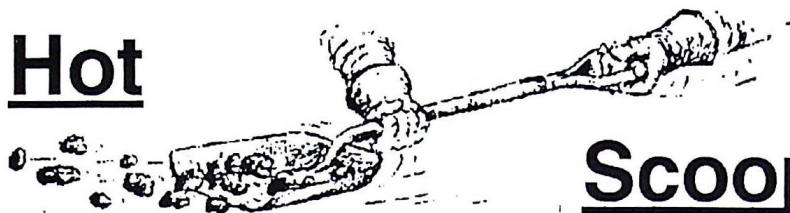


Hot



Scoop

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

July 1995
VOL VII NO VII

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San Diego, Ca.
92101

DIRECTOR OF CAMPO OPERATIONS

Denby Jones

We are into another summer season, and as you all know it can get very hot at Campo. The summer season is a season to be extra careful. Not only is heat stroke and heat exhaustion a very real concern, but the summer heat can cause other safety hazards as well.

Wear a hat and a good set of gloves when you are working and be sure to force fluids. I cannot over emphasize the importance of these three actions. The hat is obvious, to provide protection to the top of the head and some shade to the face. Gloves are very important. If you have spent a summer at Campo, you know that grab irons, ladders, metal tools get very hot under the Campo sun. Hot enough to cause burns to unprotected hands. There is also the very real possibility of reaching for a grab iron on a car and falling because the metal burned your hand and you could not hold on or reflex made you let go. **FORCE FLUIDS!!!** This is by far the most important safeguard. Drink, Drink, and Drink some more. Your body cools by evaporation. That uses fluids and they have to be replaced. Water is by far the best fluid to take. Soft drinks taste good but don't do much good. If you want something besides water, try Gator Aid. It will help replace the phosphates and the salts your body needs.

Watch each other. I am sure that everyone is familiar with the buddy system when you are swimming. Well, it might not be such a bad idea during the summer season. Check your partner for signs of overheating, heat exhaustion or heat stroke. If your partner becomes disorientated, or seems to be weak or dizzy get them into the shade and get them fluids. If you are working in a remote area, make sure that you take plenty of water. Trainmen watch your passengers for the same symptoms.

If necessary refill the water jugs in the cars between runs. Encourage your passengers to drink lots of fluids.

These are just a few tips to help get us through the summer season so go out, enjoy yourselves and be careful.

See you at Campo, Denby

TRAINING DEPARTMENT

Jim Baker

COMING OPPORTUNITIES IN TRAINING

We are happy to announce the following upcoming training classes:

1) Orientation to Museum Volunteer Activities. This class is primarily directed to new members of the museum to acquaint them with the various places and jobs to volunteer for the museum. It will cover activities at Campo, the Santa Fe Depot and the La Mesa Depot. The class will be held Tuesday evening, August 29, probably at the Santa Fe Depot. Further details will be available later.

2) Trainman's Class, aka "Working on the Railroad...as a Trainman." We will be trying something new here, and offer the class through Grossmont College Extension. Arrangements are being finalized, but the schedule now call for the class to be held two evenings at Grossmont College, Sept. 20 and 27; and one day at Campo, Oct. 7. The class will cover San Diego railroad history with Bruce Semelsberger, Trainman's duties and safety orientation. Again, further details will be following.

3) Brakeman's Class. Brakeman training will consist of 4 sessions this time; two in-town classes on Oct. 10 and 17, and two all-day sessions at Campo on Oct. 21 and Nov. 4. Remember that the prerequisite for becoming certified as a brakeman is a minimum of 12 operating days as a trainman. I'll start taking sign-ups in August.



RULES TEST

As I stated in the February Hot Scoop, the "Top 10" bad questions from the last Rules Test will be discussed one or two at a time for the next several months. Here are some more questions.

What must be done when a train stops enroute? [General Order #2] (10 people missed this one)

(A) Crew members must determine the reason for the stop

(B) Walking inspection of train must be

made as time will permit

(C) Crew members must immediately provide flag protection

The correct answer is B. Our track warrants usually say that flag protection is not required, so C doesn't necessarily apply. While most crew members will want to know why the train stopped, and it is probably a good idea for the



conductor/engineer to keep the crew apprised of what is going on, this is not a rule requirement.

A public crossing must not be blocked longer than minutes when it is practicable to avoid it. [Rule 6.32.6] (9 people missed this)

(A) 10

(B) 5

(C) 15

Not much to explain here, A is the answer, and that's just what the rule says.

What must employees give as proper identification when they initiate communications by radio? [Rule 2.2] (missed by 8 people)

(A) Name or initials of railroad, position and train number

(B) Name or initials of railroad, base station location or train/engine number

(C) Name or initials of railroad, FCC station identification, radio frequency

Again, no specific logic here, it's what the rule says. However, C could probably be dropped from consideration, since the frequency would be obvious to anyone who is monitoring the communication.

