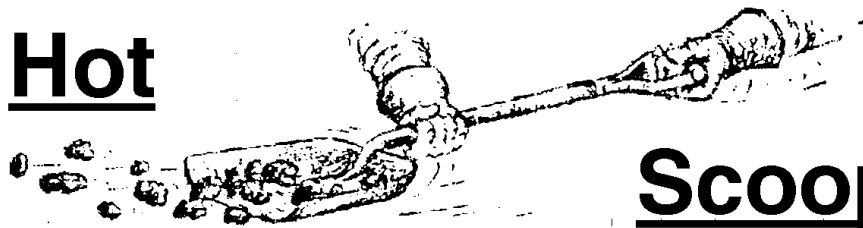


Hot



Scoop

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

September 1995
VOL VII NO IX

INDEX

<i>Director of Operations.....</i>	<i>1</i>
<i>Safety Corner</i>	<i>2</i>
<i>Gift Shop</i>	<i>2</i>
<i>Training Department</i>	<i>2</i>
<i>Bill Niedrich at Home</i>	<i>3</i>
<i>2353 Report.....</i>	<i>3</i>
<i>Safety Report.....</i>	<i>4</i>
<i>State Library Report</i>	<i>4</i>
<i>Network News</i>	<i>5</i>
<i>Phone Numbers.....</i>	<i>5</i>
<i>Timecard</i>	<i>Inside Cover</i>
<i>Calendar</i>	<i>Front Cover</i>

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

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

DIRECTOR OF CAMPO OPERATIONS

Denby Jones

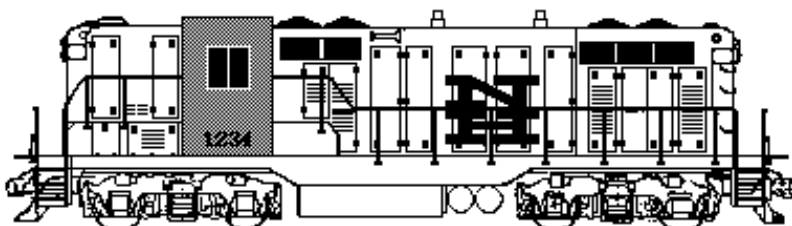
Our Superintendents spend many hours at Staff meetings conducting the managerial tasks of running this museum. One of those tasks is to originate the policies that we need for Campo to run properly. I would like to review a couple of these policies to ensure that they are being communicated properly.

SIGN IN: All personnel working at Campo during the week will sign in and out at the Kiosk by the gift shop. There is a black box with a clipboard inside for this purpose.

FRONT GATE: The front gate to the parking lot will remain locked during the week. That means if you go out for lunch or dinner, lock the gate behind you. During the weekend, it can be hooked after hours but will be closed.

USE OF EQUIPMENT: Rules for operating equipment do not change just because a task is being done during the week instead of the weekend. You must still be qualified to operate a specific piece of equipment and if railroad operations are involved the normal crew requirements are still in force. LOCOMOTIVES WILL NOT BE RUN OR OPERATED WITHOUT CONSENT OF THE DIRECTOR OF CAMPO MUSEUM OPERATIONS, Denby Jones; THE OPERATIONS SUPERINTENDENT, Mike Reneau; or THE MECHANICAL SUPERINTENDENT, Lew Wolfgang. While out of service, locomotive 2104 has used over a thousand gallons of diesel fuel. We have other support equipment to provide air or power.

Employment at Campo. A recent turn of events involving the hiring of youths at Campo has developed into a very serious situation with potential far reaching ramifications for the Museum.



Therefore there are two persons authorized to employ or dismiss workers/students/youths at Campo. The Vice President of Operations for the Board, Frank Lynch; and the Director of Campo Museum Operations. This function may be delegated as in the case of the gift shop, but in all cases those two offices are the final authority.

These policies have been implemented not to restrict but to ensure that our operations at Campo continue in a Safe, Secure and Smooth manner.

