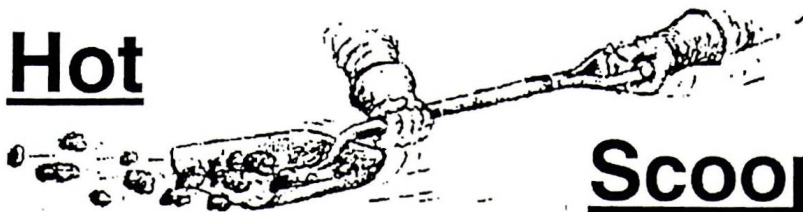


Hot



Scoop

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

September 1993

VOL V NO 9

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San Diego Railroad Museum
c/o Santa Fe Depot
1050 Kettner Blvd.
San Diego, Ca.

DIRECTOR OF CAMPO OPERATIONS

Denby Jones

Well, as you may have seen, there are some strange piles at Campo, almost as if someone were about to set up their Christmas train set. (In fact, one had three rails, a la Lionel). That is our latest acquisition from Simi Valley. It is about one thousand track feet of 75 lb. rail and ties. Perfect for our yards, and ready to lay. A lot of effort went into the successful completion of this task, so thank you one and all.

We have replaced over 300 ties on the mainline in the last month, and still have at least 137 more to go. Our mainline feels better and is definitely a lot safer, but we are not out of the woods yet.

We have also made a commitment to clear the weeds at milepost 63. This is about two miles west of Campo. This needs to be done so we can make the next Tecate trip in October. We have had a lot of help from the Honor Camps with this, but this source appears to be a little reluctant as of late. So we may be looking for a work party to accomplish this task.

Parts are in for 2104, now it is a matter of putting it back together again to have her back in service.

Facilities, under Steve Wade has been requested not to run any more electrical circuits of any kind in the Carbarn. This is extremely important. We need to have the current wiring inspected, and insure we have a balanced load before we hook up the Fosdick Drill. We also need to get the line drawings done for the major use permit. Conduit can be run, and wire pulled, but NO connections are to be made until those two tasks are completed.

We are going to set up accountability for material leaving Campo to be worked on in town or at an individual's home. If we want to maintain what we have, this is a necessity. The procedures have been in place for awhile, but have not been adhered to. We just have to re-initiate them. Check with your individual superintendents for further info.

It was with a deep sense of retreat that I accepted the resignation of our Mechanical Superintendent Mike Reading. Mike has been the Superintendent of Mechanical for the last five years and was Safety Officer prior to that. He recently accepted a position with a construction firm, and with his new job requirements does not feel that he can dedicate the time the position demands. Although he will no longer be in a supervisory role, he says he will still be out at Campo to share his considerable mechanical

expertise. We appreciate the work and time that you have donated Mike, and are glad that you will still be there to lean on. Until the position can be filled, the duties of Mechanical Superintendent will be shared by the Superintendent of Operations and the Director of Campo Operations.

There will also be a CPR class in the near future. This will be mandatory for conductors and superintendents. More information later.

Well, that is about all for now, there are a lot of projects to choose from, so take your pick, an see you at Campo.

Denby

EDITOR'S CORNER

by Lew Wolfgang

Yes, the HOTSCOOP has a slightly different format this month. The duplication costs for the old format were prohibitive, it was costing the Museum about \$1.00 each to get the HOTSCOOP into your hands. So I will try to squeeze as much as I can into as few pages as possible in the future.

I openly welcome comments, suggestions and criticisms about the format and content of the HOTSCOOP, after all, it is your publication.

Thanks for your support.

SAFETY CORNER

by Lew Wolfgang

Skates Revisited

In my humble opinion, the most dangerous activity we are involved with on a regular basis in Campo is switching and movement of equipment in the Yard. We must be ever vigilant to insure that skates are in place when and where they are supposed to be. We must also be sure to remove them at the proper time. Skates should be used on any cut of standing equipment in the Yard. If the cut is on a grade, of course the skate goes on the downhill end. But even when the string is on the level skates should be used on the end opposite from where the locomotive is dropping off or picking up. They should also be used to protect any walkway where Museum guest are likely to be. The entrance to the Car Barn is an example of this situation. Needless to say, sufficient hand brakes should also be set. Hm..., what exactly is "sufficient"? I don't know for sure, do you? To be sure, set as many as you can and use a skate for a fail-safe backup in case things turn to kaka.