When there is a conflict among General Orders, rule, and special instructions, which will prevail? [Rule 1.3.2] (missed by 7)

(A) Rule

(B) General Orders

(C) Special Instructions

This is a pretty important one to remember. B is correct. One way to remember this is that the "Rules" apply to many railroads, but we have our own "General Orders," which, because of our local situation, prevail over the more generalized "Rules." The term, "Special Instructions," sounds like it might prevail, but it doesn't. An example is that SP's Special Instructions are printed in their Rule Book, and apply system-wide. I am guessing that each Division may have its own General Orders. One type of instruction that can supersede a General Order would be a "Specific Instruction" issued in block 17 of a track

warrant.

When may cars be shoved to block other tracks? [Rule 6.5] (missed by 7)

(A) When switch is lined for the movement

(B) Only when it is known it is safe to do so.

(C) Never

Cars being shoved may be blocking an adjacent track, but when it is not intended to continue the move through the switch, the switch doesn't need to be lined for the track occupied by the cars. Therefore A or C don't apply. B actually applies to ANY movement.

SAFETY CORNER

Lew Wolfgang

We have a number of items to cover this month, so let's get started.

Children At Campo

The Museum has always been a family oriented organization and continues to welcome member's children at Campo. But please remember that Campo can be hazardous to unsupervised kids. If you bring your children with you, be prepared to supervise them. We just can't allow small kids to have free reign where they might injure themselves. If your children are at least ten years old why not consider putting them to work on the Miller Creek train selling candy and soda pop? Check with George Boggs for further details.

Oil in Short-Hoods

If you have ever noticed that a locomotive was low on lube oil but didn't know where to find makeup oil, you will be happy to learn that we will now be keeping 5-gallon cans of oil in the in the short hoods of each locomotive. Please use the oil only in the locomotive containing the cans and if you run out, let me know so it can be replenished.

Ties

The stack of cross-ties north of the Depot was donated to the Museum under the condition that they be used on the main-line only. Please don't use them for any other purpose. There may be some culls, but this determination is to be made by duly appointed members only. Documentation regarding the number of culls should be made to the business office. Your cooperation will be appreciated.

Courtesy

Recently during a short delay while running around at Miller Creek I noticed one of the trainman asking a brakeman what was going on. The brakeman responded in a rather brusque manner, by saying not to bug him at the moment. Remember, we all have our jobs to do at Campo, and we should strive to be courteous at all times. The brakeman may not have been sure what the problem was and may have been busy working. But he/she should have been aware that the trainman

may not have been asking just out of curiosity, but to inform his passengers what was going on and the reason for the delay. We are all on the same team and have the same goals, objectives and feelings. Let's try to be nice to each other, life is too short to be grouchy.

Tourist Line Accidents

There have been two significant accidents recently involving tourist train operations. It is premature to speculate how these incidents may or may not affect our operations. But they should be used as learning exercises to reinforce what we already know not to do.

Apparently a crown sheet failure, possibly caused by low water level, injured three crewmen at Gettysburg. We, and they, know that you never operate a steam locomotive with low water. Better to drop the fire, swallow your pride, and call for a rescue than to die suddenly in a steam explosion. What? You have plenty of water? Do you? Do you trust your sight-glass? Have you tested it yourself? The other accident at Ely was caused by a flatcar getting away. Someone thought they could move equipment safely without a locomotive, controlling the movement with handbrakes only. Hah! We all know better than to do that! Don't we? Huh?

See the Netnews section for more information on these accidents.



This just in

This morning (10 July, 1995) WNEP television reported that 2 brothers were killed on their 4 wheeler when it apparently became stuck on the tracks in 1

land were hit by the afternoon Steamtown excursion train returning from Moscow.

This is one more example of bad publicity for rail excursions in general and Steamtown in specific.

Keep away from active tracks with 4 wheelers is the lesson here. Trespassing, obviously is illegal, but has been tolerated to some degree to this point. This incident will probably result in greatly tightening the access to "your favorite spot" to photograph your favorite subject. For the record, Dunmore is a suburb of Scranton. The kids who were killed lived in the area, knew this was an active rail line and should have known better.

Lets hope this doesn't get too much bad

publicity. It certainly wasn't the train's fault.

Per the newspaper - the brothers were 12 and 16. Both had an ATV and apparently one of them became stuck on the tracks. They were hit while trying to remove the stuck ATV. The accident happened on a curve and the 2317 was running backwards so they were not spotted until it was too late.

Another great tragedy for everyone and more bad publicity for the tourist railroads. This could happen to us, folks. Keep your eyes peeled and whistles blowing as we enter the cuts on the SD&A. We have been seeing kids playing around the tracks near La Posta Road recently, so please be careful.

