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[Intro]

Steve-Hey there, and welcome to another episode of Thinking Sideways.

Devin-What You Have To Understand. No?

J-Are we back to Thinking Sideways?

S-We are back to Thinking Sideways.

J-Ok.

D-Aw. Ok. I guess.

S-I am Steve, as always, joined by...

D-Devin.

J-And Joe.

S-And today we have yet another mystery to talk about.

J-Yeah. I real groovy mystery.

D-What?

S-Yeah.

D-Does it involve my favorite thing?

S-Uh, one of them.

D-One of my favorite things.

S-One of them.

D-I do have a lot of favorite things, it's true.

S-You do.

D-Yeah.

S-Today, we're going to talk about the Sunset Limited Derailment that happened in 1995.

J-Uh huh.

S-And for...

D-Not the 1993 one.

S-Correct.

D-The 1995 one (laughing).

J-That actually was not a derailment in '93.

D-It did go off it's rails.

J-Well, yeah, but it didn't...

D-For a different reason. Anyway.

J-Yeah, anyway.

D-Sorry.

S-You guys done?

J-Yeah.

S-Ok (laughing). Before we get off track again or get in too far in the story...

D-Ahh, track.

S-Uh, yeah. I do want to say that this was a listener suggestion. It's from Katie.

J-Uh huh.

S-So thank you Katie.

J-Thanks.

S-Really like this.

D-Thank you.

S-So, let's go ahead and do this. In 1995 the Sunset Limited was, which is an Amtrak passenger train, derailed in the middle of the Arizona desert, which, by the way, I'm kind of working on a travel disaster series, it appears.

J-Uh huh.

D-You really are.

S-I'm really just trying to scare the crap out of people...

D-You really are!

S-So they have a reason to stay home, cause...

D-What'd you do last time?

S-Cause traveling is scary.

D-What did you do last time?

S-Uh, the airline crash.

D-Oh yeah.

S-The South African airlines.

J-Oh yeah.

D-That's right.

J-Actually, in researching this, I found a list online of all these various train crashes.

D and S-Uh huh.

J-It was since, like, you know, the 19th Century up to present day, and some of them are really amazing.

S-Horrendous.

D-Yeah.

J-Hundreds, hundreds of people dead.

D-The problem with discouraging our listeners from traveling is that many of them listen while traveling, so our listenership may decrease a little bit.

S-Ok, fine. Listen, here's the thing...

J-Hm, ok. Travel all you want.

S-...as I always do, at the end of this I'll give you reassurances of why it can't happen anymore, why you're safe.

D-Yeah, it'll be ok.

S-All right. It'll be ok.

D-Ok. Good. Cause I just got back from a train trip, so I'm glad (Steve laughing).

S-All righty, well let's, let's start our mystery. The name Sunset Limited is actually quite an old name. It

was used before the turn of the 20th Century. Actually at that time, or for a short time, Southern Pacific Railroad was running it under the name of Sunset Express. So the whole thing originally was, if you just caught that, was run by Southern Pacific Railroad, which was a huge rail line that ran all over the United States.

J-Uh huh.

S-They were huge.

J-They were.

D-And beautiful.

S-And some of their trains were beautiful.

D-Sorry. I like trains a lot, I'm sorry (D and S laughing).

J-Trains are cool, yeah.

S-The Sunset Limited was a passenger train, and it was kind of a premier luxury train. It had bar cars. It had sleeping cars. And it had just about every other car that was needed to make its kind of well to do clientele happy.

J-Uh huh. Sounds like a nice ride, actually.

S-Yeah, it really was. Now, today the Sunset Limited runs from New Orleans to San Francisco, cause it takes a bend at Los Angeles and heads north, but prior to that it used to run from, I believe it was Orlando?

J-Orlando, yeah.

S-Yeah. It doesn't do that anymore because after Hurricane Katrina the tracks were sort of no good.

D-Hmm.

J-Yeah.

S-Big problem there.

D-Uh huh.

J-I don't think, I don't think it goes to San Francisco anymore either, does it?

S-Yeah, I'm pretty sure that that's on the, I was pulling up the route information, and I'm almost positive that it's still going there.

J-Hm.

S-That's kind of where it does its big turn.

J-Well, yeah. If it doesn't, you can always catch a plane in L.A. (Steve laughing). It's about an hour flight. It's cheap.

D-Yeah.

S-Now, the Sunset Limited was great. It was fantastic, and it just kept getting bigger and bigger, but of course, the American rail system started to go into decline, and it couldn't escape that general decline, and so it started to go downhill, and at it's lowest point, this is actually where it's probably one of the saddest things about this train, is at its lowest point, the Sunset Limited was one engine, a baggage car, a coach car, and an automat car. Which, by the way, an automat is just a bunch of vending machines for food.

J-Yeah.

D-And tables, right? I mean, they had little tables?

S-Yeah, you could sit down. Yeah. And the reason it had to have the automat is because the trip is so long...

D-It's really long.

S-...that it took, you had to give people food. Otherwise, the automat never would have been there.

D-Yeah. Yeah.

S-They would have saved the weight and the space if they could have.

D-Uh huh.

J-Could you buy beer out of a machine too?

S-I don't know.

J-Probably not.

S-Probably not. Would have been really foamy.

J-Uh huh.

D-Yeah, maybe. Although it was, like, the '50s and '60s, right? So, who knows.

S-Yeah.

D-Could have been a whiskey vending machine.

S-Maybe you could have had a martini out of a machine (laughing).

D-Yeah.

S-Pull the martini lever.

D-They had whiskey vending machines.

J-They did.

D-I mean, I think they were mostly novelty, but that was a thing.

J-Uh huh.

D-There you go.

J-I like the idea.

D-Yeah, me too.

S-Ok (laughing).

D-Sorry.

S-Ok, so let's, uh, like I said, Sunset Limited starts at the early, or the end of the 20th Century.

D-Uh huh.

S-Now we're going to move to 1971. The rail system is in decline in general in the United States.

J-Well, passenger rail. I mean, I think freight...

S-Passenger rail.

J-Freight's still good.

D-Freight's still...

S-Freight was still doing all right.

D-Is. It is still doing all right.

S-It's not what it was at one time, but it's still doing well.

D-But it's still, yeah.

S-I mean, it's still alive.

D and J-Uh huh.

S-That year, 1971, is when Amtrak took over the rail lines for passenger trains. For those of you who don't know, Amtrak is the name that is used for the National Railroad Passenger Corporation, which is a US government funded company. It's not technically completely private. It's subsidized, I think is the

right way to say it.

D-Uh huh.

J-It is.

D-Yeah.

S-And it's a government sponsored consolidation of most of the passenger rails in the US. And if you actually look at the name Amtrak, American Track.

J-Uh huh.

S-It's literally where they got the name.

D-Get it?

S-Got it.

J-I get it. Oh wow.

D-Get it?

S-The Sunset Limited, of course, is a passenger train under Amtrak, so Amtrak does their due diligence, and as with most of the lines that they run, they managed to grow it. And it's gotten bigger.

D-Yeah. I mean, there's something to be said, I think that kind of luxury passenger trains ended up being really, really expensive.

S-Uh huh.

D-And not really worth the time. You know? So...

S-And that's the hard part, is trains...

D-...it was just like, for that amount, I can take a three hour flight and the nostalgia of it wasn't there yet, where it is now. So Amtrak...

S-Or even a drive.

D-Yeah, yeah.

S-I mean, from here, we're in Portland.

D-Uh huh.

S-To go to Seattle I think it's a five or six hour train ride.

D-Nope. Three and a half hours.

S-It is?

D-Yeah.

J-To get from Portland to Seattle?

D-Uh huh. Yeah.

J-Really? Why's it take so long?

D-Cause you stop.

S-Everywhere.

J-Oh, really?

D-And you can't go...

S-You can drive in the same amount of time.

D-Yeah.

S-And it's equal in cost to a rental car, cause I have family that will fly in to Seattle and then drive down in a rental all the time, and I'm like "Why don't you take the train? Oh, never mind."

D-It's actually more expensive to take the train. We just went up to Seattle on the train.

S-Oh, ok.

D-A weekend ago...

S-There you go.

D-And it's long and expensive, but there's some nostalgia with it right now.

S-Oh yeah!

D-But there wasn't when Amtrak took over. They lowered the rates and kind of made it more of an economy thing, and people really jumped back on that, so that's kind of what they did.

S-Right. When it's affordable why not?

D-Yeah, why not?

S-I can sit here and relax and do what I want.

D-Yeah.

J-Cool, all right

S-Today, the line that the Sunset Limited runs is, it's a route that it runs three times a week, east to west and west to east. So three times a week in one direction, and then three times a week in the other direction.

D-Uh huh.

J-Ok.

S-And it runs, uh, the course over two days is approximately 2000 miles, which for folks on the metric system is 3200 kilometers. And in 1995, the train had grown again. It was big enough that it required two engines and it had about a dozen cars.

J-All right.

S-So we're going to move to the day in question.

J-Yeah, what's our mystery here?

S-Well, that's where we're headed. The day in question that we're going to talk about is the wee hours of the morning of October 9, 1995. The train is at this point heading west bound, so from New Orleans heading towards San Francisco. The train derailed just before crossing a trestle. And if you don't know, a trestle is a bridge for a railroad.

D-Kind of, yeah.

J-Yeah.

D-They're the little ones, right?

S-They're smaller, yes. Even though, so the train is derailed, it's got enough inertia behind it, and this is the thing about train crashes that make them so, sometimes seriously, deadly.

J-They weigh a lot.

S-It had so much inertia behind it that the engines, even though they were knocked off of the rail, traveled across the bridge, and the next two cars went across the trestle, and then after that the rest of the cars actually fell off of the bridge.