September 9 there will be another Barbecue at Campo. Get your name in to George or Maryanne Thompson if you wish to attend. All Volunteers at Campo are invited. Reservations are required so we can have the proper amount of food. There are also sign up sheets in the Car barn and Ops office.

HELP!!!! HELP!!! HELP!! The train crews are getting smaller and smaller. If you only run once a month, try running twice. If you have not been out for a while come on out. Remember, the Display train provides a good portion of the income to keep the Museum operating, and it can not run without a crew.

A final plea is for mechanical assistance. We have several wheel sets that need to be changed out, and wheels that have to be transported to Los Angeles for replacement. This all takes personnel, so if you can assist contact Lew Wolfgang, Assistant Superintendent of Mechanical at 662-1963 or 553-3106. If we do not get some of these wheels changed we will have to pull at least two of the Lackawanna cars out of service, and we can not afford to do that. So please help.

'nuff for now, see you at Campo, Denby

Gift Shop Help Wanted

George and Nancy Boggs have asked for some help with the operation of the Gift Shop in Campo. They have to leave town for a couple of weekends in October and they need an adult to supervise in their absence. The local high-school kids will do most of the work, but they require an adult to there too. George will provide training before they have to leave. If you are able and willing, please give George a call at 789-4210 for more details.

Folks, we really do have to find a stand-in

for the Boggs. George and Nancy have been working at the Gift Shop almost every weekend for the past three years. They do need an occasional break, and the Museum needs them, so let's give them some help.

Training Department

by Jim Baker

TRAINMAN CLASS: Class will meet at Cuyamaca College 6:30 TO 8:30 pm Sept. 20 and 27, with an all-day session at Campo on Oct. 7. Sign up through the college. You should have received their extended studies brochure for the fall semester by now, if you live in the Grossmont/Cuyamaca College District. If you don't live in the district, call the Museum office, 595-3030 for registration information. The college will charge \$27.00 for the class.

BRAKEMAN CLASS: Training for new brakemen will start in Oct., with classes the evenings of Oct. 10 & 17, from 7 to 9, at the Museum Office in the Santa Fe Depot. The evenings will be followed by two all-day sessions at Campo on Oct. 21, and Nov. 4. To become certified as a brakeman, you must have documented completion of a minimum of 12 operating days as a trainman. To ensure that we have adequate training materials, REGISTRATION DEADLINE is Sept. 10. Call Jim Baker at 467-6476 (work) or 670-7441 (home) to register. There will be no fee for this class, but you must buy a rule book and SD&A General Orders from George at the Campo Gift Shop. He still has a few from last year; the price is \$12. We will be ordering some more this year; the price for those will reflect any price changes to the museum. Read through the book before the class starts. (You can skip Sections 9-13, & 16)

RULE OF THE MONTH: As a new feature, I'd like to add a "Rule of the Month," highlighting some of the changes made in the Rule Book last year. I'll also include rules where I have observed instances of non-compliance. The first rule I'd like to highlight is RULE 7.9, Switching Passenger or Occupied Outfit Cars. Please note the second section of this rule (on page 7-5): "When coupling passenger or outfit cars: Stop the movement approximately 50 feet before the coupling is made. Have an employee on the ground direct the coupling."

Bill Niedrich at Home After Surgery

by Bill Schneider

Museum Trustee, long-time active member, and frequent donor Bill Niedrich underwent major surgery after being taken ill while visiting friends in northern California in mid-August. He was rushed to Kaiser Hospital in Walnut Creek, where major colon surgery was performed. He needed seven units of blood prior to the surgery, and eight afterwards. In a phone conversation a few days later, the retired Army Lieutenant Colonel reminded us he's a fighter, and expected to be out of the hospital in a week. And he was, flying home August 24th! Bill does NOT have cancer, and is recuperating at his home in the Bay Park area of San Diego, where he lives alone (his wife has been in a nursing home for years). Our thoughts and prayers are with him.

