

Hot



Scoop

HotScoop Shovel Logo by Larry Rose

A publication dedicated to San Diego Railroad Museum volunteers

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MUSEUM NEWS

VOL XIII NO IX

*** Qualboard Report ***

Congratulations to the following hard working crew for their qualifications:

Sue Ann Taggart: Brakeman.

Tommy Batts: Brakeman. Tommy, age 18, replaces Dave Houk as our youngest brakeman!

John Zentmyer: Motorcar license, good from Campo to Division.

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

The big news this month is the results of a full hydrostatic pressure test on the boiler of S.P. 2353, which was performed on Sunday, August 19th.

An earlier "atmospheric" hydro revealed a number of leaking cap gaskets on the flexible staybolt sleeves, but no other problems. These gaskets were subsequently replaced prior to the full hydro, but under pressure, a small crack was revealed in one of the crown stay holes as well as the staybolt itself. Crown stays connect the flat crown (top) sheet of the firebox to the curved top course of the outer boiler shell, resisting the steam pressure that would otherwise collapse the crown sheet. Investigation revealed that the original stay was the wrong size and poorly fitted to the hole. The old stay has been removed and a new one will be fashioned from a spare 12" flexible stay. The cracked hole will be weld-repaired, re-drilled and tapped to accept the new stay. All of the remaining stays were hammer-tested (the traditional method) and no other defective ones were noted. The Museum's hydrostatic pump used for the current test was about to be "surveyed" (trashed) by the U.S. Navy before Dwight was able to obtain it.

This is the first broken stay noted in three years of operation, which speaks well for the mechanical and operating staff of the Museum's Steam Team. The balance of the work that the Team has performed within the past year held up very well under test.

This also validates the effort and expense two years ago to assemble a boiler water recirculating pump. This pump is employed during cold fire-up to continually circulate the water as it heats up, allowing the entire boiler shell and firebox sheets to gradually expand uniformly. Dwight Koller recently rebuilt the original pump.

Other recent work included the draining of the test water from the boiler, removal of the steam dome cover to facilitate the staybolt repair, and mounting of the engineer's injector and piping to install a take-off fitting for the new fire hose.

On August 17th, an attempt was made to remove the main drawbar pin sleeve under the cab to permit welding of the crack in the casting adjacent to the hole. This hole holds the pin that anchors one of the heavy steel bars connecting the tender to the locomotive. Efforts to press the sleeve out of the hole by jacking were unsuccessful, instead raising the entire rear of the locomotive. At this point, Dick McIntyre was brought in and the offending sleeve was cut out with a torch. After the area cooled down, Tony Neece prepared the crack for welding with an air grinder and Dick welded the crack up. In preparation for the replacement of the firebrick in the firebox, the insides of the firebox sheets behind the brick were de-scaled and wire-brushed.

Carnevale's Construction Management, Inc. of Spring Valley is gradually completing the asbestos removal on our steam engine fleet. SD & AE #104 is completed and both E.J. Lavino #10 and Coos Bay Lumber #11 should be done by the time you read this. The Carnevale company, and Jim Lundquist for coordinating the donation, are to be applauded for its much-appreciated donation. Unfortunately, the abatement work that was originally planned on a number of our older passenger car fleet may not get done this time due to the unanticipated number of hours involved with the locomotive removal.

The removal of 104's asbestos boiler lagging opens up some intriguing opportunities for the full restoration of that priceless San Diego relic, either as a static display or as a "living history" exhibit, occasionally trotted out to head up railfan or movie trains or doublehead with the 2353, all of which will require major dollars from outside the Museum membership. There is even talk (unofficially at this point) of the possibility of including the restoration of John Spreckels' Business Car "Carrizo Gorge" in the mix! Another interesting historical fact that could play well for a 104 restoration scenario at this time: in 2004, less than 2 1/2 years from now, the engine will celebrate its 100th birthday. 104 is currently the Museum's oldest steam engine (a title originally held by our 1882 ex-Rock Island switcher, and later by former Coahuila & Zacatecas 3' gauge 2-8-0 # 1, dating from 1897. Both of these old-timers were traded or sold by the Museum during the past 20 years).

Due to the additional unforeseen work on 2353, current completion estimate has been pushed to early to mid-October. The scheduling uncertainty will make it difficult to market the steam program effectively this Fall, but we hope to launch an ad campaign for the Spring, once we know the engine is reliable. Since Orange Empire Railroad Museum's 2-6-2 is still being refitted to comply with the current FRA requirements, and with the big 4-8-4 #3751 in Los Angeles out of service, SDRM will apparently be the only "big steam" operator in Southern California this Fall and possibly into Spring, 2002 as well.

