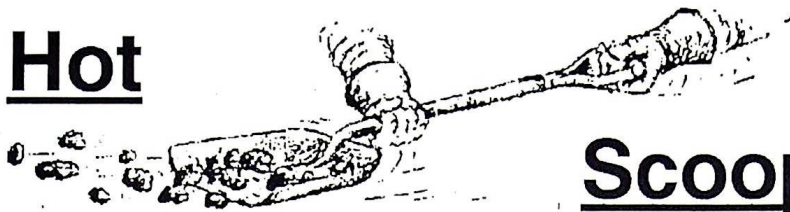


Hot



Scoop

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

May 1993 VOL V NO 5

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San Diego, Ca.
92101

DIRECTOR OF CAMPO OPERATIONS

Denby Jones

Since the last Hot Scoop was published we have had some major happenings. Not the least was the movie shoot for the series "Greyhounds". This took two days to shoot, and a lot of preparation. It not only bolstered our coffers but definitely enhanced our reputation in that sector. My thanks to everyone concerned.

The inspection pit in the barn is finally complete. Last Sat. Ted and I met in the barn and I suggested "why don't we finish the pit?" He said "are you serious?" I said "ahhh huh !!!" Well, to make a long story short, the pit was ready for use about 7:00 PM, and it was great. It seemed like people came out of the woodwork. Steve had two of his students there, Ted, Myself, Dale, Ray, Mike Reneau, and Duane Leal. I don't mind telling you that there were some tired puppies out there.

There is a concern I would like to address, and for lack of a better name I would like to call it the "let the other guy do it syndrome". Periodically, in any organization some one will step forward and shoulder a little more load than his companions or tackle an unpleasant job for one reason or another. The next thing you know, this individual seems to be stuck with these tasks while the rest of us go on our merry way. If someone asks who is taking care of this particular task the answer is immediate, "So and so does that".

Well, that doesn't really fly. I am referring specifically to the cleanliness of our equipment and facilities.

We have people that do not mind cleaning a bathroom once in a while, or maybe something special on the train, but the job is not theirs, it is OURS. We are all old enough to clean up after ourselves, and in the matter of the train, it is the responsibility of the trainmen to ensure the train is clean, before and after the run. I realize that we have been running shorthanded lately, and after the last train we have had to do a lot of switching, but we still need to make the effort.

What is coming up???

We are still running weed control trains on Saturday's. If you can help, contact myself, (279-2419) or Mike Reneau. if we are using the train, we need a three man crew. If we can access the area by truck, we need at least one person to remain with them.

The east lead has a soft spot that really needs work. The track is sinking over 4 inches with any weight on it. Hopefully by the time you read this it will be repaired.

That's about it for now, again thanks to all those that helped on the pit and the east lead.

See you at Campo,
Denby

New HotScoop Editor

As you probably have heard, I have taken over the job of editing and producing the HotScoop from Carol Westover. Carol has done a wonderful job and is solely responsible for improving the quality of the newsletter to the level that it currently enjoys. Thanks Carol, for a job well done!

I am attempting to automate the production of the HotScoop and to that end I am asking that any submissions be presented on floppy disks. 5 1/4 inch and 3 inch DOS disks are preferred, but I may be able to accept Mac disks in the future. WordPerfect documents are acceptable, as are straight ASCII. If you don't have access to a computer, hand written or typed pages are acceptable.

In attempt to hold down the mailing costs I am printing in these tiny little letters to squeeze a lot of information onto each page. If anyone has trouble reading it, may I suggest a magnifying glass?

The HotScoop is primarily a vehicle to get important information to those who are *actively* involved in the Museum. But it is also appropriate for use by the membership to disseminate opinions and comment, considering the limited target audience. The Report remains the appropriate vehicle for information of a general nature.

