

Hot



Scoop

HotScoop Shovel Logo by Larry Rose

A publication dedicated to San Diego Railroad Museum volunteers

July 2001

MUSEUM NEWS

VOL XIII NO VII

*** MOW Update *** *Allan Dillane*

It has turned hot and the moisture is going out of the DG. The volunteer parking lot at the Car Barn is being changed and "temporarily" disrupted. The site chosen by Operations for track #15 is over buried rock and hard DG so it will need to stay above ground much as you see it. Part of track #14 through the curve has been pulled up and the first section leading to the new 14 - 15 switch has been laid. We will increase the weight of the rail for track 14 to handle the almost daily use of this track for diesels in support of CGRy. The MOW volunteers are especially proud of how the two active diesels 3873 and the 1820 are now kept inside when not in use. The need to raise the grade immediately as track #15 leaves the switch will cause some permanent disruption of heavy equipment use to and from the back forty. This should not be a problem if Facilities directs all loaded semi's and tracked vehicles to use the upper gates.

Two young teenagers under the supervision of Allan Dillane, Randy Kostelak and Troy Shelly, have teamed up to bring the old "out house" speeder that was in the accident back on line. The engine runs but we have not been in a position to test the running gear. They have removed the wood and are in the process of repairing and replacing the damaged metal. It is intended that this will become the primary fire speeder motive power and will be painted red.

The welding crew has squeezed in some spare time to work on the MOW speeder ballast car. Mac has a plan to make it so that it can rotated and ballast from either side or either end. What a useful piece of equipment it will be when finished. Hand unloading ballast is a backbreaking job.

*** Nuts & Bolts *** *Allan Dillane*

The Museum has profited from the donation of a large amount of fasteners. Bob Hill and Allan Dillane solicited the donation and transported it to Campo. Tom Walker and Fred Carnathan are appreciated for making the long and boring job of sorting and putting it away manageable. The value of the donation was significant but the fact that we have such a large amount of standard nuts, bolts, and flat and lock washers for volunteers is really significant! A smaller amount of machine nuts and bolts were sorted and Darren Apedaile has stored them away in the mechanical reefer. We are in the process of trying to locate a buyer or swap arrangement for the 114 lbs of metric nuts and bolts we can not use. The electrical material is of little immediate value and is being boxed up and stored away hopefully to be used in the Display Building. The oil and water filters are being boxed and stored away. Other than repairing the multiple air connection stand we have no immediate use for but lots of suggestions. Maintenance and that they are 3/8 th size limit their use. The Museum is in need of a responsible volunteer with some electrical knowledge to sort and organize our electrical supplies. Please contact Jim Polloreno if you would be interested.

*** Rule of the Month - Hours of Service ***

The following appeared in the Hot Scoop last year thanks to Jim Baker, and is just as important now. What was **not** mentioned was that a "Willful violation" by an individual could result in a **\$1000 penalty. FRA Part 228 Appendix B** has the complete text.

- 1) The longest you can work in one 24-hour period is 12 hours. This may be 12 continuous hours, or the period may be broken by a rest period of AT LEAST 4 HOURS. For example, if you come on duty at 8 AM, you could work until 8 PM, or you could work from 8 'til noon, rest until 4 PM, then work until midnight. Rest must be at a designated terminal, where "food and lodging" is available. Campo is our only terminal; food, of sorts, is available, and the crew lounge is available for rest.
- 2) If you work 12 continuous hours, you must be off for at least 10 hours before going on duty again. If you work less than 12 continuous hours, you must be off for at least 8 hours before going back on duty.
- 3) When you come on duty, you must have had at least 8 hours off in the preceding 24.
- 4) While only the operating crew is covered by these regulations (Engineer, fireman, conductor, brakemen), ANYTHING ELSE YOU ARE DOING FOR THE MUSEUM PRIOR TO STARTING AS OPERATING CREW IS "DUTY." For example, you cannot come out to Campo at 8 am and do maintenance work, or be a Trainman all day, and then be part of the operating crew for the dinner train. But, you could go on duty as an engineer at 8 AM, work until 5 PM in that position, then do maintenance work until midnight, since maintenance isn't covered. But, if you were going to be on the crew the next day, you would need 10 hours rest (until 10 am) before going back on duty. YOU MUST BE RESTED BEFORE GOING ON DUTY IN A COVERED POSITION. Other Museum work, including paperwork in the office, is NOT rest.
- 5) While the rules appear to be written with regular railroad employees in mind, I'm sure that if not expressly prohibited, the FRA would not like it if you worked a graveyard shift at your regular job, and then immediately came out to Campo to crew on a train.

