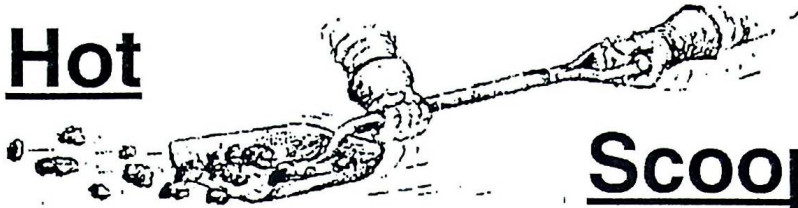


Hot



Scoop

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

November 1993
VOL V NO XI

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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

I would like to thank all who have worked so hard to make the members day successful. Everything looked good, the Car Barn, the grounds, everything. I would especially like to thank Kay. In addition to all the other duties she has, she still found the time to organize it, get the caterers and entertainment, and act as MC. Thanks, Kay.

As you will read in the Ops portion, it is time for the annual rules test. Starting this year and from now on the engineers are required to take a written examination. This is mandated by FRA under part 240. I will be hosting a study session focused primarily on engineers at my house on Tuesdays and Thursdays between 6 and 9 P.M. The address is 4318 Mt. Herbert, San Diego. It is off Genesee between Clairmont Mesa Blvd and Balboa Ave in Clairmont. Remember, knowing the rule is half the battle, the other half is applying it.

I have heard questions asked about the Certification Board, Who are they and what do they do? The Certification Board at this time is composed of Mike Reneau, Lew Wolfgang, myself, Don Getz, George Boggs and Don Livesay. They are the ones that make the final evaluation on qualifications, upgrades, set standards, and handle rules infractions. In the latter mode their authority extends from a light reprimand to removal from service.

A word of caution. We are getting on toward the rainy months, and the roads will become slick with the fresh oil washed out by the first rains. So be extra careful, we need you all out there.

Well, this weekend the last of the Simi Valley track arrived at Campo. This load had the rest of the switches and all the trim. We

should have enough to complete the first two sittings so contact Mike Reading, he is coordinating this project.

nuff for now, see you at Campo.

Denby

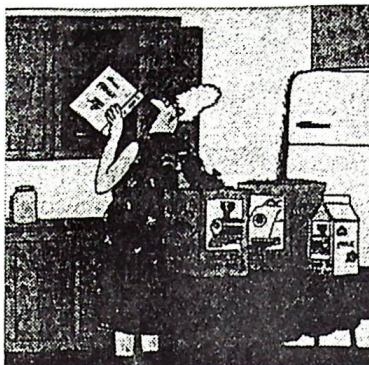
OPERATIONS DEPARTMENT

Maryanne Thompson

The ridership total for September was 1262 including schooldays. Thanks to all of the crew members who have kept the trains rolling. Please continue to fill in the Call Board anytime you can. Remember: volunteers are not eligible to operate as brakemen trainees until they have completed the brakeman class and have passed the rules test. The specific requirements for riding as a brakeman observer will be issued shortly by the Director of Crew Training. Just a reminder, train service is an all-day commitment. Train service of less than a full day will not be counted toward the completion of crew training requirements. To avoid unnecessary trips to Campo, volunteers who wish to serve on a day when they are not scheduled for train service are advised to contact the Crew Caller before reporting for duty. The rules test for Conductors, Firemen, Brakemen and Speeder Crews will be given at the Santa Fe Depot at 7:00 p.m. on the following dates: Tuesday, November 2, Thursday, November 4, Tuesday, November 9, and Thursday, November 11. The rules test for Engineers will be given on Thursday, December 2 at 6:30 p.m. in the library at the Santa Fe Depot. For those unable to take the test on December 2, it will be given again on Tuesday, December 7 at 6:30 p.m. in the office at the Santa Fe Depot. This will be the new format of testing to comply with FRA part 240. It will consist of questions quoted verbatim with segments missing and you will be required to fill in the blanks. **KNOW YOUR RULE BOOK!!!!**

Concerning all positions: If you are unable to pass the test the first time, you will have three opportunities to retake the test. For Engineers, retakes must be arranged through Don Livesay. All testing must be completed by January 31, 1994. Then annual testing for all positions must be completed by the 31st of January of each succeeding year. Those individuals who have not successfully completed the rules test by January 31, 1994, will be taken out of service until additional training can be completed and the rules test requirements are satisfied.