Submissions may be mailed to the Museum Office at the Santa Fe Depot and mark for the attention of the HotScoop Editor. - LEW

Safety Corner

Lew Wolfgang

Note for Conductors

Since we are coming under closer scrutiny by the FRA in our operations, all conductors should check the Qualification Cards of their crew members before operations start for the day. (check yours, too)

Accident Reports

There are several categories of accidents that, by law, must be reported to the FRA within certain time limits. I have the responsibility of making these reports. Alas, I can only do it if I am informed promptly after an incident. Accidents/incidents that MUST receive the highest priority are those in which someone is injured as a result of an operational accident. Passenger cat-bites and such do not require reporting. Another sensitive category are accidents at grade-level highway crossings. Failures of the crossing mechanism must also be reported. So all incidents/accidents must be reported to me as soon as possible. If I am not at Campo, call

my home. Additionally, the Operations Superintendent, Mike Reneau and the Director of Operations, Denby Jones should be notified as soon as possible.

Accident Study

The following article was taken from the Usenet computer network. What do you think: are accidents "fate"?

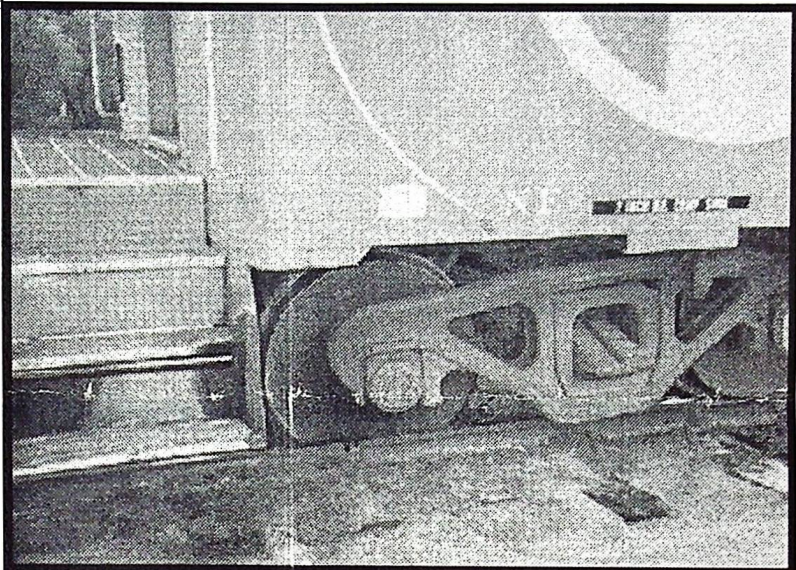
At 14:23 on Good Friday an Intercity train leaving Berlin collided head on with a train approaching Berlin just outside the city limits near Wannsee. This is a portion of track that is

DR and the DB train authority: after 3 1/2 years of reunification they still haven't got the trains sorted out) accused the other; workers were said to have inadvertently capped an important cable. A blanket of silence has been imposed, the officials will neither confirm nor deny anything at the moment.

(Follow-up on Berlin Train Crash)

The preliminary results of the train crash in Berlin on Good Friday were published in the "Tagespiegel" this morning. It seems that the computerized signals worked perfectly: the "Fahrdienstleiter", the person in charge of set-

No, This is NOT a Lionel Caboose!



This could happen to anyone, Please be careful out there.

being electrified "under pressure", as the German Bundesbahn wants to run its ICE trains on the line from May 23.

During the week only one track is used so that workers can work on the other track. On weekends and holidays both tracks are available. The approaching train was a "special train" that is added to the timetable for holidays to cope with the traffic. The trains were only going at 30 kmh because of the construction, and at least one of the engineers saw the collision coming: he pulled the brake and jumped the train, his co-engineer ran towards the back of the train and was severely injured. Both engineers in the other train and a passenger were killed, over 20 were wounded, 7 remain in the hospital this morning.

