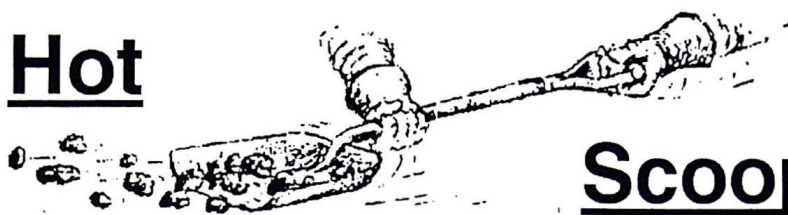


Hot



Scoop

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

August, 1994
VOL VI NO VIII

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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.
92101

DIRECTOR OF CAMPO OPERATIONS

Denby Jones

Most of my space this month, and probably for the next few months, will be taken up with the 75th anniversary task list. I will try to keep you updated on what has been accomplished, what is in work, and what is to be accomplished. Hopefully you can use this as a tool to help plan your efforts at Campo.

PARKING: There is no parking in the Car Barn or in the area between tracks three and four. The exception to this is if you are working directly off of your vehicle, and then when your task is completed please move the vehicle to approved parking. Parking for the Car Barn area is next to the fence on Sheridan Road, angled into the bank to provide maximum available space. Please, do not park along the cabooses (cabeese??). It blocks the view of the equipment from our patrons on the walking tours. Again, the exception is if you are working directly off of your vehicle.

FIRE LANES: In our enthusiasm to get some of this equipment operable, we tend to forget that we are operating out of an old wooden building, in the middle of summer, in a dry climate with temperatures in the high 90's. Put a little spark to that formula and you could have a right tasty fire. Last weekend, we could not have gotten people in the carbarn, much less equipment, if an emergency had developed. One end was blocked with vehicles, and the other end was just blocked. It looks like a working shop with all the activity going on, but believe me, in a job shop or manufacturing center the fire lanes are kept CLEAR. This also includes the area adjacent to the steam locomotive and the railroad ease end of the building. This is extremely important, so if you are finished with a piece of equipment, put it away or at least move it clear of the fire lanes. Please, KEEP THE FIRE LANES OPEN.

SMOKING: The Car Barn is a NO SMOKING area and has been for quite some time. Lately it has been noticed that museum visitors and even some of our volunteers have been taking advantage of the relative cool of the Car Barn to have a smoke. Please discourage this practice if you encounter it. Not only does it add to the fire danger, but the smoke is extremely offensive to some people. For you operating types, remember the no smoking policy also extends to the train, including the locomotive. This is addressed further in the new SP safety rules that we are adopting.

I would like to take a moment to thank MIKE READING and RICK WARNER. These two gentlemen have installed track seven and are in the process of moving the museum main. This has been accomplished primarily without assistance. The track looks excellent, and again, thanks you Mike and Rick!!!