Get-well cards may be sent to:

Bill Niedrich

2114 Fairfield St.

San Diego, CA 92110

(619) 276-0112

Bill, 79, helped obtain much surplus military equipment for the museum from locomotives (1809, 1820, 2104, 7285, 65-00608) to flatcars to skip-loaders at very low cost (donated by the U.S. government, but costing State fees). He often paid the fees himself (\$250 each for 1809 and 7285; \$500 for 1820); donated \$5,000 for SP baggage car #6700 after years of searching for one; got the flagpole project going; arranged transportation to Campo for many pieces, including SP #2353, at huge savings; traveled around the U.S.A. researching pieces of museum equipment and seeking needed items including wheels, trucks, and rolling stock; was a supporter and backer of the Jacumba Cars move (and researched their history); wrote REPORT articles; and donated money to many museum projects. He's a familiar figure at Campo and in our library and office. (updated 28 August, 1995)

Safety Corner

by Lew Wolfgang

Hotscoop Notice

I have received reports of folks not receiving their Hotscoop on time, or at all. I suspect that the Post Office may be having problems with our folded format. If you receive your Hotscoop in less than pristine condition please let me know. If we are having mail problems there may be other ways to prepare the Hotscoop for shipment.

Gift Shop Rules

George Boggs reports that he has to start complying fully with the County's Environmental Health Services regulations.

One requirement is that only certified people are allowed in food handling areas. This means that the area behind the counters in the Gift Shop is OFF LIMITS to all Museum personnel. It is acceptable for George or Nancy to invite someone back in the course of doing business, but unless invited, please stay in front of the counters.

Hard Hats

Believe it or not, Campo can be a hazardous environment. Nothing will clean your clock like having a 10 pound wrench fall from the top of a locomotive and land on your unprotected head. Please wear a hardhat when working in the yard. If you don't have one, we have loaners available in the operations office. If you would like one of your own, they are inexpensive. You even get your choice of colors! If you don't know where to purchase one, let me know.

Container Disposal

The State of California prohibits disposing of liquids and hazardous wastes in municipal landfills. Paint containers of 5 gallons or less are allowed to be disposed of in the landfill if they are empty. A hazardous material container is considered empty: (1) If the container is pourable, no material can be poured or drained from the container. (2) If the container is not pourable no material remains that can feasibly be removed by physical methods (excluding rinsing). A thin uniform layer or dried material or powder is considered acceptable.

A note from Jim Baker.

While on vacation this past month, I visited a well-known tourist train operation. I was able to wander freely about their yard, as they asked that visitors only comply with 3 rules:

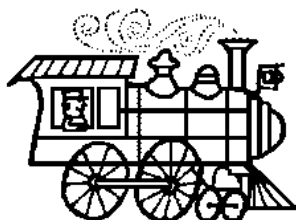
- 1) Don't climb on any equipment.
- 2) Don't enter any buildings (shops) without an escort.
- 3) Comply with Rule 1.20.

I observed the following switching operation one evening while the consist for the following day was being made up. A locomotive with 5 coaches was going to shove back about 5 car lengths to pick up some more coaches. The crew consisted of an engineer and fireman (in the cab), and one brakeman, working both ends. (Another brakeman was off doing something else.) The brakeman, standing at the rear of the consist, on the engineer's side, signaled, "come to me." As the train started moving, he noticed that the knuckle was closed. The car had a cut lever only on one side - the fireman's. Our brakeman merely stepped behind the moving train, and started walking backwards with one foot outside the rail on the fireman's side, the other foot between the rails. With his left hand he lifted the cut lever, and opened the knuckle with his right. He then stepped back in the clear on the engineer's side. I was close enough (half a car) to see

that he neither gave a "going under" hand signal, nor said anything on his radio about going under or stopping the train. It was all I could do not to shout at him to get out of there. However, I was ready to give a wash-out signal to the engineer if the guy had fallen. I didn't notice if the engineer was looking back at the time. Earlier, I observed this same crew, with both brakemen, making a joint. The couplers were out of line, so the brakemen had the cars separated by about 6 feet before going between the cars to adjust the couplers.

So much for safety with the big time guys.

How many rules were violated here? The person who sends me the longest list of violated rules wins. (Don't ask what) jkb



2353 Report

by Jim Baker

Campo California, Aug. 12, 1995.

