or sight glasses are damaged.

Calvin Henry-Cotnam, CATE I "...My brain IBM" Ryerson Polytechnic University  
I "So if you see me, acting strangely..."  
Toronto, Ontario, Canada I  
STYX, Mr. Roboto

From hansend@phyc1.byu.edu () Date: 6  
Jun 93 08:51:26 -0600

A couple weeks ago I was in Ely, Nevada for my younger sister's wedding reception. Yes, she married a guy from Ely, Nevada. Ely is a rather small town, but it has several redeeming features. They are all located at the Nevada Northern Railway yard at the lower end of town. The NNR has several ALCO's, one of them an operating RS-3 (ex LADWP), and two operating steam engines, a 1910 Baldwin 4-6-0 #40 and a 1909 ALCO 2-8-0 #93. They also have an ALCO RS-2 (ex LADWP) stored servicable, but not currently operating, as well as a VO (I'm not familiar with this one, but that is what they call it) Baldwin road switcher built in 1943. The Baldwin is an ex B&G

#801. Does anyone know the B&G? They also have an SD-7 stored servicable (ex LADWP), and an S-12 stored servicable (NYC #9313). There is also a 1917 Baldwin 280 #81 in restoration.

The really interesting news, however, is that these loco's, INCLUDING STEAM, are available for you to operate!

The details are as follows:

Within the yard only - Steam \$100.00/hour,  
Diesel \$75/hour.

What they call the Keystone route (14 Mi Roundtrip) -

Steam - 1.5

hours for \$350.00

Diesel - 1.5 hours for \$175.00

For all of you who are dying to operate steam, or diesel, contact the Nevada Northern at (702) 289-2085 or write to Box 150040, East Ely, NV, 89315.

I don't know if I have any more details, but if you have questions, you can try me.

Doug Hansen Hansend@phyc1.byu.edu

#### CONRAIL NEWSWIRE

A weekly electronic newsletter for employees June 1, 1993

#### TECHNOLOGY CENTER OPERATIONAL AFTER HOLIDAY WEEKEND MOVE

Conrail's new Technology Center is up and running after a successful move-in of the majority of the center's staff over the Memorial Day weekend. Conrail's commercial computer systems -- EDI, EMC2, WFIS and various revenue systems were switched over to the center in northeast Philadelphia on May 30. That move entailed staff, data/voice communications lines, computer equipment, programs and data that were housed at 32nd St. About 180 people are now working at the center. The move was conducted over a holiday weekend to minimize the effects of system outages on operations. Conrail's transportation systems -- TRIMS, STARS, etc. -- will be switched over to the facility over the July 4th weekend. Those systems are currently administered from the data facility at King of Prussia, Pa. LTL INTERMODAL TRAFFIC UP SUBSTANTIALLY VS. LAST YEAR; MUNSON TRANSPORT BEGINS MOVING LOADS IN JUNE  
Traffic on Conrail from less-than-truckload motor carriers continues to grow during 1993, 52 percent ahead of last year's levels, a result of aggressive marketing of rail service to the LTL industry and greater willingness to use rail. A primary engine of that growth, J.B. Hunt Transport, has moved more loads than expected to rail and should begin moving loads in double-stack service by the end of the year. Another LTL trucker, Munson Transport, is set to begin moving its traffic in intermodal service this month. Munson is a \$100-\$150 million LTL carrier, which moves 85

percent of its traffic in Conrail's service territory, particularly St. Louis-New England and Chicago-New England lanes. Marketing and Sales' Bob Saracino has been instrumental in bringing Munson on board. RINGLING BROTHERS RED UNIT CIRCUS TRAIN MOVING ON CONRAIL The Ringling Brothers, Barnum and Bailey 'Red Unit' train arrived in Philadelphia via Conrail June 1 as part of its 1993 show tour. The 52-unit train -- passenger cars, equipment flats and livestock cars -- began moving over Conrail last month in Hartford, then moved to Binghamton, N.Y., before arriving in Philadelphia. Ringling Brothers has two units -- Red and Blue -- that travel the country via rail. The Blue unit was on Conrail briefly in April for a stop in Charleston, W. Va. SHAREHOLDERS APPROVE HOLDING COMPANY STRUCTURE Conrail shareholders voted to approve a proposal to create a holding company structure for Conrail at the railroad's annual meeting May 26. The holding company will begin its existence July 1 under the name Conrail Inc., with Consolidated Rail Corporation as a wholly owned railroad subsidiary. The new corporate structure will provide a more defined separation between Conrail's railroad operation and other non-rail operations and allows greater flexibility for future growth. However, Conrail does not currently intend to enter any non-transportation related businesses.

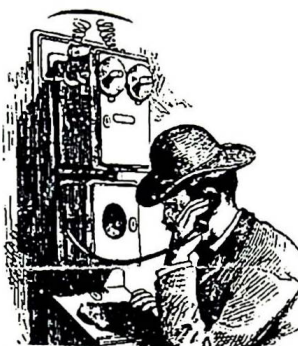
#### DIRECTORS DECLARE DIVIDEND

Conrail's Board of Directors declared a cash dividend of 27.5 cents per share on the company's common shares. The dividend is payable June 15 to shareholders of record June 4. MCKELVEY, MATTSOON EXCHANGE VP POSITIONS

The board also elected two vice presidents to new positions in what amounts to an exchange of responsibilities. John A. McKelvey, formerly Vice President-Treasurer, was named Vice President-Controller, while former VP-Controller Donald W. Mattson becomes VP-Treasurer. Both report to Senior Vice President-Finance H. William Brown. Brown said the exchange of positions would broaden the experience of Mattson and McKelvey.

