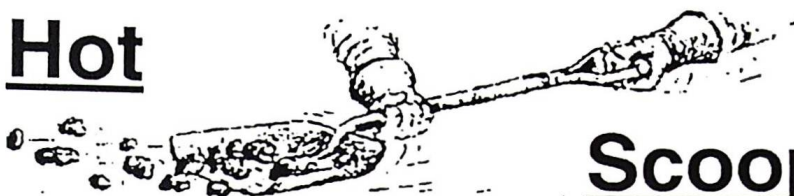


Hot



Scoop

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

June 1993 VOL V NO 6

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The HOT SCOOP is published by the San Diego Railroad Museum.
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c/o Santa Fe Depot
1050 Kettner Blvd.
San Diego, Ca.
9210

DIRECTOR OF CAMPO OPERATIONS

Denby Jones

Taking a look around the complex at Campo, I noticed that there are quite a few unfinished tasks, some of them critical to the Museum. So I contacted some of our people and we formed a new group. For lack of a better name, we are calling ourselves the Campo Redevelopment Committee. The purpose is to take all these uncompleted tasks, prioritize them, and get them completed. The members at the first meeting were Mike Reneau, Mike Reading, George Boggs, Steve Wade, Duane Leal, Rich Borstadt, Maryanne Thompson and myself.

A listing was made of projects that have been started but are laying fallow. They were discussed, prioritized and this is the result.

Priority one:

- 1. Finish the shower in the car barn.
- 2. Complete the wheel lathe and Fosdick drill installation.
- 3. Repair the East Lead soft spot.
- 4. Finish the car barn siding.
- 5. Traction motor teardown.
- 6. On-going track maintenance.
- 7. New yard tracks.

Priority two:

- 1. Finish the main tool room.
- 2. Machine store room.
- 3. Mechanical office.
- 4. Santa Fe bridge crane set-up.
- 5. Service facility track.
- 6. Display tracks.
- 7. Air brake room.

Priority three:

- 1. PBX installation.

These projects were ranked and rated according to 1, safety considerations, and 2, their fiscal impact to the Museum as a whole, and the impact to individual projects.

After priorities were set we time-lined the priority one's and here is what we came up with:

- 1. Shower - in work - ECD 6/1/93. Steve Wade
- 2. Wheel lathe and Fosdick - awaiting concrete - Richard Dick
- 3. East Lead - awaiting evaluation from Wally Barber - Denby Jones
- 4. Car Barn Siding - have materials - work day 7/24/93 - Steve Wade
- 5. Traction motor teardown - ongoing - a motor will be placed near the carbarn near track one, tools will be made available so whomever desires can work

on it. This is a good job for two people.

→ 6. Track maintenance - will coordinate through operations - second Saturday of each month will be a work day. (6/12/93, 7/24/93) etc. We are required to do this maintenance by FRA.

→ 7. New yard tracks. Area needs to be cleaned up, need to consult with Al Keevil, and then see if we can have the switches installed by a contractor. Then we can lay track.

This is the first cut on things to do. This committee will meet monthly to follow up on what has been completed and re-prioritize the tasks.

Next meeting will be 6/14/93, 6:30 P.M., at the Santa Fe Depot.

So take a look at what has to be done, pick your task(s), and let's get started!!!

This list has some healthy tasks to accomplish, as if we did not have enough to do, but they are tasks that will directly benefit the Museum as a whole. Speaking for myself I really appreciate the time and work all of you put in to make this organization go. We have diverse and talented people, and as I have said before, I don't believe there is anything we can not accomplish, and do it well.

Thanks again to all of you,

See you at Campo,

Denby

Operations Department

Maryanne Thompson

The ridership total for April was 2287 including school days and our special trip to Jacumba. We have another special trip to Tecate planned for June 26th. With summer being here, and vacations, you'll find a lot of empty spaces on the call-board. Please fill in when you can. Thanks to all of the crew members who keep the trains running!