J-Uh huh.

S-The passengers reported feeling a giant jolt.

D-Like you would.

S-Like you would. And then the world started spinning, no pun intended. So the train, like I said, we get the engines come off, the first two cars come off. As the next cars start to fall over, the whole thing jack knifes, and the way trains are connected now...

D-And in the '90s.

S-In the '90s, that's what I, yeah, when I say now I mean in the '90s.

D-Uh huh.

S-In '95, all of the cars are connected. And the connections are snug enough that they can't roll too much independent of one another. So they're all locked together, kind of like the links in a chain.

D-Uh huh.

S-So as you spin it, all of them roll. And that's one of the things that kept this from being a much more deadly incident, is that is pulled all of them over and it absorbed some of the force of the crash.

D-Yeah. So it wasn't one car...

S-Because it fell down into the ravine.

D-Right. One car couldn't just, you know, topple over and over and over.

S-End over end free of everything.

D-It was just kind of the whole thing doing one slow roll.

S-Correct.

J-Yeah.

D-Or fast roll. Just one roll.

J-Yeah. I was reading about that in an earlier train wreck, and the description of one of these guys, I think he was in the bar car or something.

S-Uh huh.

J-And he said, you know how you put dice in a cup and you shake the cup and dump the dice out? He said he felt like that.

S-Yeah.

J-He felt like he was a die inside a, yeah.

D-Yeah.

S-Yeah. If anybody has played with model trains, I played with model trains all the time as a kid.

D and J-Me too.

S-You know exactly what's going on here, is that, you know, model trains, it's hard to get them to go at enough speed, so that when you knock one off, the next couple kind of fall over, but they don't just go tumbly.

D-Hm.

S-Now imagine that they were going ten times as fast, and the cars were flying everywhere.

D-Yeah.

S-That's what old trains used to have happen.

D-Yeah.

J-Uh huh. Oh yeah.

S-But, like I said, the train cars, because they're stuck together, prevent a lot of human loss of life.

D-Yeah. So they kind of just toppled?

S-Yeah.

J-Yeah.

S-One person died.

D-Uh huh.

S-The, a man by the name of Mitchell Bates. He was an Amtrak employee. He'd been with Amtrak for, like, 20 plus years I want to say.

D-And was he, he was on the train as an employee?

S-Correct. He was, he was working.

D-So one assumes he was standing...

S-He was probably walking around at 1:30 in the morning...

J-Uh huh.

D-Yeah.

S-...doing his rounds or whatever.

D-Yeah. He could have even been in between cars or something like that.

S-Something.

D-Yeah.

S-But he was the only person that was killed when the train fell off the trestle. And by the way, just to give you a frame of reference, it fell 30 feet, which is equivalent to nine meters, so that's a long way

down.

D-Yeah. Although it's, how wide was it? Do you remember? It wasn't wider than the car was long, right?

J-I think the wash...

S-The ravine?

D-Yeah.

J-It was...

S-It was longer, the ravine, the width of the ravine was more than the length of a car.

D-Of a car, ok. So...

S-But it's like two cars at the most.

D-Right. Yeah.

S-It wasn't some giant Grand Canyon sized pit.

J-Yeah.

D-That's, yeah, that's what I'm trying to get at.

J-It was just a dry river bed.

S-Yeah.

D-You should just look up pictures. There's lots of pictures.

S-There's going to be, yeah.

D-Yeah.

S-It's going to help in a lot of places to do that.

D-Yeah.

S-But, uh, so Mitchell Bates is killed.

D-Uh huh.

S-A lot of people are injured, but not nearly as many as could have been. About a quarter of the people that are on board are injured, so. We have 78 injured out of 248 passengers, plus an additional 20 crew.

D-Hm.

S-So that's a, you know, a quarter of people, that's pretty bad.

D-Yeah. But that's all range of injury, right? It's not, that's anything from a, you know...

S-Sprained ankle.

D-A sprained ankle to a concussion.

S-A contusion, yes. Yes.

D-Ok. So I mean, you know, it could have been way worse.

J-Some of them, I heard that some of them, like about 17 or 20 were very serious.

D-Really injured. I'm sure.

S-Most of them were minor injuries.

D-Yeah.

S-The derailment happened, like I said, it was at 1:30 am. It happened about 50 miles west of Phoenix, Arizona. And obviously of course, emergency crews scrambled to get out to the site as fast as they can. Now you might think, well, it's a train. It's going over a bridge. It's going fast in the middle of nowhere, so it was probably just some kind of natural accident, but you would be completely wrong to think that. Because as it turns out, it was completely and totally intentional sabotage.

J-It was.

D-Yeah, which is kind of a bummer.

S-Oh. And we're going to give some of the details on that shortly, but I just want to keep going on in the time line of what happened for the folks in the train.

D-Uh huh.

S-So the crew goes along the train and says "Hey everybody, stay in the train."

D-That's smart.

S-It's smart. It's the desert...

J-As long as it's not on fire.

S-...it's night. You don't want to go traipsing around in the middle of nowhere, you know? You're going to get lost.

J-Well, there's rattle snakes, there's scorpions, you know, things like that.

S-Exactly. Lot's of bad animals.

D-Yeah.

S-But eventually, people did start getting out of the train, cause the A/C's not working, the plumbing's not working, so it's a little stinky in the cars. And as they started walking around outside the train, they started finding printed fliers on the ground, and those fliers were held down by rocks, which very quickly led everybody to realize they were intentionally placed there. Somebody knew the train was going to crash before hand.

J-Yeah.

D-Yeah. That'd be kind of creepy.

S-Oh, that would freak me the hell out.

D-Oh, me too.

J-Yeah, realizing there's crosshairs in the back of your head right now.

S-Yeah (laughing). Exactly.

D-Yeah.

S-So there's a total of four notes are found. They're all identical. I haven't found a verifiable copy of it around to know exactly what it said. We, Devin you found a copy.

D-I found a copy, and it was two different texts. One was, like, a much longer version of the second one.

S-Uh huh.

D-And the one, I can't verify either of them, but one of them was reported to have been put, it was in a newspaper afterward, that was, you know, printed, they said "This is what the letter said basically." Or something like that. And so, yeah, I can't verify that they existed or not, but it's good reading (all laughing).

J-Yeah, right.

D-Either way. It's interesting.

S-It is, if the long one is accurate, it is a long, meandering ramble about the New World Order...

D-Like you would kind of expect from somebody who would do something like this.

S-Yes. And it talks about, it's written from the Sons of the Gestapo.

J-Yeah. Or was it...

S-Sons of Gestapo.

J-Sons of, yeah, that's it.

S-Excuse me. Thank you. So I don't know if it's right, and this stuff is in the copy that we found, but then when you read the reporting on the Sunset Limited, it always talks about how the note addresses things that were done, or is addressed to, I should say, the Department of Alcohol, Tobacco, and Firearms, the ATF.

J-Yeah.

S-The Federal Bureau of Investigation, the FBI, the state police, and the sheriff's office. And the notes, all, I guess I can just call it 'the note' since they're identical.

D-Uh huh.

S-The note mentions incidents that those agencies were all involved in, one of which is the Waco, Texas stand-off, which was with David Koresh and the Branch Davidians in 1993.

D-Uh huh.

S-As well as what happened at Ruby Ridge with Randy Weaver and his family in 1992, and then that's where it's signed Sons of Gestapo.

J-Yeah.

D-Yeah. I mean, this letter has, again, I can't verify that this is what it is, but the texts that I found has things like, "The NWO," the New World Order, right, "needs to bring about chaos in America so that it can impose martial law which will be enforced by United Nations troops. The bombing in Oklahoma City was the first step in creating this chaos. Many crucial records from Waco and Ruby Ridge were destroyed in the bombing, but also destroyed were the records of the Germans who were brought to this country after World War II. Their first home in America was Oklahoma." It's that sort of letter.

J-Of course, yeah.

S-It's...

D-And I'm inclined to believe that the letters likely were that kind of letter (laughing).

S-Yes.

D-Regardless of if it's accurate or not.

S-The language and the theme, it's...

J-Kind of anti-government kind of stuff, but...

S-Very.

D-New World Order, really paranoid.

J-Here's where the writer's sense of humor is, comes through. This group is supposedly Sons of Gestapo, so he's anti-government yet he wants to name himself after a very large, very effective government agency.

D-Yes.

J-I think he's tweaking us.

S-That's going to come up in our theories section.

D-Yeah.

S-You're absolutely right. No, here's the problem with the Sons of Gestapo, other than the fact that they write an unintelligible pamphlet, is that...

D-I've never heard of them.

S-Nobody had. Nobody did before that, and nobody has heard of them since, and it almost seems as if it's meant to redirect the attention away from the people who are responsible.

J-Oh yeah.

S-Very likely actually.

D-Yeah.

S-Now, that's kind of weird and sinister on it's own, but even more sinister about the derailment and the sabotage is that whoever did this knew exactly what they were doing because they bypassed a bunch of safety stuff.

D-Yeah, it does seem like there should be some kind of safety measures.

S-There are.

D-For trains, like, hey, guess what, that got derailed.

S-Yep. And we're going to talk about the safety systems, and we'll actually talk about the derailment and how it was done in depth.

D-Ok.

S-It's very, it's something that you basically can't do anymore, so.

D-Hm. Which is good.

J-Yeah.

S-None of you goofballs who are listening go out and try to do this please. Cause you're not going to be able to.

J-Well, you're probably...

D-But also, don't be nervous about it happening. You can keep taking railways.

S and J-Yeah.

D-Railways?

S-Rail lines.

D-Rail lines.

J-Well actually, many places around the world, they're probably still doing it the old fashioned way, so, there's probably places where you can still do this.