There was much finger-pointing at first: both trains appeared to have proper signals, as they were assumed to be on different tracks; the "Stellwerk" (is that the switch controller?) was said to have been misoperated; each train company. (Wannsee is on the border between the

ring the switches and the overseeing the signals set the switch wrong - to one-way traffic (workday) instead of two-way traffic (holiday). The computer reacted by setting the outbound signal correctly to "halt". The overseer believed that this was a defect in the system, and overrode the signal by setting the temporary extra signal (which is just for when the track is under construction) to "proceed" without telephoning anyone to investigate the supposed signal error. The overseer overlooked (PGN would say: oversaw the fact that a non-regularly scheduled train was approaching the switch, he believed that the track was free.

The risks question: How easy should it be for a person to override such a system?

Or is this just a question of human error, to be accepted as "Schicksal", fate?

Debora Weber-Wulff, Professorin fuer Softwaretechnik, Technische Fachhochschule Berlin, FB Informatik, Luxemburgerstr. 10, 1000 Berlin 65

Mechanical Department

RPO Car Work

Mike Reading will need help this month in re-railing the RPO car. Because of several other important projects scheduled for May, he is not sure exactly when the help will be needed.

Anyone interested in helping Mike for this important project please give him a call for the most up-to-date schedule. -LEW

Library Department

Back to the Fifties

Roy Pickering needs help with a hot-dog and bake sale to be held at the La Mesa Depot in conjunction with the La Mesa Back to the Fifties celebration. Dates are Saturday and Sunday, May 30 and 31, from 9:00 to 5:00. Uniforms would be appropriate. This sounds like fun, anyone interested in helping Roy, please give him a call for further details.

Santa Fe Historical Society

The Santa Fe Historical Society has started construction of a facility directly adjacent to our Library. Access to the new room will be through our library and we will share the same operating hours. - LEW

Facilities Department

Steve Wade

Just a quick note to all members. We're in the process of clearing out the lower level of our yard at Campo. It's way past time to keep talking about laying down new track(s). Let's all band together and "Just Do It". I know if all Departments will chip in the man-power we can make this a do-able duty.

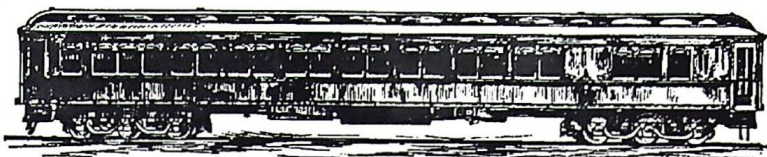
Albert Keevil

Track-work Update

Implementation of the Reading-Westover Plan for the trackage west of the carshop is now in progress. The center lines of tracks seven and eight have been staked at 20 foot stations more or less and fourteen feet between centerlines from the track 1-8 switch to the points opposite the south end of the car shop.

Early the first day it was discovered that the track 1-8 switches were not located per the original Larry Rose-Russ Kimball plan of September 1982, but were two degrees more or less out of alignment and were #8 switches instead of the #6's shown on the original drawing. Fortunately Mike Reading and Paul Westover were on site and a quick meeting decided to place a short curve track westward of the track 1-8 switch so the alignment would be close to that shown on the Reading-Westover plan. This will require some adjustments in location of subsequent switches for tracks 9, & 10 which feed from track 8. Track 11 has been omitted and replaced by a track 7-6 split xover and an added track 15. Tracks 12 & 13 are still planned to feed from track 14 (Museum Track) at a later date.

The next step is to dismantle the #8 partially complete 1-13 switch and store it for future use as the track 8-7 switch which has been staked out for the new construction (which shows switch point, frog, P.I., and heel). The radius of a #8 switch is 487.28 feet, therefore this radius was used to enter track 8, for the crossover to track 7, for change in direction of track 8 at



the car shop. A radius of 501.28 feet was used for track 7 at the car shop to accommodate the 14 foot track centers.

Step two is to clear all weeds, brush, and loose RR parts from the right of ways of tracks 7 and 8. Why 8? Because track 8 is the base line from which 7, 9, & 10 will be located.

Step three is to cut two swales 6 inches to a foot deep 7 feet east of track 7 centerline and along the midpoint between the centerlines of track 7 and track 8. The spoil should be dropped on the centerlines of the two tracks and graded carefully so only one inch more or less of the blue stake chasers (feathers) is showing.