Southern Pacific steam locomotive #2353 sits on track 5, adjacent to the San Diego Railroad Museum's car shop. The locomotive is cold, she has been a cold hunk of steel since her fires were last dropped in El Centro on Jan. 18, 1957.

Now, one of her former SP firemen, Richard Dick, and UP engineer Fred Perry (both Museum members who have put in many hours of restoration work) climb into the cab. A diesel air compressor has been started up, and its air is connected to the blower and atomizer of 2353. After making final checks that everything is ready, Fred strikes a match, and ignites a wad of oily cotton waste. He tosses it into the front of the fire box, near the atomizer. Richard, at the controls, turns on the atomizer valve, followed by a few notches on the firing valve. WHOOSH! The fire lights, and for the first time in over 38 years, is a fire burning in the fire box of 2353. It is 8:15 am.

The fire is tended closely, and kept relatively low. No time to rush things. Around noon, the pressure gage needle starts to move off its lower peg. Up to 50 psi by 1:30. The Museum's Miller creek train is passing by; let's try the whistle. A little weak sounding at this pressure, but it does whistle! 2353 is no longer a cold hunk of steel, but now a hot, breathing, almost living, exciting piece of machinery.

When this writer had to leave for home at 7:30 pm, the fire was still going; the plan was to keep her hot through the night, and til midday Sunday. Other than a few leaks

around some valve packings and pipe joints, everything seemed to be in perfect order. This was a preliminary test of the firing system and boiler, after over 5 years of active restoration work. Look for a hot engine again on Labor Day weekend. After final testing and certification of the boiler, a fair amount of work remains. The boiler must be lagged and jacketed. The air pump installed and tested, along with the brake system. The pistons and rods need to be installed, and everything lined up and adjusted. All these parts have been overhauled, and are ready to install. Then we can start testing things, to get her ready to pull a train. We expect this to happen in a month or two.

For background, 2353 was built by Baldwin in 1912, and is a 4-6-0, weighing about 104 tons. She worked for SP in California her entire working life. She spent time on the San Francisco peninsula, in the San Joaquin Valley, and on the SD&A (E) in San Diego and Imperial Counties. After retirement, she sat in the Imperial County Fairgrounds on display from Feb. 25, 1957, until the Fair donated her to the San Diego Railroad Museum in 1985. The Museum moved her by truck to Campo in July, 1986. Restoration efforts were a bit sporadic until 1991. Then, somehow things came together, and work really got going. Essentially, she was taken completely apart, parts cleaned, machined to tolerances (new ones fabricated when necessary) and reassembled. We are finally nearing the exciting end of a long, hard project.

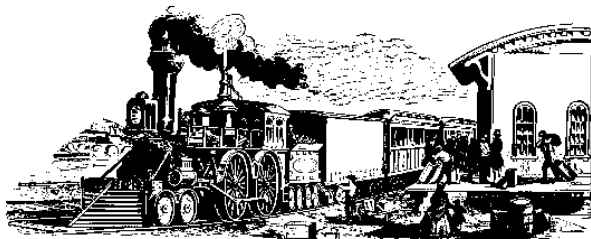
Jim follows up to some questions I asked:

Lew: Steam pressure was "approx." 200 psi, the full pressure. BUT, there was about a 15 lb difference in the 2 just-calibrated gages. We didn't exceed the highest reading one. Pop didn't pop. Gages will go back to the calibration man. jkb

I asked some more questions and Jim responded:

Lew: Switched over to steam on the blower and atomizer at about 50 psi steam (1 or 1:30 PM). Engineer's injector worked fine; some leaking of water where injector pipe connected to boiler check. Fireman's injector might have a problem, but actually may be the boiler check on that side. Had difficulty priming, and major leak at connection to boiler check. If the check wasn't opening, that may be why it didn't seem to want to prime (plenty of water out the overflow).