S-Yeah, maybe.

J-Yeah.

D-Hopefully not.

S-I think that they're fewer and fewer every day.

J-Oh yeah.

S-So we're going to talk about the crash, but I first want to describe, just for folks who don't know, the anatomy of a rail line. It's important.

D-I can't imagine anybody doesn't know, but it is important.

J-I would...

S-It's very important.

D-So let's talk about it anyway.

S-Ok. So the anatomy of a railroad, by the way, rail and road, a set of rails on a road. That's literally what the name means.

D-Whaaat?

S-It is made up of a series of large wooden beams which are called railroad ties, and they sit on a bed of gravel, and that's literally called your track bed. And it has sections of steel rails that are laid across it, and those rails are attached to the wooden beams, they're tie plates, steel tie plates. And those are attached with giant spikes.

J-Yeah. Railroad spikes.

D-Uh huh.

S-Yeah. This is really the basics of it. Railroad tracks come in two sizes, which isn't really important in their length for us, but they do come in a multitude of sizes, which is actually, I kind of got into the science of it and it's really kind of interesting as to, for when and how they align, but we're not going to go down that path (laughing).

D-I read something very interesting about railroads and why they are, what is it? Five, or 4.85 inches across.

S-The actual physical rail.

D-Uh huh, yeah. It's very interesting.

S-Yeah. There's a lot of really interesting...

D-Basically, it comes back to ancient Greece.

S-Hm.

J-And the Romans and all that stuff.

D-Yeah. So there you go. Anyway.

S-Interesting. So you're going to have individual sections of rails and those rails are going to be attached to one another using a steel plate and big old bolts. Those plates are called fish plates.

D-Right. And those are, they're under, right, the rails?

J-I thought they were on the side.

D-Right. Sorry. They're under the, like, the part the wheel attaches to.

S-So the easy way, I'm not going to use the technical terms, so if you are a rail fanatic, I apologize. I'm just trying to keep this as simple as possible. A rail is 'I' shaped.

D-Yes.

S-It's like a capital 'I'.

J-It like an I-beam, yeah.

D-Yeah.

S-Yes. And so what Joe's saying is, yes, it is in the middle on the upright that they are bolted together...

D-The vertical part.

S-And the wheels run on top of the 'I'.

D-Top, yeah.

S-And the bottom of the 'I' sits on the wooden beams.

D-When I said under, I meant under the overhang.

S-I knew exactly what you meant.

D-Sorry.

S-That's why I wanted to clarify.

D-Thank you.

S-The I-beam is the simplest way to put it.

D-Yes. Perfect. Now describe a train.

S-We have.

D-Track.

J-Well, the track.

S-Yes, just the track. Of course, we don't want our two pieces of rail coming apart, so...

D-So they're bolted together.

S-So they're bolted together, but as we talked about, trains move really fast and they have a lot of inertia, and if for some reason they come apart, a conductor is not going to be able to easily stop the train if they even see it.

J-You mean the engineer?

S-Is in an engineer?

J-Yeah, the conductor...

S-I've always heard it called the conductor.

J-No. The engineer's the guy who drives the train, right. And then the conductor is the guy that, who takes your ticket...

D-All aboard! Let's find out.

J-and goes "All aboard" and all that stuff.

D-Uh, Google says engineers operate the train, conductors don't. They do procedural stuff.

S-See, this is why I shouldn't rely on my childhood knowledge of trains.

J-Yeah, probably.

D-Thomas the Tank Engine was lying to you.

S-Freaking hate Thomas!

D-Yeah!

S-Ok (laughing). But anyway, the point is that you don't want these things...

D-Whoever is driving the train.

S-Whoever, the guy driving the train...

D-They won't be able to stop it.

S-The person driving the train, to not see that cause they're not going to be able to stop it in time.

D-Right.

S-So what is done is that a small electric charge is run through the rails, and that is connected to a signal.

D-Is it through the rails or through a wire on the rails?

S-So the rails...the way I understand it, and I may be incorrect...

D-Ok.

S-But the way I understand it is it's run through the rail, because two pieces of rail don't always perfectly attach to one another, because of the fish plate, expansion and contraction.

J-Yeah, they leave a little gap for expansion.

S-Yeah. And even though the train wheel doesn't know that, they use a wire to connect the two...

D-Ok.

S-And if the current between, from one of the rails to the other, is broken then that flips a switch...

D-A safe distance away.

S-A safe distance away. They say "Hey, there's a problem." They can stop the train and then send somebody out to investigate.

D-Ok.

S-Ok. That's the safety system. Now...

D-Ok. So...

S-Go ahead.

D-I was just going to say, so as long as the rails are actually touching still, the wire, it doesn't matter.

S-Right. But the wire is a backup because if, let's say it's really cold, and the steel contracts and they've separated enough so that they're not touching...

D-The wire is a backup for that.

S-Correct.

D-Ok.

J-Or if, potentially you get corrosion between the fish plate and the rail.

S and D-Yep.

S-That also happens.

J-Yeah, exactly. So...

D-I just wanted to make sure I was understanding correctly.

S-Yes, you are absolutely correct.

J-And my understanding of the wire is that it's overlong. They do it in coils. At least they used to do it in coils.

S-It used to have, yeah, I think it used to have a loop. It's not so much anymore.

J-It had a couple of loops or something. I tried to check this out a couple of days ago...

S-I love...please, please explain (laughing).

J-Yeah. There's some railroad tracks not far from my house.

D-Ah, yeah, we know.

J-Yeah. So I went over there, and I wanted to see this wire to see exactly what it looks like (Devin laughing). Cause I remember seeing fish plates on railroad tracks when I was a kid.

S-Oh yeah.

J-And so I went back to look to see if that wire was there. So I start walking, and I walk, and I walk, I must have walked, like, almost 200 yards. And I'm going, "My God, they must make these rails really long these days." (Steve laughing).

D-They do.

J-Yeah (laughing).

D-They actually do, especially through cities. They lay the longer ones as much as they can just cause it's...I don't know if you've noticed this or not, I don't know how long it's been since you were on a train. But you can feel when you go over that thing.

S-Oh yeah.

D-And the slower you go, the more you feel it.

S-Right.

D-And it goes "ka-kunk ka-kunk."

S-So...

D-So you wouldn't want that as much through residential areas.

J-Yeah.

S-Here's the great thing about what Joe did.

D-Hm?

S-Joe gets out his phone to call a friend to ask about that.

J-Yeah, I have a friend named Tim who's more conversant with railroads than me.

S-And I'm at home...

J-And I was going to ask him "Tim, do they weld them together now?"

S-And I get a phone call. And I answer "Hello? Hey what's up?" And he's like "Hey Tim." I realize Joe has called the wrong number, but I don't say anything.

D-Uh huh? (Laughing).

S-"Hey what's going on?" Blah blah blah. And I'm like, ok.

J-And that's when I pull my phone away from my face and look at it, and it says, oh, Steve. Ok (all laughing). Ok, I accidentally dialed Steve.

D-You didn't call me?!

J-No. I should have.

D-You didn't know that I liked trains.

J-Next time.

S-The point is is that most rails, as Joe has discovered, today are welded together. They don't use fish plates.

D-What? That's a bummer.

J-Yeah. At first I was like...

D-You could go, you could probably go down to the rail heritage museum that's also not too far from here...

J-Yeah, yeah.

D-They probably have all examples of that stuff out there.

J-Oh yeah. And I'm sure that there's tracks around that have that, just unfortunately these particular ones didn't have that.

D-They update them pretty frequently.

J and S-Yeah.

D-So they're welded now. They don't have the wire.

S-Yes. They don't need the wire.

D-They don't need the wire.

S-Because the weld makes the connection.

D-Right.

S-And it's actually stronger and it's a smoother ride, as you were talking about. That's part of the reason, they may not actually be using the longer ones anymore, but because they welded a continuous surface...

D-Yeah.

S-You never know.

D-I can tell you on Amtrak from Portland to Seattle they are still using those connectors (Steve laughing).

J-Yeah, are they?

D-Oh yeah.

J-You can still hear that "clack clack, clack clack?"

D-"Ku-kunk, ku-kunk, ku-kunk."

S-Well let's get back to the story.

D-Ok. This is actually important though.

S-It is. It is very important.

D-Ok.

S-I just don't want to go far down that path.

D-Ok.

S-So. Whoever sabotaged the Sunset Limited pulled 29 of the spikes that were holding the rail and the tie plates to the railroad ties from a single junction between two rails. And then they shifted one of those rails inward so that the two were no longer lined up, but they moved it inward. And then they respiked it down.

J-Uh huh.

S-And the really kind of hard part is that they knew enough to make sure not to break that wire, but what that meant is that as the train was coming down the line, where that junction was, that wheel hit a flat, blunt surface. They moved it in far enough so that the flat edge was now to the inside. What used to be the outside was now mated up to the inside of it's previous mate.

D-I thought your description that you did, I actually did that when I was reading through the script earlier. Even though I have seen the diagrams, I thought that was a really good description for the listeners.

S-Yeah, we'll give that to folks here. I just want people to understand though, is here's the thing. It hit with such force because it's a flat, blunt edge it, I kid you not, popped the train wheels right off the track.

D-Uh huh.

J-Cool.

D-Just on that one side.

S-On that one side, which then causes the whole derailment. And anytime this happens, you can actually see a big old ding in the wheels of the train.

D-Uh huh.

S-So it's...

J-Probably wrecked the wheel.

S-...a hell of a lot of force.

D-Uh huh.

S-So let's go back to the description that I had.

D-Yeah, I'm going to do it while you say it.

S-Ok. All right. I actually have a feeling there's going to be all kinds of people doing this. If you're driving, please be careful.

D-Don't do it.