Step four then with 200 feet more or less of string and a limited number of RR ties place a tie every 100 feet near but not on the stake chasers. Align one edge of the ties for (4) feet from the stake chaser. Stretch the string between the ties. Adjust elevations and grade the remaining subgrade to a uniform elevation. Rakes and hand shovels should be appropriate for this task.

Step five after some compaction of the roadbed add ties at 20 foot intervals more or less using the stake chasers and the string to align one edge four (4) feet from the center line. The ties should now be of uniform elevation and additional ties can be added with 10 to 11 more or less per 20 foot interval.

Step six you are now ready to lay rail starting with the switch and working both ways.

It should be realized that in a group of volunteers there are as many ways to accomplish this task as there are people present, and the only solution is to do it as the acting section foreman wants it.

The museum owes appreciation to Allen Delane for his assistance in the four days of surveying, Tom Lee for helping move obstructions from the right of way, and Larry Williams for some very astute fork lift operation in moving rail and ties out of the way. There are still a few obstructions that should be moved to clear the work area.

Operations Department

Maryanne Thompson

The ridership total for March was 2206 including Tecate, Jacumba, and school days. Thanks to all of the crew who have filled the slots and kept the trains running.

Our last operations maintenance workday on April 3rd was very disappointing. It's hard to get much accomplished when no one shows up to help! Our next scheduled workday is Sunday, May 16th. We have a lot to get done so I hope our turnout will be better - then again - anyone showing up is an improvement! If you can give us four to six hours, please contact me at 443-4418, Michael Reneau at 466-5402, or Denby Jones at 279-2419. Now that the warmer weather is here, it's a perfect time to finish sealing roofs on the Lackawanna cars. Let's put it this way - next time it rains and the cars leak, if you haven't been out to help fix the problem, we don't want to hear your complaints!

There are a lot of upcoming activities planned. Wild West Days (Memorial day Weekend) are just around the corner and two more Tecate trips are planned for May 22nd and June 26th.

The pit is now serviceable and was put into use on April 17th and the 90 day inspection of 2104 was completed. Thanks to everyone who helped with this important project and a special thanks to Duane Leal!

The next operations meeting will be on Wednesday, May 19th, at 7 p.m. at the Santa Fe Depot. Bring your comments, questions, and concerns. All Are Welcome.

Notes from the Crew Caller

How To Make Friends and Influence People

Last Saturday we had a tour bus full of elderly folks show up for Train #3 five minutes after the train left Campo. Their bus had broken down on Rt. 94 after traveling all the way from the L.A. area. Train #3 was past the 94 grade crossing when George called it back to Campo to pickup the 50 or so extra passengers. Additionally, Dick McIntyre was available and volunteered to take his welding equipment to the bus and effect a repair. George kept the gift shop open late until Dick finished up and our guests could leave.

Well, the people couldn't thank us enough! The tour operator said, that while she never talks with her competition, she was going to call them and recommend us! The friends and goodwill that we earned that day we couldn't

buy, even if we had the money.

So let's rededicate ourselves to serving our guests with enthusiasm and creativity, it is through them that we can continue to operate. Our thanks to the Gift Shop Staff, George and Nancy and to Dick McIntyre. Job Well Done.

Job Commitment

Speaking of jobs well done, remember that when you obligate yourselves to crew on our trains, that the obligation is not finished until the work is done. Remember that you are responsible for cleaning up the train, resetting seats, closing window and locking up. So leave enough time to finish up. If we all chip in, it won't take long. -LEW

Restoration Department

Ted Kornweible

Now that the FGEX Reefer is nearly completed, it is time to start work on the AT&SF RPO car in earnest. Can you help finish the reefer job? We need someone to clean the two trucks that weren't cleaned, and spruce up the rest of the running gear. Mostly washing, with some touch-up painting, no great skill required. Call Ted at 461-0098 to volunteer.