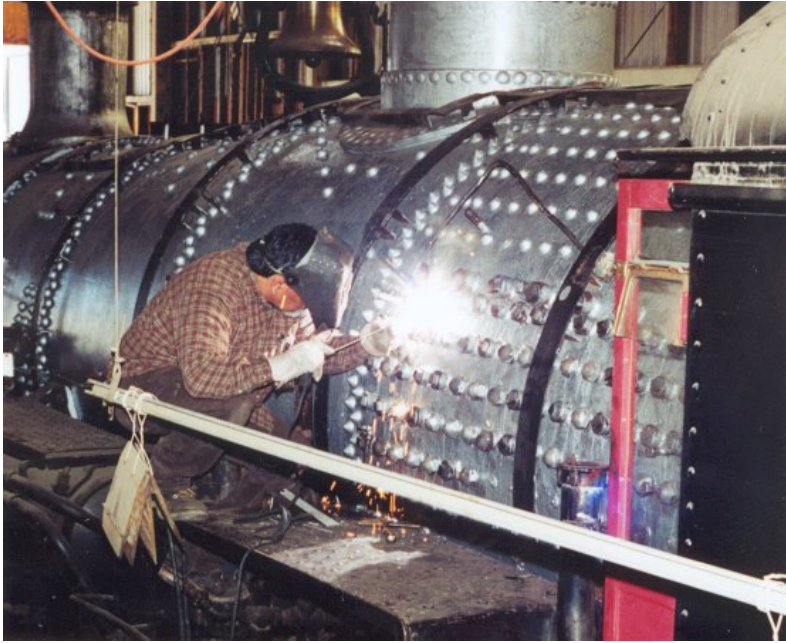
*** Campo Maintenance *** *Jim Polloreno*

Randy Gibson, most usually seen as a speeder operator, conductor and Diesel engineer also spends many hours doing maintenance at Campo. We'd like to say **"Thanks, Randy, we appreciate your volunteer work on weekends AND weekdays!"**

Here's what he did in May:

1. Cut the shoots off the Elm tree.
2. Spray weeds at Depot brick sidewalk.
3. Repair lounge door.
4. Reglaze 6 windows.
5. Replace small windowpane.
6. Repair 2 lounge chairs.
7. Rebuild restroom windows.
8. Minor repairs to storage room doors.
9. Replace large broken windowpane.
10. Build new foundations access door - South side Depot.
11. Replace missing facing boards - South side Depot.
12. Tack down 2 steps.
13. Repair door latch NE corner Car #254.
14. Bring 72 #10 tin cans to Campo.

*** Steam Team Report *** *Dick Pennick & Dwight Koller*



The bad news is: there will be no scheduled steam operation this summer (steam operation is normally suspended during the warm summer months).

The good news is: current work to complete the required 5-year inspection and overhaul on ex-SP 4-6-0 #2353 should be completed in July. As soon as the engine is operational, there will likely be several unscheduled runs set up on the Miller Creek turn to work out any gremlins on the engine and bring our steam crews back up to their required performance levels before we begin our normal Fall operation schedule in September.

The last operation of 2353 was on Monday September 11, 2000, when the engine was operated for the second unit film crew filming a clip for the new Disney movie "Pearl Harbor". That 4 hours of shooting resulted in 4 seconds of fame for our old Ten-wheeler in the first half of the movie, but we're there! Filming took place just east of the Campo Depot, between Campo Jct. and the trestle. Tony Neece was our hoghead that day, and Ken Kahan and Dick Pennick took turns firing. The film crew had masked out the word "Southern" on the tender, as well as the Museum logo.