Take for example, having to drop off a car on the end of a string of stored cars in the yard. If there is no skate on the end opposite the locomotive and if hand brakes weren't set or are inoperative, a bull-nosed joint could set the cut in motion in an uncontrolled fashion. The possibility of equipment damage and injury to Museum members or the public would be great indeed!

Please, take the time to think about every movement before you actually start, and know for sure the condition of the cut that you are going to be working with.

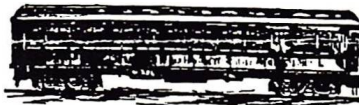
CPR Classes

We are working on setting up a class for CPR (Cardio Pulmonary Resuscitation) and basic first-aid training. ALL conductors and Staff members must attend the class or provide evidence of current certification. The class will consist of two four-hour sessions on weekday evenings in town. Actual location and dates to be determined in the near future. If you are not a conductor or staff member but would still be interested in attending the class, give me a call at 553-3106 days.

Two Man Work Rule

This needs to be said from time to time: the museum has a two man work rule for folks working at Campo during the week. The reason is obvious. If you are there by yourself, a fall or other injury could incapacitate you and you could be very dead before anyone found you. If you absolutely have to be on the grounds by yourself, check in with Thomas Lee so at least he knows you are there, and refrain from doing anything even remotely dangerous..

This is really common sense, the rule is for your own good, so please comply.



APPRECIATION DEPARTMENT

by Lew Wolfgang

SD&IV

As you probably know by now, restoration of observation car 1509 has been targeted as a priority project. The goal is to return the car to revenue service on our Demonstration and Excursion Trains, perhaps on a first class basis.

A key portion of the restoration is the removal and swapping of the truck assemblies, definitely a non-trivial job. It was found that the Museum's manual 100 ton jacks, while capable of lifting the load, have a propensity for burning out the volunteers called upon to do the jacking. Since the car had to be jacked several times for each truck, and alternative arrangement had to be found.

Subsequently, Dan Botello, General Manager, San Diego and Imperial Valley Railroad was contacted. Dan generously offered the use of SD&IV's air powered jacks on weekends. Jim Callahan volunteered to bring the jacks up to Campo on Friday evenings and return them on Monday mornings.

This past weekend was the first time we used the jacks and they performed splendidly! So much work was accomplished

that it is anticipated that only one more weekend of truck swapping work will be required.

Our heart (and arm) felt thanks to both Dan and Jim, we couldn't have done it without you!

OPERATIONS DEPARTMENT

by Maryanne Thompson

The ridership total for July was 1496 on our Miller Creek trains. Thanks to all of the crew who have been filling in the empty spaces on the Call Board. Keep up the good work!

We are currently trying to update our qualification list. Even if you are not able to work during the month, please fill out the form on the back of the October availability sheet and send to George Boggs.

It's that time of year again! Rules testing will be in October, so get those books out and brush up. There will be week night testing available at the Santa Fe Depot. More on this next month.

Also, now is the time to sign up for the upcoming speeder training class. Even if you have voiced an interest in the past, give me a call now at 443-4418 and get your name on the list. Superintendent Reneau is putting the class together and it will be starting soon.

Welcome back to Dick and Ann Rupert. It's good to have you back on board again.

The next operations meeting will be on Wednesday, September 15 at 7:00 p.m. at the Santa Fe Depot. Hope to see you there!

RESTORATION DEPARTMENT

by Ted Kornweibel

Everyone who has ever ridden AT&SF 1509 and loved the experience: **NOW** is the time to volunteer some of your time to the refurbishment of this beauty. Here are ten major tasks. Please call Ted Kornweibel at 461-0098 to volunteer for one or more:

- (1) Old carpeting and floor tile have been stripped. Help needed: repairs to rotten parts of the wooden sub-floor.
- (2) All upholstery has been removed from the chairs, and the wood is being stripped. Help needed: refinishing the wood on the chairs.
- (3) Some of the metal chairs with vinyl seats are broken. Help needed: someone to repair metal-work so that all can have new vinyl seats installed.
- (4) Fine new windows are being built out of Honduran mahogany. Help needed: several people to paint the new window frames.
- (5) Basic paint on the interior is good, but needs cleaning and touch-up. Help needed: persons to thoroughly clean all walls, etc. on the interior; touch-up painters.