That's enough for now, see you at Campo, Denby

DIRECTOR OF CAMPO OPERATIONS REPORT

TASK	HONCHO	DESCRIPTION	STATUS	ECD
Locomotive 7285 (80 ton)	D. Jones	Gears removed from al armatures. Armatures and cases cleaned. All bearings and races received. Motors due to be transported to Amhard Electric for baking and re-assembly Tuesday 08-01-94. Cost Projection: Labor: \$3000 Bearings: \$1840 Races: \$940 Trucking and Misc: \$500	In Work	
Locomotive 2104 (Alco)	Jim Wilson	Rear truck disconnected electrically. Two traction motors throwing groundfaults. Rough estimate of repairs, \$10,000. No action to be taken at this time. Can be used with light trains.	Limited Service	
Locomotive 2098 (Alco)	Jim Wilson	Distribution/feed valve replaced. Air ok.	Standby Service	
Locomotive 1809 (EMD)		Standby service/oil leaks	Primary service	
Locomotive 2353	Larry Williams	In Service	In Work	
75TH ANNIVERSARY PROJECTS				
1509 Interior	Ted Kornweible	Boiler being wrapped, piping being installed, awaiting machine work		
1509 Trucks	Jim Wilson	In work, Replacing Windows, Two Installed	manpwr	
Car 250	Jim Wilson	Equalizers and Sprints Removed, Awaiting Repair	no manpwr	
Car 250	Jim Wilson	Replace Brakes	Used for parts	def
All Lacawana Cars	Jim Wilson	Repair Side Bearings		
All Lacawanna Cars	Jim Wilson	Repair Sagging End sills	no man power	9/1/94
All Lacawanna Cars	Allan Dillane	Refurbish Car Roofs	in work	9/1/94
Coach Cars and Peary	Ted Kornweible	General Cleanup All Cars	in work 2 completed	10/30/94
All 75th Equipment	Wilson/Reneau	Clean and Wax Exterior	funded	9/31/94
Amtrak 5601	Jim Wilson	C.O.T.S all equipment	ongoing	10/31/94
All Lacawanna Cars	Mike Reneau	Replace Diaphragm	Deferred	
Caboose Row, Clean	Interp	Rewire Lighting	Deferred	
050/1413	Interp	Interior cleanup cars on caboose row		10/31/94
	Interp	Interior Clean prior to 75th		
DISPLAY BUILDING				
Preliminary Grading	Don Getz	Grade Construction Site for Building	complete	
Tracks 7 and 8	Mike Reading	Roadbed Complete, Switch in, Track 7	complete	
Track 14	Getz/Reading	Move Track 14 to accomodate new building	in work	8/30/94
Alco Block	V. Cook	Move to track 6 for Display	complete	
Fairbanks Moorse Trucks	V. Cook	Cleared from 14, on flatcar	in work	8/15/94

DIRECTOR OF CAMPO OPERATIONS REPORT

TASK	HONCHO	DESCRIPTION	STATUS	ECD
75th ANNIVERSITY PROJECTS				
Complete Restroom	Steam Team	Complete restroom renovation, carbarn	complete	
Complete Siding	Randy Gibson	Complete Siding Installation	90%	10/31/94
Remove Scaffolding	Jim Wilson	Remove scaffolding from front of carbarn	complete	
Repair carbarn roof	Randy Gibson	Repair roof over tool room	complete	
Carbarn	Steve Wade	General cleanup, interial and general spruce up	Pending	11/15/94
Weed Control	Steve Wade	Weed control, museum grounds	ongoing	
Quonset hut	Steve Wade	Erect Quonset hut for speeder shop	deferred	
Back 40	Thomas Bragington	General organization and clean up	ongoing	11/15/94
Bunk Trailer	Thomas Bragington	Level	complete	
Box Car	Thomas Bragington	Level/Paint boxcar at Depot	complete	
Public Restrooms	George Boggs	Paint/buffer screen/replace rotted wood	in work	8/15/94
Campo Depot	George Boggs	Install RR ties/fence at depot	deferred	
Campo Depot	George Boggs	Landscaping installed	deferred	
Fence	George Boggs	Install fence at boarding area	hold	
Campo Depot	George Boggs	General upgrade-picnic area-repair tables	on going	11/1/94
Parking lot	George Boggs	Install info kiosk and flagpole	deferred	
Boarding area	George Boggs	Install concrete walkway	deferred	
Campo Depot	Denby Jones	Repair shake roof		10/31/94
INTERPRETATION				
Rail Buff Bluff	Rich Borstadt	Clearing and Platforms	in work	7/31/94
Signs	Rich Borstadt	Develop copy, fabricate and install	in work	10/15/94
Speeder Display	Allan Dilane	Set up speeder display at Depot	in work	10/15/94
Baggage cart	Rich Borstadt	Set up Baggage cart display at Depot	in work	
Caboose Row	Jones/Reneau	Placement Of Cars. Caboose row		10/31/94
House track	Jones/Reneau	Placement of Display cars on house track		10/31/94
Caboose row	Borstadt/Wade	Stairs/walkways/safety chains		10/31/94
House Box string	Borstadt/Wade	Stairs/walkways/safety chains		
Horse/baggage car	Borstadt	Complete phase 1	pending	
Alco Block	Borstadt	paint		7/31/94
F.M. Trucks	Borstadt	Clean and Paint		7/31/94
RPO Car	Jones	Relocate to track 3 or 4		10/31/94
RPO Car	Wade	Fabricate Stairs		10/31/94
Robert Peary	Jones	Move to display string at house track		10/31/94
OPERATIONS				
Contaminated Earth	Wolfgang	Dispose of properly		10/31/94
East Lead	Reneau	Ballast/tamping	hold	
East Lead	Reneau	Weed control	ongoing	
Right of Way	Reneau	Inspection	weekly	
Special Train	Reneau	Staff 75th special		8/31/94
Community Weekend	Reneau	Staff Trains		
Hotscoop	Wolfgang	Get out on time	never	