To facilitate the current repair and inspection work on the engine, a very successful fund-raising effort was launched last year, coordinated by Dick Pennick, and sufficient monies were raised to complete all of the planned or required work. Work to date has included the following, some of which were required by the new Federal Railroad Administration (FRA) steam locomotive rules:

- Completely stripped boiler of lagging, piping, jacketing and cab controls in preparation for thickness evaluation.
- Removed all external rust scale from boiler shell.
- Divided entire boiler shell into grid for thickness testing.
- Boiler shell thickness evaluation (required by FRA).
- Installed 20 new flexible staybolt sleeves and new staybolts.
- Replaced 15 deteriorated steam dome studs with new studs (26 total studs).
- Removed right upper crosshead shoe for removal and replacement of old babbit.
- Installed new boiler try-cocks and spindles.
- Made and installed 2 new fusible drop plugs in firebox crown sheet.
- Replaced all 517 flexible staybolt caps with new caps.
- New firebrick prepped for re-installation in the firebox, to replace the brick removed earlier for the boiler inspection.
- Installed connection for a new steam-cleaning gun.
- Installed fire hose connection on tender, engineer's side.
- Painted entire boiler outer surface with heat-resistant paint.
- Installed new check valve on power reverse.
- Servicing and reinstalling blowdown plug valves.
- Fabricated and installed water level gauge on tender (required by FRA).
- Fabricated and installed bolted connections to permit removal of blowdown mufflers.

All of the required certified pressure-vessel welding has been performed onsite by Fraser's Boiler Service as a corporate donation. We all extend a special "Thank You" to Fraser's and to welders Juan Lopez and John Grabowski for their excellent work. Some of you will remember that Fraser's performed major boiler work on the 2353 over a 2-year period during its initial restoration in the early 1990's, including a new front flue sheet, reinforcement of the cylinder saddle area of the smokebox, repairs to the firepan, and 100% tube and flue replacement. This initial work was performed at a greatly discounted fee, thanks to the generosity of retired owner, Harry Fraser, Sr.

Some of the work remaining to be done includes a hydrostatic pressure test of the boiler; re-lapping the throttle valve, milling and re-installation of the crosshead shoe, re-installation of all boiler piping, new lagging, jacketing and cab controls; installation of a cast-steel Nathan 5-chime whistle, re-installation of firebrick and burner assembly; replacement of old rigid oil piping connections between engine and tender with flexible piping; replacement of engine/tender flexible water piping; and re-installation of tender backup pilot. Glass blanket boiler insulation will be used on reassembly, replacing the expanded glass block insulation used on the original restoration. This change reflects current boiler lagging practice for many steam operators in the U.S., and was facilitated by the opportunity to store the engine inside the enginehouse when not being used, thereby keeping the insulation dry. This change in lagging is expected to greatly increase boiler-heating efficiency by reducing radiation losses.

Work has been slowed by several factors, including discovery of additional problems not noted in earlier inspections, broken linkage in the gearbox of our big Reed-Prentice lathe, and a lack of sufficient manpower to complete all of the tasks needing to be done.

Lending a hand during this phase have been the following: Dwight Koller (foreman), Jim Baker, Paul Lannen, Tony Neece, Ken Kahan, Jack O'Lexey, Jim Lundquist, Bob Nickles, Fred Perry, Dick Pennick, and Dick McIntyre. If there are others we haven't mentioned, it wasn't intentional.

A recent development: Jim Lundquist has been coordinating an effort to find a local certified asbestos abatement contractor to remove the " 'A' word" from a number of our older passenger cars and, of particular interest to local railroad historians and steam folks, former SD & AE freight engine #104, the last SD & A - SD & AE steam engine in existence to carry the SD & AE lettering on its tender (the engine was originally SP #2720). Twelve companies have been approached, and one has recently agreed to donate all of the labor cost as a corporate donation, an estimated value of \$19,000. Jim deserves a hand for making these contacts and developing a proposal for the abatement. The next stop is the Museum's Advisory Staff, which will evaluate the offer and proposal, and develop a recommendation. (Ed. Note: approved by staff!)