(6) Adhesive from duct tape surrounds each exterior window opening. Help needed: persons to use special solvent to clean off duct tape mess.

(7) The whole car has to be jacked up and new trucks installed. **MUCH** help needed: Mike Reading needs many hands to assist with jacking the car, swapping trucks, as well as mechanical work on a coupler and installing a holding tank for the toilet.

(8) The roof needs inspection. Help needed: someone to inspect and repair any damage to the roof.

(9) New windows will need hardware installed, and then the windows themselves must be installed. Help needed: persons to work on window installation.

(10) Finally, when 1509 is ready for re-christening, we will want to have a proper ceremony. Help needed: someone to plan an appropriate celebration (commemorative run?) including recognition for donors, volunteer workers, etc.

LIBRARY SALE

by Randy Houk

Our library has a large number of train-magazines for sale.

Trains
Railroad
Pacific Rail News
Railfan & Railroad
Passenger Train Journal
Rail Classics
Model Railroader
Railroad Model Craftsman

Many of the "Trains" issues go back to the early 40's, and "Railroad" issues go back to the mid '30's.

1930's	3.25
1940's	2.75
1950's	1.75
1960's	1.25
1970's	1.00
1980's	0.75

These prices are for magazines in very good condition.

Lower rates will prevail for mags with torn pages, stains, etc.

PROJECT 1820

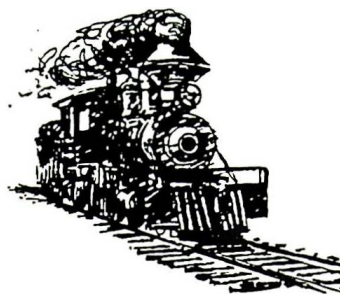
by Dave Slater

Well, we have had another "surprise". (Previously unknown mechanical problem) In the process of finishing up the overhaul of the cylinders on the left engine bank, it has been determined that the upper lay shaft is bent. This may have been caused by cylinder removal, or, a stuck injector. The entire shaft has been removed to the bench, and will be straightened and replaced on the engine.

Our Grand Roll Out is being postponed

until we have a better "handle" on the scope of the repairs needed, in addition to the ones we already know about. (We shall serve no locomotive before it's time!)

I have recently returned to the ranks of the employed after nearly a year out of work, and that means that my personal time is very limited, due to the great number of



hours I am required to spend on the job. Therefore, I have appointed an assistant, WAYNE VAN MOURICK, who is heading up the night shift during the week, and making trips to Sweetwood Machine Shop, etc., as well as being at Campo on Saturdays. I will still be there on Sundays. Wayne can be reached during the day at (619) 284-5832 or evenings at (619) 465-5881. I am still Project Manager, Wayne and I are working very closely together. Because of the situation, he will be on site most often. I know you will give him your best for our project.

GARY SWEETWOOD has polished and Cosmolined all the rocker shafts, and they are on site. Wayne is taking the rocker arms to ELMER SWEETWOOD & SONS MACHINE SHOP, where Gary and crew will polish the rollers (cam followers) and return them to site. Also, Gary will be up in his motor home for the weekend, in the very near future WITH CREW to spend the weekend really making things happen. THANKS GARY! Once the rocker arms have been returned, all the top jewelry on the left bank will be installed, the rebuilt injectors put in, the valve lash set, the entire top of the engine steam cleaned with a bean oil preservative. It will drain down into the sump, which is empty, and can be drained later.

Then the left bank will be finished!

