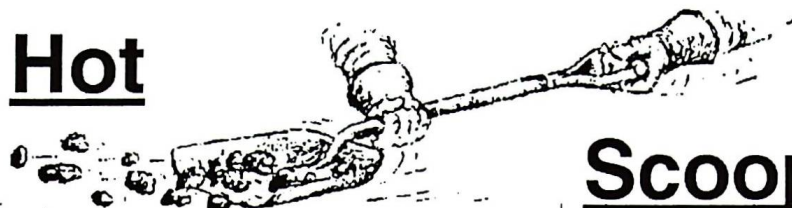


Hot



Scoop

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

January 1994
VOL VI NO I

INDEX

<i>Director of Operations.....</i>	<i>1</i>
<i>Safety Corner</i>	<i>2</i>
<i>Operations Department</i>	<i>2</i>
<i>Interpretation Department..</i>	<i>2</i>
<i>Calendar</i>	<i>Front Cover</i>
<i>Network News</i>	<i>3</i>
<i>Phone Numbers</i>	<i>3</i>
<i>Timecard</i>	<i>Inside Cover</i>
<i>Briefing Note 11</i>	<i>Enclosed</i>

The HOT SCOOP is published by the San Diego Railroad Museum.
Please send address or subscription changes to:

San Diego Railroad Museum
c/o Santa Fe Depot
1050 Kettner Blvd.
San Diego, Ca.
92101

DIRECTOR OF CAMPO OPERATIONS

Denby Jones

By the time this is published, the holidays will be over. I hope each and everyone of you had a merry Christmas and wish you all a very happy and prosperous New Year.

I want to take this time to thank all of the volunteers that have so unselfishly donated their time over the past year. Whether you are Operations, or Mechanical, Facilities or Restoration, Interpretation or Library, Excursions or Steam Team, Office Staff or those that claim no affiliation, but just come out to work on what they enjoy or where they are needed, it has taken all of us to facilitate the progress that has occurred in the last year.

What do we have going this month?

1509 - The trucks have to be swapped back to their original configuration, (1509's trucks under 1509) and then inspected again and repairs initiated. Windows need to be painted and installed.

1820 - Dave and his crew are still working during during the week. They are starting on the cylinder heads on the right side of the locomotive.

Steam Team - Things are definitely going back together, the boiler is almost to the point of reinstallation.

Facilities - Steve Wade has installed a P.A. system, donated by U-Haul, in the Car Barn. Exit lights are being installed to bring us in-line with permitting requirements. Siding on the Car Barn needs to be completed, and a new roof has to be erected over the tool room.

Operations - Mike Reading is starting to prepare the roadbed to install tracks 7 and 8. This should help considerably in unplugging the yard and giving us more working space.

That is a brief rundown, so come out and join the fun.

See you at Campo,

Denby.

Editor's Note

Lew Wolfgang

First I would like to apologize for HotScoop's being late this month. I was ill and confined to bed last week and unable to do any work on it. Please see the Safety Corner for more on this.

Norm Hill

It is with great sadness that I have to report the passing away of Norm Hill at his home in Rogers, Arkansas. Norm was apparently doing well in his fight with lung cancer when he collapsed and died three days later.

Norm has long been associated with the Museum and was Life Member number five. He joined up with the first "wave" of members in 1976 or so and has served in many capacities, including Board member and Superintendent of Restoration. He was instrumental in the Museum's preparations for RailFair '88 when he earned the nickname of "The Pharaoh".

He recently moved to Arkansas where he worked for a time with the Missouri and Arkansas Shortline as a carman and participated in his other passion of Civil War reenacting. Please see the next Report for a more comprehensive write-up. Norm will be greatly missed by me, personally, and by many other of our members.

Appreciation Department

One of the tasks of the Museum Staff is to select outstanding Museum members for public appreciation and thanks. One problem though, is that the Staff can't pick any of it's own members for appreciation, regardless of how deserving.

Well, I would like to make an opportunity to publicly thank DENBY JONES. This from me as a Museum member. Denby, in his capacity of Director of Campo Operations, is tireless in his dedication to the Museum and it's goals and objectives. Denby donates countless hours each week, not including weekends, preparing reports, attending meetings and seeing to behind-the-scenes work. His leadership at staff meetings is instrumental in bringing order out of the chaos. He recently hosted study sessions at his home to help the Museum's engineers prepare themselves for the new FRA mandated written test. All this in, addition to spending most weekends at Campo, attending to his full-time employment, and seeing to the welfare of his family qualifies him for our heartfelt appreciation. Thanks Denby, from all of us.

