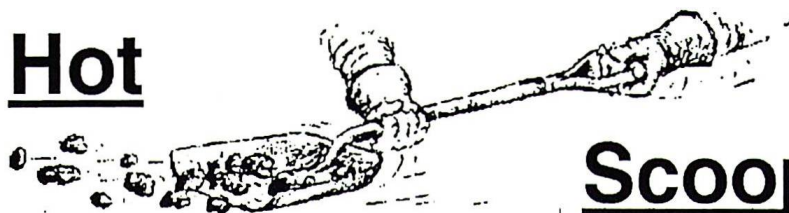


Hot



Scoop

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

April 1995
VOL VII NO IV

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DIRECTOR OF CAMPO OPERATIONS

Denby Jones

As you are all aware, we are approaching the end of two major restoration projects. 1509 and the 2353. So what is next? Can the Museum afford another major restoration project at this time? Probably not. So what is next???

Maybe we might take a look at one of the major responsibilities we have as a Museum. The responsibility of ARRESTING the deterioration of our artifacts. In the process of completing these restorations we have developed new skills and resurrected old ones. We can not afford to lose these skills or the momentum that has been built up.

Look at the artifacts we have. Just a quick trip around the Museum area at Campo was a real eye opener. Locomotive #46: Prime or paint the boiler jacket. Clean it up. We can not afford to make a new jacket for it so save the one we have. 7485 (The Ant): This is the little engine that could on Great Freight One. Rodents have eaten the seat, the roof leaks, it looks terrible. We may not be able to fix the traction motor at this time, but that does not mean the rest of the locomotive has to suffer. The Fairbanks Morse: This is a unique locomotive, and is the one locomotive we have that has an abundance of spare parts, but it is rapidly turning from green to rust. The floor and window has to be replaced. The Commandant: Seal the windows or better yet rebuild them. Not as a commercial project but as a Museum project using the skills that were developed on 1509. 4054, the UP diner: We are losing that car rapidly to the elements. Again, this is a unique car and a potential money-maker. Remember, 408 was originally a UP locomotive, and with 576 and 4054 we have an authentic UP train. These are just a few of the problems that I observed.

The sad part is we have the talent and the skills to PRESERVE, I did not say restore, these artifacts, but no one seems to be interested. If you feel that it can not be done, take a long look at 1820. That locomotive has been preserved, and is on it's way to being restored and it is all because one man decided to take charge and do it. Thanks, Dave Slater!

I guess what we need is individuals to come forward and accept the responsibility of preserving the artifacts we have. These tasks do not need to cost a small fortune, I am talking ARRESTING and PRESERVING, not restoring. So take a look at what is out there, pick a project, get some people together and let's save what we have.

See you at Campo, Denby

OPERATIONS DEPARTMENT

Maryanne Thompson

This month's article will be a short one. Not much new to report. The ridership total for January was 1,319 including 393 who rode on the Tecate trip. The ridership for February was 1,945. Thanks to the crew members who keep the trains rolling by filling in the Call Board. The month of April is a very long operating month so please fill in where you can. Also, the school days in both April and May are full. If anyone has some time, an extra trainman or two would really be appreciated.

There will be an Operations meeting on Wednesday, April 19th at 7:00 p.m. at the Santa Fe Depot. Bring your questions, comments and concerns. All are welcome. Hope to see you there!

SAFETY CORNER

Lew Wolfgang

No, your March issue of the HotScoop didn't get lost in the mail. It got lost before it left my desk! I just didn't have time to get it out. Sorry for any inconvenience and entertainment deprivation caused by my overly busy schedule.

As you probably have heard by now, the March Tecate trip was a true test for all involved. My thanks as Conductor go to all the crew members for a good job under trying circumstances. I won't go into all the trip details in this venue, you will have to get those by hanging 'round the scuttlebutt at Campo. (Yet another reason to come to Campo!)

One thing I will tell you about is the outstanding job done by Museum Brakeman Wayne Van Morick. During one of our many unscheduled stops Wayne, doing his job as brakeman, identified a potentially dangerous safety defect under car 1509. This defect, if left uncorrected, could have led to a derailment. Sure, anyone could have noticed the defect, but the fact of the

matter is that Wayne is the one who did. And it is to Wayne that we owe a great debt of gratitude for a Job Well Done. Thanks Wayne!