Helping recently were: Dwight Koller, Paul Lannen, Bob Nickles, Dick Pennick, Jim Baker, and Dick McIntyre. I apologize in advance to those I missed.

***** Museum Given Old SD & AE Tank Car ***** *Dick Pennick, project manager*

The City of San Diego Fire Department's Hazardous Incident Response Team has given the Museum a 1920's era railroad tank car they acquired from the SD & AE Railway sometime within the past 10 years for use in training their firefighters in tank car fires and spill response.

The old car, SD & AE #MW1027 (ex-SP, unknown number), was one of two similar cars offered some years ago to the Museum by the SD & AE's operator SD & IV R.R., according to Richard Borstadt, Museum Services superintendent. At that time, the best of the two cars was accepted and subsequently moved to Campo. The other car, MW1027, was acquired by the City and trucked to a site at the City's training center at the west end of the Marine Corps Recruit Depot property north of Lindbergh Field.

Recently, the City acquired a newer private-owner tank car for training and the old one was retired. Museum Staff members Jim Polloreno and Darren Apedaile, assisted by Dick Pennick, inspected the car on August 24th and presented a proposal to the Advisory Staff at its August 6th meeting. Staff expressed an interest but reserved a final decision until Pennick was able to determine a final cost, which was not available at meeting time. By the end of that week, Dick was able to secure commitments from a local crane company and a trucker to donate all costs associated with the move. Because of the tight deadline imposed by the City (Sept. 1st), phone polling was used to determine if Staff was still interested in the acquisition, in lieu of the normally-required accession procedures. Based on a total project cost of approx. \$100 (for the required Pilot Car), Staff agreed to access the car.

"D-Day" was August 30, 2001. Jim Polloreno and Dick Pennick assisted with the loading at San Diego and the car arrived at Campo at 3 p.m. At Campo, Jim, Dick and a small crew of other volunteers assisted crane operator Mike Reading in the unloading of the car onto blocks east of the depot adjacent to the House Track. By 4 p.m., it was done. Due to an apparent mis-communication between the Museum's Project Manager and the trucker, the wheel trucks were not transported to Campo with the car. Separate arrangements will be made to pick up the trucks, and the City has offered its help with this.

A large "Thank You" to all of the players, without whom the project would not have been possible: Paul Goldstein, owner of Goldstein Equipment, for the donation of the trucking. Paul is a long-time friend of the Museum; Ryan Olson, the Pilot Car driver and Paul's nephew; Bob Turner, owner of Bob's Crane Service of Lakeside, and his crane operator Ernest "Andy" Anderson and oiler Tom Lewis; Mike Reading, who took time off work with short notice (due to a last-minute schedule change) to operate our 50-year old American locomotive crane at Campo; and Tom Walker, Matt Adams, Darren Apedaile, Jim Polloreno and Dick Pennick, for their great help at one or both ends.

***** Where the Heck is "Narmowa"? ***** *Dick Pennick*

It sounds like one of those words that's spelled backwards. In fact, it is the acronym for the North American Railroad Maintenance Of Way Association, the brain-child of SDRM Life Member and co-founder Walter L. Hayward. Walt, who is the current president, is a previous resident of Lakeside, Calif. and currently resides in Kanarraville, Utah.

The group, which publishes a nice illustrated newsletter called "Spikes, Ties & Rails" four times a year, is dedicated to the preservation and dissemination of history, information and artifacts dealing with the railroad maintenance functions and its related tools & equipment.

They have recently lost their newsletter editor, Richard Bendever, to his job demands, and are looking for a replacement. Any takers from SDRM?

If membership in this specialized group interests you, contact Walt at P.O. Box 420058, Kanarraville, UT 84742, phone/FAX (435) 586-7224, or see the organization's web site at <http://www.drbens.com/narmowa.htm>.

***** Baggage Wagon Donated ***** *Dick Pennick*

SDRM is fast becoming custodian of the world's largest collection of depot baggage wagons, with one more antique wagon added to its varied inventory.

Laguna Niguel residents Chris and Pattie Brown donated a complete wagon in early August, after making contact through our website.

Bob Haney, Dick McIntyre and Dick Pennick journeyed up the coast on August 13th to retrieve the relic, using Mac's engine hoist and Bob's pickup truck.