Sanitation of Car barn

It's a good thing we are not licensed by the County for food service, because if we were we would get an "F" rating! The sanitation conditions in the car barn's kitchen and restrooms has been observed as deplorable. If everyone chips in and at least cleans up their own filth we will be well on our way to a facility we can all be proud of. Remember, we are open to the public, would you want your Mom to use our restrooms?

Denby will be posting a plastic-laminated "Watch Quarter and Station Bill" in the near future. This will remind us to be tidy and lay out "step-by-step" what we have to do to keep the facility clean.

Oil Donation

Thanks to the efforts of George Boggs, the MOBIL OIL COMPANY donated 7,300 gallons of fuel for use in Locomotive 2353. George was even able to arrange for free transportation for the product to Campo. Our heartfelt thanks goes to George and MOBIL!!

Campo Barbeque

We will have another Campo Barbeque at the the Depot on August 12. Everyone had a great time at the July Barbeque, let's have another one in August. Please RSVP to Nancy, George or Maryanne if you can attend or help. Things should get started about 5:30 p.m., after the train operations shut down. See you there!

New Electronic Mail List

I have noticed that an increasing number of Museum members have electronic mail access, either through their employee's systems or via home accounts. In an attempt to get more of us connected and to facilitate communication, I have set up a mail list, whereby e-mail sent to the list will "explode" out to all members with addresses. Currently the list includes addresses for the following members:

Don Livesay, Jim Baker, Randy Houk, Tony Neece, Dawn Shaffer, Lew Wolfgang, Robin Becker, Bob Nickles, Mike Panger

Mail sent to the list address,

"foamers@nosc.mil"

will be sent to all members of the list automatically. If you have an e-mail address and want to join, just send a note to me and you will be included. If you don't have e-mail access and are interested in learning more about it, just ask and I will tell you how you too, can become "wired"!

By the way, e-mail is the preferred method for submitting Hotscoop articles. I can just "plug" the messages in without having to retype them.

My address is wolfgang@nosc.mil

William A. Kingston

Thomas Kingston

William "Bill" Kingston died June 16, 1995 at the San Diego Hospice after a brief illness. For 45 years he owned and operated THE WHISTLE STOP model railroad hobby shop in Hillcrest, San Diego, doing business worldwide. He would have been 75 years old in August.

Fascinated by trains from early childhood, Bill became a walking encyclopaedia of railroad lore and was ever willing to inform and entertain visitors to his shop or at club meetings and conventions with his broad knowledge of railroading throughout the world.

Bill was an early member of the San Diego Railroad Museum, generously contributing funds to help with the acquisition of rolling stock and the general operation of the organization. He was also a member of several model railroad clubs, and of the National Model Railroad Association.

Born in Ireland August 14, 1920, Bill had lived in San Diego since 1927, his family having come here from Canada, by rail of course, a great event in Bill's life.

Bill is survived by his brother Thomas Kingston of San Diego, and a nephew, Taylor Kingston of Burlington, Vermont.

A memorial service is being held on July 27th, at the San Diego Model Railroad Museum in Balboa Park.

Attention Train-Lovers

Bill Schneider

A recent Reuters news story reported a congressional subcommittee authorized spending \$3.6 billion on AMTRAK over the next five years (exceeding President Clinton's request by \$700 million) "...along with measures to make the national passenger railroad more competitive when subsidies ultimately end." That's good!

BUT "...it forsee[s] an end to subsidies to the struggling railway by the year 2000", and notes "...AMTRAK has never made a profit and relies on subsidies to keep running."

The message is clear. If long-distance passenger train service is to continue beyond 2000, those who want it must 1) Ride AMTRAK trains; 2) Get others to ride them; and 3) Explain to their US senators and representatives — **OFTEN** and in **WRITING** — why AMTRAK is important to our nation, why funding is needed, and how small its' funding is compared to the huge funding that benefits the aviation industry and commercial highway users.

Otherwise, only a few profitable corridors and locally subsidized commuter lines may be left of the passenger rail network that built our nation and still carries, educates, and stimulates millions every year.

Incidentally, there's a major political convention in San Diego next year. Perhaps we can help it's attendees see the value and need for a relaxing rail alternative to cramped airplane seats and stressful highway travel.

Get the message?

roll.

The most horsepower I've ever had at my fingertips is 300, in a Chevy pickup that hurtled like a mad bull. Now I'm at the reins of a new breed of locomotive, propelled by the most powerful diesel engine ever to ride the rails. To beat the 5000-hp output of a single Cat 3612, you'd have to gang several engines together—as Union Pacific did in the 1960s with its huge DD40AX—or else hearken back to the glory days of the Niagra steam locomotives. To beat the sense of power, as my hands govern the transit of a titanic mass...well, you can't beat it.

