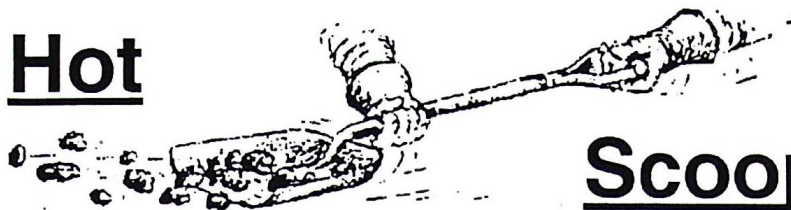


Hot



Scoop

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

October 1993
VOL V NO 10

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San Diego, Ca.
92101

DIRECTOR OF CAMPO OPERATIONS

Denby Jones

In case you haven't been counting, Roberto and Jose have replaced over 500 ties on our Main Line. This is a task that has been too long neglected, and we were to the point of losing our class two rating. That would have been disastrous for our display train.

There has been a lot of activity in the Mechanical area. The truck swap between 1509 and 1303 is complete. This was a monumental task and we owe a big debit of gratitude to the SD&IV for the loan of their 50 ton air operated jacks. Thanks to everyone who participated for a job well done. 2104 is back on the road again with new journal brass in her front right journal. There is still a lot to do though. Car 251 has to have the wheels on the west truck replaced. Car 250 needs an entire braking system. (this is the one that is to be converted to a #26 brake system) Alco 2098, Lew Wolfgang Crew Chief, needs to be cleaned, brakes have to be done, and a 90 Day inspection completed.

Vern Cook and associates are repairing/reworking both of our cranes. This is a task that is extremely critical. Thanks Vern.

Don't forget October 16. This is member's day, and there will be a Barbecue (at a nominal fee), live entertainment, displays, and train rides. Larry Williams and the Steam Team, and Steve Wade are going to honcho a cleanup the weekend before. This will be an inside/outside evolution and all hands are invited.

As you have probably seen, the track panels are here from Simi Valley. I honestly did not think that we could complete this task in the short time that was allotted to us, but the last truckload rolled into Campo just under the wire! I want to offer my sincere thanks and appreciation to all those who worked to make this happen.

Mike Reading is going to spearhead the construction of tracks 7 and 8.

Rules, Rules, Rules!!! It's that time again, so get into your rules book. Rules tests are coming up. Cab crews **KNOW YOUR RULE BOOK**. We are trying to get new books so we will all be marching to the same drum. It is more than apparent that some of the rules we operate by are being delegated to the far recesses of the brain. Well, drag them out and dust them off because we will be held responsible for the contents of that book. Believe me it is a hell of a lot easier to prevent an accident or incident than to clean up after one. "nuff said"!!!!

Well, that's about it for now, See you at Campo.

Denby

EDITOR'S CORNER

Lew Wolfgang

Sorry about Hotscoop's being late this month. I held it up to get firm dates for the CPR classes in November. Alas, I still don't have firm dates. Since the Hotscoop waits for no man, here it goes.

SAFETY CORNER

Lew Wolfgang

CPR Classes

We are trying to secure two dates in mid November for our CPR classes. Full certification may be obtained with attendance at either one of the scheduled classes. The location of the classes will be at a fire station in La Mesa, the address will be available by the time you read this. Times will be from 6:00 p.m. to 9: p.m. All Conductors and staff members subject to Sunday Duty Officer service are required to take one of these classes or submit documentation that you are current. The fire department will charge each individual \$5.00 for the class, to be collected on the evening of the class.

Give me a call at 553-3106 to find out the dates and select your preference, we have to even the classes out at about 10 people per class. Attendance is open to all museum members.

Welding

We have a number of safety related things to go over this month, the first concerns arc welding. As you should know, the light given off by an operating arc welder is capable of permanently damaging vision. It can actually burn holes in your retina, holes that will never heal! I hope that anyone actually using a welder knows this and will properly utilize welding hoods and never look directly at an open arc. What is of concern, however, is protection for others in the immediate vicinity. A screen should always be used to shadow the arc light. Welders should also stop welding when tour groups are in the immediate vicinity. YOU may know enough not to look directly at an arc, but a five-year old child may not! So for common courtesy and the safety of our guests, please be aware of who may be in the vicinity during welding operations.