You'll also notice from Denby's article that there are many up-coming projects. It is really important that ALL departments support these projects and assist in any way they can.

Mike Reneau wanted to pass along the following. Locomotives are not to be started up without prior authorization from the Superintendent of Operations or from the Director of Campo Operations. Remember - Each time a locomotive is fired up, it's life decreases! Also, NO equipment is to be moved without prior authorization of the above people. [ed: Also note that there may be mechanical reasons for not starting a locomotive. Considering the value of our equipment, we have to determine the operational status by checking first with the proper authority.]

The next operations department meeting will be on Wednesday, June 16th at 7:00 P.M. at the Santa Fe Depot. Due to changes



"I love hearing that lonesome wail of the train whistle as the magnitude of the frequency of the wave changes due to the Doppler effect."

From Chalk Up Another One: The Best of Sidney Harris by Sidney Harris. Copyright © 1992 by Sidney Harris. Published by AAAS Press, Washington, DC p. 72. Used with permission.

in his work schedule, Mike Reneau will be returning to chair these meetings. Thanks to all who have come with their comments and suggestions while I've been filling in these past few months. Superintendent Reneau requests that all Conductors attend this June meeting to discuss discrepancies in the filing out of train reports.

One of our long-time conductors and friends, Robin Becker, is undergoing back and neck surgery. Let's all keep him in our thoughts and send him our well wishes for a speedy recovery.

See you at Campo!

Restoration Department

Ted Kornweibel

Museum staff has approved the refurbishment of AT&SF 1509. Money has been donated for the project. Some of the work will be contracted out, but there is much to be done by Museum volunteers. The car will be pulled out of service after the June 26 Tecate Special and all work must be completed by the end of September so that it can return to service on Tecate and Jacumba runs in the Fall. Here are the repairs, etc... that have been targeted. Please call one of the contact persons to get on board this project. We have a short deadline, but enough money to accomplish the task.

Interior Work

Ted Kornweibel
461-0098

- Replace window shades.
- Sub-floor repairs, both ends.
- New floor tile, kitchen end.

- New carpet, observation end.
- Repair water filter leaks in kitchen.
- Re-seal roof.
- Repair window mechanisms.
- Build/glaze/install new windows.
- New vinyl for several chairs in snack bar end.
- Reupholster fabric-covered chairs in lounge.
- New rubberized surface on rear observation platform.
- Repair traps on rear platform.
- Repair flip-over counter at bar.
- Repair plumbing in bar and kitchen.
- Locate/purchase/install fans.
- Spot painting.
- Interior cleaning.

Exterior/Mechanical

Mike Reading
277-5168

- Swap trucks with AT&SF 1303.
- Full brake job (valves, COTS).
- Repair coupler/pocket at kitchen end of car.
- Install toilet holding tank from Robert Perry on 1509.
- Wash, wax exterior of car.

Safety Corner

Lew Wolfgang
Checks and Skates

As you know, we operate on a "Mountain" railroad. This fact requires that we pay constant attention to proper and safe procedures regarding the placement and

storage of rolling stock.

We have recently started a campaign to insure that rail skates are properly and consistently placed. This campaign has worked very well, everywhere you look at Campo these days, you are likely to see a skate or chock. Good job, people!

Now for the second phase of the campaign: A critical component of skate usage is to remember to REMOVE them! Everyone must develop the habit of checking under each and every wheel before equipment is moved. Forgotten skates can cause brake rigging damage, switch-frog damage and derailments. Always embarrassing and frequently dangerous, DON'T FORGET YOUR SKATES!!!

While we are on the subject, it has recently come to the Museum's attention that wheel chocks are not suitable for holding equipment on grades. The reasoning is that they could "pop out", and since you can not rely on the hand-brakes to safely hold by themselves, a runaway could result. This popping out is no joke, I (and several others) saw it happen recently. And being a kind-hearted person, I would not wish such an experience on anyone else.