OPERATIONS DEPARTMENT

Maryanne Thompson

The ridership total for June was 1423 including our trip to Tecate. Thanks once again to all of the crews that keep the trains rolling. With summer in full swing, there are many openings on the Call Board. Any vacant spaces that you can fill in would be greatly appreciated.

As anyone who has been out to Campo lately can tell you, we still need as much help as we can get with the weed situation. If you have any extra time and can help out, please get in contact with Mike Reneau and he will get you going in the right direction.

As the 75th Anniversary gets closer, there are many projects that need your help. If you have a hankering to learn how our equipment operates from a mechanical point of view, Jim Wilson could certainly use your help. Give him a call and he'll put you to work. Starting sometime in August, we will be starting to do COTS on all of the equipment that will be going on this trip. If you want to learn the inner workings of the brake system, this will be a great opportunity!!

On July 30th, we had our pot luck barbecue at Campo and I must say that it was a success! We had approximately 70 people who attended. I wish to thank everyone who came through on the pot luck side; the food was great! I also want to thank Nancy Boggs for all of the effort that she put into making the day go smoothly. I would especially like to thank Lyle Judd, who is a member of the Board of Trustees, for donating the cost of the barbecue items. And with Roger Garrett's idea of a raffle, \$200 was raised for Restoration and \$170 was put into Steam Team's bank account. Thanks to everyone who participated and helped to make the afternoon enjoyable for everyone. I hope that we can have this kind of get together again soon!

There will be an Operations Department meeting in August. It will be held on Wednesday, August 17th at 7:00 p.m. at the Santa Fe Depot. All are invited to bring their thoughts, complaints or suggestions. See you there!

INTERPRETATION DEPARTMENT

Rich Borstadt

Calendar

August 3, Wednesday 7:00 p.m.

Camp Tour Guide Training
New Approach to Campo Interp.
Santa Fe Depot Office

August 20, Saturday All-Day, 9:00 a.m.

Campo Ground Tour Training
Campo Depot
All-Day Exploration of Interpretation
at Our Campo Facility and in the Surrounding Area

August 31, Wednesday 7:00 p.m.

Interpretation Department Meeting

SF Depot Office

Major Topic- 75th Anniversary Preparation

September 7, Wednesday 7:00 p.m.

Special Interpretation Department Meeting

SF Depot Office

Major Topic- Recruitment of New Active Members

Campo Ground Tours

By the time you read this, the new bridge from the main line to the upper yards will have been put in place. As soon as surfacing of the trail is complete, we will begin doing our tours after debarking returning Miller Creek passengers there. The tour will take them over the Rail Buff Bluff Trail and along Caboose Row to the car barn and the Project 2353 area. Additional guidelines for this tour route will be forthcoming. Thanks to efforts of members of the Steam Team, we now have a set of stairs off the corner of the embankment to get our visitors back to the road and the Depot.

We must all be diligent in our efforts to be aware of visitors in the upper yards and to keep tour members and random wanderers from going into the construction area. Anyone spotting someone in that area should immediately go to them and escort them out to the upper level on a private tour of the yards or send them back to the Depot (or conduct them to the new bridge if the train is about to arrive) to get with a trainman/Tour Guide before visiting our facility. Of course, we must be pleasant and polite... but we must also be firm on this. Likewise, there is a lot of activity around the car barn with the 2353, 1509, Track 7 and other projects. All of us in the area should be aware of strangers in the vicinity, particularly when tours are there. There are many potential hazards, especially for curious youngsters. It is our FIRST priority to watch them and prevent them from getting into something that is dangerous, **EVEN IF IT MEANS HALTING WORK ON A PROJECT TO DO IT!** The visitor and his/her safe interaction with the objects in our care is our reason for being. Thanks for your help.