Once the old lagging is gone, the boiler shell will be evaluated. Records indicate the engine had been re-flued just before retirement in the early 1950's, but much mechanical and metal work, and expense, would be required to bring it to operating condition. The condition of the boiler will be the key. The fallback position will be a complete "cosmetic" restoration, which may allow the historic engine to be cut in dead behind the 2353 on special occasions to provide a truly historic "double-heading" photo op!

The Team looks forward to again being able to offer a steam experience to Museum members and the public. There are plans for a more aggressive marketing effort for steam, and a 1-page flyer is currently available explaining the Steam Team experience and inviting interested participants to share in this anachronistic and exciting activity. If you would like a copy, give Dick Pennick a call at (619) 463-2276.

***** Coronado Branch Line Trip ***** *Seth Miller*

On Sunday June 3rd, I boarded a Blue Line Trolley at the Santa Fe Depot bound for the 24th street trolley stop. A short walk under I-5 and I spotted our Santa Maria Valley Railroad No. 9 parked on the track in the middle of the street a block from the National City Depot. As I walked over to where it was parked, I was struck by how out-of-place this unique piece of history looked in this day and age. Built in May of 1932 by the Fairmont Railway Motors Company of Fairmont MN, it was actually the first piece of rolling stock acquired by the Museum and the first to arrive at Campo.

At noon the eight of us boarded and Mike Reading fired her up. We started by backing up Cleveland Avenue while Mike pointed out the sights and explained the history of the line. At the end of the street near the 32nd St. Navy base we stopped and headed back south. We passed the Depot, and Rich Hamilton and Bob Millar flagged 24th street. We had a good laugh at the surprised looks on the faces in the cars as we passed.

As we clickety-clacked down the track Mike pointed out the wildlife, hobo camp, and other sights we were seeing. He also took us back in time, explaining the history of the branch, pointing out the kinked rail from a long ago trestle fire, where the Chula Vista track branched off, etc. We also traveled into the future as Mike told us of the Museum's plans to save the line from developers, improve and reestablish the line to Coronado, and run excursions and dinner trains on it.

Two and a half miles from the Depot we came to the locked gates of the Goodrich plant and it was time to head back. The return trip is just as interesting as you look at the same scenery from a different direction. All too soon the flaggers were stopping traffic for us at 24th street and we parked back where we started 40 minutes before. As we got off, we all agreed that we had received our five-dollars worth, and that we would be back to ride again. As I was walking away a group of ten people were boarding for the next trip. The first trip leaves at noon and trips leave hourly until four p.m.

***** Web page update ***** *Randy Houk*

New this month are photos of steam worker Paul Lannen, Mechanical Superintendent Darren Apedaile and "Metal Magician" Dick McIntyre. See them and other mechanics at <http://www.sdrm.org/gallery/people/mechanics/index.html>.

Don't forget that our web page has a link for Volunteer Services. You can see old issues of the Hot Scoop and a link to the Code of Federal Regulations. The username is "volunteer" and the password is "2353".

If you're receiving this via U.S. Mail but have gotten **E-mail**, please send an email to hotscoop@sdrm.org so we can make you a 'member'. We save postage that way!

***** Museum Financial Report *****

Financial report not received by press time.

***** Year 2001 Dates of Note *****

	July	August	September
Staff meeting (1900 at Solar)	2	6	3
Campo to Tecate	7, 21, 28	4, 11, 25	8, 22, 29
Steam Train	—	—	TBD
School Train	17	—	—
Brunch Train	—	—	9
Dinner Train	—	—	—
Wine Train	—	—	—
Board meeting (1830 at Solar)	26	23	27
Museum Services meeting (1900 at Solar)	25	29	26
Deadline for Hot Scoop articles	28	28	28

***** Article Submissions *****

Please submit articles in pure text (.txt) or MS Word (.doc) format.
E-mail to hotscoop@sdrm.org is preferred. Send address changes to the editor.

*****PHONE NUMBERS and e-mail*****

Web page: <http://www.sdrm.org>

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