This is a lesson that we all can learn from. A defect can occur at any time, and we all have an obligation to watch for them whenever we see our equipment in operation. We have to be vigilant for ourselves, our families and our guests. So keep your eyes open.

Safety Quiz



A tip of the 'ol hard-hat to Mike Reneau for winning February's safety quiz. Mike was the first to call with a suggestion for reducing the volume of paint thinner we have to dispose of. His suggestion was to keep three small cans of solvent, each with their own lids. When you clean a brush, use the first can to remove the bulk of the paint. Then rinse in the second, followed by the third. As the thinner in the second can becomes dirty, it may be added to the first. Similarly, the third can's solvent may be added to the second's when it to become slightly dirty. Fresh solvent may be added to the third to makeup the volume. This way, only the very dirty solvent from the first can needs to be disposed of. It may be more work, but our environment deserves no less.

Another tip from me from my boat painting days: a coffee can with a small hole pierced in the plastic lid, may hold a clean brush suspended in linseed oil. The linseed oil keeps the bristles soft and supple, ready to go to work at a moment's notice. Be sure that the brush is suspended by the hole in the lid, the bristles can be deformed if allowed to rest on the bottom of the can. Care should be taken to properly dispose of the linseed oil when it thickens too much for use. It may be included with the thinner in the waste solvent drum presently located inside the south car barn door.

Crew Call Board

As you operations folks probably have noticed, there are lots of openings on the call board these days. Please fill in the empty slots if you are able, the Museum can always use your help. But if you write your name on the board posted in the Ops office, be sure to inform George Boggs. That way, if folks contact George during the week he can say for sure if a slot is available, possibly saving someone a trip to Campo only to find the slot previously filled.

Engineers and Fireman

We have been finding an excessive amount of water in the brake stand of locomotive 2098. Please be aware that the man reservoirs should be blown down at regular intervals to discharge excessive condensate. Also note that there is a drain valve located on the underside of the frame, below the engineers seat, that should be blown down frequently. Your diligence will be greatly appreciated by the crew chief (me).

Display Building Site

Thanks to the efforts of George Boggs and others, the new display building foundation has been poured. There is also a forest of rebar there to trap the unwary. Please stay clear of the construction site unless you are actually working on the job. And be careful, falling on one of those upturned rebar ends will make your day one you'll never forget, if you can remember anything!

This Month's Quiz

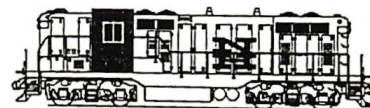
This month's Dad's Rootbeer Quiz is about track laying. You may have noticed that the bolts holding the rail butt ends together at the joint bars are alternated. Why? The first person to call with the correct answer goes home with a case of cold Dad's Rootbeer.

Remember:

If you have safety on your mind,
You may call at any time!

Daze 553-3106

Nites 662-9019



TRAINING DEPARTMENT

JIM BAKER

As I stated in the February HotScoop, the "Top 10" bad questions from the last Rules Test will be discussed one or two at a time for the next several months. The following 2 questions are the second two of the three most missed questions on the test; 13 of 27 people missed these.

QUESTION: Flag protection against following trains on the same track is not required when [Rule 6.19 A]

(A) Track warrant, general order, or timetable provides that flag protection is not required

(B) Prescribed by Rule 6.13 or Rule 6.14

(C) Both of the above

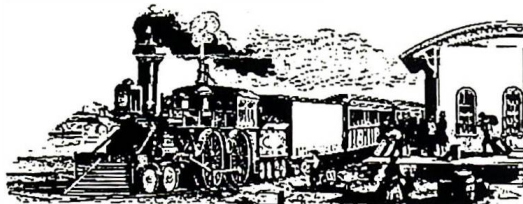
The correct answer, according to Rule 6.19A, is C. Actually a more correct answer might be both of the above, plus some others. While neither (A) nor (B) are actually incorrect, they both apply, so (C) is the correct answer. In case you haven't looked it up, Rules 6.13 and 6.14 are Yard

Limits and Restricted limits, respectively. It is probably my fault that so many people missed this, because I think that I have said that it is kind of dumb to memorize rule numbers. Had I stated in the question, like it does in the rule book, that the rule numbers referred to Yard and Restricted limits, I know that everyone would have answered correctly. RIGHT! The other times flag protection isn't required are when the train is within ABS limits and the train is protected by at least 2 block signals, or when the train is within BRT, CTC, DTC, or interlocking limits. At present, none of these apply to our operations.