Bee stings

Bee/hornet/wasp stings are always possible at Campo. Be aware that some folks may be allergic to the venom and may have a severe allergenic reaction to stings. If you notice any hives on our property or at the Depot, let me know and we will make arrangements to have them removed. Dan Marnell, Maryann Thompson and Richard Dick all have bee-sting treatment kits whenever they are at Campo. Be sure to ask their help if you have a problem.



Cab Dialogue

For you engineers and fireman, please be aware of the benefits and requirements of maintaining an active dialog between yourselves when you are operating a locomotive. Engineers can see only one half of their world, they must rely on their firemen to see the other half! Everyone must actively ask for and volunteer information to the other one about the total operating environment. This should happen on a continuing basis: "the cut is clear", "good iron", "bad iron", "the grade crossing is clear on this side", "car/bicyclist approaching I don't know if he will stop", "is that switch good iron?", "is that derail to rail or to ground?", "are any of our passengers running down the top of the cars?" are some examples of the dialog that should be happening on a continuous basis. Each crew member is individually responsible for the safe operation of any movement. He/she is bound to take INDIVIDUAL action to stop a movement if an unsafe condition is discovered. Don't assume that someone else will notice because they have more seniority than you, STOP THE TRAIN if there is any doubt! This of course goes for Brakemen and Conductors too. We all have an individual responsibility for the safety of our co-workers and passengers. There is also a rule to this effect, can you recite the chapter and verse?

OPERATIONS DEPARTMENT

Maryanne Thompson

The ridership total for August was 1685 including the 199 who rode on school days. The cooler days really helped to keep our totals high. Thanks to all of the train crew who have been filling in the Call Board. Please continue to fill in the empty spaces when you can.

Speeder training classes are in the works and Superintendent Reneau feels he will be ready to start the classes sometime in November. There will be two or three classes in the evening at the Santa Fe Depot with the hands-on out at Campo. The A-5 is now operational

so the training will be on both the A-5 and the MT-19. It's not too late to sign up by giving me a call at 443-4418. (We really need additional motorcar operators for the next fire season. Please consider signing up for the classes. Motorcar operating is a real blast, and you will be helping the Museum at the same time! Lew)

1509 is coming along but there is still a lot of work to be done. If you can help with mechanical needs, please call Denby Jones at 279-2419 or Michael Reneau at 466-5402. If you can help in any other aspect of refurbishment, call Ted Kornweibel at 461-0098.

Congratulations to our new Director of Crew Training! Don Livesay has taken on this important position and is jumping in with both feet! He is currently reviewing our rules test. After the test is approved by the Qualification Board, it will be available for people to take on weekends at Campo and on the following dates at 7:00 p.m. at the Santa Fe Depot: Tuesday, November 2; Thursday, November 4; Tuesday, November 9; and Thursday, November 11. Due to FRA standards, the format of the test for engineers will be changed. This new test has been provided by our DSLE, Vince Cipola, to comply with FRA part 240. It will consist of various questions with rules quoted verbatim with segments missing and you will be required to fill in the blanks. Conductors, firemen, brakemen and speeder crew will continue to take a multiple choice type test. Engineers qualified in other positions will only be responsible for the one test. So crack those books! Everyone should know their rules. This will be a closed book test!

This year we are planning "Scream Trains" on October 30 and 31. George and Nancy Boggs need help decorating the cars a day or two in advance. If you can help, please give them a call at 789-4210. Superintendent Reneau requests that all train crew operating that weekend wear normal attire for their assigned positions while on duty.

The next Operations Department meeting will be on Wednesday, October 20 at 7:00 p.m. at the Santa Fe Depot. These meetings are important to the department, but if turn-out remains low, they will be changed to an as needed basis. Please let Michael Reneau know how you feel about this. See you at the ops meeting or at Campo.

RESTORATION DEPARTMENT

Ted Kornweibel

AT&SF 1509 Update: Thanks to all those who helped swap out the trucks. But there's much more to be done.