Also deserving of our thanks is JEANIE JONES, Denby's wife, for putting up with him. Thanks, Jeanie!

OPERATIONS DEPARTMENT

Maryanne Thompson

The ridership total for November was 1403 including the 228 passengers on the Tecate Special. Once again I'd like to thank all of the crew members who keep the trains rolling. We couldn't do it without you!

Just a reminder--all operating crew members must successfully complete rules testing by

January 31, 1994 in order to remain in service. Please contact Don Livesay or Mike Reneau to make arrangements for testing.

There will be another Legacy Ranch trip on Sunday, January 23, 1994 that departs the Campo Depot at 9:30 a.m. Engine crew will be required to report for duty at Campo by 7:30 a.m.. If you are scheduled that day and are unable to be present at the above times, please contact Mike Reneau or George Boggs well in advance.

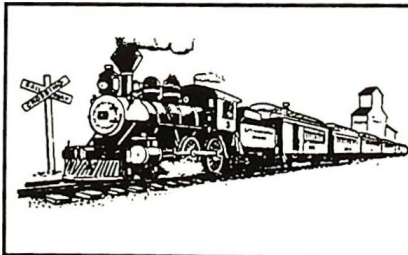
The speeder class continues and is going well. The next class will be on Wednesday, January 19th at 7:00 p.m. at the Santa Fe Depot office. The first part of this class will be the regular operations department meeting so all are welcome to attend. See you there!

INTERPRETATION DEPARTMENT

Rich Borstadt

Trainman/Guide Course 1994

Happy New Year! The evening downtown class sessions for the Trainman/Guide Course gear up after the holiday break on the second-Wednesday-of-the-month schedule. These two-hour sessions are modular, and core (required) sessions are intermixed with the supplementary sessions addressing special interests. They are held at 7:00 p.m. at the Santa Fe Depot office of the Museum. Head end power is the focus of the January class. This provides an overview of both diesel electric and steam locomotives in general and those held in the Museum's collections in particular. All who work regularly at Campo should be exposed to this material so that we speak with



one voice to the public. Old hands, who have been involved with the Museum since before the course evolved to its present form, will also find much useful information and are encouraged to attend this session. It will provide the chance to meet some of the new volunteers just entering the program and vice versa. This is an ideal session for a newcomer to begin active involvement with the Museum for what is more fully emblematic of railroading than the locomotive. Call Rich Borstadt (544-5875) or Mike Retz (466-8808) for more information and to sign up for the course, or just join us at the Depot. Plans are being made for interpretation of the 1994 centennial of the La Mesa Depot and the Diamond Jubilee of the SD&A. If you would like to help with these plans and their execution, contact Superintendent Borstadt (above number).

Calendar

Sunday 16

Horse/Express Exhibit Hall
Work Day
10:00 a.m.-4:30 p.m.

Wednesday 19

La Mesa Depot Centennial
La Mesa Depot
7:00 p.m.

Sunday 23

Breakfast at the Legacy Ranch
Campo Depot
10:30 a.m. Departure

SAFETY CORNER

Lew Wolfgang

Here are some more dates for the CPR class at Grossmont Hospital:

Jan 20, 9:00 a.m. to 1:00 p.m.
Jan 24, 6:00 p.m. to 10:00 p.m.
Feb 12, 8:00 a.m. to 12:00 p.m.
Feb 21, 6:00 p.m. to 10:00 p.m.
Feb 25, 9:00 a.m. to 1:00 p.m.

Safety Inspection

The Museum had it's annual County safety inspection last month. While we did better than we usually do (congratulations!) there is still room for improvement. There were several paperwork and procedural deficiencies that are mine to rectify, but there are still some other points that will require collective effort.

First, we have to get out of the habit of collecting mystery fluids in miscellaneous containers. If you have to temporarily use a bucket or five gallon container for paint, oil, solvent, fuel, anti-freeze and such, when you are done, properly dispose of it. The leaving of containers about for others to clean up has to cease. If, during the course of your work at Campo, you bring up any small (up to and including five gallon) containers it will be your responsibility to care for and properly dispose of the container when you are finished with it.