S-Don't do it. Don't do this while you're driving.

D-Just don't.

S-Just imagine it.

J-No, actually, here's an easier way to describe it. Take two cartons of cigarettes, put them end to end (S and D laughing). And then, you know, Lucky Strikes.

D-No.

S-Ok. So here's how you do it. Ok. So you're going to take the tip of your left thumb, and you're going to put it against the tip of your right thumb. And then you're going to take the tip of your left pointer finger and you're going to put it against the tip of your right pointer finger.

D-And hold them so they're parallel.

S-And they're going to be parallel. And those, your pointer fingers and your thumbs, those make the rail. And where they meet, that's the rail junction.

D-See?

S-Devin is showing it around like she's a hand model.

D-I am a hand model.

S-Ok. Now, the train's going to be coming down your right arm, and it would go across that junction.

D-Choo choo.

S-And then go back up your left arm. The train is going to be coming down your right arm, across the junction of your fingers, and then back up your left arm.

J-Wait a minute. How fast is the train going?

S-Stop, Joe. Now, we're going to be a saboteur...

D-The train leaves from San Francisco (laughing).

S-As a saboteur, what you're going to do is you're going to take your left pointer finger and you're going to move it inward so your fingernail of your left pointer finger is touching the pad of your right finger, the inside. You can see how that's shifted off. Now you understand, as that rail, because the wheels sit inside the rails, as it comes from down your arm...

D-The lip inside the rail.

S-It's going to hit that flat edge.

D-Yeah.

J-Shouldn't it be the thumb that moves in?

S-It doesn't matter which one.

J-Ok, fine.

D-But, so wait, to clarify. It's not the whole wheel, they just have the lip on the inside.

S-Right, cause the wheel of a train rides the top and the inside of the rail.

D-The sides, yeah.

S-But it doesn't matter, Joe, which finger you move, you goofball (laughing).

J-Well, all right, fine.

S-So this is how our saboteurs did the deed, basically.

D-Hm.

S-Now whoever did this had to work fairly quickly, in a general sense, because trains would be coming down that line every six to twelve hours...

D-Oh...

S-...after the last one had passed by.

D-Sorry. Should we mention, as we described before, just to reiterate, the metal is still touching, so the current isn't interrupted.

S-The metal isn't touching, the wire is still in place. The wire that connects the rails was stretched. Now, I've heard that it was a long enough loop that they didn't have to do anything. I've also heard that they used what was called a jumper line to...

D-Uh huh.

S-Kind of like a jumper cable, to add extra length to it.

J-Yeah. Yeah.

D-Which is possible. But that they did it, they knew that the line would be interrupted, right?

S-If they interrupted the signal, the whole thing was going...

D-Right.

S-The game was up.

J-Uh huh.

D-Sorry.

S-They totally knew that.

D-I just want to reiterate that.

S-Yes. But they also knew, I mean, they had to do it fast because trains are coming down this line every six to twelve hours, cause it's a heavily used track.

D-Uh huh.

S-Meaning they would have had to know the schedule.

J-Well, not super fast. Yeah, of course, but that's not hard to find out.

S-No. The schedules are totally published.

D-Yeah.

S-But they would have had to at least staked out that spot for a while to know when the trains came by.

D-I guess the other thing to mention is that in these areas, there are some areas that aren't this much, but I believe in these areas you have one track line for all train traffic. So Amtrak shares a line with freight line traffic, and freight lines aren't nearly as publicized as to when they're coming down the trains [sic]. But you can sit there, when you stake it out, and say "Ok, the train comes by every Thursday at this time." You can. But that's not something that you necessarily as a matter of public record.

S-Right. And the other thing to keep in mind is that the Amtrak runs on track that is owned by multiple rail companies.

D-Right, so there's lots of different trains.

S-This happens to be owned by Southern Pacific, the spot that we're talking about.

D-Right

S-But yes. No, that's a good point.

D-So it could have been, they would have had to actually sit and think about it.

J-Probably.

S-Yeah, they would have had to stake it out and keep track of it. That really means that somebody had to sit around and do their homework and really plan this thing out.

D-For weeks at least. Probably months.

S-A good amount of time.

J-So they probably didn't live too far away.

S-I would guess that they, they couldn't have lived too far away. Now the FBI, they have been working on this case for 20 years. They so far have no viable suspects. I've heard mention that they thought they had a suspect or two, but really it turns out they didn't ever really have anybody in mind.

J-There were a couple of locals who showed up and I think they sort of grabbed them, didn't they?

S-They harassed some folks.

J-Yeah.

S-They kind of made them selves, you know, a bad name because they kind of wrangled some people up and it turned out they totally had no idea what they were doing. But really, they've had no suspects. But then, they decided that, well, somebody who did this must have had experience with trains.

D-Yeah.

J-You would think.

S-They must work, they've got to have experience to know how this has happened. But then it was discovered that this was not the first time that a train had derailed in this very specific way.

D-Yeah.

J-Uh huh. That's right.

S-And that's when the story kind of took a turn. There is another train, called the City of San Francisco, which derailed in 1939.

D-So really, close (laughing).

S-Really close in terms of the method.

D-I'm sorry. I was just being a sm...

S-A jerk about the location and the name?

D-Yeah. And the year.

J-The year.

S-1939.

D-Yeah.

S-Yeah, totally close. Actually, it really, the year is what makes it so interesting. So I'm going to talk about this a little bit, but what makes the year so interesting is that it's far enough back, I mean it's 50 years. It's not something that I would have known as a young man and then been able to go out and make this kind of thing happen again. It's a long enough span of time that from the collective memory, for most folks it didn't happen.

J and D-Yeah.

S-So that's why I find it interesting. So let's talk about the City of San Francisco for a minute.

J-Yeah, it's...

S-The train.

J-It's interesting. Yeah, it's a cool train by the way.

S-Oh, it was.

J-It was.

D-Was.

S-It was a really cool train.

D-Yeah.

S-We're going to go back in time, we're going to go to 1939, specifically August 12. The City of San Francisco is heading west bound.

J-That's the train, not the city, right?

S-Correct. Not the entire city.

J-Ok, good.

S-Just the train. The train has 149 passengers and a total of 14 cars. It's about 10:30 at night, and it is approaching a bridge over the Humbolt River, which is in Nevada. Sometime earlier in the day, we

don't know when, somebody had removed the fish plates, the joint bars, from the rails.

D-Uh huh.

S-And had moved the rail line in, much like I had described, but they had done it part way into a trestle, into a bridge that went over a riverbed.

J-Uh huh. They did it right before a curve.

S-Right before a curve as well.

J-Which is what happened with our train wreck as well.

S-The Sunset Limited, yep.

J-Oh, and by the way, it was also a Southern Pacific track, uh, rail tracks.

D-Yeah.

S-The line, yeah. Yeah, it was also a Southern Pacific line. That's absolutely correct.

J-And actually, our '95, this is just pretty much the exact duplicate of this, really.

S-It's very close.

J-Yeah.

S-There are some things that I don't always think are exact, so let's do some of this. So they pried the rails over. Whoever moved those lines wasn't sure that the engineer wouldn't see what was happening, so what they did is they painted the end of the rail that they had moved, because it was night time...

J-Reflect. It would reflect.

S-...So the light would catch, reflect off the metal. They painted, I think they painted it a dark green.

D-Yeah.

S-And then they stuck a tumbleweed on top of that junction to hide what they had done.

D-Uh huh.

S-Train's going 60 miles an hour, which for our friends on the metric system is 96 kilometers an hour. The first two cars, again just like the Sunset Limited, managed to cross the bridge even though they have been knocked off of the rail.

D-They kind of flew across.

S-Flew across would be a good way to do it (laughing). And they came to a stop just over 800 feet away. That is not a good thing, though, because the engine and the first two cars, they go over it, and

they stay in line and they keep traveling. The next car, the third car, is knocked off enough that it twists and it actually hits the bridge that it is riding across. The bridge is destroyed essentially at this point, because train cars are piling into it, and tumbling all over the place.

J-I think it was that first car where most of the casualties took place, right? The first car that went into the river.

S-Because that car was buried.

J-Yeah. Under everything.

D-Yeah.

S-The car that went down, this is not like the Sunset Limited where they're all tied together really well.

D-It is before that.

S-They're not articulated together. They came apart and the first car was underneath three others.

D-Yeah.

S-It was the bar car.

D and J-Uh huh.

S-Is the one that went down. The lounge car.

J-So people weren't exactly strapped into their seats or anything.

S-No.

J-Yeah.

S-And so it, it was a giant mess of wreckage. If you look at the photos, if you look up the imagery...

D-It's a mess.

S-It's a giant mess. It really does look like a kid just took some train toys and stuck them in the sand, and they're just sticking cattywampus. That's what it looks like.

J-I saw a train wreck once. I didn't actually see the wreck, but I saw it right after, right after. It was just laying there all twisted. It was a freight train.

S-Uh huh.

J-All twisted and smoking and everything like that. And, wow!

S-It's amazing.

J-So a lot of energy there, cause these cars were all twisted up. And they don't build those things, you know, they don't build them weak or anything like that.

S-No (laughing). They're not built out of, you know, spit and Elmer's glue. They're seriously assembled.

D-Yeah. Actually, interestingly that rail heritage museum that I was talking about, they have cars that, I don't know if they are actually from the City of San Francisco or not, but they're the same color scheme of the same type of, from Southern Pacific.

S-There's a lot of them in that scheme.

D-They're a lot the same. Same with the Sunset Limited. But they have a bunch of those cars, so if you're ever in Portland and you want to see cars that are like that...

S-You know, I would bet those are the Great Northwestern Line.

D-Oh, probably. But...