SAFETY CORNER

Lew Wolfgang

I don't have to tell you Campo regulars that things are really hopping these days. With all the work going on now we have to remember that **"There are NO short cuts in safety!"** Haste to complete a project is no justification for getting sloppy and forgetting ourselves. In particular, on weekends remember that we are open to the public. We have invited folks to visit us and we ALL have a responsibility to see that they have a safe and informative visit. Some things that you can do to help include keeping walkways clear of tripping hazards, showing care when grinding or welding, and properly escorting our guests when they take it upon themselves to wander about. This last point is an important one. If you see someone you don't recognize by themselves, ask them

politely to rejoin the walking tour. If there is no walking tour in sight, take it upon yourself to escort our guest back to the depot area. Be friendly about it, maybe include a tour of your own as you are walking them back. Explain to them that our insurance doesn't permit non-members to take self-guided tours. Perhaps you can convince them to join the Museum, we can sure use the help!

I know that properly seeing to our guests may be an imposition, especially with all the tight deadlines we are facing now. But remember, one unsupervised guest injuring themselves opens up the possibility of losing the entire Museum and all we have worked for these many years. We owe it to our guests, and ourselves, to be as safe as humanly possible.

On the bright side, it is reported that one of our guests was overheard saying how impressed they were with the Museum people they met at Campo. They said that everyone had a smile, was friendly and helpful, and seemed to be genuinely concerned with the guest's welfare. I can think of no better complement, well done, everyone!

Trainmen

While speaking of jobs well done, I would like to take this opportunity to thank the Train men and women. It is my humble opinion that the most difficult, demanding and important job we have is that of the Trainman/Tour-guide. They are our "Front Line" to the public. The impressions and memories folks take home with them are those of the Trainmen. Since we could not exist without the active support of the public, we owe a continuing debt of gratitude to these "paragons of interpretation."

Well Done and Thanks!

Gully Washers

Thomas Lee Braginton reports that we had a cloud-burst at Campo recently that dumped .9 inches in 30 minutes time. It is tempting to think that in this hot weather we can leave delicate work outdoors, but remember, it can really rain at any time in Campo! Protect your work and cover it up or put it away when you are finished with it.

If you have safety on your mind,

You may call at any time!

Daze 553-3106

Nites 662-9019

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
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Interpretation, Rich Borstadt.....	294-9321
Research, Bruce Semelsberger.....	264-7282
Chief Trainman, Mike Retz.....	466-8808
Mechanical, Jim Wilson.....	697-9544
Library, Roy Pickering.....	462-3392
Operations, Mike Reneau.....	466-5402
Restoration, Ted Kornweibel.....	461-0098
Safety, Lew Wolfgang.....	662-9019
Steam, Richard Dick.....	276-2222

NETWORK NEWS

In which articles from the Internet's Usnet rec.railroad are presented for your edification and further enlightenment.

* In Littleville, Ala., in May, Terry R. Mills, 32, lying on the railroad tracks, was struck by a Norfolk Southern train and lost his left leg just below the knee. The incident occurred a few feet from the spot where, in 1986, he had been struck by another train and had lost his right leg. [Montgomery Advertiser-AP, 5-19-94]

Subject: Re: How a feedwater injector works

Magic :-) Or at least that was how it appeared to the early builders. Ahrons recounts the tale that both Sharp, Stewart & Co and Robert Stephenson Ltd both imported an early injector from Giffard (the French inventor). Robert Stephenson Ltd didn't managed to connect it up right and so couldn't get it to work. Sharp, Stewart & Co did and were surprised to find that it actually did work. They took out the English license and made a lot of money... Actually, the injector is fairly straightforward. It consists of three cones.

Steam from the boiler enters the steam cone. This has a converging nozzle which converts the steam's pressure into velocity. As the steam emerges from the tip of the steam cone it causes a vacuum to be formed in the space between the Steam and Combining cones. This vacuum sucks water from the tender into the injector. (The injector can consequently be mounted above the water level in the tender.) When the water comes in contact with the steam it condenses the steam. The steam velocity is consequently transferred to the water and a high speed jet of water emerges from the Combining cone.