QUESTION: For an initial terminal road train, or application and release air test, the pressure indicated by a gauge at the rear of an SD&A passenger train must not be less than [Rule 51.5, Rule 51.8]

- (A) 95 pounds
- (B) 110 pounds
- (C) A gauge is not required for set-and-release air test

The correct answer is (A). Both rules require that the gauge at the rear of the train be within 15 lbs. of the locomotive regulating valve setting. Since, for passenger trains, the regulating valve setting is 110 pounds (Rule 50.4), the minimum pressure is then 95 pounds.



We Get Letters

We occasionally get letters and articles from Museum members that we will publish here whenever possible. Be aware that any opinions or viewpoints are those solely of the letter's author and not those of the Museum. When you submit letters for publication it helps greatly if they are on floppy disk. DOS with plain ASCII files are the preferred format. Typed or handwritten submittals are accepted if you don't have access to a computer.

JUST ANOTHER DAY TO MILLER CREEK

Jack M. O'Lexey

After the 8-car consist left for Tecate with 1809 on the head end I took 2098 and coupled into U.P. 576 and headed for the depot. We arrived at 11:00 a.m. and by 11:30 it appeared the one car with 55 seats was going to be a sell out. Chop Kerr, our conductor, started loading at 11:30. By 11:45 we were on our way, with 53 passengers. As we went past the car barn

I noticed several people with long stares, we were leaving early, not done often.

As train 2 arrived at Campo Station we learned that half the car was already sold. We decided to not take any chances, we did the run around with the intention of a short break for the crew, then leave with train 3.

By the time we were ready to leave we had 52 passengers on board, leaving at 2:00 p.m. As train 4 descended the hill I know the Tecate train was due in anytime. I called 1809 to find their location to be kilometer 68, and mile post 61 is the first location just outside the International tunnel. And mile post 68 is just east of highway 94.

As we discharged passengers for the tour Mike Retz was leading, 1809 was at mile post 63.5, as we pulled into Campo 1809 was running slow less than a mile away. We did the run around, I advised 1809 we were clear of the west switch and coupled into U.P. 576. As we finished our brake test and loading passengers, 1809 was crossing highway 94, at the Stone Store. Train 5 was on it's way with 14 passengers. As train 6 arrived with Fireman Randy Gibson, Brakeman Wayne Van Morik, Trainman Karla Von Huben, Conductor Chop Kerr. At the depot it was the end of a GREAT sunny day, or was it?

We then split into 2 switch crews. Myself and Wayne with 2098, Randy Gibson and Bob Nickles, who was working on the Tecate trip, with 1809, with 576 still behind 2098, 1809 uncoupled from the Tecate consist, Wayne and I went in onto

the consist and removed 1509, then like a big sandwich I took my 2 car consist up to the yard, and put 1509 on track four, so the wheels can be changed out, and 2098 with 576 on track 14.

Randy and Bob switched out the Tecate consist leaving a 4 car consist for Sunday. "A real class act as Denby Might Say" A VERY BIG THANKS TO THE MILLER CREEK CREW.

JUST ANOTHER NORMAL DAY????

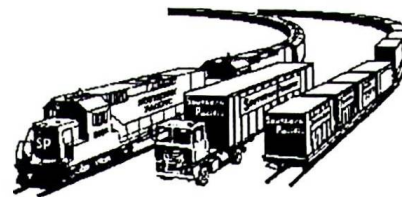
P.S. If you don't think Mike Reneau was busy, getting two train sets and track orders out, he had to rescue 1809 in Tecate with some "Commutator brushes" so 1809 could get back to Campo.

PERFECTION IN RESTORATION (Or The Absolute Guaranteed Way to Satisfy the Nitpickers)

Freely adapted by

R. L. Scheuerman

Boy, it really scorches my crownsheet when "experts" go off in LOCOMOTIVE &



RAILWAY PRESERVATION about how some in the RR museum crowd are over restoring RR rolling stock, and not retaining enough of the "original fabric." To me restored means "exactly" as the factory did it, no matter what. Last year our museum spent 95 weeks doing an accurate and complete ground up restoration of our Scripps Aquarium fish transport car, and I can tell you, some of those rubber and glass pieces are really hard to restore after you grind them up! We were thankful the potmetal pieces are easy to melt and reform.