The next Operations meeting will be held on Wednesday, November 17 at 7:00 p.m. at the Santa Fe Depot. The first portion of this meeting will be operations business. The remainder of the evening (until approximately 9:00 p.m.) will be the first of the Speeder classes. This first class will be a session on rules and safety presented by Don Livesay, Director of Crew Training. The remainder of the Speeder classes will be held during Operations meetings on December 15 and January 19. Anyone requir-



Runaway Trains

ing more information can contact me at 443-4418 or Michael Reneau at 466-5402.

INTERPRETATION DEPARTMENT

Rich Borstadt

Horse Cavalry Bivouac at Campo

On the weekend of November 6-7, K Troop of the 1st U.S. Cavalry will bivouac at Campo. This re-enactment group will be setting up an 1880s, cavalry field camp and giving demonstrations of horse cavalry drill. They will also provide guard for an army payroll shipment on the SD&A from Miller Creek. Rumor has it that some western desperados from Old Town have plans to lift the shipment. Perhaps this will be an opportunity for the full cavalry to come to the rescue. We can use some more hands staging this event. If you're interested in helping, call Rich Borstadt (544-5875 day, 294-9321 evenings).

Trainman/Guide Course Fall Interpretation Workshop

On Saturday, November 13, the biannual all-day Campo Interpretation Workshop will be offered. This is a session in addition to the spring and fall operations workshops. It incorporates classes normally taught on the second Wednesday of the month in the Santa Fe station downtown. It provides an opportunity for those wanting to pick up several of the classes at once, or those who have difficulty making it to weekday evening sessions, to progress in the course. Class convenes at 9:00 a.m. at the Gaskill Brothers' Stone Store Museum in Campo in the upstairs military gallery and concludes at about 4:30 in the afternoon. It includes the course Introduction and Organization, Interpretation and Preservation Mission, History of the SD&A, and Campo Environment classes. Those who have not had the opportunity to see Bruce Semelsberger's SD&A history slide show will find it fascinating. About half the day will be in classroom, the other half exploring the Museum and the Campo area. All who work regularly at Campo should be exposed to this material so that we speak with one voice to the public.

These classes are the core required ones for the Trainman/Guide Course. Old hands, who have

been involved with the Museum since before the course evolved to its present form, will also find much useful information and are encouraged to attend this session. It will provide the chance to meet the new Chief Archivist at the Gaskill Stone Store Museum and insight into the strategies being developed for Museum tours and enhanced relationships with the other Museums at Campo. This is also an ideal session for a newcomer to begin active involvement with the Museum. Call Rich Borstadt (544-5875) or Mike Retz (466-8808) for more information and to sign up. A car pool is available from the La Mesa Depot that morning, departing at 8:00 a.m. If you drive to Campo for this workshop, please park in the west end of our parking lot and walk to the Stone Store, as it will be opening for visitors before we leave, and parking space at the Store is limited.



SAFETY CORNER

Lew Wolfgang

CPR Classes

Due to scheduling conflicts, the La Mesa Fire Department is unable to give us the CPR classes as mentioned in the October HotScoop. But fear not, Grossmont Hospital has an approved CPR class that meets our requirements. They have an ongoing training program in which you may select the date/day you would like to attend. (Please See Enclosed Pamphlet) The available dates at this time are as follows:

November 15	6 pm - 10 pm
December 4	8 am - 12 pm
December 13	6 pm - 10 pm

Please use the enclosed application to make your reservation and send payment. Note that they need your reservation one week before the date of the class, so don't procrastinate. Once again, all Conductors and Staff Members subject to Sunday Duty Officer service will be required to show evidence of successful completion of an approved CPR class. The cards are good for a period of two years. Any other Museum member is of course invited to attend if they choose. The more folks we have at Campo trained in CPR the better we will all be for it.