This jet of water crosses the short gap between the Combining and Delivery cones. The Delivery cone is diverging and consequently converts the velocity of the water into pressure (the reverse of what happens in the Steam cone). If the proportions of the injector are correct, this pressure is higher than the boiler pressure and water flows into the boiler.

Basically, the kinetic energy of a small amount of steam is used to accelerate a much larger amount of water (remember kinetic energy is proportional to the square of the velocity, but only proportional to the mass, so you can trade velocity for

mass).

For the injector to work, the water has to completely consequently condense the steam. To tie this back to earlier threads, this is why the feedwater has to be relatively cold, and why condensing steam engines need to use feedwater pumps.

The major advantage of injectors were their simplicity: no moving parts to wear, break, or stick. This meant that they were cheap to maintain, especially on the hostile mechanical environment of a steam locomotive.

andrew waugh

Subject: Santa Fe Newsletter July 19, 1994
Date: Mon, 25 Jul 1994 22:03:31

NUMBER 347 JULY 19, 1994

Santa Fe mechanical employees lead in latest AAR safety standings

Santa Fe's maintenance of equipment employees are the safest mechanical employees in the industry, according to the latest railroad safety standings released by the Association of American Railroads (AAR). With only 25 injuries and 2,393,930 manhours in the first five months of 1994, maintenance of equipment employees had an injury frequency rate of 2.09, the best for their craft in the industry. Overall, Santa Fe continues to rank third for its safety record during the first five months of this year.

IC agrees in principle to acquire KCS

Illinois Central Corporation and Kansas City Southern Industries announced today that they have signed a letter of intent providing for the acquisition by Illinois Central Corporation of the Kansas City Southern Railway and certain related assets. The Kansas City Southern Railway is a subsidiary of Kansas City Southern Industries.

The acquisition, expected to be completed in the first half of 1995, is subject to receipt of a favorable Internal Revenue Service ruling, the negotiation of definitive documentation and a shareholder vote of both companies. To complete the acquisition, the Illinois Central Railroad will be placed in trust pending Interstate Commerce Commission approval of the common control of the two railroads.

The combination of the Illinois Central Railroad and the Kansas City Southern Railway will create an important rail network that will serve 14 midwestern and southern states and link the geographical markets of Chicago, New Orleans, Memphis, Kansas City, Port Arthur, Dallas and Birmingham. The combined railroads will have revenues in excess of \$1 billion, with a commodity base of coal, chemicals, lumber/paper, grain and intermodal.

Business barometer

Santa Fe intermodal traffic increased 11% over 1993 for the week ending July 9. Container growth was 18.6%, while trailer

traffic increased by 3.7%. Year-to-date figures show a 10.8% increase over last year. Container volumes account for the increase with a 26.2% growth rate, while trailer volumes have decreased by 1.3%. Year-to-date figures for the western railroads show a 13.8% market increase over 1993.

Automotive

General Motors at Oklahoma City and Ford at Kansas City both returned to work yesterday following their annual vacation. GM resumes producing the 1994 models this week through July 28. Loadings will be light during this period. After a rolling model changeout, GM starts production on the new 1995 models on August 1. Loadings from Ford at Kansas City will also be light over the next few weeks, with primarily bi-level loadings. Ford has ceased production of its Topaz and Tempo models and will introduce two new models for 1995 — the Mercury Mystique and the Ford Contour. Loadings for GM and Ford vehicles should pick up significantly as demand for 1995 models affects traffic flows. Loadings of Honda vehicles at Richmond, California, will be light this week but are expected to increase again next week.

Boxcars

Loadings at most major paper mills are moderately heavy. Cotton movements in West Texas are steady. The potato season in the West is winding down and loadings continue to decrease. Overall perishables volumes are also decreasing. Plywood and gypsum wallboard loadings are increasing, due to demand generated by flood damage in the southern states. The California tomato pack is in full swing and pack volumes are increasing rapidly. Wine and canned goods are moving at steady levels.