- (1) Clean all the interior walls
- (2) Touch-up paint throughout the interior
- (3) prep and paint new windows
- (4) install hardware in new windows
- (5) install windows
- (6) rebuild end platform (metalwork)
- (7) repair coupler
- (8) repair trucks

(9) fill cracks in the window sills, sand and paint

(10) install window shades

(11) install toilet holding tank, reinstall toilet

PAINT STORAGE: Old paint cans and lids, plus rags and other junk, are again being left in the FGEX reefer. Please pick up after yourself. And remember the reefer is a restored artifact! Would you leave messes in the cabs of 2353 or 1820?

INTERPRETATION DEPARTMENT

Rich Borstadt

Dates of Interest

10/2	Saturday	9:30 a.m.
	Trainman Guide Fall workshop	
	Campo Stone Store, all day session	
10/15	Report Copy Deadline	
10/16	Saturday	10:00 a.m.
	Member's Day	
10/20	Wednesday	7:00 p.m.
	La Mesa Depot Centennial Planning Meeting, Chamber of Commerce	
10/30-31	Halloween Scream Train, Campo	
11/6-7	Saturday and Sunday	10:00 a.m.
	K Troop Cavalry Bivouac and Demonstrations, Campo Depot	
11/6	Puerto Peñasco Excursion	
11/13	Saturday	9:30 a.m.
	Trainman Guide Fall workshop	
	Campo Stone Store, all day session	
11/12-21	Copper Canyon Excursion	
	Mexicali	

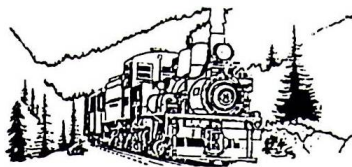
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Trainman/Guide Class Campo Fall Workshop II

A second all-day session is being offered on Saturday November 13 at Campo. This is an alternative Saturday that includes the core classes usually taught downtown. It is a chance to pick up several of the required classes for the course in one session. These include, Organization and Mission of the Museum, the History of the SD & A, and the Preservation/Interpretation Mission. It will also include a look at the Campo Environment. About half the day is in classroom, the other in the field. This is an excellent session for a newly active volunteer to begin gaining knowledge of the Museum and its activities. Old hands can pick up some new and useful information, too. It convenes at the Glasskill Brothers' Stone Store Museum at 9:30 a.m. The session described above is separate and in addition to the normal fall all-day Campo Operations Workshop on the 2nd of October.

Horse Cavalry Bivouac

Assistance is needed in staging a cavalry demonstration event and army payroll robbery from the train on the weekend of November 6 and 7. This should be an interesting day that will help us forge ties with the K Troop reen-



actment group. Contact Rich Borstadt (544-5875 day or 294-9321 night) to get on this production team.

Del Mar Home and Garden Show

The museum has a requirement to man a display booth at the Del Mar Home and Garden Show on October 23 and 24. Please give the business office at 595-3030 a call if you are willing/able to lend a hand. Thanks for your support.

PHONE NUMBERS

SDRM ADMINISTRATION CAMPO

Museum Phone.....	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
HotScoop Editor, Lew Wolfgang.....	553-3106
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, Rich Borstadt.....	477-3297
Research, Bruce Semelsberger.....	264-7282
Chief Trainman, Mike Retz.....	466-8806
Mechanical, Denby Jones, Mike Reneau acting.....	
Ground Support, Mike Panger.....	263-4439
Library, Roy Pickering.....	462-3392
Operations, Mike Reneau.....	466-5402
Motorcar, Chris Leenknecht.....	266-3433
Restoration, Ted Kornweibel.....	461-0096
Safety, Lew Wolfgang.....	662-9019
Steam, (acting) Richard Dick.....	276-2222
Electric Railway, Dan Marnell.....	582-6737

NETNEWS

In which selected postings to the Internet newsgroup "rec.railroad" are presented.

◆◆◆

Clemens Emmanuel Tillier (ctillier@phoenix.Princeton.EDU) wrote: [No flames please...]