## SDRM Administration/Campo Phone Numbers

|                                      |                                       |
|--------------------------------------|---------------------------------------|
| Museum Phone (Recorded Message)..... | 697-7762                              |
| Business Office .....                | Bobbie Ringersma..... 595-3030        |
| Business Office Fax .....            | 595-3034                              |
| Director of Operations .....         | Denby Jones..... 279-2419             |
| Executive Director .....             | Kay Carter..... 265-7682              |
| Hot Scoop Editor.....                | Lew Wolfgang ..... 662-9019           |
| La Mesa Depot.....                   | 465-8444                              |
| Campo Depot .....                    | 478-9937                              |
| Campo Car Shop .....                 | 478-9917                              |
| Campo Caretaker .....                | Thomas Lee Braginton.... 478-9344     |
| Campo Gift Shop .....                | George and Nancy Boggs ..... 789-4210 |



### Department Heads

|                                |                          |          |
|--------------------------------|--------------------------|----------|
| Facilities.....                | Steve Wade .....         | 469-8029 |
| Interpretation Dept.....       | Rich Borstadt .....      | 447-3297 |
| Research.....                  | Bruce Semelsberger ..... | 264-7282 |
| Chief Trainman .....           | Mike Retz.....           | 466-8808 |
| Mechanical Dept.....           | Mike Reading.....        | 277-5168 |
| Ground Support Equipment ..... | Mike Panger.....         | 263-4439 |
| Museum Library.....            | Roy Pickering.....       | 462-3392 |
| Operations Dept .....          | Mike Reneau .....        | 466-5402 |
| Motorcar Foreman .....         | Chris Leenknecht .....   | 268-3433 |
| Restoration Dept .....         | Ted Kornweibel .....     | 461-0098 |
| Safety Officer.....            | Lew Wolfgang .....       | 662-9019 |
| Steam Dept (Acting Supt.)..... | Richard Dick .....       | 478-5527 |
| Electric Railway Division..... | Dan Marnell .....        | 582-6737 |

# July 1993

7/2/93 1:45 pm

wolfgang@rigel

| Sun                                                                                                                          | Mon                                                                                                                               | Tue                                          | Wed                           | Thu                   | Fri                      | Sat                                                                                                           |
|------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|-------------------------------|-----------------------|--------------------------|---------------------------------------------------------------------------------------------------------------|
| <b>June</b><br>S M T W T F S<br>1 2 3 4 5<br>6 7 8 9 10 11 12<br>13 14 15 16 17 18 19<br>20 21 22 23 24 25 26<br>27 28 29 30 | <b>August</b><br>S M T W T F S<br>1 2 3 4 5 6 7<br>8 9 10 11 12 13 14<br>15 16 17 18 19 20 21<br>22 23 24 25 26 27 28<br>29 30 31 |                                              |                               | 1                     | 2<br>Steam Team Workday  | 3<br>Steam Team Workday<br>8:30 Train Crew<br>10:00 Library<br>1:00 La Mesa Depot Op                          |
| 4<br>Steam Team Workday<br>8:30 Train Crew<br>1:00 La Mesa Depot Op                                                          | 5                                                                                                                                 | 6<br>7:00 Library<br>7:00 La Mesa Historic F | 7                             | 8                     | 9<br>Steam Team Workday  | 10<br>Steam Team Workday<br>8:30 Train Crew<br>8:30 Track Work Camp<br>10:00 Library<br>1:00 La Mesa Depot Op |
| 11<br>Steam Team Workday<br>8:30 Train Crew<br>8:30 Track Work Camp<br>9:00 Horse Car Workda<br>1:00 La Mesa Depot Op        | 12<br>6:30 Staff Meeting, SFC                                                                                                     | 13<br>7:00 Library                           | 14<br>7:00 Trainmen Class S   | 15<br>Report Deadline | 16<br>Steam Team Workday | 17<br>Steam Team Workday<br>8:30 Train Crew<br>10:00 Library<br>1:00 La Mesa Depot Op                         |
| 18<br>Steam Team Workday<br>8:30 Train Crew<br>1:00 La Mesa Depot Op                                                         | 19<br>6:30 Priority Meeting                                                                                                       | 20<br>7:00 Library                           | 21<br>7:00 OPS Meeting SFD    | 22                    | 23<br>Steam Team Workday | 24<br>Steam Team Workday<br>8:30 Train Crew<br>9:00 CarBarn Workday<br>10:00 Library<br>1:00 La Mesa Depot Op |
| 25<br>Steam Team Workday<br>8:30 Train Crew<br>9:00 Horse Car Workda<br>1:00 La Mesa Depot Op                                | 26<br>6:30 Staff Meeting, SFC                                                                                                     | 27<br>7:00 Library                           | 28<br>7:00 Interp Dept Meetin | 29                    | 30<br>Steam Team Workday | 31<br>Steam Team Workday<br>8:30 Train Crew<br>10:00 Library<br>1:00 La Mesa Depot Op                         |

Month view by Calendar Manager