Questions? Remember our motto:

- ☛ If you have safety on you mind,
- ☛ You may call at any time!
- ☛ 553-3106 Daze
- ☛ 662-9019 Nites/Weekends

Africanized Honey Bees

It seems as if the latest rage is to be worried about the so called "Killer Bees" scheduled for

arrival here in San Diego in the near future. While we should be aware of the new arrivals, there is no reason to panic. Note that no killer-swarms have been identified in California yet, to the best of my knowledge. To help prepare ourselves for when they do arrive, enclosed please find a short fact sheet on the subject. If any of you notice a swarm of any kind of bee/wasp at Campo, please let me know and I will make arrangements to have it removed.

If anyone has any problems with stings while at Campo, Maryanne Thompson, Dan Marnell and Richard Dick all have anti-venom kits while they are on-site. Be sure to look them up if necessary.

NETWORK NEWS

Selected articles culled from the Internet's Usenet system are presented for your edification and further enlightenment. The Museum makes no claim as to accuracy or appropriateness of any article and are included for your entertainment only.

Subject: Sunset Limited Crash Legal Followup
Date: 10 Oct 93 23:55:48 EST

Organization: Western Michigan University
Investigators suspect that a Warrior & Gulf barge hit the railroad bridge...

A friend of mine who works for CSX said he heard that the bridge had been hit by the barge, and the rails were shifted 4-5 feet to the side. The supports for the bridge had also been weakened. Since the rail was only bent, not broken, the signals did not go red, so the train received its normal permissive signal as if everything was okay. When the train hit the bent rail, it derailed. The whole structure of the bridge had also been moved, so the train derailed and hit the truss beams which had been moved. The impact with the beams, the derailed cars riding the ties, and the weakened supports on the bridge all lead to the bridge collapsing. Unfortunately, there is no way to tell whether a bridge has been shifted over a few feet like this one was.

I wonder if, had the rail been broken and a red signal came up, would the train have been able to stop in time? It was foggy and they were traveling, from what I understand, 70 mph. Perhaps if the signal at the bridge was red, the signal before the signal at the bridge would have also been red, or at maybe showed an "Approach" indication. I am not sure how the blocks are set up on that line. Around here, a broken rail prohibits the dispatcher from lining a train through that block limit (e.g. from the EAS West Kirk to the WAS East switch Riverside) and the train practices CSX "Operation Redblock;"

Jeff Ochs

◆◆◆

Subject: Amtrak Cleared, CSX Not
Date: Sat, 16 Oct 93 11:17:00 -0500
Organization: EXCHANGE BBS *21 Nodes*
Tidewater's "Window to the World" 14.4bis
(804)552-1010

The following appeared in the Virginia Pilot (Virginia Beach, VA) newspaper of Oct 15, 93:
AMTRAK CLEARED, CSX IMPLICATED IN CRASH

Amtrak was not at fault when one of its trains hit a dump truck and derailed last year, but the company that owns the tracks was negligent, a federal jury decided Thursday.

The attorney for the injured passengers who sued Amtrak and CSX Transportation Corp. had argued that the tracks were unstable, that the X-shaped warning sign was barely readable, and that gates and flashing lights should have been installed.

CSX is responsible for maintaining the isolated Newport News crossing.

A judge ruled Tuesday that the truck driver, who died in the accident, was negligent for driving into the train's path. Amtrak and CSX said that the driver was the sole cause of the crash and derailment that injured 53 passengers in April 1992.

Seven of 16 passengers who sued Amtrak and CSX for at least \$1 million each settled privately this week, some during the past two days as the jury deliberated.

The nine remaining plaintiffs now may seek damages against CSX. Arguments will begin Monday.

Diane Hollingsworth of Kitty Hawk was one of the passengers who refused to settle. "I'm thrilled," Hollingsworth said after Thursday's decision. "They recognized that they had done damage to our lives."

Hollingsworth said she was worn out from the two-week trial. She said she formed a bond with the other passengers who sat through days of testimony. In the tense seconds before the jury read the decision, she and another passenger held hands tightly and bowed their heads.