The MK5000C I'm driving throws a challenge to the big boys of diesel electric locomotion: General Electric and General Motors' Electro-Motive Division (better known as EMD). This locomotive, built by upstart MK Rail Corp. (a subsidiary of Morrison Knudsen), heralds a showdown.

"I guess we're in a horsepower race," says Chris Anto, MK Rail's manager of the new locomotive development, and he's right. Having spent the past decade trimming fat, the freight railways are now eager to add muscle to their fleets. When engines have more horsepower, fewer locomotives

facility outside Boise, Idaho. Quickly I learn that even the slightest inclines cause a 180-ton locomotive to drop drastically in speed, and the merest downslopes lend surprising acceleration.

Yet, so subtle are the physical cues that I must keep an eye locked on the cab's multifunction display. Here, brake pressure and mph readouts seesaw against each other. As brake pressure falls and speed increases, there's a lag that seems unnatural to a car driver. Accomplished engineers think a few seconds ahead as they work the brakes to maintain an even velocity.

On downgrades, with a fully loaded train in tow, the traction motors themselves become the primary braking system. After all, brake shoes alone could scarcely cut into hundreds of tons of inertia without overheating.

Shifting the reverser key into neutral and pulling the throttle back toward me starts a process called dynamic braking, in which the traction motors turn into generators. The electricity the produce flows into resistance coils, where it dissipates as heat.

After wheeling around the track, we head out onto a spur of Union Pacific territory, where UP engineer Ruben Sangistevan takes over, in case Federal Railroad Administration enforcement agents are lurking in the sagebrush. We smoothly gain speed, leaving behind the gravel pits and timber yards of Boise.

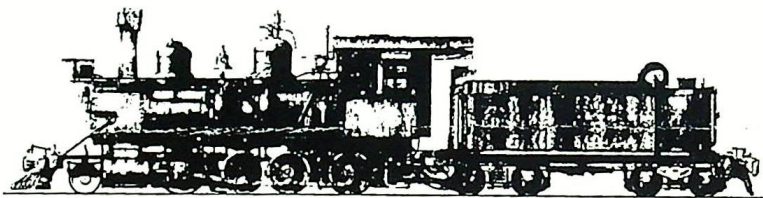
"Rides like she was on rails!" deadpans Darin MacFarland. MacFarland, an MK Rail electrical engineer, and a cadre of other technicians are along this afternoon to check the electronic systems that riddle the MK5000C. The locomotive is hauling a converted Southern Pacific Pullman packed with test equipment, cabooseed by an older SD40-2 locomotive that runs its dynamic brakes to simulate a load.

Cat's meow

As Sangistevan mans the throttle, I can slip out the rear cab door and head aft along the external walkway. The train is now doing about 35 mph, and the big Cat roars. So deafening is the engine noise that it drowns out two Idaho Air National Guard F-4s that arc overhead. As I walk past, sunlight dances on the shuddering hood that cowl[s] the powerplant. I feel the intense heat cut through the midday 102 degree F. temperature like a Pittsburgh blast furnace.

Caterpillar had locomotives in mind when it developed the mammoth diesel at the heart of this beast. Since its introduction in 1985, the 3612 has been shoe-horned into a handful of existing locomotives. Like most car engines, the big 4-stroke V12 is a full-block design, premitting high firing pressures and good fuel economy.

I don't experience the full fury of the 3612 until we're back at the MK plant. There, engineers put the MK5000C into neutral



5000 Horsepower!

From the December 1994 issue of Popular Mechanics by Gregory T. Pope

Starting a locomotive has never been simpler, I'm assured. Reaching back to a panel behind the engineer's seat, I flip a black switch over to the PRELUBE setting. Instantly, batteries spark life into an oil pump, which cranks away until the start light winks on. Then I crane my neck out the window and bellow the time-honored "Watch the Start!" With that, I simply throw the switch over to **ENGINE START**.

Twenty feet to my rear, a monster wakes. Even at idle, even in the insulated cab, a 25-ton Caterpillar 3612 diesel sounds like hell on rails. The Death Star baritone puts to shame the earnest chug-a-log of lesser engines. It's amazing how an extra 1000 horsepower will lend authority to a voice.

Awash in subwoofer rumble, I slip my brass reverser key into forward. I set the bell ringing. I release the automatic parking brake. Then I push the throttle up to notch one. Rpm's gain in urgency, slowing I pull back on the independent brake, unharnessing the locomotive. Digital numbers tumble on the cab's liquid-crystal display screen. As brake pressure eases, this juggernaut begins to

need pull each train, with attendant cost savings. MK Rail plans to give the railways all the horsepower they can handle. So, for that matter, do GE and EMD, who also have new high horsepower locomotives in the wings.

Easy does it

Of course, this kind of horsepower won't pin your ears back. A fiat could outrace an MK5000C. The iron horse is a lesson in colossal momentum and weight and wheel-to-track adhesion, not lightness and speed.