One of the first major tasks on the RPO car, once it is moved up to the shops, will be to replace the rusted-out window frames. We need someone who has CAD skills and access to the necessary equipment to create plans for the new window pieces. Then we will need to have them made. Please call Ted to offer your CAD skills, or the name of someone who could do this job, as well as leads for a good metal-fabricating company.

ATTENTION EVERYONE GETTING PAINT AND SUPPLIES OUT OF THE FGEX REEFER: The beautiful yellow paint on the door now has nasty, dirty, grimy, greasy, marks on it! Didn't your mamma teach you to clean your hands before going into the parlor? Remember, the reefer is a restored museum artifact, not a storage locker. We'll clean up your mess this time, but after this we'll apply Islamic justice.

SECOND WORD FROM YOUR MAMA: You wouldn't dump your tools on the dining room table, would you? Neither should anything be leaned against the FGEX reefer. Not shovels or rakes. Not ladders. Not car movers. (All of these have been found in recent weeks to be in contact with the car.) Keep-a you things offa da car! Period. No exceptions. End of discussion.

Speaking of Islamic justice, I'd like it applied to the thugs (taggers) who have already defaced our beautiful new MoPac caboose downtown. It may be moved to a more secure area by the time you read this, but if not, please make a point of going by the caboose, a block south of Wright Street Yard at Estudillo St. The more the scumbucket "artists" see people around the caboose, the less likely they will be to attack it. (They will attack *you* instead. [ed]) If you'd like to help clean the caboose, exterior and interior, I'd like to hear from you so we can

set up a work party. Call Ted at 461-0098. The first one will be on Sunday, April 25, from 1-4 PM. Bring work clothes; we'll have supplies on hand.

Interpretation Department

Rich Borstadt

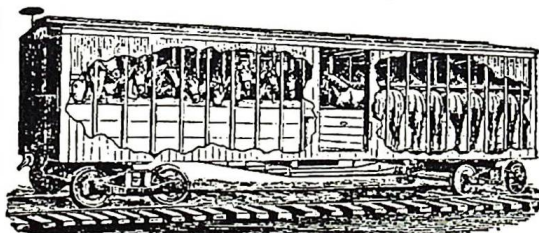
New Feature

You may not be aware that the Interpretation Department publishes two series of background notes that can give you new information about the Museum, railroading, the SD&A, and the country it traverses. They are used in the Trainman/Guide Course and others of the Museum's educational programs and as public handouts where appropriate. To make these useful bite-size blocks of information available to the active volunteers of the Museum who are not directly involved in those programs, we will be publishing one of them with each issue of Hot Scoop. You may wish to collect a set for future reference.

The two series are:

SDRM Briefing Notes (numbered 3-x) covering general railroad and museum topics, and SD&A Briefing Notes (numbered 4-x) with information specific to the historic SD&A, our demonstration operation of that railroad, and historical material on the border and mountain/desert lands it has served through the years.

Included with this issue is SDRM Briefing



Note No. 2, Steam Locomotive Basics, a product of Al Keevil's research. A copy of No. 1 on the Santa Fe Depot, can be acquired from the Museum's business office or the Research Library. The series also includes 3-30, the most recent Rolling Stock Listing of the Museum's Collection. There are SD&A Briefing Notes currently available on the Community of Jacumba, Charles Hatfield - the Rainmaker, Stony Creek Viaduct, the Jacumba Passenger Car Bodies, and the Geology of the Mountain Empire - Campo and the Carriso Gorge. Others are in works, with one on Buckman Springs about to be released.

We hope you'll find them interesting and useful.