"We won!" Hollingsworth proclaimed. Straining to maintain courtroom decorum, she allowed herself a big smile. But once Hollingsworth left the courtroom, she embraced a passenger from New York City, Marelene Williams, and wiped away tears. "We have been through so much stress," Williams said. "You can't help but get close."

The next phase is for the jury to decide how much money, if any, the passengers would receive in damages. Their attorney, Willard J. Moody Sr., declined to elaborate on how much he would ask the jury to award each passenger. All nine will testify, along with doctors, in an effort to establish the extent of their injuries.

Passenger James Blizzard of New York knelt and prayed after hearing the decision. "I wish I could tell you I felt good, but I have so many aches and pains, I can't," Said Moody: "From day one, I said this was an unsafe crossing."

◆◆◆

Subject: Re: lanterns
Date: Sat, 16 Oct 93 23:55:24 EDT
Organization: Southport Technologies Inc.
Here are some of the companies that manufacture lanterns:
Julian A. McDermott Corp.

1639 Stephen Street Ridgewood,
New York City, New York 11385
718-456-3606

also at 4-6 Lightner Street Union Bridge, MD 21791

This company makes lanterns, strobes, sirens, floodlights, and so on.

Lanterns (kerosene) Adams & Westlake Ltd.
.940 N. Michigan Street Elkhart, Indiana
46514 219-264-1141

and finally Star Headlight & Lantern Co.
168 West Main Street P.O. Box 192 Honeoye Falls, NY 14472

Star also makes warning lights for emergency vehicles. In 1990, they had the following lanterns for sale: Conger for \$40 Star Centennial for \$30

◆◆◆

Subject: Re: Virginia Central steam excursions
Date: Sun, 24 Oct 1993 23:14:46 GMT

In article <2a9num\$rs0@cville-srv.wam.umd.edu> vlpeters@wam.umd.edu (Victor Lyle Peters) writes:

I saw this train on the first day and at that point only one of the steam engines was running. I don't know whether it will be double headed someday but I am just warning that that weekend it was not double headed.

The train definitely was double-headed on October 9/10 and 23/24[today], and probably was double-headed on 16/17 as well. There was a problem with several of the coaches on October 2/3, and the train was short that weekend. Three coaches from the Roanoke NRHS chapter are to be added to the train next weekend October 30/31 to carry the passengers who were not able to ride on October 2/3. So, next weekend the train will have the set of coaches in the nice Virginia Central pattern, one car in the classic C&O colors and three cars in the classic Powhatan Arrow N&W pattern. It will be a long, glorious train that will definitely need to be double-headed.

The two runs this weekend (23/24) were wonderful --- the weather was perfect, the Fall colors were gorgeous, the equipment worked nicely, everybody was in good spirits, and the train ran essentially on-schedule.

we are train chasers.. we found the line rather plain..

"Plain" --- ha, ha, what an incongruous thing to say about the route to Clifton Forge! It crosses the Blue Ridge, goes through the heart of the Shenandoah Valley, has *3* tunnels (one of them 4000 feet long), and includes the highest point on C&O's crossing of the Allegheny mountain range (North Mountain, Buffalo Gap). I would agree that the route to Gordonsville is plain by comparison with the Clifton Forge route, but the wye in Gordonsville is superb for a railfan: the old interlocking tower and water tank are still intact.

.. and not very easy to chase..

This is, after all, *mountain* country.... Yesterday (Saturday 23rd) we were chased by two different airplanes, who got a view of the train climbing Afton Mountain that simply could not

be obtained from an automobile. Visibility was especially good yesterday, so probably some nice video tapes are going to appear eventually. There are a number of points along the route where roads parallel the tracks, and a convoy of "chasers" was visible at various times. --

Donald C. Wells

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Subject: Child snatched from rails

Date: Mon, 25 Oct 1993 17:19:14 GMT

[From the Seattle Times, October 22, 1993]

Child snatched from rails

Prince George, BC -- A lost 3-year-old was seconds from death when a B.C. Rail worker plucked her from in front of a freight train.

Mervyn Peever jumped from a braking train to whisk Keely Campbell off the track at Red Rock, south of Prince George in central British Columbia.

Engineer Ron Anderson hit the brakes upon seeing the child, but Peever said he realized the locomotive wouldn't stop in time.