While freight-train engineers might dream of flooring it—"wiping the throttle," in their words—none would dare on the job. Precious load would shift and collide. Car couplers could strain beyond the breaking point. But the locomotive won't let this happen anyway. Microprocessor controls, on the Caterpillar 3612 prime mover and the traction alternator, prevent the power level from ratcheting up in a hurry. They keep such a tight rein on the 5000 horses that speed changes hardly even register in the gut.

Instead, driving a freight train demands finesse. Your brake hand does most of the work. I find this out as I take the train around a track loop at MK Rail's huge

and notch it up to full throttle for some on-lookers from Burlington Northern. Anyone who's stood by as a P-51 Mustang revs up knows the basso profundo of a monster-block engine. Now imagine it so loud and deep that it magic-fingers your rib cage from 200 ft. away.

While the MK500C vents its battle cry, I get a chance to drive the SD40-2, and EMD workhorse that Morrison Knudsen remanufactured in 1990. The contrast with the MK500C is stark. In the SD40-2, the control panel looks like something out of a German U-Boat, with and industrial-black finish and analog dials, and a midget fan struggling to sweep the air. The cab does little to dim the 3000-hp growl of the GM diesel engine. Oddly, I feel more attuned with the machinery here than with the high-tech interface on the MK500C.

Cradle of Titans

Reborn locomotives like this SD40-2 put MK on the map during the 1980s, when cash-strapped railroads bought little factory-new motive power. MK's Boise facility reflects the continued success of its remanufacturing business. Inside, it's like a busy auto mechanic's shop scaled for a giant's proportions. The plant screeches with activity, with machine tools wailing and the hot air sharp with the smell of freshly cut metal. In every corner, men are stripping engines down to the block or bustling modern components into electrical cabinets.

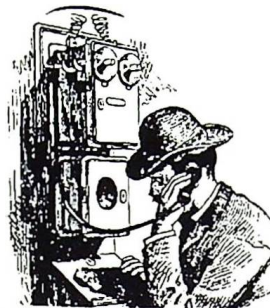
Here, too, the MK500Cs are being built. The Caterpillar engines arrive by train or truck from Lafayette, Indiana. Some, shrink-wrapped and bright yellow, sit outside next to yesterdays faded 20-cylinder diesels. Meanwhile, on the shop floor, the second MK500C looms nearly complete, as welder piece together frames for several more.

Southern Pacific has dibs on the first three MK5000Cs. Union Pacific will get the next three. A production run of 62 is scheduled through 1995. But MK Rail officials admit that the 5000C is merely a harbinger of the sea change in store for America's railroads-alternating-current traction, with its cooler-running, more efficient motors. Next year, MK will roll out an AC locomotive more powerful than the MK5000C. Not to be outdone, GE and EMD are also developing high-horsepower AC units, GE teaming with German engine-builder Deutz MWM while EMD develops its own. Caterpillar has a 16-cylinder 7000-hp cousin of the 3612 at MK's disposal.

Few in the trade believe horsepower rating will climb above 7200, however. To channel any more rail-gripping tractive power through only six drive axles would tear up the wheels and track. And while railroads might welcome the efficiency of high horse-power, they are wary of concentrating power in too few locomotives. Should one puller conk out, a train would limp home grossly

underpowered.

Nevertheless, the MK500C and its rivals—new pinnacles of diesel-electric locomotion—continue to attract interest from railroads as the freight-hauling business surges. The coming horsepower race promises an interesting decade for engineers and enthusiasts alike.



PHONE NUMBERS

SDRM ADMINISTRATION CAMPO

Museum Phone	697-7762
Business Office, Chandra George	595-3030
Business Office Fax	595-3034
Director of Operations, Denby Jones	279-2419
Executive Director, John Starkey (acting)	595-3030
HotScoop Editor, Lew Wolfgang	553-3106
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	264-7262
Chief Trainman, Mike Retz	466-8808
Mechanical, Lew Wolfgang (acting)	553-3106
Library, Roy Pickering	462-3392
Operations, Mike Reneau	466-5402
Restoration, Ted Kornweibel	461-0098
Safety, Lew Wolfgang	662-9019
Steam, Richard Dick	276-2222

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.

+++

From: nkp@ix.netcom.com (Neil Carlson) Subject: Re: Nevada Northern wreck Date: 18 Jun 1995 16:15:53 GMT
Per an AP news article in the local paper, the Nevada Northern in Ely, NV suffered a serious wreck on Saturday. There were no fatalities, but 56 out of 80 passengers were injured — three seriously enough to be flown out to Salt Lake City.

Evidently a flat car loaded with ties got loose on the west end of the line and rolled eastbound downhill and hit the westbound passenger train head-on at a reported 60mph. The passenger train was pulled by a steam engine and consisted of two passenger cars and an open observation flat car. The engine crew was shaken-up but escaped serious injuries. Neither the locomotive nor the train derailed, but the engine is reported to have suffered major damage.

