Hot Scoop

HotScoop Shovel Logo by Larry Rose

A publication dedicated to San Diego Railroad Museum volunteers

March 2002 MUSEUM NEWS VOL XV NO III

***** STEAM TEAM NEWS ***** *Jim Baker*

What is the status of 2353?
Where are we headed with the project?
How are we going to get there?

Let's try to figure out the answers to those questions on Friday, MARCH 8, at 6:00 PM, my house. All are invited; old steam team members, and anyone else who is interested in the project.

I tried to find a date where the four people to whom Dwight delegated various responsibilities could all attend. (The four of us who are standing in for Dwight Koller while he is off serving on the USS John Stennis are Paul Lannen, Ken Kahan, Dick Pennick, and Jim Baker.) This was pretty difficult, and March 8 was the time that worked out for the four of us.

As most of you probably know by now, a number of cracks have been found in 2353's crown sheet. It is possible that they are numerous enough and large enough to require the replacement of the entire crown sheet, a major task both in terms of the amount of work required and expense. We have invited several people who are experts in boiler repair to come out and take a look, and give us their opinions on what all we need to do, and an estimate of the costs involved. If the inspections have occurred, Tony Neece should be able to fill us in on what they said. At the meeting, I'd also like to propose that we set up a regular "steam weekend", and make some further assignments of people to be responsible for honchoing some of the large amount of steam work that needs to be done.

I'll be ordering pizza and soft drinks, so PLEASE let me know if you are coming. I want to have enough food, but I also don't want to have to eat leftover pizza for a week. I'll be out of town from 3/2 to 3/6, so let me know on 3/7 or 3/8. Engr. Bob says that March 8 is International Women's Day, so maybe we need to have some international women attending. If anyone has any good steam videos, bring them along, and maybe we'll have time to look at one or two.

My address is 10441 Loma Rancho Dr., Spring Valley; phone 619-670-7441. If you need directions on getting here, give me a call.

***** AROUND ABOUT THE MUSEUM IN FEBRUARY ***** *Allan Dillane*

There are three big changes one will see at Campo this month.

1. CGRY has installed a new unloader for the sand trains. They have installed a steel vault beneath the house track that will allow them to unload any type of hopper. The lift belt system takes the sand from under the car and lifts it high enough to transfer the sand to a horizontal belt loader that runs parallel to the tracks. This piece of equipment then can be telescoped to distribute the sand continuously along the right-of-way.

2. At the end of the new building three sections of 115 LB new snap track and two large piles of rubber matting have been unloaded. This is the material donated by the City of San Marcos. Thanks go to Dick Pennick and Gary Sweetwood for arranging the donation and getting it moved to Campo. The truck driver had troubles when the load shifted out on the highway. Most of us have little understanding of the costly problems that can occur in what otherwise seems to be "a good deal". Dick Hobson, Allan Dillane, Darren Apedaile, Rich Warner and Mike, the truck driver, did the muscle work. Because of the load shift problems it took the rubber tired crane to complete the unloading. We had a scare when Rich Warner slipped high up on the loaded trailer and fell between the snap tracks. Luckily that none of the heavy (up to 500 LBS) pads fell on him. After a week of limping around he is less grouchy and more like his old self.

We are open to suggestions but at this point we are planning to put the large rubber pads in the Display Building as a temporary walkway to facilitate the walking tours. The snap tracks will be pulled apart with the thought is that the 120 feet of track can be used on the mainline. The clean up of this project is scheduled for April.

3. Tom Walker and Fred Carnathan have completed the bone jarring hand excavation for the concrete pad foundation for the battery shed. Those of you who have not had the opportunity to do a little pick and shovel work at Campo can't imagine how they must have enjoyed going to bed that night. When you have time be sure to admire the slow but steady progress by Ray Lethbridge who has taken on the job of getting the proper ballast in place for the Santa Fe Bridge Crane tracks.

It has been almost a month ago that we had a leak in the fire sprinkler system in the Display Building. The ground is dry enough to walk on but not to run the big forklift. Some of the BART Display stuff got wet but because it is on the bottom we will have to wait to see how much damage occurred. This and the clean up will have to wait till April.

Darren Apedaile has begun moving some of the stuff around in the "north forty" in an effort to get some control over the space it is hoped will lead to a serious clean up process.

Dick Pennick as the Board VP for Operations has charged MOW with the need to complete an analysis of the feasibility and what is needed to A) realign tracks 11 – 14 and B) to include the options including problems and costs for installing the turn table as part of the project.