Patch bolts fine; one stay bolt cap and one washout drain dripping slightly. Several minor steam leaks around various valve stem packings; a little hard to get to these with a hot boiler with no insulation! No weird sounds. Both sight glasses worked fine, and agreed with each other! Try-cocks didn't have the "sink???" hooked up, so I don't think they were tried (but I wasn't in the cab the whole time, so I can't say for sure). Side rods between #1 & #2 axles on; #3 doesn't quite line up, the wheel needs to be turned a little.



The foto inside the boiler of the Gettysburg loco shows several rows of staybolts pulled out of the top front of the crown sheet, with the sheet folded downward about a foot. Looks like the only openings in the crown sheet are the threaded holes that

pulled off the ends of the several dozen staybolts. This was plenty, no doubt, to fill the cab with scalding live steam in an instant! No word yet on why the water level was allowed to drop so low.

When chocking cars, keep in mind that I have seen a car roll over a chain just from coupling to it when the joint didn't make. The joint was not a hard hit either. If a car can jump a heavy chain that easily, It would take even less to knock away a piece of wood stuck under a wheel as a chock. These methods may keep a car from rolling under it's own weight on near-level track, but can never be depended on to hold a car safely on a grade or when switching is being done on the track. Never when someone is working under or afoul of the car! Also, many of our old worn handbrakes pull up tight from rust and binding well before the shoes are very tight against the wheels. We have had cars get away from us, one recently, in fact. We have been lucky that these cars didn't get very far, but that doesn't mean that it wont happen in the future if we make the same mistakes. I have seen the last car picked of the west end of the museum lead without the rest of the string being skated, nor the last car with a handbrake on. There are several locomotives in that string that have no handbrakes and are very heavy! If that string ever gets rolling, there will be no stopping it! Also a skate that is not fully set under a wheel with the weight of the car on it is more likely to pop out than to hold a string from rolling if a hard joint is made at the far end of the string. The potential for disaster is ever present with the amount of rolling stock we have stored on these tracks. A moment of haste is all it takes. As one who has derailed a car, I have proven that!

Regards to all, Tony

Brush Fire Report

Lew Wolfgang

This was a message I posted to the "Foamers" mail list a few days after the Forest Gate Brush Fire in July:

We were heading west on train #2 and first noticed the smoke before we crossed 94. I radioed in to dispatch to alert George so he could phone CDF, the fire had just started as evidenced by the first white "puff" of smoke. George heard CDF rolling before we made it back to Campo. The fire appeared to be 2 valleys to the west of the Molly-Mine ridge, and south of 94.

By the time we were back in Campo on train #4, the fire had spread east and was displaying huge sheets of flame on the ridge crest directly south of Campo. Aerial tankers and helos were in abundance, as well as fleets of fire trucks. I noticed one from San Marcos. I saw flame and smoke from the oak trees a bit south and west of the County Juvi Jail, which may have been an intentionally set backfire. The phones were out, 94 was closed westbound at Forest Gate, and the place was loaded with lookie-loos. I had to leave about 1730, and told the Highway Patrol on the way out that we had members in the yard area and to be sure to evacuate them if things got dicey.

The smoke pall had drifted all the way to the coast by the time I got home. News reports indicated that the fire was mostly south of 94, which means our ROW to Division probably survived. This should be checked next Saturday. Mike Reneau was up on Sunday and didn't report any damage to Denby, so I guess we were lucky.

BTW, the temperature was 117 on the big dial thermometer on the east side of the Depot!

Good (HOT) Iron, Lew

Safety Report and Observations

Tony Neece.

Hello Gang.

The latest issue of "Locomotive and Railway Preservation" has an article with fotos of the recent accidents. The runaway flat-car was being moved by a piece of earth-moving equipment by a contractor. It ran thru a berm of dirt and gravel about 1 1/2 feet deep that had been piled on the track as a safety measure.

State Library Report

from Jim Baker.