Thus, a new General Order is being prepared forbidding the use of chocks anywhere where there is a grade. The only place I can think of where there isn't a grade is in the Car Barn. Note that we have always used skates for holding consists, chocks were only used for locomotives. The pop out I observed was under a locomotive, and it wouldn't have happened if a skate were used instead. In the case where a skate won't fit due to brake rigging interference, place it under the center axle. If there is no center axle and the skate still won't fit, then the locomotive should be coupled to the uphill end of an equipment consist under which a skate has been placed and handbrakes set. Watch for the new General Order and re-read rule 966 in your RuleBook.

A side benefit in using skates exclusively is that it is very difficult for vandals to initiate a runaway. They could knock chocks out, release the hand-brakes and watch the excitement. Let's not give them the opportunity.

Finally, REMEMBER TO REMOVE THE SKATE!

Please note that I have a new phone number: 662-9019. Our Motto:

Feel free to call at anytime.
If you have safety on your mind.

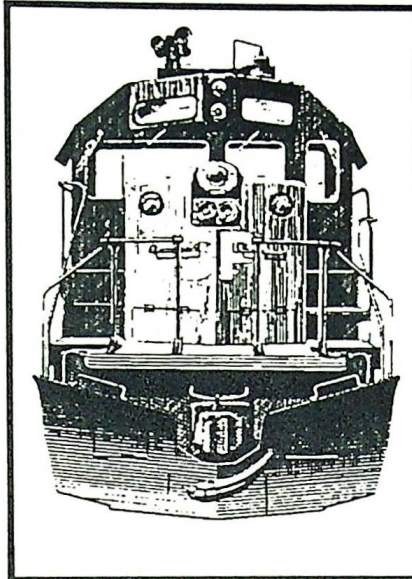
Correction

We inadvertently mentioned Thomas Lee Braginton's wife Linda as his "friend" in the May HotScoop. Please note that besides being Thomas' friend, she is also his wife of twenty-one years. Please accept our apologies, Thomas and Linda.

Project 1820

Dave Slater

We are REALLY MAKING PROGRESS! All of the electrical system is complete now, with some very minor exceptions, thanks to: DICK



CUPP, former locomotive electrician with the Santa Fe, whom we are VERY FORTUNATE to have in our project, STAN PAULSEN, and a host of others, lending their assistance with electrical work.

Our painting is nearly complete, save for the running boards, which are now underway; we saved them for last, due to heavy foot traffic. The lettering is nearly complete thanks to: JACK O'LEXY, DAVE SLATER, RANDY HOUK, TED KORNWEIBEL. The car body is now complete, thanks to DICK MCINTYRE, (DBA: "THE METAL MAGICIAN") BOB HANEY and JIM HAMILL.

We are currently removing all cylinder heads for inspection, installing new gaskets, grinding & replacing valves as necessary, (all machine work for the valves is being DONATED by ELMER SWEETWOOD & SONS MACHINE SHOP of Lakeside, by new member, GARY SWEETWOOD!) as well as performing ring and lead tests to qualify the prime mover for service, such as the ring test. WE NEED THREE OR FOUR FOLKS WHO WILL MAKE A COMMITMENT TO WORK ON THIS UNTIL FINISHED. (Please, we don't want to pull people away from the Steam or Restoration Departments, we want NEW BODIES!) This is not "rocket scientist" work, I will be there to guide you through the steps, along with new member, BILL MILLER, who has EMD/ALCO service/rebuild experience. Interested parties please call: DAVE SLATER, Project Manager, at (619) 222-5442 ASAP. Our Project is operational EVERY Saturday and Sunday, and some weekdays, by special arrangement. We are very organized, and have a really good time. Please contact DAVE SLATER for more information. We have

made a video as an overview of the project, shot by RANDY HOUK, featuring DAVE SLATER and LEONARD LOVETT, (Fireman, SD&A, former SOUTHERN PACIFIC, and member: Project #1820), which is available for borrowing.