***** PLANNED SPRINT COMMUNICATIONS TOWER DEAD ***** *Dick Pennick*

During much of last year, the Museum was involved in negotiations with Sprint Communications to lease a small portion of our "north 40" for the erection of a transmission tower. The rental of this site to Sprint would have resulted in income to the Museum of about $800 per month, a tidy sum.

But such was not to be. Almost from the start, one of our fellow Campo landowners fought Sprint's siting decision and went to considerable lengths to try to discredit the Museum in the eyes of the County by challenging the Museum's fulfillment of the requirements of its Major Use Permit.

Several months ago, in spite of the County's investigation of those allegations and finding no merit to the charges, Sprint finally decided to pull the plug and we lost $800 a month.

***** Museum Services News ***** *Maria Castillo-Curry*

February has been a very busy month defining the functions of MS together with trustees and staff as well as working with a lot of people on a current diagnosis that addresses the needs and problems in the areas of interpretation, education, collections and facilities. The first meeting for MS was held on February 18th at the Santa Fe Depot office and we are planning the next one for March 20th at 7 p.m. in the same location.

Some of the concerns expressed are well known by many of you such as the urgency for a new library, lack of inventories and catalogs for artifacts and library donations, lack of proper facilities at Campo and at the Santa Fe depot, insufficient income for better serving the Museum, need of more volunteers and docents, etc. We are going to continue identifying all MS needs and work together with the Strategic Planning Committee chaired by Dick Pennick for integrating them in short and long term planning solutions. In the MS meeting we also discussed the possibility of organizing a reconnaissance survey for documenting the many artifacts that are stored in Campo with the help of volunteers as a first step for their cataloguing and preservation.

Denise Winslett, Alan Alvarez, Richard Borstadt and I worked on the TOT grant proposal focusing on the Visitors Center in Campo. President and Executive Director Arn Hunsberger and I attended the First Public Forum for a Comprehensive Diagnosis of the North Border in Tijuana organized by El Colegio de la Frontera Norte, where we lobbied for the creation of more train tours and cultural tourism. On February 27th and 28th I was invited by two City Councils in Tecate, Baja California (Cosme Cazares and Jose Carlos Perez), interested in supporting our preservation and educational efforts. They are joining the Iron Road of las Californias project and also the Tecate depot restoration efforts. The radio news in Tecate mentioned that CGRy will help in restoring the Tecate depot and many people were very happy about that. The Great American Station Foundation based in New Mexico placed the Tecate depot on its Most Endangered List in response to the nomination made by Save Our Heritage Organization. This is the first time a depot located outside the US has gotten on the list. On March 1st I had a meeting with the general director of the Instituto de Cultura in Baja California in Tijuana, Marcela Jacobo, who expressed the compromise of the state government in helping to preserve railroad heritage along the border.

Richard Borstadt, Roger Challberg and I have met in Campo for lunch and with the Mountain Empire Historical Society in order to look at possible ways of cooperation on railroad history research and education. Richard and I also attended the Archives Network event organized by the Congress of History and UCSD with the aim to learn better ways for preserving our collections work with volunteers and apply for grants.

***** BIG DONATION ON BEHALF OF AILING EMD #1809 ***** *Dick Pennick*

Thanks to the tireless arm-twisting by veteran "scrounger" Dave Slater, it has been reported recently that all costs associated with the replacement of the worn wheels on our EMD MRS-1 #1809 will be donated, except for some up-front costs to truck the wheel sets to and from Barstow, Calif., which are being covered by individual donations from various Museum members.

***** 1910 NEWSPAPER SHOWCASES PROGRESS ON SD & A Ry. ***** *Dick Pennick*

Recently, a long-time friend of mine and fellow historian decided to suddenly liquidate all of his local real estate holdings and pack up and move with his wife and dogs to the tiny town of San Andreas, deep in California's historic Mother Lode country. They left behind a beautifully restored two-story Victorian farmhouse on a hill in Lemon Grove, overlooking the commercial and residential sprawl that once was citrus orchards.

Faced with packing and moving more than 30 years of collected "stuff", they gave away and sold anything they felt they could do without, and a few interesting items ended up with me.

One of these items that is apropos to the Museum's efforts to preserve and interpret regional rail history is a yellowed, fragile original copy of a section of the San Diego Union dated January 1, 1910. The headline reads "Steel Laying Rushed on New Railroad" followed by "Grading crews now delving into hills of Mexico beyond Tia Juana" (this the original spelling of the Mexican town, Spanish for "Aunt Jane).