Date: Mon, 14 Aug 1995 11:11:12 -0700 (PDT)

From: CSL Administration

To: Catherine Lewis

Subject: Dr. Starr's Weekly Column 8/14/95

Sacramento -- A Railroad Town

By Dr. Kevin Starr

State Librarian of California

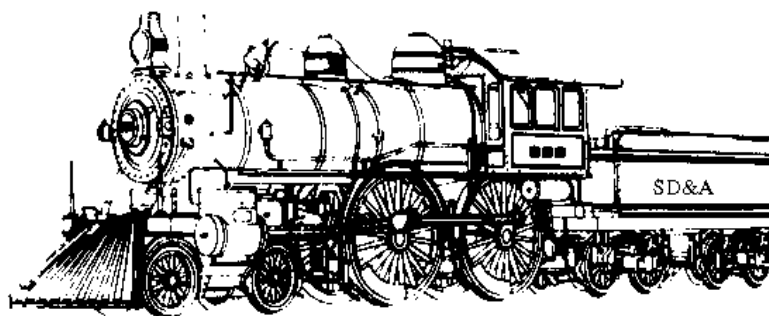
The proposed merger between the Southern Pacific and the Union Pacific reminds

Sacramentans, once again, that the railroad -- specifically, the Central Pacific, absorbed into the Southern Pacific in 1899 -- is a central component, along with the Sacramento and American Rivers, of their urban identity. Not for nothing is the majestic California Railroad Museum established in this city. It belongs here. Past, present, and future, Sacramento -- like Atlanta and Omaha -- is forever a railroad town. Even the freeways cannot change that!

Cities have codes, almost like DNA formulas. These formulas are established in the founding era, and they remain a persistent element of identity, albeit in different guises. Boston has been an academic city since the time of the Puritans. New York has been inclusively eclectic, vividly commercial, a banking and financial center since the time of the Dutch. The motion picture industry did not begin in Los Angeles, but it migrated there from the East and the Mid-West and from Northern California in the 1910s; and for all time to come, Los Angeles will remain ground zero of the entertainment industry. Seeking the Sacramento code, its DNA formula, a number of components suggest themselves. It is the state capital to be sure; but that choice was made in 1854 precisely because Sacramento had already been functioning since the establishment of New Helvetia by Captain John A. Sutter in 1839 as the depot and entrepot, the crossroads and staging center of Northern California. Even in the pre-statehood era, in other words, Sacramento was first and foremost a point of arrival and a point of departure. There are literally hundreds of references from overland diaries in the 1840s and 1850s depicting the exhilaration experienced by overland immigrants when at long last they arrived at Sutter's Fort or, later, the City of Sacramento. Having crossed the vast and fearsome half-continent, starting from Missouri, having negotiated the Great American Desert and the formidable Sierra Nevada, raising and lowering their wagons up and down declivities with block and tackle, having done all this -- survived starvation, the attack of hostiles, cholera, internecine conflict, erroneous maps -- they at long last progressed down the western side of the Sierra, traversed the oak-dotted foothills, and arrived at the first consolidated center, the first destination point of their new identity.

Linked to San Francisco and to Marysville/Yuba City by river boat, Sacramento strengthened its connection with destination and departure even further in 1849 and the early 1850s. A covered wagon town evolved into a river boat town, each identity building on the other and preparing for the next evolution, which was the railroad.

As early as 1854, Sacramentan Theodore Judah, a civil engineer, was working with



the Sacramento Valley Railroad Company as it surveyed and planned construction of a line connecting Sacramento and Folsom, completed in 1856. The theory was this: freight from San Francisco would be brought up the river by river boat, transferred in Sacramento to the railroad for shipment to Folsom, then reloaded onto freight wagons for service to the Mother Lode. It worked; indeed after the discovery of the Comstock Lode in Nevada in 1859, the Sacramento Valley Railroad was a sure moneymaker.

If we could reach Folsom, Theodore Judah began to muse, why not continue up the foothills into the Mother Lode itself? Why not cross the Sierra Nevada? Indeed, why not cross the continent itself! Judah spent the late 1850s searching a route for such a bold venture and eventually decided upon a route passing by Dutch Flat and Immigrant Gap and Donner Pass, which was the old Emigrant Trail. The wagon trails of the late 1840s and early 1850s, in other words, heading across the High Sierra, then down to Sacramento, had already pointed the way. The DNA code remained intact.