For some folks, simply applying a bit of overspray while painting is "good enough." We scoff at this. We meticulously copy on to the underbody, droplet by droplet, the exact overspray pattern that was there originally. Even the runs and sags at the bottom of the air tanks are duplicated. Your average "restorer" will just slap some new paint on, call it "original" if it is the same color. We chemically remove every vestige of the original paint, break it down, re-formulate and re-apply it. Sure, I do use substitute thinner, but since it evaporates anyway, we claim it wasn't originally on the car when it left the factory gates.

Some folks think using the "correct" fasteners is good enough. Ha! We made sure to cross thread the left rear air tank hanger bolt, just as the sometimes inebriated factory worker was known to. We also removed the third from the right, lower door attachment screw, which a previous owner had erroneously installed, in spite of the well documented fact that none of these were installed at the factory until after 3:43 p.m. on October 17th, 1928. I make sure to scratch the battery box in the appropriate places, just as the handling mechanism at the factory did. Some previous restorer had removed the scratches in an effort to make the car "perfect." What were they thinking? I even installed the #3 journal box up side down, which was a rare (1 of 3 such built) but documented occurrence. Sure, it runs like hell, but hey, it's original! Some folks get a new set of wheels that LOOK like the originals and call that good enough. Not us! We got THE ORIGINAL wheels out of an obscure scrap yard, melted them down, and recast them. We were able to find about 91.7% of the steel which had worn off by vacuuming the roadbed dust around the rails over which the car had traveled, and separating out the correct molecules from the other debris with a double diathermic isopropa diaphanometer molecular identifier. NOT cheap, let

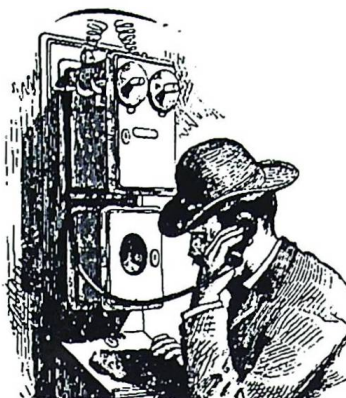
me tell you, but correct is correct. Some folks put on new brake shoes and retaining clips and away they go. We purists know that it is extremely important to align the brake shoes and clips to the correct angle, just as it left the factory.

Changing the oil in the journal boxes is considered routine by some "restorers." They throw out the old, slap in some new, maybe even "improved" oil and a new wick. Not a real purist. I have the original oil broken down and re-refined. The old additives are removed, restructured and added back. I even recovered as many molecules of the burned or dripped oil as possible and added them back too. Of course the wick must be drained and cleaned, (sure made a mess in the home washing machine), and reinstalled.

Some restorers throw in replacement batteries and off they go. We went out and found the original batteries and remanufactured them. No wimpy replacing the innards with new, either. We melted down the original plates, then recast them in the original factory molds, saving the original electrolytes, of course. Now you might think, gee, that seems pretty far-fetched, these guys are extreme. Well, you ain't seen nothing yet. I was able to procure the original electrons which had come with the car and reinstall them. It seems that over the years, the batteries were recharged by machines feeding off the lines of SDG&E, and some of the original electrons had thus been transferred to the lines of SDG&E, and some of their electrons contaminated our car. Thankfully, there is an electron sorting and ID accessory for the molecular identifier, which allowed us to correct this blatant slap to true originality.

One thing holds me back from being 100% correct. Some fool of an engineer bigholed the brakes, and did not retain the original air. I know, it's hard to believe, but it happened-some folks just don't get it! But, I have located about 24.5% of the original air molecules with the double diathermic isopropyl diaphanometer. Unfortunately, many of the originals had been sucked into engines, combusted and turned into CO, CO₂, and NO_x, etc. If anyone is aware of a device to identify the correct air molecules after they have been broken up and combined in other chemicals, please let me know of a recovery method. I guess I could settle for some air molecules from the vicinity of the Chicago Shedd Aquarium, captured about 9:47 a.m. on September 5, 1967. But why should I worry, it's only a few points off.