S-No. No, I say Great Northwestern Line because out where I live about six or seven years ago I was trooping around and was taking pictures of old passenger cars that had gone through a fire.

D-Uh huh.

S-And it's really amazing.

D-Yeah, it's really interesting.

S-I was totally trespassing. I admit it, but I got in there and I took a bunch of photos cause it was just so cool. But I have a feeling if those cars are stored here, I wouldn't be surprised if others...But then again, City of San Francisco cars were also stored here for a while.

D-A lot of them. Yeah.

S-So it's possible...

D-Yeah, in the Brooklyn Yards, yeah.

S-Uh huh, yeah. Brooklyn Yards is exactly where I went.

D-So, I'm sure that everybody lives near some place where there's old train cars, cause they were built real sturdy. Not like Amtrak ones.

S-Dictated the fate of those old cars.

J-Yeah, if they're left outside, well. It's not so good.

D-Turns out Brooklyn Yard was really good for those.

S-Yeah, cause a lot of, well, we live in a very wet area. They cover that stuff.

D-Yeah.

S-Ok, let's get back to the City of San Francisco, though.

D-Sorry, I just...

S-It's ok. Twenty-four people were killed.

D-Which is surprisingly few for the amount of damage...

S-Out of 150?

D-But looking at those pictures though. You would expect everybody would have died.

S-But I'm talking about the kill, the deaths...

D-Yeah, I guess that's true.

S-No injury numbers in this. But that's a huge number of people.

D-That's 25%.

J-That's a lot of people.

S-And, you know, at the time it was, a lot of theories were floated.

D-Yeah.

S-It was, they were saying the rail line was mismanaged by Southern Pacific, or that they were covering something up. But it quickly became apparent that somebody had sabotaged that line.

D-Well, it was, that was before they had actually inspected the lines, right? Once they looked at the actual rail, they were like, "Oh, just kidding. That was bad."

S-So the rail lines were really, they were drunk on their own power, I'll say, at the time.

D-Yeah.

S-"And we don't have to tell you anything we're doing that we're doing." So of course people started talking. And then days later, they started publicizing what they had.

J-Yeah.

S-And I think that quashed a lot of the rumors and the conspiracies that were out there. The theories.

J-Yeah, there was a lot...

S-They didn't do away with all of them.

J-Yeah. There was one theory that they got out there just immediately and got on the train and actually did the sabotage themselves to give themselves an excuse.

S-Yeah, to make it look like an accident.

D-Uh huh.

J-Yeah.

D-Which is silly.

S-It really would be hellaciously hard. It's actually impossible to climb under a train and move the rail while it's sitting on them.

D-Turns out.

S-Yeah. Crazy.

J-Yeah.

S-So besides having been done essentially the same way, there's another thing that links the City of San Francisco derailment to the Sunset Limited derailment.

D-Well, yeah.

S-And that is an article that came out.

J-Yeah.

D-I would say that it is *the* reason that the Sunset Limited derailment happened the way it did.

J-Very possible.

S-I will disagree with that, but give me a minute.

D-Ok.

S-Ok. So here's what we're bringing up is that in October of 1995, an article came out in a magazine called SP Trainline, talking about the sabotage that was done.

J-Uh huh.

S-It was written by a guy named John Signor. He wrote an article, and of course the FBI immediately show up at his door step when they figured out it was out there. They started interrogating and questioning him about this. He, of course, sang like a canary and gave them whatever information they wanted.

D-I would too.

S-Yeah, I don't blame him.

D-If you were like, "Oh, yeah."

S-Yeah.

J-How did the FBI find out about this?

S-I don't know how they found out about it. To be quite honest that has never been specified how they figured it out.

J-I'm kind of wondering if John Signor actually, when he heard about it and he had just written that article, I'm kind of thinking he might have contacted them.

S-Well he might have, because this article came out before the derailment.

J-Right before the derailment.

S-Yeah, but it could be that he called them, I don't know. But what they wanted to know was the details of it, where he got his details, and oh, by the way, who gets this magazine? They really wanted to know.

D-And was it, it was a fairly small publication?

S-It's a teeny publication.

D-Yeah.

S-So here's the deal. I tried to contact him. I wanted to talk to him about what was going on. He never replied to any of our attempts.

D-Which is ok.

S-Yeah, which is fine. I totally then turned around and picked, I was able to get a back issue of this particular magazine. For anybody who wants to know, it's issue number 45, which is the Fall 1995 issue, and it's really interesting. I know I gave it to Joe after I'd read it. There's a lot of really cool information about the cars...

D-Didn't give it to me.

S-You said Joe could have it first.

D-I know.

J-Yeah, you can have it next.

S-There's a lot of cool information about the cars that are in the City of San Francisco line.

D-Yeah.

J-One of the things I love about it is how every car gets it's own name.

S-Yes.

D-That's so cool.

J-And they were two great ones, Twin Peaks and China Town.

S-Yep.

J-Cause Twin Peaks was one of my favorite TV shows way back when.

S-And the movie China Town.

J-And China Town is one of the best movies.

S-Jack Nicholson.

J-Yeah. Great movie, if you haven't seen it, you must see it.

S-It actually holds up.

J-It does.

S-I watched it six months ago. Totally holds up.

J-Yeah.

D-But so, yeah, this came out really, I mean, probably like nine or ten days before.

S-Nah, it's more like a month or so.

D-Well, it was the October edition.

J-Well Fall, would that have come out in October or September or August?

S-So that's the thing. It doesn't have a date on it. It says it's the Fall issue, and on their website they have a month listed, but it had to have come out ahead of time. And you know how magazines do that. You'll subscribe...

D-So it could have been September, October.

S-Yeah. You get them early. Well, it was a quarterly magazine as well.

D-Ok.

S-So it came out every three months. But I read the article, and the article is really light on details of how this happened. I figured out a lot more by finding drawings and articles that were written by people who were analyzing the crash.

D-Is it enough though? I mean, really, if you read that?

S-If you knew about trains.

D-Uh huh.

S-It would be enough to tell you how to do it. If you didn't know about trains, it would be just enough to get you run over by a train, I think.

D-Ok.

S-Cause you'd be screwing around on the tracks and a train would run you over.

D-And I guess one could also argue that if you know about trains, you probably know how to do something like this anyway.

J-Yeah. I'm kind of thinking...

D-It's not such a hard thing to do.

S-And here's the thing is that the majority of the information that describes what was done, in his article...

D-Uh huh.

S-It is quotes from the then, and this is in 1939, president of Southern Pacific, a guy by the name of Angus McDonald. And he was talking about it, the wreck, six days after it happened.

D-Hm.

S-So it's quotes from him, which I feel like if it's in this, those quotes were everywhere.

D-Yeah.

S-So it would have been in a bajillion locations that people could have pulled that content from.

D-Although, not so, I mean, yes. On the one hand, yes. But, you know, from 1939, it's not as convenient as saying hey, this thing hits someone's mailbox, a conveniently close number of...

S-But if you're a train enthusiast, you work on the line or you really like trains, you know your history. I mean, I was on some of the forums, and the things that people were rattling off, was just, ah, the sheer amount of information. It's kind of like guys who know the stats for the Super Bowls or baseball games. You just know these things.

D-Sure. I'm just arguing that it's like an Occam's Razor sort of thing, where...

S-It is. It's amazingly convenient.

D-It's just a huge coincidence that these things happened so close together.

J-Yeah, it is.

D-So while it's, you know, while it's really easy to say, "Well, anybody could have found that information." That's true, yes. But, it is super convenient that the information was in someone's mailbox within a month of having this happen again.

S-Yep.

J-Yeah. And even though it was, it was kind of light on the details, I mean there's enough in there, and there were photographs and stuff that showed a pretty...

S-That you could get an idea.

D-And it's probably enough to just, like, spark the idea, right? If you know about trains, I don't know that you would necessarily think, "I know. I will derail a train by doing this thing that I know how to do." But if you read a thing about it, and you go, "Oh yeah, that's how I can sabotage the train. That's how I can..."

S-"That's a really easy way to get around it." Yeah.

D-"...a really easy way to do it." Yeah.

S-Yeah. No, I'm not in disagreement. I just feel like the magazine may not have been as prime of a...

D-Yeah, that's fair.

J-Well, now, it's just the magazine gives you the idea. You're a guy who works for the railroad, let's say. And so you think, "Oh, I bet I know how they did that. They just moved the rail over a couple of inches and, wah hah."

S-Uh huh, yeah.

J-Yeah.

S-Well, let's, I think we've talked about what happened enough. I think we need to get into theories.

J-Oh yeah.

S-It's about time.

J-It's past time (Steve laughing).

D-Way past time.

J-Yeah.

S-It's way past my bedtime. Ok, our first suspect...

D-Slash theory.

S-Slash theory is Sons of Gestapo.

J-Yes. The shadowy organization.

S-Yeah. Joe, so, uh, I'm going to need your help here in a second, Joe.

J-Ok.

S-Anybody who doesn't know, you may recognize the name Gestapo. Joe, you're going to have to pronounce what that stands for, cause that's an abbreviation and I can not.

J-It's, Gestapo, yeah, my Germans a little rusty, but it's Geheime Staatspolizei.

S-Ok.

D-Yeah.

J-Or Gestapo.

D-Better than me. I just pronounce it "gazpacho," which is (J and S laughing).

S-Which is the best. The Gestapo were the secret state police in Germany, for the Nazis. That's probably where you recognize that name from.

D-Absolutely it is. A hundo percent.

S-Yeah. The easy answer is to think the Sons of Gestapo are actually the ones who did this, and then left notes claiming it because they were some kind of racist slash hate slash crazy people group. Very easy to think that, but as I said before, they never showed up before, and they never showed up again.