Flatcars

Coil steel loadings on flatcars and gondolas continue to be extremely heavy, particularly out of California Steel at Kaiser, California. Santa Fe is loading about 80 cars for military movements from Ft. Carson, Colorado, to Pinon Canon, Colorado. Equipment is being marshalled for one of the largest military movements ever on the Santa Fe to move from Ft. Hood, Texas, beginning August 11. Virtually the entire flatcar fleet (except for flatcars in lumber and wallboard service) are being positioned for two very large train sets of military equipment from that location.

Hoppers

Grain loadings continue to increase. Santa Fe is loading 350-400 cars a day, with loadings expected to remain heavy through next week. The corn harvest has begun in east Texas and heavy loading is expected, reflecting a good crop. Potash loadings have leveled off and remain steady. Exports are expected to increase later this month. The car supply for potash

is adequate at this time. The supply of cement cars is also adequate, though open top hoppers for coal loading are in tight supply. Expedient handling of all loaded and empty equipment is necessary to help meet customer demands.

Subject: Santa Fe Press Release - 2nd Quarter Report FOR IMMEDIATE RELEASE

MEDIA CONTACT: Catherine Westphal #38 (708) 995-6273

RECORD SECOND QUARTER INCOME AT SANTA FE RAILWAY

SCHAUMBURG, ILLINOIS, JULY 20, 1994 - Santa Fe Pacific Corporation (SFP) reported second quarter income from continuing operations of \$38.5 million or \$0.20 per share compared to \$28.2 million or \$0.15 per share a year ago, excluding special items. Including special items, income from continuing operations for second quarter 1994 was \$48.4 million or \$0.25 per share. Special items in 1994 include a pre-tax credit of \$29.5 million resulting from changes in eligibility requirements for postretirement medical benefits and a \$12.3 million pre-tax charge for an adverse court decision.

"The railroad's growth in revenues and volumes reflects a continuing positive trend for Santa Fe and the rail industry," said Robert D. Krebs, chairman, president and chief executive officer of SFP. "Our improving operations, aided by new locomotives and facility enhancements are enabling us to improve service and meet our customers' expectations. This should set the stage for further revenue and earnings growth."

RAILWAY RESULTS

Santa Fe Railway's operating income of \$97.4 million was a 19% improvement over second quarter 1993 and the highest second quarter operating income in the company's history. The railroad's operating ratio of 85.2% in 1994 compares favorably to an 86.5% operating ratio in the second quarter of last year.

Revenues of \$658.2 million rose 8% and carloadings increased 7% over last year. Intermodal traffic was up sharply and intermodal revenues of \$295.8 million were 20% higher than last year. The direct marketing segment, which includes J.B. Hunt Transport business (Quantum) and less-than-truckload shipments, accounted for most of the intermodal revenue and volume increases.

Carload commodity revenues of \$153.4 million were 4% higher than last year, led by gains in paper products and building materials due to increased lumber shipments driven by new housing starts. Bulk products carloadings increased 3% compared to last year; however, revenues declined 6%. Coal volumes were up 15% as utilities continued rebuilding coal inventories. Grain products carloadings rose 4% while whole grain carloadings

and revenues declined significantly due most notably to lower demand for export wheat and sorghum.

Increased traffic led to higher contract services and equipment rent costs as quarterly operating expenses rose 6%. These higher operating expenses were partially offset by operating efficiencies.

OTHER RESULTS

SFP's equity investment in Santa Fe Pacific Pipeline Partners, L.P. produced adjusted income of \$9.3 million in the quarter compared to \$8.9 million in the prior year reflecting an increase in commercial volumes. Including a credit of \$1.4 million related to the change in eligibility requirements for postretirement medical benefits, income was \$10.7 million in the current quarter.

Lower debt levels led to a \$3.5 million decrease in interest expense, which totalled \$30.9 million in the quarter. Other income-net of \$6.7 million increased \$15.2 million due primarily to a credit of \$28.1 million for the change in eligibility requirements for postretirement medical benefits offset by a pre-tax charge of \$12.3 million for an adverse court decision related to pension obligations of a former subsidiary.