We have invested \$45,000 in parts and \$45,000 in labor. I'm sure we can insure it for about \$37.



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Executive Director, Kay Carter.....	265-7682
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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, Rich Borstadt.....	294-9321
Research, Bruce Semelsberger.....	264-7282
Chief Trainman, Mike Retz.....	466-8808
Mechanical, Jim Wilson.....	697-9544
Library, Roy Pickering.....	462-3392
Operations, Mike Reneau.....	466-5402
Restoration, Ted Kornweibel.....	461-0098
Safety, Lew Wolfgang.....	662-9019
Steam, Richard Dick.....	276-2227

NETWORK NEWS

Where articles from USENET's rec.railroad are presented for your edification and further enlightenment. Opinions are those of the author's and are worth exactly what we paid for them: NOTHING! A small font is used to minimize production costs.

Subject: You bought a what!? For how much!!? (NS auction)

Date: Tue, 28 Feb 95 23:14:21 -0500

As of 11:00 est, the feedback I've been getting indicates that NS should go back into the steam business just to sell everything off again. Coaches went in the neighborhood of 60,000, caboose went between 3000 and 4500. Used tools-not marked with any logo or anything-went VERY high. Those of us wanting to add to our collections and/or equip our shops certainly wasted our time by going to Birmingham. Kevin

Subject: Flattened rail implicated in Lake Shore Limited derailment

Date: Wed, 1 Mar 1995 06:21:56 GMT

Saturday's (2/25/95) Rochester (NY) Democrat_and_Chronicle_

carried a front-page story that states that the derailment of AMTRAK #49 in August 1994 may have been caused by a section of flattened rail about 4.5 feet from where the derailment occurred. The article reports that "investigators found 12 different spots near the initial derailment site where the track was slightly flattened. In each spot, the 7.25-inch-high-rail was flattened a half-inch or less, creating bulges of a half-inch or so in the rail's normal 3-inch width."

The findings were apparently released by the NTSB on Friday 2/24. The story continues, "The findings... could be good news for Amtrak but potentially bad news for the freight company Conrail, which owns the tracks on which the accident occurred. A Conrail spokesman in Philadelphia noted the NTSB studies are not conclusive. 'Indeed, what caused the accident continues to be very much under investigation,' spokesman Bob Libkind said. Libkind, as well as officials at Amtrak, declined to make substantive comments."

The belief is that one set of wheels derailed approximately three miles before the major derailment occurred. There is more text in the story, if anyone is interested. It doesn't appear to have gone out over the wire services...

Subject: Re: NS Steam (some thoughts)

Date: 1 Mar 1995 17:01:49 GMT

E Stair2 (estair2@aol.com) wrote: : All right, I am ready for the flames, The NS steam program could return someday, if people would stop suing : for accidents rather than negligence. There is a difference.

No flames from this quarter. What you assert may in fact come about, if the new Congress is able to achieve tort reform. I'm not very well-informed about the details of the proposed legislation. However, the legal community is gearing up for all-out lobbying opposition, so that must mean that the legislation would be good for the country :)

The director of a metropolitan YMCA system recently told me that 40% of the fees charged to members for programs such as summer camps, swimming lessons, etc. go for liability insurance. If the number are comparable for steam excursions, then tort reform could indeed resurrect troubled steam programs



Subject: Tort Reform (was: NS Steam)

Date: 1 Mar 1995 20:29:22 GMT

From article <3j299tSvnl@ns.oar.net>, by mark@news.oar.net (Mark Borchers) The NS steam program could return someday, if people would stop suing for accidents rather than negligence. There is a difference. No flames from this quarter. What you assert may in fact come > about, if the new Congress is able to achieve tort reform. I'm not very well-informed about the details of the proposed legislation.

Note! This isn't strictly railroad related. Think twice before you follow up and clutter rec.railroad with too much on this topic.

It's another of those blasted proposals that looks so reasonable on the face of things and then comes around and slugs you in the belly when you look into the details.