D-I guess I will just quickly say that again, I don't know if they were right or not, but the fliers, the copies of fliers, the texts of fliers that we found don't seem like a racist or hate group. They seem like a paranoid conspiracy group.

J-Yeah, that's kind of what I would say.

D-But they don't, it doesn't seem like they are trying, they are trying to promote some kind of propaganda of hate or anything. Does that make sense?

S-Yeah, that totally makes sense.

D-And I, yeah...

S-And I want to, I want to jump ahead here a little bit because the reason I use those terms is that when I took a look at the state of Arizona...

D-Oh, there are a lot of hate groups there. Absolutely.

S-There are a lot of hate groups. There were, in 2014, there were 16 active hate groups, plus the little

ones that just pass under the radar, plus the little militias.

J-Where did you find this list at?

S-I don't remember where I was at, Joe. I was doing all kinds of Googles on this stuff, and just kind of doing surface information. There's probably much more than that, or maybe there's fewer. But the point is there's a lot of groups that are very secular in that manner, which is why I use that term.

D-Uh huh. But I think there are also a lot of groups who are not considered hate groups that are that kind of, you know, "New World Order" everything like that...

S-Uh huh. It's true.

D-That exist and they do, they often do do these one off things.

J-Uh huh.

D-You know, there's a lot of mysteries that we've covered in that past where it's like this one weird thing happened and we don't know why, and all of a sudden we think, oh, it's this one crazy person who really believes in the New World Order.

J-Could be.

D-So I'm happy to say that it's the Sons of Gesta...po...

S-Gestapo.

D-Thank you. And that it's just a one off crazy person who has called themselves that, not a group at large, whatever.

S-Well, it's...

D-And I know you have more to say about that.

S-Yeah.

J-But yeah, I mean, you know, Timothy McVeigh was kind of a one off thing too. I suspect this was not a group, though. But...

D-Yeah.

S-Well, let's go ahead though. Let's suspend all of that. Let's just operate under the presumption that Sons of Gestapo is an organization and they have some kind of agenda.

D-Sure.

S-Ok. We know, again, haven't heard of before and haven't heard of them again. They could be some small cell organization, I don't know. But, if you think about what's in the letter...

D-Uh huh.

S-...the notes, ignoring the New World Order part, ok? Let's take that out of the frame for a second.

D-Ok.

S-And we only read into the stuff that talks about David Koresh and the Branch Davidians in 1993, which if you don't know, for folks who don't, they were an organization that the government, the simple version is a lot of shots were fired, the place went up in smoke. And then if you also think about Ruby Ridge, which was a situation where the two guys, Randy Weaver and Ken Harris, in 1992, who the government had a siege on their compound, and Weaver's wife and child were killed.

J-I thought it was just his wife and not his baby that got killed. She was holding the baby but I thought she got shot in the head, but the baby survived.

S-I thought his son got shot as well.

J-I could be wrong.

D-But, I guess for me, like, either way, he suffered a great loss.

J-Oh yeah.

S-Yes. And so somebody may have said, and there, I remember this, you know. I was in high school at the time, and it was all over the news, and people were outraged about this, and oh my gosh, all the things that are going on. And it may have been that somebody finally said, "You know what? I have to have an outlet. I have to show the world how screwed up this government is for doing this stuff, and my way of going about that is that I'm going to derail this train."

J-Uh huh.

S-"This is how we're going to make it happen."

J-Yeah. The only problem with that is, is that you're killing a lot more civilians than government employees, number one.

S-Yeah.

J-And number two, none of them are employees of the ATF or the FBI.

S-True. Absolutely true.

J-Yeah.

S-But then again, there was a lot of, I mean I use the phrase lone gunmen. I mean, McVeigh, Timothy McVeigh, he, in Oklahoma City it's the, I know I'm going to pronounce this wrong so if I do, sorry. It's the Alfred P. Murrah Federal Building.

J-Yeah, that's how it's pronounced.

S-Oh, is it? Every time I said it before I felt like I said it wrong (laughing). But, you know, he did that. He took the law into his own hands. Weird fun fact, by the way. McVeigh was at Waco, handing out fliers.

J-Yeah, that's what I hear.

D-In '95?

S-No, in Waco it was ninety...

J-Three.

S-Three.

D-Oh, I'm sorry. Yeah, I'm sorry. I thought we were...(Steve laughing).

S-You confused me. Don't do that. I'm easily confused.

D-I just thought you meant, like, he was in Waco when this was happening, not like he was in Waco when that was happening.

S-During the siege.

D-Got it. Sorry.

S-Handing out pro gun fliers.

D-Right. Of course he was.

S-But, it's totally, totally possible that there was some group who did this, and then the group...

D-Or a person.

S-...disbanded, or it was a person. I think I've talked about this before. Have you guys read "The Monkey Wrench Gang?"

J-Yeah.

D-No.

J-Well, actually I haven't read it but I've heard of it.

S-Yeah. It's a, I know I've talked about this on the podcast before. It's a book from the '70s about radical environmentalists. But they do this thing, and then once that thing is done, they totally disband.

D-I have read that book.

S-Yes.

D-I read it in middle school.

S-Yeah.

D-Just don't worry about why I read it in middle school.

S-That's, that's fine (all laughing).

D-Just don't worry about that. Yeah, I mean, I think...

S-Hayduke was one of the characters.

D-Yeah, I think...

S-Yeah. Hayduke [can't understand what he says next].

D-Part of it is, I think you don't think it through a lot. You don't think about the fact that the authorities are not going to publish your letter. You would assume, you leave these letters all around and it's going to make it into the news and people are going to spread what you're saying, and that's going to happen.

S-Uh huh.

D-And then, you know, you do this thing which is not great, and then you leave a letter, and you think, "Ah, my message will be just everywhere." And then the FBI says...

S-Nothing come of it.

D-..."No no no, we're, no, we're not going to publicize this at all, because why would we publicize this letter?" And you go "Ah, crap."

J-But you see, here's the deal is that...

S-You open it up for copy cats.

J-Well, but yeah, oh no, you definitely do. But if this guy, if these guys were definitely a thing, and their note didn't get published by the FBI, all they got to do is send the letter to a newspaper. Maybe you send letters to several newspapers. That's all you got to do.

D-Or if it's just...

J-If they had truly been a sort of political movement or trying to, that's what would have happened, I think.

S-Uh huh.

D-Yeah. I agree.

S-I'm not going to disagree with that at all.

D-I'm just going to argue both sides.

J-Ok fine.

S-That's fine. You're going to stand and go both sides of the tracks, I see.

D-Yeah.

S-Ok. We're going to go to our next theory slash suspect.

D-Ok.

S-Which is an angry employee of the rail system.

D-Unnamed angry employee.

S-Unnamed angry employee.

J-Yeah. So, this is a good one.

S-It actually is kind of a good one. So, if we look at what happened after the derailment, we're going to move to 1996. Southern Pacific, who ran, or managed that portion of the line, they were, they were merged with Union Pacific, who was another giant rail line. And you'll, people still to this day, you can see Southern Pacific and Union Pacific cars running all over this country. If you're near a freight line, you'll see them.

D-Oh yeah.

S-The mergers of companies A, don't happen over night, and B, they tend to not happen as a surprise, and C, everybody always looks at mergers as well, there's a bunch of people who are going to get laid off.

D-Well, usually...

S-You're going to lose your job.

D-Yeah. If you're merging, the thought is, right, that you are, you already have overlap that you're competing in, and that your goal is to eliminate the competition in that area.

S-Right.

D-So that there are two employees there and one of them is going to go.

S-Yep.

D-Not always the case. Just about.

S-Not always the case. And so the theory here is that somebody who was a railroad employee was opposed to the merger, and worried that they could potentially be losing their job.

D-Maybe they knew they were losing their job?

S-And so what they do is they go ahead and they intentionally sabotage the line in an attempt to make this such a bad thing that the merger with Union Pacific wouldn't go through and therefore their position would be safe.

J-Yeah.

S-That's, that's...

J-Or...

S-...really the basis of this theory.

D-That's not the worst theory I've ever heard.

S-It's not.

J-Well, it's not, and there's variants on it. Somebody who got fired, somebody who knew somebody who got fired.

S-Yeah.

J-That's either by Amtrak or Southern Pacific.

S-Yeah.

J-I mean, it could be either one.

S-Yeah.

J-So there's infinite, a lot of suspects to look at.

S-But the problem with the "I'm opposed to the merger" or "we hate Amtrak" blah blah blah, is that Southern Pacific itself had been in decline for a long time. In the early 1900s Southern Pacific was known as the Octopus, because they had so many lines...

D-[Gasps] Dun dun dun!

J-Yeah, the Octopus again.

S-They had so many lines and then sprawled so far all over this country, and their central hub was on the west coast, that they were huge. But of course they were declining just like everybody else, and by the 1980s and 1990s, they were in a dire situation, and people were probably more worried about losing their job because the lines were getting shut down, than anything else. So...

J-Yeah. And so in that case, it makes rational sense to not oppose the merger.

S-Yeah, and not screw up the line (laughing).

J-But, you know, I talk to people all the time who believe in all sorts of inane things that simply aren't true.

D-That's true.

J-And so, you know, don't overrule ignorance and dumbness (Steve laughing).

D-No, no wait. That's actually a thing though. You're laughing, but it is.

S-It is, no, you're right. I shouldn't be laughing at it, but it is true.

D and J-Yeah.

D-There are people who, they'll just believe any propaganda that's thrown at them.

S-But here's the interesting thing, is that from the job loss perspective, I looked up the merger of Union Pacific and Southern Pacific, and I couldn't find any reporting that ever talked about the number of jobs that were cut. Doesn't mean jobs weren't cut, but it sounds to me like maybe it wasn't a giant slash and burn operation. It might have been...