And then, something amazing happened -- yet something that was also determined by this emergent railroad formula, building on the identity of the Emigrant Trail and the river connection. Four Sacramento merchants -- Leland Stanford, a wholesale grocer, Charles Crocker, purveyor of dry goods, and Collis P. Huntington and Mark Hopkins, proprietors of the Huntington & Hopkins Hardware Store -- bought Judah's dream lock, stock and barrel and incorporated the Central Pacific Railroad, a Sacramento corporation, on 28 June, 1861. Two years later they were breaking ground at Front and K Streets, with Leland Stanford, then Governor of the State, talking of that day, not far off, "when the Pacific will be bound to the Atlantic by iron bonds that shall consolidate and strengthen the ties of nationality, and advance with giant strides, the prosperity of the States and our country."

This heroic feat, crossing the continent by rail, an achievement worthy of comparison to the Great Wall of China, was envisioned, organized, energized, and sustained by Sacramentans who were drawing upon and further intensifying the des-

tiny of their city. When the last spike was driven at Promontory, Utah on 10 May 1869, Sacramento now stood as the Pacific destination point for the entire nation. At the Central Pacific Roundhouse near Sutter's Slough, the locomotives which united the continent were repaired and maintained. After 1879, passengers embarked or disembarked in a soaring neo-gothic Central Pacific Railroad depot, which remained in use until 1925. Coming across the vast continent from east to west, crossing the High Sierra, then heading towards this cathedral-like structure, passengers from the 19th- and early 20th-century could almost hear the great locomotive pulling their train repeat and repeat in that special rhythm that only railroads possess, Sacramento, Sacramento, Sacramento!

San Francisco could never be a direct point of railroad connection, given its geography; and Los Angeles only attained its own direct connection to the East in 1885. For some of the most important years of California's growth, Sacramento, and only Sacramento, could receive into the great state the direct passenger traffic and much of the freight traffic from the rest of the nation. The railroad kept Sacramento mainlined into America itself.

This legacy of energized destination, of arrival and departure, stays with Sacramento into the present. A disproportionate number of major state and interstate highways are orchestrated through the Sacramento basin, a nexus that builds upon earlier identities created by the Overland Trail, the river steamboats, and the great railroad era.

When the Union Pacific and the Southern Pacific are at last amalgamated, an epic in American life will be complete. All throughout 1863 to 1869, these two great companies pushed towards each other from East to West, and from West to East, as thousands of Irish workers laid track for the Union Pacific and thousands of Chinese workers pushed east from Sacramento to Utah. Today, that epic of achievement constitutes one of the base-line identities for Chinese Californians whose ancestors, as a matter of actual family or cultural identity, achieved the impossible. From this perspective, the railroad, meaning Sacramento, laid down the first matrix

of California as an Asia-Pacific commonwealth. Like the Great Wall of China which it so resembled, the transcontinental railroad was in so many respects a tribute to the civilization of China. Crossroads city from the days of Sutter's Fort, destination and departure point for covered wagons, river steamboats, stage-coaches, railroads, and interstate highways -- Sacramento remains a strategic point of American geography: a city built on an enduring formula of growth, development, transportation, and that restless energy, that love of coming and going in business and pleasure, which remains such a persistent American trait

PHONE NUMBERS

SDRM ADMINISTRATION CAMPO

Museum Phone.....	697-7762
Business Office, Chandra George	595-3030
Business Office Fax	595-3034
Director of Operations, Derby Jones	279-2419
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.....	264-7282
Chief Trainman, Mike Retz.....	466-8808
Mechanical, Lew Wolfgang (asst)H-662-1963 W-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
Training, Jim Baker	H-670-7441 W-467-6476

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.

LEAST COMPETENT PERSON

* Bowling Green, Ohio, student Robert Ricketts, 19, had his head bloodied in May when he was struck by a Conrail train. He told police he was trying to see how close to the moving train he could place his head without getting hit. [[Bowling Green Sentinel-Tribune, May95]]