Annual Dinner

Don't forget the annual dinner at the Santa Fe Depot. Date: June 5, 1993. Time: 1730. It has been suggested that we wear our uniforms, it would make a nice touch. Call Dan Marnell at 287-1882 if you are interested, it would be embarrassing to show up as the only person in uniform.

Network News

[The following articles were obtained from the rec.railroad newsgroup on the Internet's Usenet facility. I find them interesting and hope that you do to. Please let me know if you think their inclusion in the HotScoop is appropriate. I will only include enough material to round the number of pages up to that number which may be mailed for the basic postage rate. lew]
From smb@research.att.com (Steven Bellovin)
Subject: passing under a freight train! Date: Tue, 18 May 1993 13:34:53 GMT

I heard a news item today about an 8-year-old girl who passed under a 12-car freight train and lived, unhurt except for a few bruises. She, her brother, and a friend were playing on a trestle on Sunday when a train came into view. The boys were able to run off; she tripped and (apparently) passed out from fright. But she was in just the right place, and nothing touched her.

By the time the train had stopped, the engineer had already radioed for police and an ambulance. I'm trying to imagine his reaction at seeing the girl get up and try to walk home by herself.

This happened in Willington (I think), Connecticut; I don't know which railroad line was involved.

From jh@moon.nbn.com (John Harkin)
Subject: NWP train fire stalls traffic Date: Wed, 19 May 1993 04:14:54 GMT [From the 5/18/93 Marin Independent-Journal

A smoky fire yesterday aboard a train pulling 3,500 tons of lumber through Novato [CA] snarled traffic on nearby Highway 101 as motorists watched firefighters attack the blaze.

The fire, which started in the motor of the fourth of five engines pulling 31 cars of lumber, broke out at about 10:30 a.m. in a Southern Pacific train southbound from Petaluma to Suisun City.

Engineer Rocky Conner said he was at the controls of the lead engine when he saw smoke pouring out of one of the four other engines used to pull the load. "I think there was an oil explosion in the bottom part of the engine case," he said.

Conner brought the train to a stop on the tracks between the Birkenstock plant and Gnos Field

in north Novato.

Novato firefighters raced to the blaze, parking their engines on the shoulder of northbound Highway 101.

Fire Chief Jeff Meston said fire crews poured about 1,000 gallons of a water and fire-retardant foam on the fire and had it under control within minutes.

"It was real simple, but this was an unusual incident for us - you don't get train fires very often," he said.

- John Harkin +1 415 472-2452 moonjh@nbn.com postmaster@nbn.com North Bay Network - News and mail for Marin county and vicinity

From eden@4ccw70.scg.hac.com (Jerry Eden) Newsgroups: rec.railroad Subject: L.A. Blue Line accident Date: 19 May 93 19:29:55 GMT

The following article was in the L.A. Times, Wednesday, May 19, 1993, section B3. A photo of what was left of the car was on the front page.

HEADLINE:

2 MEN IN STOLEN CAR DIE IN COLLISION WITH TRAIN

By Nieson Himmel Times staff writer

Two men in a stolen car were killed and four passengers on a Blue Line train suffered minor injuries Tuesday when the car went past a lowered crossing gate and collided with the train in Willowbrook, officials said.

County fire officials said one man died at the scene and the second, who had to be extricated with emergency equipment, died at Martin Luther King Jr./Drew Medical Center. The engine of the northbound commuter train had to be lifted off the stolen blue car before the man could be removed.

"The car was dragged 300 feet after the impact," said Charlotte Kramer, supervising dispatcher for the Fire Department. "The chief at the scene told us the car had been stolen."

The dead men were said to be in their mid-20s; no further identification was available Tuesday night.

About 100 people were aboard the two-car train. Northbound Blue Line trains were delayed for half an hour, then resumed their 22-mile runs on the second track after the 7:30 p.m. crash at Stockwell Street and Willowbrook Avenue.