The girl suffered a cut requiring five stitches when her head was bumped by the fuel tank as the train skidded past.

When Keely was reported missing from her home, police had alerted B.C. Rail, which contacted the train's crew. Anderson slowed to less than half speed to watch for Keely.

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Subject: Nation's RR's keep track of time

Date: 31 Oct 93 08:59:07 PST

Organization: Terrapin Transit BBS 510-644-9328, v32bis/HST 510-486-1537

I just read an incredible little tidbit in my Sunday paper as contributed from the Washington Post. I will give you excerpts of the article....

"At 2 a.m. today, U.S. passenger trains repeated a ritual that has been going on for more than 70 years: They all stopped."

"Why? Because, industry officials say, trains should run on time-not early. That concern for not being early won't surprise passengers who have traveled recently on Amtrak, more than a fourth of whose trains arrived late last year. But it's all a part of the lore and logic of railroading."

"[adding daylight savings time] created a practical problem for railroads in areas of a single track: A train leaving at 1am standard time might meet a train that was still en route under a daylight savings time departure schedule."

"So for example, Washington passengers leaving for Miami Saturday night on Amtrak's #97 stopped and just sat still for an hour at the station in Fayetteville, N.C. the station that was the nearest after the clock struck 2. It was then to arrive in Miami at 6:10pm, just as the schedule says."

"In the spring, when an hour is added, trains just 'try a little harder' to make up lost time says a RR spokesperson"

It's a good thing airlines don't adopt this policy. Things could then get pretty ugly.

Also, I'll bet that train #97 example probably STILL arrived late in Miami anyway!

Subject: Re: Nation's RR's keep track of time

Date: Sun, 31 Oct 1993 22:40:38 GMT Organization: Case Western Reserve University, Cleveland, OH (USA)

◆◆◆

In article <sam.1311@terapin.com> sam@terapin.com (Sam Lewit) writes:

I just read an incredible little tidbit in my Sunday paper as contributed from the Washington Post. I will give you excerpts of the article....

"At 2 a.m. today, U.S. passenger trains repeated a ritual that has been going on for more than 70 years: They all stopped." "Why? Because, industry officials say, trains should run on time-not early. That concern for not being early won't surprise passengers who have traveled recently on Amtrak, more than a fourth of whose trains arrived late last year. But it's all a part of the lore and logic of railroading."

...but of course you know that if Amtrak HAD run their trains an hour early for the rest of their trips yesterday, thus leaving behind all the passengers who had set their clocks to the right time, these reporters would be having even more of a field day railing at Amtrak's irresponsibility, and how trains should run on time-not early. But it's all a part of the lore and logic of reporting."

--Evan Werkema--

◆◆◆

Subject: Re: Nation's RR's keep track of time

Date: 1 Nov 1993 08:43:09 GMT

Organization: University of Illinois at Urbana-Champaign

sam@terapin.com (Sam Lewit) writes:

I just read an incredible little tidbit in my Sunday paper as contributed from the Washington Post. I will give you excerpts of the article....

"At 2 a.m. today, U.S. passenger trains repeated a ritual that has been going on for more than 70 years: They all stopped."

Yawn.

Until the Uniform Time Act of 1966, the railroads ran on standard time year round. The railroads never changed their clocks. Passenger trains' schedules were adjusted every April and October to conform to the time used by the public. Alternatively, the trains' published schedules remained the same and the public was forced to do the translation between standard and daylight time. Following the passage of the above-mentioned law, railroads joined the rest of the public in the observance of daylight time, with the standard clock advancing every April and retreating every October.

Aside from the implications that an early departure would have under the train order system, it should go without saying that it's pretty useless for a passenger train to leave any station prior to its scheduled departure time, even when such departure time is skewed by the semi-annual time change.

-- Jon Roma Computing and Communications Services Office, University of Illinois at Urbana-Champaign

◆◆◆

Subject: Ghosts in Salt Lake City

Date: 1 Nov 1993 12:40:05 -0700

Organization: Evans & Sutherland Computer Corporation

Hi Everybody,

There was an article in the paper today about hauntings that I thought would be interesting.