: With all due respect to the victims of the Amtrak wreck, I caught a priceless tidbit in the 9/23 USA Today article describing the passengers' reaction to the wreck: an amusing note amid this horrible disaster: One passenger was quoted as complaining that there were no personal life-preservers available in Superliners.

The same information was stated on the CBS Evening News on Thursday (9/23) by the reporter in the field (I think it was Rita Vasquez?). She was wrapping up her report, and stated that this wreck probably would prompt investigations into the lack of emergency lighting and personal flotation devices on Amtrak trains.

This wreck has really been hit with the "let's find someone to blame" reporting that has become prevalent (such as the speculation on why Michael Jordan's father was murdered, etc.). Our fine newspaper on Thursday carried a pick-up editorial piece disguised as a news story from the Knight/Ridder News Service. It was a flat-out blast at Amtrak and rail travel that

made it sound like you would be better off to break your own leg than to get on a train to go anywhere. I especially liked the comment they made about the wreck at Gunpowder interlocking near Baltimore, which was caused by "a crewman smoking marijuana" without mentioning that it was a crew member on another train that caused the accident. If anyone saw this article and knows which paper it originated from, I would be interested in knowing so I can zip of a letter to the editor.

Bruce

Bruce Harper Institutional Research
BHARPER@VTVM1.CC.VT.EDU Virginia Tech
Blacksburg, Virginia 24061 In the heart of Norfolk &
Western territory.

◆◆◆

In article <1993Sep24.172808.12961@sq.sq.com> msb@sq.sq.com (Mark Brader) writes:

And this worked particularly well there, because the usual arrangement of joints in jointed track is that they are opposite each other in the two rails. At least, this is the pattern that I've encountered there.

The offset is commonly, but not always, half the rail length. If the joints are in bad enough shape to be felt, the stagger reduces the shock at each one, but also makes it asymmetrical and doubles the number of shocks. So it isn't clear to me which way is really better.

The first way is called 'square' or 'even' joints, the second way is called 'broken' or 'staggered' joints. Both ways have been used in the U.S. Camp (around 1905) gives the arguments for staggered joints:

With broken joints the track structure possesses a greater continuity of strength to hold it in alignment than is the case with square joints, because at all points there is a solid rail on at least one side. Track, especially on curves, will hold in line better if it is laid broken jointed, and the necessity for curving rails on curves of long radius is then not so great. Where it is intended to keep the road in first-class order there can be no doubt but that broken-jointed track is the easier to maintain in good condition.

Even or square-jointed track is found principally in the West. It is a familiar argument that on long lines where the traffic is light and where it is considered unprofitable to maintain track surface in first-class condition, square joints are preferable; since the roughest parts of the track are found at the joints it is better to have them opposite, so that both wheels on the same axle drop at the same instant, thus avoiding the swinging motion to the car, which occurs where the low places alternate, as on broken-jointed track.

Camp goes on to say that, in addition to keeping curves in line, broken jointed rails were cheaper to install as the inside rail of the curve need not be cut back to keep the joints in line. Some lines, however, preferred square joints on new lines where the banks were not consolidated or where the track heaved in winter.

By 1926, the REM Cyclopedia had this to say on the subject:

Rail was formerly laid almost exclusively with "square" joints. [...] This practice was first modified by using "broken" joints on curves [...]. It was found that when laid with broken joints the joints did not tend to buckle outward, and the track was more easily kept in line. The use of staggered joints has since been extended to include both curves and tangents, and is only varied from in special cases, as through switch connections.

The problem of line is quite significant. The end of one lightly used passenger line in Victoria is laid with square joints and has had minimal maintenance for many years. The ends of each rail on a lengthy curve have slightly straightened, resulting in a slight bend at each joint. As the trailing truck goes over each joint the end of the final car gives an almighty kick to the side. Needless to say, the speed limit over this section is quite low.

In 1941 the AREA adopted the following specification as "good practice":

Rails shall be so placed that the joints in each line of rail shall be not more than 30 inches from the centers of the opposite rails and preferably not more than 18 inches.

Of course, not all track can be laid with broken joints. Even joints have to be used at the end of track circuits and for turnouts and crossings.