DISCONTINUED OPERATIONS

On June 29, 1994, SFP's board of directors declared a special dividend to distribute its interests in SFP Gold effective September 30, 1994. Income from gold company operations has been reclassified as discontinued operations. Net income of \$9.2 million from discontinued operations recorded in the second quarter represents earnings from current quarter operations, and estimated transaction and other costs related to the distribution partially offset by an estimate of third quarter income to be earned before distribution on September 30, 1994. Net income from discontinued operations in 1993 was \$119.3 million or \$0.64 per share and includes an asset exchange gain of \$108.3 million or \$0.58 per share.

1994 YEAR TO DATE RESULTS

For the six months ended June 30, 1994, SFP reported net income from continuing operations of \$73.0 million or \$0.38 per share compared to \$49.4 million or \$0.26 per share in 1993 excluding special items in both years. The significantly improved 1994 performance is due to traffic growth and operating efficiencies at the railroad and lower interest expense.

Including special items and discontinued operations, SFP reported net income of \$125.7 million or \$0.66 per share in 1994 compared to \$274.6 million or \$1.47 per share in 1993. The 1993 results include gains on the sale of California Lines and the asset exchange.

Subject: Re: PRR GG-1

Believe me, you would NEVER want to sit

on one of those toilets. I had to use one only once in a desperate emergency when running the Night Owl from New Haven to Penn Station. The fireman was green and I had to put him in the seat and tell him to apply the brake for anything other than a clear signal. You could turn the blowers off to go in the nose. It was a crappy experience, but I had no choice at the time.

The GG-1 was the most reliable engine I have ever run. 22 notches of power. I once had two of them jumped together on the Montreuil with 15 coaches. There was a block that you had to fold over on the throttle to prevent going beyond the 18th notch. If you did, you would blow the power. Once, as a fireman, the engineer asked me how fast we were going in the vicinity of Greens Farms, CT. I did not know. I walked over to look at the speedometer that was buried at the 100 mph pin. Even at 50 years of age, the get up and go never got up and went like it would on a diesel.

+++

Subject: Re: PRR GG1

Railroads have used (or at least tried) the following approaches to using AC to drive their traction motors:

1) AC traction motors -- typically synchronous induction motors. These give you limited speed ranges -- since you can't vary the frequency of the power, they accelerate you up to a fixed speed and then hold the train at that speed.

The Virginian used this approach. There is a bit of folklore about one of their engines, I forget which class, which had two (2-count 'em- 2) speeds of something like 7 1/2 and 15 miles per hour. The story has one of them in helper service pushing a train through a tunnel, and the lead power stalling. The helper just kept trundling along at 7.5 mph, but not going anywhere. Inside the tunnel, the crew had no way of telling this, so they kept on grinding along. After a while when the crew decided they should have seen some daylight one of the crew checked, discovered not only that they weren't moving but that the wheels had chewed through the rails to the point that the flanges were nearly at the spike heads. Needless to say, it was a lot of fun getting the loco out of its wheel chocks. I've read this story in several places and it may well be true.

Subject: For Sale: Classic ALCO Power
Date: 2 Aug 1994 18:53:03 -0400

Black River & Western Railroad is selling RS-1 #57 1000 HP Road Switcher ALCO 1947 Best offer over \$12,500. Running condition but requires prime mover & friction bearing work! Serious Inquiries Only. Call 908-782-9600 8am-4pm EST

SDRM TimeCard

[illegible]

August 1994

8/8/94 3:53 pm

wolfgang@riegt

Sun	Mon	Tue	Wed	Thu	Fri	Sat																																																																																											
	1 1830 Staff Meeting SFD	2	3	4	5	6																																																																																											
DO Steve Wade	8	9	10	11	12	13																																																																																											
DO Jim Wilson	15 1830 Staff Meeting SFD	16	17 0900 Ops Meeting SFD	18	19	20 Campo 0900 Ground Tour Train																																																																																											
DO Lew Wolfgang	22	23	24	25	26	27																																																																																											
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Month view by Calendar Mail

The Hot Scoop
San Diego Railroad Museum
1050 Kettner Blvd.
San Diego Calif. 92101

(August 1994)