HORSE/EXPRESS EXHIBIT HALL

Outfitting a Kick

In preparation for the 1994 celebration of the 75th anniversary of completion of the SD&A Railway, the Interpretation and Restoration Departments are preparing our Santa Fe

Horse/Express cum Machine Tool car to become a mobile exhibit hall. It will be used to provide a more traditional museum exhibit experience for visitors at Campo and as an interim exhibit space at the Santa Fe Depot while that facility is being developed. Consider this a formal invitation to join the horsing around (how appropriate) and serious strategizing (not to mention work) to make this happen. A special work party gathers each third Sunday of the month at Campo to make floor repairs, clean, paint and re-electrify the car for its new duties. There are also exhibit design and preparation tasks in the offing for anyone interested in discovering the breadth of the Museum's small artifacts collections, learning and doing exhibits. Call Interpretation Super Rich Borstadt, 294-9321 (h) or 544- 5875 (w), Mike Retz, Ted Kornweible, or stop in at the Library and talk with Roy Pickering or Bruce Semelsberger to get involved. Better yet, just show up at the car in Campo by 10:00 a.m. the third Sunday (23rd, this month), with eager grin and willing hand. You can open a new dimension to your museum activities.

The Steam Chest

Steam Team News

Our five and one half inch superheater flue tubes have arrived at Fraser's Boiler Service, and just in time. The Fraser workers are finishing up the final installation of the front tube sheet. Museum members have been helping with the replacement of defective studs.

Steam Team training classes will begin in June on the first and third weekend of each month. Both Saturday and Sunday will be scheduled at Campo. Call Larry Williams for further details and enrollment information.

The Steam Team's summer work schedule will begin on Thursday, June 3. Each

Thursday, Friday, Saturday and Sunday of every week will be dedicated to restoration work on 2353. If you haven't yet thought about joining the Steam Team, this is the time to consider it. We can always use your help and you can become a part of this most important Museum project. Call Larry for more information on how you can help. -LEW

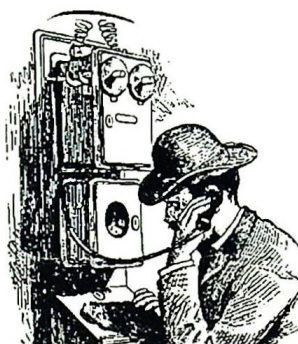
Coming Events

June 1993

June 5 PSRMA Annual Dinner
June 16 Image Building Seminar
June 25 Tecate Summer Excursion

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 662-0790
La Mesa Depot.....	465-8444
Campo Depot.....	478-9937
Campo Car Shop.....	478-9917
Campo Caretaker	Thomas Lee..... 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	662-0790
Steam Dept (Acting Supt.).....	Larry Williams.....	744-4845

May 1993

4/22/93 6:58 pm

wolfgang@rigel

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 Steam Team Workday 8:30 Train Crew 10:00 Library 1:00 La Mesa Depot Op
2 Steam Team Workday 8:30 Train Crew 1:00 La Mesa Depot Op	3 6:30 Staff Meeting	4 7:00 Library	5 7:00 Exhibit Meeting	6	7 Steam Team Workday	8 Steam Team Workday 8:30 Train Crew 10:00 Library 1:00 La Mesa Depot Op
9 Steam Team Workday La Mesa Depot Plaque 8:30 Train Crew 1:00 La Mesa Depot Op	10	11 7:00 Library	12	13	14 Steam Team Workday	15 Steam Team Workday 8:30 Train Crew 9:30 Trainman Workshc 10:00 Library 1:00 La Mesa Depot Op
16 Steam Team Workday 8:30 Train Crew 9:00 Ops. Maint. Workd 10:00 Horse/Express Wo 1:00 La Mesa Depot Op	17 6:30 Staff Meeting	18 Grand Canyon Excursio 7:00 Library	19 7:00 Ops Meeting	20	21 Steam Team Workday	22 Steam Team Workday Tecate Excursion 8:30 Train Crew 10:00 Library 1:00 La Mesa Depot Op
23 Steam Team Workday 8:30 Train Crew 1:00 La Mesa Depot Op	24	25 7:00 Library	26 7:30 Interp. Bus. Meetir	27	28 Steam Team Workday	29 Steam Team Workday Campo Wild West Days 8:00 SD&A Excursion 8:30 Train Crew 10:00 Library
30 Steam Team Workday Campo Wild West Days 8:30 Train Crew 1:00 La Mesa Depot Op	31 8:30 Train Crew				April 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	June 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

Month view by Calendar Manager