To our surprise, the entire wagon had been disassembled and packaged in cardboard as if it was about to be FedEx'd! The current owners had stored it for several years at a commercial van & storage facility and had never unwrapped it. The SDRM crew unwrapped the wagon body to facilitate loading, but left the rest of it in its packaging.

The wagon, built by the Lansing Co., Lansing, Mich., is probably ex-Union Pacific, based on recent research, and is estimated to be about 80 years old. It was purchased from the railroad prior to 1963 by a U.P. brakeman/collector in Weiser, Idaho. It was later sold and shipped to Irvine, Calif., where it eventually found its way to the Browns through the pastor of their church.

The wagon, sporting its original green paint, is complete and in surprisingly good condition, considering its age and exposure to the elements. It is currently stored in the Display Building, awaiting restoration and reassembly. One of its former owners, now living in Washington State, has offered to donate a brass tag from the wagon, with a serial number that may aid additional research. To date, as far as is known, no one has written a book on the history and development of baggage wagons. Takers, anyone?

Many thanks to Bob, Mac and Dick for setting aside their other tasks to chase this one down for the Museum.

***** Never Pay Retail At Habitat's Lemon Grove Store ***** *Dick Pennick*

You've seen former President Jimmy Carter and other celebrities building houses for the poor and disadvantaged under a non-profit program called Habitat for Humanity.

Some of you Museum Project Managers and other hard-core "worker bees" may not be aware that Habitat raises money for its cause through the sale of new, used or pre-owned building materials of all descriptions (except lumber products). One such store is located in Lemon Grove, adjacent to the 94 freeway at Lemon Grove Ave. (the actual address is 3653 Costa Bella St., a short, dead-end industrial lane tucked away in the southeast sector of the interchange).

What can you find here, for pennies on the dollar? If you're into any kind of construction, restoration or repair project at the Museum, your first visit here will be overwhelming. Aisles full of brand new electrical cable of all sizes, new and used electrical fixtures, motors, lights and trim, fluorescent bulbs, plugs, outlets, etc., etc.; structural framing hangers and connectors of all types; nuts, bolts, screws, other fastenings; all kinds of plumbing fixtures and supplies, including sinks and tubs, brass, copper and plastic piping and fittings; counters, cabinets, countertops, built-ins; drawer and door hardware, including locksets, knobs, pulls, etc., solid- and hollow-core sliding and swing doors, all kinds of windows; some furniture; tremendous selection of building hardware and fasteners including nails and staples, etc., etc. The list is so enormous, I couldn't begin to include everything. I have even noticed computer equipment.

Check it out if you're in the area. If you can't get something donated, you will find these prices to your liking. I suggest you take a small flashlight with you because some of the aisles aren't well lit. Habitat's store phone number is (619) 463-0464.

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

Remember 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.
- 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."
- 5) While the rules appear to be written with regular railroad employees in mind, 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.

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

Financial report not received by press time.

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

New this month is photos of newly qualified brakeman Sue Ann Taggart, and speeder operator Larry Hieshetter. See them at <http://www.sdrm.org/gallery/people/>.

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!

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

	September	October	November
Staff meeting (1900 at Solar)	10	1	5
Campo to Tecate	8,22,29	13,20,27	10,17,24
Steam Train	-	-	
School Train	18	16	20
Brunch Train	9		
Dinner Train		6	3
Wine Train	-	20	10
Board meeting (1830 at Solar)	25	23	27
Museum Services meeting (1900 at Solar)	26	31	28
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>

SDRM ADMINISTRATION

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La Mesa Depot	(619) 697-7762	
Campo Depot	(619) 478-9937	
Campo Car Shop	(619) 478-9451	

DEPARTMENT HEADS

		@sweet-haven.com
Executive Director, Bill Valverde	(619) 258-1966	valverde
Director of Campo Complex, Jim Polloreno	(619) 478-2140	polloreno
Research, Bruce Semelsberger	(619) 264-7282	
Library, vacant		
Operations, Jim Polloreno	(619) 478-2140	polloreno
Safety, vacant		
Environmental Affairs, Jack O'Lexey	(858) 274-4449	olexey
Restoration, Ted Kornweibel	(619) 461-0098	kornweibel
Mechanical, Darren Apedaile	(619) 478-2659	apedaile
Steam, Dwight Koller	(619) 478-9348	koller
Diesel, Darren Apedaile	(619) 478-2659	apedaile
Training, vacant		
Trainmen/Guides, vacant		
La Mesa Depot, Jim Polloreno	(619) 478-2140	polloreno
Facilities, vacant		
Volunteer Coordinator, Steve Kostelak	(619) 741-5217	kostelak
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