WAYNE is looking for the governor linkage in the reefer, and by the time you read this, it will be at the work site. Very soon, we will be pulling four heads at a time from the right bank, and they will be overhauled. GARY tells me that the over-speed trip counterweight is coming along, however, it is a very time consuming job. This saves about \$550.00, since we won't have to buy a new one from EMD. It turns out that the one we have is from a 645 8 cylinder. GARY is networking directly with our tech reps and EMD on this. STAN PAULSEN is working at home on

the blower assembly for the engineer's side, as it had some bad bearings. (What a bear that was to remove!) The parts are all tagged, and on the bench. RANDY & CONNIE HOUK have finished repainting and re-lettering all the control bezels! LOOKS BEAUTIFUL! JOE SONKA (My father in law) has donated four new roller bearings for the lay shaft handle assemblies! THANKS, DAD! Isn't this wonderful that so many people from all across our country have joined hands, and opened their hearts and pocket books to make this locomotive come back to life, and it sure is a lot of fun for us, too. We must stay within our perspective, and that means that we must not cave in to the temptation to do a quick and dirty job, just to save time. WE ARE GOING TO DO A PROPER JOB. ALL OF OUR NAMES ARE GOING TO BE ON A BRASS PLAQUE IN THE LOCO, AND I KNOW, WE WANT THE QUALITY TO GO IN BEFORE OUR NAMES GO ON. Anyone have any problem with that concept? I didn't think so.

See you at Campo, or give me or Wayne a call!

INTERPRETATION DEPARTMENT

by Rich Borstadt

Quarterly Meeting

Steam Update at Cafe Cinema

Be sure you mark your calendar for something different in the way of Quarterly Meetings. This time, thanks to arrangements made by Chop Kerr, it will be on a Thursday evening (September 23) at the Cafe Cinema. The unique venue, at the corner of State and West Cedar downtown, will provide the opportunity for food from the moderately priced menu and projection equipment to view video and slides for a report on the status of our restoration of Southern Pacific steam locomotive No. 2353. The program will get under way at 7:00 p.m., but come early to grab some food and visit before going into the theater. There'll be updates on other of the Museum's projects as well. If you have a video segment on a current museum project you would like to share, bring it along and take advantage of our projection capabilities at this location. Please call Superintendent Borstadt (544-5875) or Chop Kerr (291-4787) to discuss projection requirements prior to the event.

Trainman/Guide Course Fall Workshop

Though not in the month of September, the all-Day Campo Operations Workshop will be close on its heels on Saturday, October 2. If you haven't attended one yet, or know someone ready to become an active volunteer with the Museum, make sure the appropriate calendar is marked for this one, too. This is an excellent way for a newcomer to begin the formal training and for old hands to learn more about Campo area history and the current practices of

the Operations Department on the SD&A. It will provide the chance to meet the new Chief Archivist at the Gaskill Stone Store Museum and insight into the strategies being developed for Museum tours and enhanced relationships with the other Museums at Campo. It will get under way in the second floor Jim Hinds Hall of Military History at the Gaskill Stone Store at 9:30 a.m. Call Rich Borstadt (544-5875) or Mike Retz (466-8808) for more information and to sign up. Car Pool is available from the La Mesa Depot that morning, loading between 8 and 8:15 a.m. Please park in the west end of our parking lot and walk to the Stone Store, as it will be opening for visitors before we leave, and parking space at the Store is limited.

History of the SD&A in Narrative and Historic Photographs

The Trainman/Guide Class for September is a basic one for all who meet the public at Campo and is required of all Trainmen/Guides. Director of Research Bruce Semelsberger has compiled an astonishing and delightful array of period photographs tracing the development of our line that is enhanced with each presentation as new material comes into the Museum's collections. He will be presenting it on Wednesday evening, September 8 at the Research library in the Santa Fe Depot downtown. All are welcome. The 7:00 p.m. class will also afford newcomers the opportunity to register for the formal course, if they are not already enrolled.

LESSON for ALL of us DEPARTMENT

by Dick Nelsen

The following was submitted by Dick Nelsen in response to Randy Gibson's "Phoebe Snow" ditty in the July HotScoop.

Phoebe Show would like to know-
Who works to make the CLEAN cars so?
Have YOU cleaned a window or mopped a floor?
Have YOU scraped off gum from a previous tour?
Have YOU ever separated trash?
Or, even bothered so much as to ask?
Have YOU ever wiped a "light globe", or cleaned a seat?
Does letting OTHER volunteers do this make YOU feel neat?
Have YOU read the "HotSheet" pleas of purpose?
Or, would YOU pay for a professional service?
Phoebe Show would like to know-
Are YOU here for the task, or here for the show?
Are YOU part of a TEAM that does not shirk?

or is it Below You to do this kind of work?