These happened in the old Rio Grande Railroad Depot which is now a cafe on one side and the Utah Historical Society housed on the other. Some of the sightings reported have been a custodial worker who heard sounds in the basement. Curious, he went down the steps where he saw a group of ghosts having a party. They vanished when they noticed him.

Another custodial worker fled the building never to return, leaving it unlocked and fully illuminated after all the lights repeatedly flashed on and off.

The Purple Lady legend is most often cited. The raven-haired beauty purportedly died beneath a train moving through the yard after she ran to retrieve her engagement ring flung over the tracks by her angry lover.

The Purple Lady has been seen most often in the bathroom of the Depot (this is one HUGE bathroom too the kind they used to have in train stations, all marble with one side a lounging area and the other the stalls. I've been in smaller one bedroom apartments!) and has been heard singing in the restroom several times.

The owners of the cafe held a seance Sunday to try and contact the spirits haunting the Depot but other than contacting a "rather shy" soul they didn't much luck. I guess they were trying for the Purple Lady.

I've got some personal haunting stories I'll post, maybe this week, if I have the time.

Sybil

PHONE NUMBERS

SDRM ADMINISTRATION CAMPO

Museum Phone.....	697-7762
Business Office, Bobbie Ringersma.....	395-3030
Business Office Fax.....	395-3034
Director of Operations, Denby Jones.....	274-2419
Executive Director, Kay Carter.....	265-7682
HotScoop Editor, Lew Wolfgang.....	553-3106
La Mesa Depot.....	465-3444
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, Rich Borstadt.....	477-3297
Research, Bruce Semelsberger.....	264-7282
Chief Trainman, Mike Retz.....	466-8808
Mechanical, Denby Jones, Mike Reneau acting.....	
Ground Support, Mke Panger.....	263-4439
Library, Roy Pickering.....	462-3392
Operations, Mike Reneau.....	466-3402
Motorcar, Chris Leenknecht.....	268-3433
Restoration, Ted Kornveibel.....	461-0098
Safety, Lew Wolfgang.....	662-9019
Steam, (acting) Richard Dick.....	276-2222
Electric Railway, Dan Marnell.....	382-6737

Basic Life Support: Adult Heartsaver Courses



Over 40 million people have been CPR trained in the United States, and many more have been trained worldwide. If CPR is performed properly and early enough, between 100,000 and 200,000 lives can be saved each year.

This Basic Life Support Course is offered by the Cardiac Training Center and will include background information about heart disease, risk factors, prudent heart living and basic functions of the heart and lungs. One-rescuer cardiopulmonary resuscitation (CPR) will be taught. This

course will consist of both a lecture and practice of CPR on the manikins. Heartsaver class are designed for the lay person who does not have direct patient contact. You will receive a course completion card from the American Heart Association in these skills valid for two years.

Send the completed registration form (see attached) with a check payable to Grossmont Hospital and mail to Cardiac Training Center, Grossmont Hospital, P.O. Box 158, La Mesa, CA 91944-0158. For information, please call 668-4226. *ask for Cyndi*

COURSE FEE

\$20.00 Fee does not represent revenue to the American Heart Association.

Note: 15 people or more \$15.00 ea

*So mark these dates on
your calendar. The
skills you learn in this
class may help save a life!*

Please print

Name: _____

Address: _____

Phone: _____

Class Date: _____

City: _____

Zip Code: _____

Work Phone: _____

Mail to:

Cardiac Training Center
Grossmont Hospital
P.O. Box 158, La Mesa, CA 91944-0158

Basic Life Support: Adult Heartsaver Courses

Registration Form

No registration will be processed without payment.

Facts About Africanized Honey Bees

Listed below are a few facts regarding Africanized Honey Bees. Key points to remember are:

- Africanized Honey Bees (AHB) are individually no more dangerous than other honey bees.

- All honey bees (workers) are capable of stinging, but only once.

- If you are stung - DO NOT PANIC - Calmly, but quickly get away from the area and get inside.

- Scrape the stingers away - DO NOT SQUEEZE AND PULL. This is to prevent you from injecting more venom into your system.