The UK always used square joints, I believe. Indeed, British books do not even mention broken jointed rails. I suspect that this might have been due to the use of chaired rail. To renew chaired sleepers requires both rails to be removed from the track. To renew a rail lengths worth of sleepers would require three rails to be removed if broken joints were used, but only two if even joints were used.

Curiously, although Victoria required broken joints in heavy lines as far back as 1925, I have never seen any. Lines are either square jointed or CWR.

andrew waugh



Briefing Note No. 9

MOUNTAIN EMPIRE GEOLOGY

Campo and the Carriso Gorge

Rock Formation

To understand how the rocks we see now were formed, we must go back to a period 100 million years ago. At that time, there was a molten mass beneath the surface. As this magma cooled, it formed a huge granitic mass called the Southern California Batholith. When rocks are formed within the Earth's crust and they intrude into the older surface rocks, the newly-formed rocks are called *intrusive igneous* rocks. If an igneous intrusion has a surface exposure of more than 40 square miles, it is called a *batholith*. Smaller igneous intrusions are called *plutons* (from Pluto the Greek god of the underworld).

Rocks that are formed from cooling lava on the surface of the Earth (such as Obsidian) are called *extrusive igneous* or volcanic rocks. Basically, the kind of rock found in the Campo area is of the plutonic type. Because these rocks were protected from contact with atmosphere as they cool, they do so much more slowly than volcanic rocks and the minerals inside the rock have a chance to form crystals that are large enough to be visible with a magnifying glass. If a plutonic rock is mainly light in color, it is called *Granite*; if dark, it is called *Gabbro*; and, if approximately half and half, the term is *Diorite*. In the Campo area, the rocks are generally a material called *Granodiorite* or *Bonsall Tonalite*.

Mineralization

Rocks and minerals are identified and classified by tests for hardness, luster, cleavage, and crystal form. Mohs' scale of hardness ranges from 1 (Talc which is very soft) to 10 (Diamonds which are extremely hard). This is the original scale rather than the revised one which places diamonds at 15.

There are five common materials found in the Bonsall Tonalite:

1. *Feldspar*. This mineral has a hardness of 6, the luster is glossy, prismatic crystals have two prominent cleavages at right angles, visible in rock grains by using some magnification. It is white, grey or pinkish in color. Unusual giant crystals of Feldspar may be pointed out in the rocks of the monument and those surrounding the large tree outside the SD&A depot. It is this mineral that was processed at the mill for use as a constituent in porcelain for sinks and bathroom fixtures. It was mined in Hauser Canyon, about six miles out of Campo to the west of Buckman Springs Road.

- continued on reverse

2. *Hornblende*. A hardness of 6, the luster is glossy to pearly. It has granular or slender crystals with cleavage in two directions at 56° and 124° . It is dark green in color.
3. *Augite*. Having a hardness of 5, the luster is glossy, it has brittle, irregular grains and crystal prisms. It is a dark green-black color.
4. *Quartz*. A hardness of 7, the luster is glassy. It has conchoidal fracture crystals in six-sided prisms with horizontal striations. It can be colorless, white, or a range of color aspects including rose, amethyst and green.
5. *Biotite Mica*. The hardness is 5, the luster glossy or pearly with leaf-like scales. Cleavage flakes are short, prismatic, six-sided plates. The color is dark brown to black. (Muscovite Mica is light brown, yellow or clear colored.)

An additional mineralization of significance to Campo is found at the old mine site on the hill above the Gaskill Brothers' Stone Store. This was a Molybdenum (Mo) mine. The metallic element with an atomic weight of 95.94 and atomic number of 42 is much like chromium and tungsten in many properties. It is used widely to strengthen and harden steel and, when compounded with sulfur (molybdenum disulfide, MoS_2), as a lubricant in grease.

Prepared for SDRM by

Dorcas Utter, Chief Naturalist S.D. Audubon Society

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Suggested Reading

Pough, Frederick H., *A First Guide to Rocks and Minerals*, Houghton Mifflin Company, Boston, 1991

Pough, Frederick H., *A Field Guide to Rocks and Minerals*, Houghton Mifflin Company, Boston, 1991

SDRM TimeCard

[illegible]