Signed,
Phoebe

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.....	466-8808
Mechanical, TBD	
Ground Support, Mke Panger.....	263-4439
Library, Roy Pickering.....	462-3392
Operations, Mike Reneau.....	466-5402
Motorcar, Chris Leenkecht.....	268-3433
Restoration, Ted Kornweibel.....	461-0098
Safety, Lew Wolfgang.....	662-9019
Steam, (acting) Richard Dick.....	478-5527
Electric Railway, Dan Marnell.....	582-6737

NETWORK NEWS

On Government subsidies to the 19th century railroads:
markg@chips.intel.com writes:

no-one ever mentions the massive subsidies the 19th century railroad builders obtained from the US government (in the form of grants of prime western real estate over and above that needed for the railroad right of way).

Jon Roma Responds:

On the contrary, this argument is often mentioned and never seems to die.

Land grants were a method of encouraging construction of railroads into territory that was, up to that time, wilderness. The thousands of acres of "prime western real estate" given away as land grants was largely worthless before a reasonable method existed to move people and goods to and from the more heavily-settled eastern states. The railroads' very existence is what gave value to the land. Significantly, land grants were not given for railroad construction in the already-settled eastern part of the country; these areas already had the customer base needed to encourage private investment without need for government encouragement.

The leaders of the United States in the 1850's and 1860's realized that the future of the United States depended on encouraging settlement and developing undeveloped prairie into farm land and using these territories as a source for raw materials like coal. The railroad was the only means of attaining this objective. However, few investors were willing or able to raise the tremendous amount of capital required for the construction of railroads through vacant prairie land without some assurance of a traffic base to recoup construction costs and support continued operations. Land grants provided real property that could be resold to settlers to provide cash to fund further construction; the new settlers' presence provided the beginnings a customer base that would help assure profitability.

Land grants were given under the condition that the railroads provide free transportation to government employees. This stipulation was not repealed by Congress until the late 1950's, nearly a century after the land grants took place.

In view of the circumstances surrounding the land grants, they were not the "massive subsidy" some people claim. Certainly the railroads benefited from the land grants, but the United States gained immeasurably from the railroads' development of the west that would not have occurred without the land grants.

- Jon Roma Computing and Communications Services
Office, University of Illinois at Urbana-Champaign
Internet: roma@uiuc.edu

On burping locomotives:

Subject: Re: Obnoxious Locomotives Date: Mon, 2 Aug 1993 12:13:07 GMT

Even more obnoxious were Baldwin's short-lived soda motors. Several of these dummy type engines were used on a line in Minnesota (sorry, I don't have access to the line's name here at work). They used "steam" produced by the chemical reaction of some sort of caustic soda compound. The exhaust left a highly corrosive residue along the streets where they ran. The line was built in the 1880s and only operated for a short time with the soda engines.

-S - Garth (Haridas) Groff "Not yet famous author" ggg@poeacc.virginia.EDU

From rogerm@cf.hp.com (Roger Muchell)

The Baldwin soda motors ran on bicarbonate of soda and sulphuric acid, the reaction of which produced carbon dioxide gas. No-one really knows what caused their demise, but legend has it that they burped once too often. As to the emissions of steam locomotives, true, the coal burning locomotives were a problem inside urban areas, but the problems they caused were nothing compared to today's automobiles. Most of the smoke from coal consist of large particulates which precipitate out quite quickly. Most diesel locomotives built today will not pass California's new emission standards but the oil burning steam locomotives tested met the required standards.

Burning oil in steam locomotives has several advantages over coal: The first is the problem of starting fires along the right of way is totally eliminated. Diesel locomotives are still noted for occasionally performing this event. Second, boiler flues stay cleaner longer and you don't have to clean out the smoke box as often or have ashes to dump. Lastly, if you find your self low on water, it's a major job to get rid of a coal fire where as with oil, you simply shut it off. The advantages of coal are that you get a hotter fire and in some areas where it is available at low cost it has an economic value. And then of course is the good old nostalgia of it along with that fantastic odor.

Roger Mitchell

Master Mechanic and President

Fort Collins Municipal Railway

Co-builder Timnath Northwestern Railway

On "Where is that smoke coming from?"

MARC train 275 had a traction motor catch fire in the second unit yesterday evening at about 5:30 p.m. The train was in the Rockville station when the incident occurred. The following is information as best I can recall it from listening to my scanner on the way home from work.