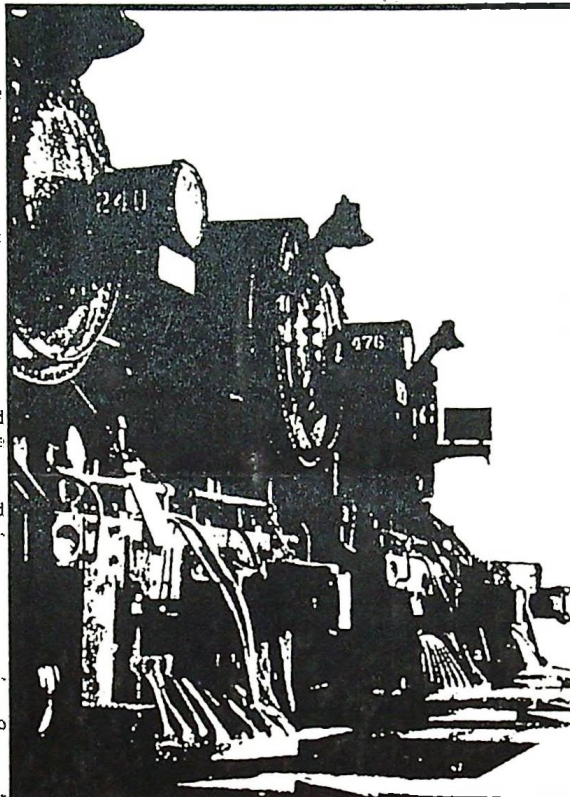
The injured passengers were treated at the medical center and released.

Since it began operating in July, 1990, the Blue Line has been plagued by accidents resulting from cars being driven around crossing barriers. As of January, the Metro-

politan Transportation Authority had counted 148 Blue Line accidents, with 12 fatalities: nine motorists and three pedestrians.

Jerry L. Eden Hughes Space and Communications El Segundo, Cal.

From Baird_David@Tandem.com (David G. Baird) Subject: Re: Portola Railroad Museum Date: Fri, 21 May 1993 00:11:06 GMT In article <edgC7C2IB.C77@netcom.com, edg@netcom.com (Ed Greenberg) wrote: My wife has bought me an hour of operation on the Portola Railroad Museum. This is a one-hour opportunity



to operate a "real" diesel locomotive (an Alco, I think.) Has anybody done this? How did you like it? Any suggestions?

(Answer)

I did this last August, and it was fun. You'll probably get to drive a switcher. Once you've done this hour, you'll be eligible to drive their larger locos. The F9 is the primo one, a beautiful Western Pacific. If memory serves, it's #951. Anyway, your rental will be an hour, and I recommend you bring friends to share the time. The track you'll be on is like a half-mile horseshoe, so all you get to do is go back and forth for an hour, and top speed is like 15 mph. You'll get to blow the horn at a roadcrossing, and turn on the bell when you come to a stop. You'll cross a few switches.

The loco won't be connected to anything else. It means you'll get a better view. Of course, after playing with model trains, you'd like to be able to move stuff around, but it's too dangerous for beginners.

You'll be amazed at how much momentum you have. When I shut off the power, the engine would keep gliding for a long ways. Imagine the effect of driving a huge freight train, and how hopeless it would be trying to stop if something got in your way.

Bring a camera, because you'll want to have your picture taken in the loco, and there's lots of neat WP and UP stuff around the museum, including a UP DD35 (?) monster Century Series loco, a large snow plow car, other locos, cabooses, MOW cars.

You're allowed to have up to 4 guests in the cab, as part of the hour rental. Alone, it got a little repetitive going back and forth over the short segment, but it was fun to chat with

Dean, my guide. It turned out he knew Charlie, one of the owners of the Train Shop in Santa Clara.