Yes, there have been very many stupid lawsuits, and yes, juries have made some outrageous awards. But, the proposal before the US congress goes way too far by requiring the looser in civil cases to pay the winner's legal costs. This doesn't even sound too bad, if

it's Apple versus Microsoft or Joe Smith versus John Doe. Where it goes wildly wrong is when Joe Smith tries to sue DuPont!

If they pass this blasted law, it will essentially eliminate the possibility of an individual filing a lawsuit against one of the corporate giants that run so much of this country, and that seems to be the height of injustice. There have been way too many cases in recent years where the giants would have just about gotten away with murder if it hadn't been for the fact that some poor solitary citizen decided to take them on. Even when the citizens don't win such lawsuits, the public disclosures they force frequently serve to right significant wrongs.

But, the problem is real, and as the original comments that set off this thread pointed out, more and more museums have shut down their live steam operations out of concern for liability. The Henry Ford museum used to run many of the stationary engines in Greenfield Village, but no longer, and the only explanation I've gotten for the change is liability.

What we need is a legal principle that failure to prohibit stupid behavior is not negligence. People who stick parts of themselves out the windows of moving vehicles (including trains), people who stick their fingers into fans or other machinery seem to find more and more juries these days who'll award them the limit for such stupid behavior!

Subject: NS steam revenues

Date: 2 Mar 1995 21:59 EST

Reportedly (from company sources), the 1995 steam program had a \$1.9 million budget and produced \$355,000 profit. Not bad.

However, in a meeting on the program, the figure of \$3,000,000 kept being used. This would have a loss of about \$650,000. Know one inside the steam program knows where the \$3 million figure came from because their written budget was the 1.9 figure.

Quite frankly, everything has been just a smoke screen. The reason they got rid of it was it was just a pail, to the non-fan leaders. They were being hit with calls for more passenger service, greater liability, more trips, fewer hours, etc. It was just too easy in the Southern/N&W power struggle going on now to can it, get rid of it, scatter it to the 4 winds, and hope it goes away.

By the way, can anyone confirm the story I was told by an NS official that Goode, et al have even refused to meet with the Claytor family about the issue? Bury the man and bury his trains. A great show of respect. May hell for these folks be a steep hill, wet coal, a poor fire, and a heavy shovel. And may the ghosts of Claytor haunt them to their graves.

Subject: Re: NS steam revenues

Date: Mon, 06 Mar 1995 00:57:18

Reportedly (from company sources), the 1995 steam program had a \$1.9 million budget and produced \$355,000 profit. Not bad. However, in a meeting on the program, the figure of \$3,000,000 kept being used. This would have a loss of about \$650,000. Know one inside the steam program knows where the \$3 million figure came from because their written budget was the 1.9 figure.

I think the excursions were good for business and that the termination was precipitous and "with malice," but there are several comments that I have not seen yet in these threads. 1) When the NRHS met in Roanoke (1987 I think), many NS officials along with regular special agents were standing around engaged in "security," presumably to minimize liability. If one "accounted" for those, all up and down the line, at road crossings, villages, and towns, allowing for diversion of them from regular duties for requirements that they work on personal time, the costs could be significant. Perhaps the \$1.9M is "direct costs" only? Moreover, it was obvious that many of them had absolutely no enthusiasm for what they viewed as a babysitting assignment. 2) Occasionally students enquire about strategies of study that will get one an interesting job with a railroad. A civil engineering student who would give just about anything to work for a railroad was

turned down by many and ended up working for a highway department. At a tour of an NS intermodal facility, I asked the head person what his college training had been (expecting that some kind of technical training would be useful in an equipment-intensive assignment) -- the reply "BUSINESS." Many railroad personnel view railroads simply as a business, and it is unlikely that they would have any enthusiasm for "extra" operations, steam or otherwise. Rufus Cone

UPHRC@RUBY.OSCS.MONTANA.EDU Professor of Physics 406-994-6175 phone Montana State University 406-994-4452 FAX Bozeman, MT 59717

From: ian.simpson@ualberta.ca (Ian Simpson)

Subject: Re: Wheel tapping

Date: 13 Mar 1995 19:56:25 GMT

>>HELLO!! I am desperately seeking a reference or citation on the "wheel >tappers" art, the process of tapping wheels of trains to see if they are flawed. I remember hearing a story about a foundry that made the large drive wheels for steam engines that used a sledge hammer to make the wheels "ring" to see if they were good. The supposedly sent several back to be melted down and re-cast before someone noticed that the hammer was broken! Don't know if it's true.