D-It probably would have been reported.

S-Yeah.

D-You would have found some news articles or something from around this time.

S-I would have expected to, and I never, I never found hardly anything about it, and none of them ever talked about it. So I feel like the merger was kind of an amicable thing.

J-Well, the thing about it is, you know, you need, if this guy was employed, say, working on the tracks, which it sounds like he had the tools to do that kind of stuff, then they really can't cut that work force by that much, if at all. They still have to maintain...

S-It was probably a pretty thin workforce at that time anyway.

J-Probably. Yeah, they still have to maintain those tracks.

S-Yeah.

J-Yeah.

S-And the, you actually bring up a good point right there, which is as an employee you've got the tools, which is kind of an important thing here. There's two ways to pull the spikes out.

D-Yeah.

S-You can use a hydraulic tool, which makes it go super fast, but you've got to have the truck and the machinery to do that, and it's kind of obvious if that's happening. Or you've got to use a giant prybar, and those prybars are, you know...

J-They're pretty long.

S-...the height of a man. They're five or six feet high.

J-Hm.

S-The height of a person, Devin. Don't give me that look.

J-There is a third way.

S-Ok.

J-When I did this when I was a kid, and that is, you know, you and your friends walk along the tracks and you look for loose ones, and you pull them out.

S-But they pulled so many of them out...

D-In a row.

J-I know (laughing).

S-...in a sequence, that's impossible.

J-I know. You're not going to have that kind of luck.

S-But that means they would have been using company tools, which means they were company tools which nobody could tell where they were used at, and nobody would look at the company tools and never be able to know if the company tools were used on this particular site.

D-Uh, it's not so hard to find a long crowbar.

S-You're right. You can go to the Home Depot...

D-Ace, yeah.

S-And buy a giant crowbar, but it takes a lot of effort and time to pull those things manually.

D-Well...

S-The hydraulic one is why I think if it was an employee it would have been done via hydraulics.

D-So here's a question, how often, do you know how often that line was inspected?

S-I don't.

D-Is that something, can you, I mean...

S-I know it's inspected regularly, but I don't know what the frequency of regular means.

J-Not every day.

D-So I guess my question would be, is that something you can pull a couple spikes up every day, or whatever, and then you just wait until it's your right hour to pull up the really important ones where the lines, or the rail are joined together, push it over, and then spike it back down? Is that, do you think, I mean...

S-That's possible.

D-Because for me, it's kind of like a canvas, right? You can pull certain pins out, and the canvas won't collapse on itself, and it could be something you would be doing over time, until you find exactly the right moment?

S-I could see if somebody was able to pull, let's say, half a dozen a day.

D-Yeah.

S-I think they pulled, like, 21 or 28 spikes, something in that neighborhood. It was in the 20s.

D-Uh huh.

S-So I could see, over the course of two days, doing a half a dozen more at a time, and then the rail, the line not moving. You haven't weakened it's foundation.

D-Well, especially if, you know...

S-And then on that last day, yanking the remaining half or third or quarter or whatever.

D-Right.

S-That is absolutely plausible.

D-Yeah.

S-That's absolutely a possible way to do it. I hadn't even thought about that.

D-Yeah. So then you would be using a crowbar.

S-I always imagined this job as an all at once.

D-You know, I had too until literally just this moment (Steve laughing).

J-I still think he could have pulled them all at once too, because if he had the right tool, it's probably not that hard.

D-I mean, he could have. Or if you had, like, two people or whatever. Yeah. But I just mean, if we're saying it was done by a crowbar that you get, you know, at like Ace or Home Depot or whatever, it is going to take you longer. It is manual work, but if that's what you have, you might do it over the course of a little while.

S-And spreading it over days makes it easy to not be caught on the track pulling spikes when the next car, next train comes down the line.

J-Yeah, well, you can hear the trains and feel, you can hear them coming from a long ways away.

D-Oh yeah.

J-But one thing I noticed...

S-No, but you know people, the guys that are driving that train, they see what's down the line and unless it's hidden behind something, they're like, "That's weird. There was some dude on the track yesterday. Hey, somebody reported a dude on the track again today."

J-There is this thing called desert camouflage (Steve laughing). But also...

D-Or standing right under the trestle.

S-He's wearing it right now.

D-I know he is.

J-Oh, absolutely yeah.

S-I can barely see him.

D-But you hear the train coming. You can feel it from a while away.

S-Uh huh.

J-Oh, yeah, yeah,

D-Just jump right under the bridge, right? If you're standing under the bridge they're not going to see you standing under there.

S-You're right.

D-Just sit down for, while it goes by.

S-Chill. Drink your beer.

D-And then wait, and you know, go back to pulling.

J-Yeah. The other thing about the spot that they picked, or I should say he picked, is there's a...

D-Or she. Come on!

J-Ok, ok, that's true. Most serial killers, yeah...

S-Equal opportunity terrorism here (Devin laughing).

J-Yeah. There's a road just to the east of the rail line.

S-Uh huh.

J-Although it's not much of a road. It's really hardly a road at all. But that's...

S-But that wasn't the case back then.

J-Oh yeah? It wasn't there then?

S-Uh uh.

J-Cause I would imagine it would be for maintenance purposes and such. I imagine there would have been something of a rough road.

S-According to the articles and stuff that I've read, a lot of the roads were, at best, barely there, because they were farm land.

J-Hm.

S-So it wasn't an easy, it took an hour and a half to get to the wreck site, the site of the wreck from Phoenix. So you were driving on these itty bitty roads.

D-Hm.

S-Now today, evidently, it doesn't take that long cause the roads are much better.

J-Uh huh.

S-But they've been created, so I don't know, but don't rely on that.

D-Right.

J-Ok.

S-Ok, I was going to move to our next theory slash suspect, unless you have any other on that?

J-About that? No, no not really.

S-Ok. Our last, oh actually, fun fact before we move on.

D-You keep saying 'fun fact' and then not saying things that are fun.

S-This is actually a fun fact.

D-Ok, fun fact.

S-So I didn't know this until my research, but according to the internet, you know who Sprint is, right?

D-Like the phone company?

J-Yeah.

S-The phone company, the cell phone company. Turns out according to the research that I came across, Sprint was created by Southern Pacific.

J-Oh.

S-It was created, the acronym of Sprint stands for Southern Pacific Railroad Internal Networking Telephony.

D-Telephony.

S-That's what...

J-Is it "tele-phony" or "tel-ephony?"

D-Oh, I don't care. It's "tele-phony" from now on (Steve laughing).

S-"Tel-ephony."

D-No, it's "tele-phony."

S-But it was an internal communication system.

D-God, that's so good.

S-And they branched it out and it eventually became Sprint the cell phone company.

D-Well, there you go.

J-Uh huh.

S-Hey, something good, something large that has survived...

D-That is actually a fun fact.

S-...from Southern Pacific.

J-Ok.

S-Last theory.

J-Ok.

S-It was somebody angry at the rail line cause the rail line was taking their land. Because when it's a government organization, I don't know if anybody has had this, where they annex your land, they say "Hey, we're going to pay you a price for this land." And you say "Take a hike!" They say, "Well, you

can give it to us for this amount of money or we can just take it.”

D-What's that called?

J-Eminent domain.

D-Yeah.

S-Yes. Cause my family had property taken for that very reason.

D-Yeah. Where they take it for the greater good of the country.

S-Yes.

J-Yeah, that's exactly, and they...

S-It was for an access road.

D-And they do pay you.

J-And they pay you a totally fair rate.

D-Well.

S-Uh (laughing). They pay you...

D-That's up for debate.

J-Yeah.

S-Yeah, but they pay you a rate, and it could very well be that somebody was PO'd because it was, that land was taken from them or it ran through the middle of their farmland, and it's a giant nuisance because you can't drive across your field. You've got to drive 20 minutes that way and then hang a left turn and then hang another left turn and drive 20 minutes back the other direction, when you could have just gone two minutes straight.

D-This feels silly because we literally just talked about the fact that this rail line had been established since, like, the late 1900s, right?

J-That's true.

D-It's not...

S-But they move lines, and they upgrade lines, and then may have expanded.

D-Not in the '90s.

S-I mean, I don't know, Devin. I'm saying that this is the theory that is out there.

D-I hear the theory. I'm just dispelling it (laughing).

S-I agree that the problem is this sounds like crazy Farmer John went freaking crazy and did this crazy thing because he's crazy Farmer John, and that's all there is to the theory.

D-Yeah.

J-There's not much there, yeah.

S-Yeah. So, not a whole lot.

J-So I'm going to discount this one.

D-I was just giving my two cents of I feel like that's dumb because I feel like the train rail has been there forever.

J-Yeah, exactly.

S-I personally...

D-Train rail. That's the technical term (Steve laughing).

J-And here's the other thing, here's the other thing is that after you've done your nasty deed against Southern Pacific and Amtrak, guess what? The tracks don't go away.

S-No.

J-They're still there, huh? Yeah.

D-If you really want to do that, you would get rid of that whole trestle, right? You would get rid of a big old chunk of that rail. You do something way more destructive.

J-Well, what you do...

S-Wait, wait, Devin. You just may have hit on something, which is if you remember the 1939 City of San Francisco line, when that derailed.

D-It got rid of the whole thing.

S-It destroyed the trestle. They actually moved, Joe and I were talking about this the other day, is that if you look at pictures of where that line is now, they've moved it.

D-That's true.

S-They've taken out one of the trestles. They've moved the line so it only crosses the river once.

D-Yeah.

S-And that maybe somebody had that idea. They're like "It's going to destroy it."

D-But then they would have to not know anything about trains, which goes against everything that we've been talking about, cause they would have to know, they would have to not know that the car improvements had been made so they don't do that anymore.