You'll be next to the UP yard, so you'll probably see some freight activity on the Feather River Canyon route. If you have time, it's about an hour's drive west to the Keddie Wye. There's room to park your car on the other side of the highway, but BEWARE - it's a two lane highway, and you must cross it get the view of the bridge over the river canyon. The hard part about it is that the parking area (just dirt), is at the near the crest of a hill, on a curve, so you're blind as to whether vehicles are coming from the west.

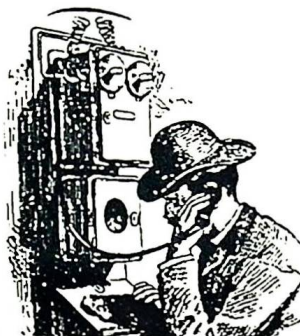
A few miles east there is a road that goes to the river and crosses it. It goes to a summer "resort" area with cabins, and at the top of the road is a UP building and small parking lot. They had one of those pickups with rail wheels as well as tires.

Enjoy! There's probably still a lot of snow up there from this winter's large storms. Stories on the net indicated they used a rotary snowplow there for the first time in decades.

David Baird Cupertino, CA

SDRM Administration/Campo Phone Numbers

Museum Phone (Recorded Message).....		697-7762
Business Office	Bobbie Ringersma.....	595-3030
Business Office Fax		595-3034
Director of Operations	Denby Jones.....	279-2419
Executive Director	Kay Carter.....	265-7682
Hot Scoop Editor.....	Lew Wolfgang	662-9019
La Mesa Depot.....		465-8444
Campo Depot		478-9937
Campo Car Shop.....		478-9917
Campo Caretaker	Thomas Lee Braginton....	478-9344
Campo Gift Shop	George and Nancy Boggs	789-4210



Department Heads

Facilities.....	Steve Wade	469-8029
Interpretation Dept.....	Rich Borstadt	447-3297
Research.....	Bruce Semelsberger	264-7282
Chief Trainman	Mike Retz.....	466-8808
Mechanical Dept	Mike Reading.....	277-5168
Ground Support Equipment	Mike Panger.....	263-4439
Museum Library.....	Roy Pickering.....	462-3392
Operations Dept	Mike Reneau	466-5402
Motorcar Foreman	Chris Leenknecht	268-3433
Restoration Dept	Ted Kornweibel	461-0098
Safety Officer.....	Lew Wolfgang	662-9019
Steam Dept (Acting Supt.).....	Richard Dick	478-5527

June 1993

5/26/93 0:58 pm

wolfgang@rigel

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1 7:00 Library	2 7:00 Exhibit Meeting	3	4 Steam Team Workday	5 Steam Team Workday 8:30 Train Crew 10:00 Library 1:00 La Mesa Depot Op
6 Steam Team Workday 8:30 Train Crew 1:00 La Mesa Depot Op	7	8 7:00 Library	9 7:00 Trainman Class	10	11 Steam Team Workday	12 Steam Team Workday 8:30 Train Crew 10:00 Library 1:00 La Mesa Depot Op
13 Steam Team Workday 8:30 Train Crew 1:00 La Mesa Depot Op	14 6:30 Staff Meeting	15 7:00 Library	16 7:00 Ops/Conductors m	17	18 Steam Team Workday	19 Steam Team Workday 8:30 Train Crew 10:00 Library 1:00 La Mesa Depot Op
20 Steam Team Workday 8:30 Train Crew 10:00 Horse Car Project 1:00 La Mesa Depot Op	21	22 7:00 Library	23	24	25 Steam Team Workday	26 Steam Team Workday 8:30 Train Crew 10:00 Library 1:00 La Mesa Depot Op
27 Steam Team Workday 8:00 Tecale Special 8:30 Train Crew 1:00 La Mesa Depot Op	28 6:30 Staff Meeting	29 7:00 Library	30 7:00 Interp Dept Meetin		May S M T W T F S 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	July S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Month view by Calendar Manager



Briefing Note No. 1

COMMUNITY OF JACUMBA

JACUMBA (Ha-CUM-bah) This community name is a spanish spelling of the local Native American tribal name said to translate as "hut-by-the-water". This would appear to refer to the hot and cold artesian springs found at this location.