The entire page was devoted to a detailed account of the construction work south from San Diego (the ceremonial first shovelful of earth had been turned back in Sept., 1907) and into Mexico, grading and track-laying contracts, and other details. Photos showed construction camps, steam shovels, the first locomotive (an ALCO 0-6-0 switcher) and the first caboose, #400, a wooden side-door gem with cupola.

The reporter quoted SD & A's grossly over-optimistic Chief Engineer Kallright as suggesting the track would be complete to Yuma in "two years". In reality, due to the untimely death of John Spreckels' financial backer, E. H. Harriman, and the unexpectedly difficult and expensive construction in Carrizo Gorge, it took nearly 10 more years to drive the final spike (which the San Diego Railroad Museum now proudly owns). A copy of this account will eventually be made for our Southwest Railway Library for research purposes, and the original will likely end up there as well.

***** MOVIE TRAIN PHOTOS NEEDED ***** *Dick Pennick*

Those of you who are into model railroading in addition to 12" = 1'0" scale, may be familiar with the recent series of articles by rail history author Mallory Ferrell in "Shortline and Narrow Gauge Gazette", discussing trains used in the movies. I happened to mention to Mr. Ferrell recently that the Museum had done a number of "shoots" on our property here in San Diego, including the most recent "Pearl Harbor" shoot a year ago last September. He said if we could provide some still photos of these shoots, he would use them, with proper credit, in upcoming installments.

Anybody have any "stills" of the movie, commercial, and music video stuff we have done over the years? If so, send me copies with information (occasion, date, location, photographer, etc.). Any printed in the magazine will be credited to the photographer. If you will want the prints returned, be sure you let me know. I can be reached through the Museum office, 1050 Kettner Blvd., Ste. 5, San Diego, CA 92101.

***** LOCOMOTIVE SANDBOX DEVELOPED BY NEW YORK GROCER ***** *Dick Pennick*

Jordan L. Mott, a New York grocer and stovemaker who won fame as the inventor and manufacturer of the first anthracite (hard) coal cooking stove, came up with the first workable sander for the crude locomotives of the time.

His 1841 invention positioned a funnel-shaped sand box just above each drive wheel, which fed the sand by gravity onto the tread of the wheel. The tread was kept moist by a small stream of water from a pipe so that the sand would stick. Interestingly, he did suggest that the sand could also be directed directly onto the rail, but didn't consider that to be the preferred solution at the time.

Obviously, the sand box eventually ended up on top of the boiler or diesel hood, which allowed sand to be more easily directed to wheels that were further apart.
(Thanks to RAILROAD Magazine, Sept., 1946 for this gem).

***** WAS MUSEUM'S S.P. TEN-WHEELER 2353 ONCE A "PACIFIC"? ***** *Dick Pennick*

It's an intriguing thought, because the only obvious difference between a "Ten-wheeler" (4-6-0) and a "Pacific" (4-6-2) is the addition of a two-wheeled trailing truck under the cab.

I was thumbing through a back-issue of SP Trainline the other day, the excellent quarterly publication of the Southern Pacific Historical & Technical Society. I came across a letter from Arnold Menke discussing the history of the use of airhorns on S.P. steam locomotives, wherein he mentioned that three P-6 class Pacifics were equipped with single airhorns mounted on top of the smokebox in the 1950's: 2454, 2458, and 2353. Yea, that gave me a little twitch at first, too, until I realized it had to be a typo! (He probably meant to say "2453").

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

New this month is a photo of Trainman Allan Dillane. See him at http://www.sdrm.org/gallery/people/ in the Trainman department.

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@sweet-haven.com so we can make you a 'member'. We save postage that way!

***** Year 2002 Dates of Note *****

	March	**April**	**May**
Staff meeting (1900 at Museum office)	4	1	6
Campo to Tecate	2,16	6	11,25
School Train	19	16	21
Brunch Train	17	14	12
Dinner Train	23	27	25
Wine Train	-	6	-
Coronado Branch	3	7	5
Board meeting (1830 in Clairemont)	26	23	28
Museum Services meeting(1900 Museum off.)	20	TBD	TBD
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@sweet-haven.com is preferred. Send address changes to the editor.

*****PHONE NUMBERS and e-mail***** **Web page:** http://www.sdrm.org

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