Has anyone heard more about this; know anyone who was there?

Neil Carlson Santa Cruz

From: lfield@ccnet.com (Don Littlefield) Subject: Re: Nevada Northern wreck Date: 18 Jun 1995 20:39:00 -0700

In article <31jfp5ro2@ixnews6.iz.netcom.com>, Neil Carlson <nkp@ix.netcom.com> wrote: Per an AP news article in the local paper, the Nevada Northern in Ely, NV suffered a serious wreck on Saturday. There were no fatalities, but 56 out of 80 passengers were injured — three seriously enough to be flown out to Salt Lake City.

Has anyone heard more about this, know anyone who was there?

There were TV news reports in the San Francisco Bay Area, CH 4 (I think) CBS, at 11 pm Saturday evening. They had film of water pouring out of the engine, and the rail car imbedded in the train. I am sure everyone in Ely was there because of the number of people milling around. Other than the poor folks flown to Salt Lake City, I don't recall that anyone hospitalized locally spent the night.

Don Littlefield

From: curt@best.com (Curt Bianchi) Subject: Re: Nevada Northern wreck Date: 19 Jun 1995 06:18:14 GMT

The Nevada Northern Railway Museum excursion train was struck by a runaway flat car loaded with railroad ties. The flat car was the responsibility of the Northern Nevada Railroad Corporation, which despite the similar name is a completely separate entity and operation from the museum. They had four flat cars loaded with ties up at Keystone, which is at the end of the museum's excursion run, and where the Northern Nevada is extending the tracks to a new copper reduction plant being built. Apparently they wanted to move one of the flat cars about 75 to 100 yards, which they attempted to do by gravity. The grade at that location is about three percent. Until the facts are known, suffice it to say that the flat car got away from them, and began careening down the canyon. A passing motorist paced it at about 65-70 miles per hour.

It was slowed going through a curved tunnel, where ties struck and damaged the tunnel's support structures. Amazingly, the car stayed on the rails, but was slowed by the tunnel and an slight upgrade. In the meantime, the excursion train had left the East Ely depot and was passing downtown Ely at about 10 miles per hour, when the engine crew caught a glimpse of something on the track and began stopping the train. It is thought that the flat car hit the engine at about 45 miles per hour.

My understanding is that of the injured people, three were sent to Salt Lake City with fractures. Amazingly the engine crew was relatively unhurt, and was able to drop the fire and prevent a more serious situation from developing. Thankfully the injuries weren't more serious.

The engine involved was Nevada Northern No. 93. The engine crew dropped the fire immediately, and the fire department showed up and was dousing the engine with water from a fire truck. That probably explains the scene on channel 4. Although it's too early to tell, it appears that overall the engine sustained less damage than initially feared, and that it can be made operational again. It is believed that the boiler remains sound, but they won't know until they get it back to East Ely and thoroughly check it out. The tender water tank and coal bunker ripped loose from the tender frame and moved forward about a foot.

Behind the tender were two turn-of-the-century Nevada Northern wooden coaches. The No. 2, right behind the tender, was severely damaged. The concession end was totally destroyed. The No. 3, built circa 1883, seems to be in pretty good shape. The couplers and bolsters are pretty banged up, the trucks are damaged, but the rest of the car seems okay. Not even a single window was broken. Some of my friends were on that train, and it just made me feel sick to hear about this. It remains to be seen just what the Northern Nevada thought they were doing with that flat car, and I'll refrain from commenting until more facts are known, but I think they have a few questions to answer.

— Curt Bianchi curt@best.com

+++

Date: Sun, 18 Jun 1995 18:31:40 -0400

From: "Steven P. Kehoe" <kelnic@AOL.COM>

Subject: Steam Engine Explodes

The followong is an AP article from the June 18, 1995 Boston Globe:

Steam engine on train explodes

Gardners, PA. - A steam engine pulling an excursion train with 300 passengers exploded in rural south-central

Pennsylvania, injuring three crewmen. All three suffered burns; one was critically injured in the accident Friday night. No passengers were injured. The National Transportation Safety Board was investigating the cause of the explosion on the Gettysburg Steam Railroad train. The train was on the return portion of a round-trip dinner excursion from Gettysburg to Mount Holly Springs. (AP)

Article copied without permission.