Forty-niners passed through here enroute from Yuma to San Diego. Crude permanent structures began to be built in the 1850's and '60's to house mail carriers and tollhouse keepers. Peter Larkin, after keeping a station at Mountain Spring, became the first white man to reside here permanently. He built an adobe house in 1866 and covered it with a tule roof.

By 1868 farmers had come to the Jacumba Valley and cattle ranching became prominent through the 1870's. Larkin stocked his ranch with horses and cattle, and, like his neighbors the McCains, suffered from raiders and thieves. His cattle ranged in the rugged mountain country around Jacumba, often straying below the nearby international border, making it almost impossible for him and his hands to protect them. February 1880 brought a confrontation that led to bloodshed.

In 1919 Bert Vaughn, senior partner in the firm of Vaughn & Weggenman, developed the town as a resort/spa area, investing approximately \$250,000 in the Jacumba Hot Springs resort. Completion of the S.D.&A. through the magnificent Carriso Gorge in 1919 made the town a popular stop between San Diego and the Imperial Valley. The town has had many population swings through the subsequent decades.

R. D. AND A. RAILWAY EDITION

41

KEEP YOUR EYE ON

Jacumba Hot Springs

IT WILL MAKE A REGULAR TOWN, NOW UNDER
COURSE OF CONSTRUCTION

Ready to Open About May 1st

Hotel accommodations.

Furnished and unfurnished bungalows.

New large swimming pool.

Large casino and dance hall.

New bath-house—hot and cold mineral baths. Considered to be
the best water for certain diseases in the world. Ask your physician
about the water at Jacumba Springs.

B. L. VAUGHN : : : : Owner

El Centro Progress, December 5, 1919

Owner of many other properties, including the historic Barbara Worth Hotel in El Centro, Vaughn built the 65-room Hotel Jacumba in 1925. The large building's ruins were demolished in 1991 in the aftermath of a 1983 fire. The building east of the hotel once housed his Barbara Worth Cafe named after the key character in *The Winning of Barbara Worth*, a well known literary effort, silent classic film and later long running radio series.

On the skyline south of the hotel, perched on a hilltop, is the "Chinese Castle" built by a man for his Chinese wife. Across the street from the hotel an arch-porched building is the only remainder of the original mineral springs resort.

- over

RELATED FEATURES of the AREA:

Desert Tower . . . A 1922 dream of entrepreneur Bert L. Vaughn, this monument to the pioneers who valiantly maneuvered over the mountain trail was constructed over a six year period. The structure is about sixty feet high with walls four feet thick and commands a semi-circular view over thousands of square miles. Vaughn gave the property to his son, Dick, who later sold it to Dennis Newman under whom it was operated as a tourist attraction for many years.

RAILROAD FEATURES of JACUMBA:

Jacumba Depot... Built in 1919, Jacumba's small stucco station looks more like a house than a train station. It was used for passenger service until 1951 and for years later as a freight station. The station building and yard are located at the north end of Railroad Avenue about ¼ mile north of old Highway 80, Jacumba's main street. The road goes through a sandy wash which occasionally is flooded in the rainy season. Present use is as a leased private residence.

Yards Include...

Work Train Equipment for reopening of the Carrizo Gorge Tunnels.

Speeder Sheds that once housed the small motorized vehicles used by the section crews that maintained the difficult stretch of track in the Gorge. They were also home to the unique rail fire engine now in the collection of the State Railroad Museum in Sacramento.

Remains of wood-sided open-vestibule coaches used at one time for train crew and maintenance-of-way housing. These coaches are older than the S.D.& A. and came from the Southern Pacific, two of them dating from the 1870's. A Museum feasibility study is currently under way to determine potential for preservation and restoration of some or all of these cars.

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Sources:

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