- Most people exhibit only minor local reaction to bee stings. If you know that you are allergic to bees (from being stung before or from sensitivity tests) you should seek medical attention immediately.

- The average 150 pound man can be stung between 800 to 1000 times at the same time before obtaining a lethal dose of venom.

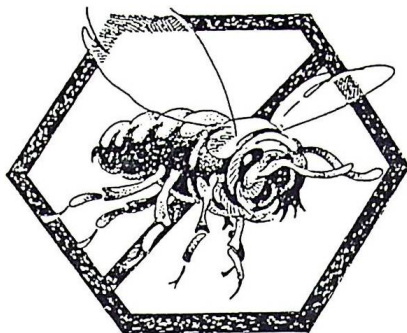
- Africanized Honey Bees are more aggressive than our normal honey bees.

- Honey bees can sense movement 150 feet away.

Handling Africanized Honey Bees

The following information is informative for pest controllers.

When answering a bee call, always wear protective clothing such as a bee suit. Substitutes can be worn if done correctly. Heavy coveralls, explosive handlers type, can be worn if taped shut at the cuff. Always wear a head net (bee veil). Goggles are good to wear to ensure bees stay out of your eyes.



Aerosol DEET will keep the bees away. Resmethrin and Sumethrin are cited as good control chemicals for Africanized Honey Bees. Read the label and follow the directions.

CO2 fire extinguishers and road flares can be used in an emergency to drive bees off.

One (1) cup of detergent in one (1) gallon of water will make a solution capable of rendering the bees inactive when sprayed with it. This will prevent the bees from flying and make the swarm of the hive easy to work with.

Care should be taken in using insecticides. Many chemicals will excite the bees prior to having any effect. You end up with a swarm that is hyperactive and very defensive.

If you remove a bee colony from a hive (inside a wall, under eaves, etc.) always remove the entire nest (wax, combs, etc.). This prevents other bees from moving in to "rob" the old hive.

Honey left behind can also soak through walls and attract other pests.

A great tool to have is a wet/dry shop vacuum. This can be used to suck the bees up. An extension tip can be made from PVC pipe that will allow you to work with some space between you and the bees. An insecticide, such as a synergized pyrethrin, can be applied to the catch inside the

tank. This ends the threat and you don't have hundreds of dead or dying bees around. Customers will be happier and you don't need to use as much insecticide.

For safety reasons, it is always preferred to answer bee calls with two people. Do not try to do a bee call if you are unsure of yourself or lack the proper equipment for safety and handling the bees.

Emergency Response/First Aid

Never put yourself at risk to stop a stinging incident unless someone else is also present. You should always call for help if someone is down.

If you do respond, get the person out of the area and into a sheltered spot (car, building, etc.). Don't worry about a few bees coming along - you want to get away from the swarm. Remember it takes hundreds of stings to effect the normal person.

If you can't get into a shelter, cover the person with something. A wet blanket is best. Once again don't worry about the few bees on the body. Try to get the person away from the bee swarm.

Treatment of bee stings

Removing the stinger, scrape it gently away.

Disinfect the sting site.

Apply ice packs to slow the spread of the venom.

Allergic reactions may require medical treatment and one should see a physician.

In an emergency response situation ensure that the EMTs, paramedics, or physicians know that bees were involved so the proper treatment can be instituted.

But most importantly - DO NOT PANIC!*

SDRM TimeCard

[illegible]

November 1993

11/2/93 10:49 am

wolfgang@rigel

Sun	Mon	Tue	Wed	Thu	Fri	Sat																																																																																											
	1	2 1900 Library 1800 Rules test, SFD	3	4 1900 Rules Test, SFD	5 Cal Rail 2000, Hol. Inn Steam Team Workday	6 K Troop Bivouac, Camp Cal Rail 2000, Hol. Inn Steam Team Workday Pueblo Penasco 0830 Train Crew 1000 Library 1300 La Mesa Depot Op																																																																																											
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Month view by Calendar Manager

The Hot Scoop
San Diego Railroad Museum
1050 Kettner Blvd.
San Diego Calif. 92101

(November 1993)



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5350 BALTIMORE DR #55
LA MESA CA
91942