D=CSX Dispatch Jacksonville

E=Engineer Train 275

E: T-275, I seem to have a bit of a problem here in Rockville.

D: Do I understand you correctly that you are having problems with one of your engines.

E: Yes, that is correct. I think it's on fire or something.

D: T-275 would you like me to contact the local fire department.

E: Yeah, I think so. (Conductor): I have another (?) fire extinguisher if you need one.

E: Passengers are off.

D: I'm going to hold all west traffic on track #1 until further notice.

Eventually, Rockville fire department showed up and blocked off track #2 as well. MARC train 277 was shuttled back east on track #1 and switched over at Georgetown Junction. Eventually track #2 was opened for service, and passengers were crammed onto 277. Amtrak #29 Capital Limited also picked up some of the passengers heading to Harpers Ferry and Martinsburg. Train 279 was right behind the Amtrak, and picked up the remaining passengers heading west at about 7 p.m. All three trains arrived and departed within 20 minutes.



Briefing Note No. 7

Basic Photo Preservation

A great deal of the heritage of the American railroad has been captured on film. Unfortunately, much of this material has been lost and more has the potential of loss through careless handling of the photographic record. When handling photographic materials belonging to the Museum, even current ones (they are tomorrow's historical document of our institution and our railroad dealings), please use care and consider the following:

DON'T

1. Don't use pressure sensitive tape of any kind on or near photographs or negatives.
2. Don't use rubber cement to mount prints. It contains sulphur and will both stain and chemically attack.
3. Don't use water absorbing glues and pastes such as white glue, library or wheat paste.
4. Don't mount on or store in plywood, masonite, or any composition board.
5. Don't store in wooden boxes or cabinets. The peroxide in wood will attack the emulsion.
6. Don't place newspaper clippings and photographs together in the same file. Newsprint is highly acidic, sulfuric and contains bleaches.
7. Don't use blotters not specifically made for photographic use.
8. Don't use any paper or cardboard that contains sulphur.
9. Don't use rubber bands around groups of prints, color slides, negatives, or to hold film on a reel.
10. Don't use paper clips. They will permanently imprint the emulsion, and they rust.
11. Don't touch the emulsion side of any print or negative. Touch only the edges. Human oils and perspiration are acidic.
12. Don't write on the back of photographs with ink, felt tipped, ball point, or fountain pens. Don't rubber stamp them. Inks are acidic and may contain sulphur.

13. Don't use glassine envelopes for negatives or prints. They deteriorate rapidly and may stick to the emulsion and trap gases inside. (Glassine is cellophane.)
14. Don't use Kraft paper envelopes or highly acidic paper printed with acidic ink.
15. Don't use white envelopes that contain bleach.
16. Don't store photographs flat in stacks or loosely in boxes. The weight may cause them to stick together. The lack of support in a box will cause curling.

On the other hand, there are things you can actively do to assist in survival of these documentary images.

DO

1. Use only acid and sulphur-free adhesives such as polyvinyl acetate, dry mount tissue.
2. Use acid and sulphur-free mount boards.
3. Slide prints into acetate sleeves with a support sheet of acid-free lightweight board. The sleeve protects the print emulsion from fingerprints, dust and abrasion.
4. Store negatives and prints upright in acid-free folders in metal cabinets with a baked enamel finish. If repainted metal filing cabinets are used, do not put the negatives or prints in the drawers for at least a month after painting until all paint fumes have evaporated.
5. Use chemically inert envelopes for negatives made of acid-free bond, cellulose acetate, polyethylene (Mylar polyester film.) Use only envelopes with side seams to ensure none of the adhesive will touch the emulsion. Insert the negative with the dull or emulsion side away from the seam side of the envelope. Write on envelope BEFORE sleeving the negative.
6. Write on the back of photographic prints with a soft lead pencil or India ink being careful to write in margins and not to press so hard as to imprint the emulsion side.

For more detailed information, consult the procedures and conservation techniques sections of the Museum's Collections Manual noted below.

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Suggested Reading

6-14 *SDRM COLLECTIONS MANUAL*, PSRMA Media, San Diego, 1993. This publication contains detailed information on official procedures and specific conservation techniques for photographic preservation.

SDRM TimeCard

[illegible]