Charles T. McCullough >4441. Rushmore Dr. N.E., Apt 10 Cedar Rapids, Iowa 52402-3069 (319) 378-1079 (Home, please leave message)

My great uncle, Willie Watson, was a wheel tapper at Carlisle (UK) Station.

I remember visiting Carlisle in the 1950's and watching Uncle Willie at work. His job was to walk the length of a train as it waited at the station stop and tap each wheelset with a hammer. You could hear him working along the train, and it was a bit of childish fun to stick your head out at the precise moment to say hi. The hammer was similar too but a bit lighter than a spike maul. By listening to ring of the struck wheel, he could tell if there was a flaw. It is similar to striking a cup or glass with a finger nail to see if it is cracked. As well as checking the wheels, he would also check the brake gear, and visually inspect the coaches for any obvious defect. He was very proud of his responsibilities. These trains were the premier long distance expresses of the day and he liked to think that his skills contributed greatly to their safe operation.

Later, in the 1960's while working at Woverton, I saw the modern replacement. This being an ultrasonic generator/receiver hooked to an oscilloscope by which the wheels sets were checked for flaws. I actually saw a cracked axle discovered which was from a coach in for major overhaul. The examiner commented at the time that "a wheel tapper would not have found that".

Uncle Willie worked well beyond normal retirement age, and was a bit of a fixture at the station. He would often have his terrier following him around. He lived just outside the station in Water Street and the dog would simply go to work with him and go home by itself when tired or bored. Even after retirement he spent a lot of his time at the station where he and the dog visited old friends. Willie was a least the second generation of railway workers in the family. I have in my possession his father's (my great grandfather whose name I do not know) retirement watch. My father told me he was a guard (conductor) with the Glasgow and South Western Railway. Two of Willie's sons worked on the railways in Carlisle. Robert Watson (deceased) worked as a shunter (switchman? brakeman?), and Edward just recently retired from Upperby coach sheds.

My father's brother and myself both started our working lives with the same railway, my uncle as a fireman with the LMS and myself as an electrician with BR(M). We both lacked the staying power and ended what could have been a four generation railway tradition. I will check for any reference I may have regarding wheel tapping. But, I cannot remember anything at this time.

From: Steve Baldwin <72241.733@CompuServe.COM>

Subject: Re: ANOTHER CROSSING ACCIDENT

Date: 9 Mar 1995 21:13:21 GMT

<I never cease to be amazed by the amazing stupidity of some of America's drivers>

Here's what the National Traffic Safety Administration found when they studied automobile drivers involved in fatal rail-highway crashes.

1. Most of the drivers were men, between the ages of 25 and 34. 2. A full 61% of these drivers used chewing tobacco. 3. Most lived in rural areas. 4. Most read outdoor magazines. 5. Most were hunters. 6. Most watched "family-oriented" television shows.

(NOTE: This is not a joke, nor does the behavior noted necessarily suggest "stupidity", but it's perhaps relevant to grade-crossing behavior in some mysterious way. (BTW, this information is abstracted from an actual AP News release, written by their staff writer, Randolph E. Schmid, issued 3/8/94, at 12:36AM. Please feel free to check on it if you in any way doubt these findings.))

-scb

-- Steve Baldwin



NOTICE

There will be a farewell party for Kay and Bobbie at Corrine Gallagher's home on April 15, from 4 to 8:30. Casual dress okay.

Address:

7304 Margerum Ave
San Diego
287-2417

If you haven't heard yet, Kay and Bobbie will be leaving us shortly for employment elsewhere. Please come to the party and thank them both for the many years of service they have given to the Museum. If you would like to help or contribute towards a gift, please give Corrine a call at the above number.

SDRM TimeCard

[illegible]

April 1995

wolfgang@satur

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3 1830 Staff Mig, SFD	4	5	6	7	8
9	10	11	12	13	14	15 1600 Kay/Bobbie Party
16	17 1830 Staff Mig, SFD	18	19 1900 OPS Mig, SFD	20	21	22
23	24	25	26 1900 Interp Mig, SFD	27	28	29 0800 Tecate Xtra
30					March S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	May S M T W T 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

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



(April 1995)