S-No, I mean, this is both ways. It's you're damned if you do and damned if you don't.

D-Yeah. Not good.

J-Yeah. I think he might be a local rescue worker who wanted some overtime (S and D laughing).

D-No.

S-I don't think that's it.

J-You don't think so?

S-Ok, that's all of my theories. You guys got anything else?

J-I got a couple of theories.

S-Ok.

J-This is a fun one. One possibility, and this is, again, kind of weak, but just conjecture. But maybe somebody on the train had an enemy who wanted him dead.

D-It's Joe's Go To Theory Time, kids!

J-I know. I know.

S-This is why...

J-It could be.

S-I really wish people could hear my eyes roll (laughing).

D-Yeah, if we were doing, like, a TV show this would be much improved.

J-Yeah. It is possible though. And certainly I think more plausible than the crazy farmer theory. You know?

D-I would agree it's better than...

S-I would give them equal weight.

J-Yeah, and you know, it could have been somebody, say, who, it could have been one of the crew. Like, say, the engineer or the conductor who, you know? Or the guy who did get killed even, possibly. They knew they were going to be on that train, and they knew when the train ran, and, you know...

S-They wanted Workman's Comp.

J-Yeah, exactly. One, another possibility is that it was just some random twisted lunatic, kind of like the Unabomber.

S-Yeah.

J-Have you ever heard of Szilveszter Matuska?

S-Why do I recognize that name?

J-Yeah, he was...

S-Wait, wait. Was he, wait wait, is he in Europe?

J-Yeah, Hungarian. He was Hungarian.

S-Yes. I know who you're talking about (snaps fingers).

J-Yeah. He was a mechanical engineer who got a, really got a charge out of causing train crashes.

S-Yeah.

J-Yeah. And so in, like, August 31, he cause a derailment...

S-1931.

J-Yeah, 1931. Did I say 1831?

S-No, you said August 31. It's August 1931.

J-Oh ok, yeah. August 1931, yeah. He derailed the Berlin-Basel express train in Germany, and no deaths in that case, but a lot of people got injured. And then a month later in September, he blew up a bridge. It was, the Vienna Express was going towards Vienna and it crossed a bridge over a deep ravine near Budapest. And he blew up the bridge. It plunged into the ravine, 22 people died, and a whole bunch of other people got severely injured.

S-Yeah.

J-And he, psycho that he was, he was right there on the spot cause, like I said, he apparently got off on this. And at the time...

S-The guilty party at the scene of the crime jumping up and down going "Wheee!"

J-Yeah (laughing). I know. Well, at the time he was questioned a little bit, but he said he'd been riding on the train and he just crawled out and that's why he's standing here, and so they let him go. But eventually the law caught up with him later. So, interesting story. But his motive was apparently, he was quoted as saying, quote, "I wreck trains because I like to see people die. I like to hear them scream." Unquote. So maybe it was just some flaming psycho.

S-That's possible.

J-Yeah.

D-Totally possible.

S-I mean, you can't rule it out.

J-No.

S-Absolutely can not.

J-Yeah.

S-So.

J-Yeah. Interesting thing about Szilveszter, anyway, he got tried for his crimes and he was locked away in prison, but he escaped in 1944, and he was never heard from again.

S-Hm.

J-Yeah. Another mystery. We'll have to talk about that one some day.

S-Yeah, maybe.

J-Yeah.

S-Ok. So we're at the end. The reassurances that I wanted to give people I think we've talked about. A, that they weld the lines together now for the most part.

D-Uh huh.

S-And they are doing that A, to make it a more comfortable run.

D-"Ch-chunk ch-chunk."

S-B, because people can't sabotage the line.

J-Well, not, not in that particular way. They can still sabotage the line.

S-But yes, they can't do it the way that we've talked about.

J-Yeah.

D-Shh, shh, shh.

S-And C, it actually makes the line itself, over all, more structurally sound, therefore it reduces wear and tear.

D-Yeah.

S-So that's a really big reason why they do it.

D-Yeah.

J-That's a good reason.

S-The other thing that we talked about that is a reassurance for folks is that the connections between cars today are engineered to withstand a force at 90 miles an hour. In other words...

D-Which trains don't ever go.

S-Oh yeah they do.

J-Well...

D-I mean, not often.

J-If we start building high-speed rail, hey.

D-Yeah, but then those trains are reinforced even more.

S-Trains do go 60 plus to 70 plus miles an hour.

D-They don't go 90, though.

S-But they can, but the point is they are built to withstand the strain put on them at twist, torsion, torsion is the word I'm looking for, while moving at 90 miles an hour, so they're not going to break. Which is why they are so much safer and we don't get the crazy pile ups we used to.

D-So take trains, guys.

S-So trains are still safe, just like planes. I really, really swear they are (Devin laughing).

J-Yeah, they are.

S-I swear they are.

D-He's making a crazy face.

J-Except when they crash (Steve laughing).

S-Ok. Well, let's get on to the fun details, the last little bits and bits we have.

D-The parts that you all skip over.

S-Yep. So don't go ahead, cause we have little things in here that we need to talk about, that you need to be aware of, so no skipping this time. First off, we're going to talk about our website. Our website is, of course, thinking sideways podcast dot com. We're going to have the episodes to listen to and download there. We have transcripts now.

D-Yeah.

S-We've got some folks helping us with transcripts again, so we've got transcripts on there. Also we have research links for each episode, a couple of them per episode on there. We also have the option, on the right hand bar, we've still got merchandise available. We've added a bunch of merchandise.

D-We have.

S-And we also have a couple of ways to donate to the show if you want to. This is totally optional, but there is the option of using Patreon, which is patreon dot com slash thinking sideways, which is a reoccurring donation per episode.

D-Yep.

S-Totally, totally up to you, and not required in any way, shape, or form. Or if you want to do a one time, you can totally do that as well. That is available through Paypal.

D-We super appreciate donations.

S-You guys have no idea how much that saved us. I do want to talk about the fact that everybody has probably figured out that we are talking to you from the future.

D-The future!

J-The past, actually.

S-But we have had a bunch of issues with downloads in the past being slow or not working, and then we had the server problems, and things were a giant mess. And we got a lemon. We were sold a product that didn't work and I apologize, but by the time this has come out, I have been working hours on end so far. We've almost got it all squared away. Everything should be fine. Thank you for being patient with us.

D-Thank you!

S-And at this point, if we've got it figured out right, we should never have this problem again.

D-Ever.

S-Which we said last time.

J-I know (Steve laughing).

D-This time we have it on good authority from some other podcast that people like that we listen to sometimes...

S-Yeah, they're always asking "Why?"

D-Ugh!

S-Let's move on to the other stuff we've got here. You're going to be listening to us through iTunes. Some people, a lot of people are still doing that. You can find us on there. If you do, subscribe and leave a rating, for iTunes and all other streaming sources. Our podcast feed did move, so if you are noticing issues with it not updating with the current stuff, and you see the stuff on social media or our website, you may have to unsubscribe and resubscribe, cause those things don't always catch the update. So, just so you know that. But I said streaming, we're streaming on, well, just about everywhere you can stream at this point. So use whatever tool you want to use. And, by the way, if you can review us on those, that'd be awesome too.

J-Cool.

D-We like those.

J-Wait a minute, are we on Twitter?

S-We are on Twitter. Where you can not stream us.

D-No.

S-But, on Twitter we are thinkin sideways.

D-You can see some awesome memes and some Tumblr stuff and also lots of pictures of trains.

S-Yes. And fake pictures of Devin.

D-Devin, Devin, I, I'm Devin. I run the Twitter, so if you like me, you should follow us on Twitter.

S-Suddenly it turned into a population, popularity contest.

D-We hit more than 2,000 followers this past week.

S-Oh really?

J-Cool.

S-I didn't know that.

D-Yeah.

S-Good job, Devin.

D-Thank you.

S-It is all of your memes.

D-I know.

S-I've actually started using the memes everywhere.

D-I know you have.

S-I'm badly using them, but I'm trying (Devin laughing). The other places that you can see us use memes would be on Facebook. We have that Facebook page and the Facebook group. So both of those, the page has a lot of content, the group is where everybody gets together and does their discussions about different bits from episodes and just whatever we all find interesting.

D-Yeah.

S-We have the ability to receive emails. The emails would come through gmail, cause it is thinking sideways podcast at gmail dot com. You have feedback about an episode, you have an episode suggestion, or you have questions or concerns about something, please, the immediate answer is to send us an email and let's talk about it. Usually there's a very simple answer, rather than folks sometimes get upset, and they will post a...

D-Comment.

S-Comments on our website or on things like iTunes and then we, it's hard to have the conversation because they're buried in that mass of stuff.

D-Yeah.

S-So, send us an email first.

D-We like talking to you. Also don't forget we have a subreddit.

S-We do!

D-It's ThinkingSideways, not ThinkingSidewaysPod. You can find us, it's not super active but there are episode discussions that happen sometimes and the more users we get there, the more active it will be.

S-Uh huh. So if you like, if you're a Reddit user, that's a place to hang out. And the more of you who are there, the more it's going to be active. It's like our Facebook page. That thing was super slow for forever and a day, and then suddenly there was a whole group of people. And now it's constantly busy.

J-It is.

D-Someday.

S-I can't think of anything else that I have to tell anybody. Can you guys?

J-No.

D-I don't want to talk in ears anymore. I'm done.

S-You don't want to what?

D-Talk into people's ears anymore.

S-Ok. I can accept that.

J-Yeah.

S-So Devin's done talking into your ear, so we're going to go ahead and end the episode. So, until next week, "whoo whoo!"

J-You stole my line! Ok, fine. Good bye everybody.

D-"Shooooo."