Date: Mon, 19 Jun 1995 13:52:23 EDT

From: Mark D Bej <bejm@CCFADM.EEG.CCF.ORG>

Subject: boiler explosion on GETY

Fred Wertz (of Harrisburg) writes me back:

Mark--only info I have comes from Hbg. Patriot-News (6/18). Short article under a byline I did not recognize. Report stated that boiler "exploded." I can not confirm, but three crew members were injured. No passengers apparently injured. I don't know engine number, but it should be either 2-8-0 No. 76 or 4-6-2 No. 1278. It was a dinner trip, but dinner is not served on train. Instead, the train stops at restaurant in Mt. Holly Springs (also location of CR interchange). The explosion occurred in Gardners at 7:15 pm on 6/16. Gardners is about 12 miles north of Gettysburg, where train originated. After incident, paper said a diesel was summoned, and took train (six cars, I believe) on to dinner. Waitress at restaurant (Mt. Holly Inn?) was quoted as saying passengers appeared "stunned." Crew victims went to burn units at three different hospitals. One of crew was Jim Cornell, 48, son of Sloan Cornell, who is one of the owners. [...] I have no further information.

Mark D. Bej



Date: Mon, 19 Jun 1995 16:38:15 -0500

From: Doug Bailey <dough@SIHOPE.COM>

Subject: Gettysburg Accident

CPR No. 1278, which was only two weeks out of a major FRA inspection was the locomotive whose boiler exploded on the Gettysburg. The engineer is in critical condition with third degree burns over much of his body. One of the two firemen was standing in the gangway when the explosion occurred and was blown off the locomotive. He is reported to be uninjured. The other fireman, who was sitting on the fireman's seatbox when the explosion occurred was blown out the window and is also essentially uninjured.

The explosion appears to have been a crown sheet failure. The backhead stayed intact and the force of the explosion was directed downward, through the fire and the ashpan. The engineer was burned by steam being deflected out of the ashpan. The locomotive's firedoors are bowed outward, according to witnesses, about 4".

Date: Tue, 20 Jun 1995 14:47:00 UTC

From: Robert Harbison <modeling rt@GENIE.GEIS.COM>

Subject: Gettysburg Accident

Reply: Item #0625255 from RAILROAD@CUNYVM.CU-NY.EDU@INET#

I appreciate all of the news and information on the Gettysburg Railroad accident, as it could have an effect on all tourist railroad operations.

However, I would like to echo other comments recommending that we limit speculation on the accident, and clearly mark any opinions as opinions, rather than facts. This accident is very serious, and could cause serious repercussions.

I have seen several posts mentioning boiler explosions, and crown sheet failures. It is my opinion that it was not a boiler explosion, or a crown sheet failure. Both of these accidents are catastrophic failures, which usually result in very serious damage to the locomotive, and crew. Yes, there are cases of less severe damage, but not often.

Some of the reports I've seen seem to indicate that this explosion was not a boiler failure at all, but rather caused by coal gas exploding in the firebox. Fresh coal could have caused a gas build up, and when the firebox door was opened, the fresh oxygen caused it to ignite. That explanation would fit with the reports I've seen, and also is consistent with the type of damage shown.

Please note that this is also purely opinion and speculation. However, what I'm trying to say is that we should be careful about posting messages world wide that a locomotive had a boiler explosion when that may not be accurate.

Granted, most of the messages say "appears to" or "might have been", but I just felt that I needed to point out there are other possible causes besides a boiler explosion.

In case you're wondering, I do have some experience with steam locomotives, having worked with them for about twenty years. I have no affiliation with the Gettysburg RR at this time, but I was employed by them as summer help years ago.

Bob Harbison

Date: Sat, 24 Jun 1995 11:12:09 -0500

From: Doug Bailey <dough@SIHOPE.COM>

Subject: Gettysburg Accident

Photos of the boiler interior of the Gettysburg locomotive show the crown sheet collapsed partially downward into the fire box. Approximately 60 threaded staybolts ripped out as the crown sagged into the firebox.

The collapse was stopped at a row of Canadian "button-style" staybolts which remained intact. The button stays are probably what saved the crew, stopping the collapse and allowing the force of the steam to deflect down and forward away from the cab.

Whether the locomotive had recently been FRA-inspected or not is moot at this point. The locomotive's Form 4 still showed the Cadillac & Lake City as the owner and operator of the equipment, and other required paperwork was said to be "years out of date".

The locomotive's sight glass was found plugged upon removal.

Canadian Pacific RR locomotives had, as a rule, only a single sight glass. Though most GS's were delivered with low-water alarms, there was not one on this locomotive.

Further, the locomotive was 10 days overdue for its 30-day, at the time of the incident. The photos I referred to above will be published in the next issue of Railfan & Railroad, which will be going to the printers early next week.

From: gregory.halpin@sevenstar.com (Gregory Halpin)

Subject: Any more info on Gettysbu Date: Thu, 22 Jun 1995 00:08:00 GMT

I posted this before, but maybe it didn't get out. I'll try again:

The Gettysburg Times of 6/17/95 reported that the firebox exploded.

"A Gettysburg Hospital spokesperson identified the victims as Christopher Miller, 18, Eddie Sharrah, 32, and Jim Cornell, an owner of Gettysburg Steam Railroad."

"The locomotive, owned and operated by the Gettysburg Steam Railroad, was en route to Mount Holly Springs for one of its dinner excursions. The engine was pulling 10 cars filled with passengers who were ready to spend the evening at restaurants in Mount Holly Springs."

"About 7:15 p.m., when the train pulled into Gardners Station, the firebox blew up, belching superheated steam, glowing ash, embers and smoke into the cab of the train. Witnesses said the train and cars were quickly shrouded in a black cloud of smoke."

From the York Sunday News, 6/18/95:

"On Friday night, the firebox exploded on the Gettysburg Steam Railroad's 1278 locomotive. The locomotive firebox stores heated coal, which creates steam to propel the train, a popular attraction for locals and tourists."

From the photo in the Sunday News, it looks like a 4-6-0,

but it could be a 4-6-2, as the photo isn't the best. This article says the train was pulling six cars, which sounds a little more plausible. The FRA has been in to investigate, but hasn't released any additional information.

The accident happened next to a Knouse Foods building (one of the orchards in the area). It appears to be about 30 feet tall, and constructed of cinder block. The photograph shows a black stain the entire height of the building, and at least 50 feet in length.

A photo in the Times shows a rectangular hatch just behind the drivers on the left side of the locomotive hanging open (hinged at the bottom), and identifies it as the engine's firebox that "burst as the train carried dozens of passengers through northern Adams County."

Two of the injured were flown by helicopter, and all are expected to survive. "Jim Cornell was transported to York Hospital via Life Lion helicopter, and later transferred to Crozier-Chester Medical Center in Upland, a Philadelphia suburb."

"Kathy Denny, a nurse at the hospital, said he suffered burns over 60 percent of his body and was listed in critical condition last night, but should recover."

"He just has a long road ahead of him," Denny said.

"Sharrah was listed in stable condition last night at the John Hopkins Bayview Medical Center in Baltimore. Miller is listed in satisfactory condition at York Hospital."

Update since the above was written: All three crew members remain in the hospital. Condition of these three patients have not changed as of Wednesday 6/21/95 - Cornell is critical, Sharrah is stable, and Miller is satisfactory. The Gettysburg Steam Railroad is expected to resume operations this weekend with their other locomotive.

From: dwhite@dsys.ncsl.nist.gov (Douglas White)

Subject: REPOST: Official Gettysburg press release

Date: 26 Jun 1995 12:26:37 GMT

Here is the transcript of the official Gettysburg RR press release:

Gettysburg Railroad Passenger Service 106 N. Washington Street Gettysburg, PA 17325 (717) 334-6932 FAX (717) 334-7350

FOR IMMEDIATE RELEASE

In response to questions concerning the accident that occurred on June 16, 1995, on the Gettysburg Railroad Passenger Service

On June 16, 1995, at 7:00 p.m. a blast occurred in the boiler of steam engine #1278. The investigation is on going and there are no further details at this time. The engine had passed all safety regulations and was working properly up to the time of the accident. As wrongly reported in several papers, there was not a problem any time before hand.

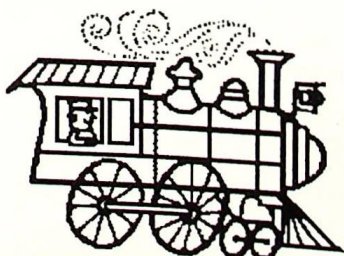
Engineer James Cornell, firemen Christopher Miller and Eddie Sharrah were injured. Miller and Sharrah are in stable condition. Cornell is in serious condition.

We would like to thank the track crew, EMT, other medic personnel, fire and ambulance crews for their quick response to the call, and the efficient, professional manner in which they handled this situation. There was no injury to any of the passengers.

Train operations were temporarily halted over the weekend, but will resume as scheduled this week-end.

This response was secondary to being with my husband. We are a family operated business, and as such I have been with my husband the last few days. Thank you all for your concern in this matter.

Jim and Beth Cornell 6/21/95



SDRM TimeCard

[illegible]

July 1995

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8
9	10 6:30 Staff Meeting	11	12	13	14	15
16 DO Bo shift	17	18	19	20	21	22
23 DO Baker	24 6:30 Staff Meeting	25 7:00 Board Meeting	26 7:00 Intrap Meeting SF	27	28	29
30 DO Kormetola	31					

Month view by Calendar Manager

August 1995

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6 DO Rineau	7 6:30 Staff Meeting	8	9	10	11	12 5:30 Phone Campo Dep
13 DO Weds	14	15	16	17	18	19
20 DO Wafang	21 6:30 Staff Meeting	22	23	24	25	26
27 DO Bombard	28	29	30 7:00 Intrap Meeting SF	31		

Month view by Calendar Manager

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

(July 1995)