Second, acetylene/oxygen bottles, when not in use, should be stored in an upright position and chained to a wall to prevent their falling over. When they are in use they should be in a cart to give them greater stability. If a bottle were to fall over and knock the valve off, it would take off like a missile at great velocity, killing or destroying anything in it's path.

Back Problems

While I have had intermittent lower back ache problems for the past fifteen years or so, I was really laid low recently by an unusually severe episode. For the first time in my life I was totally immobilized, only leaving my bed to crawl to the rest room. I learned a new respect for the problems that handicapped people face as I lie on the floor, trying to figure out a way to get my butt up onto the toilet!

Folks, you truly "don't know what you've got, 'till it's gone". PLEASE be careful with yourselves at Campo. We routinely are

involved with activities that can maim and kill at a moment's carelessness. Pay attention to what you are doing, and do it safely. And if it can't be done safely, DON'T DO IT!

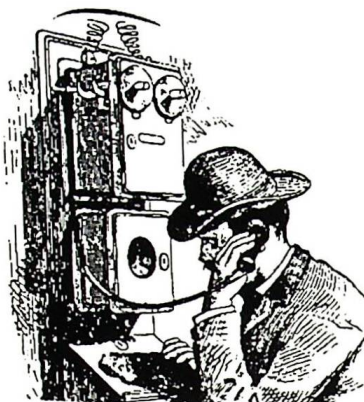
And remember, don't lift with your back, use your legs. Or get Denby to do it.

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	469-8020
Interpretation, Rich Borsudl	294-9321
Research, Bruce Semelsberger	264-7282
Chief Trainman, Mike Retz	466-8808
Mechanical, Denby Jones, Mike Reneau acting	
Ground Support, Mke Panger	263-4439
Library, Roy Pickering	462-3392
Operations, Mike Reneau	466-5402
Motorcar, Chris Leenknecht	268-3433
Restoration, Ted Kornweibel	461-0098
Safety, Lew Wolfgang	662-9019
Steam, (acting) Richard Dick	276-2222
Electric Railway, Dan Marnell	582-6737

NETWORK NEWS

In which articles from the Internet's Usnet rec.railroad are presented for your edification and further enlightenment. Articles are selected because of their relationship with our mission as a Museum and should not be taken as a statement of policy. The accuracy of any information contained herein can not be verified and is worth

exactly what we paid for it; Nothing.

★ ★ ★

From: matheys@cern.ch (Jean-Pol Matheys)
Subject: SNCF Crash Kills Four

A crash involving two passenger trains occurred December 1st at 07:30 in the Greater Paris town of Saint-Leu-d'Esserent. Four died (including one train engineer) and thirteen were injured (most of them school-age children).

The 'autorail' to Creil derailed while leaving the Saint-Leu-d'Esserent station. Shortly thereafter another, empty 'autorail' arrived at high speed from the opposite direction and crashed into the derailed one. The number of casualties could have been much worse on another day: on Wednesdays many schools are closed, such that the number of children in the 'autorail' was much lower than on any other day of the week.

It seems that a 30 Kg metal dilatation joint had been placed on the tracks on purpose (another train had passed on the same track half an hour before without problem). This is not an isolated incident. In 1992, some 10'000 incidents (stones put on the tracks or thrown at trains ...) were recorded.

★ ★ ★

From: christen@spk.hp.com (Tim Christensen) Subject: BN vs UP Kelso WA, follow-up

Latest information leaked has it that the southbound BN train ran through three signals before the collision. An approach, a permissive stop and then an absolute stop. CTC tapes show the train not slowing for the approach, not slowing for the permissive stop and continuing at speed through the absolute stop. The alarm that the Seattle dispatcher saw was the BN train running through the absolute stop. Less than 2 minutes later the collision took out the track circuit.

The conductor (deceased) was found "bunked" with pillow and makeshift mattress. Suspicions are that the entire BN crew was (and had been) asleep for some time.

If this information remains correct, it indicates that the crew had not just fallen asleep due to the hard hours, but knowingly cooperated so that one or more of the crew could sleep.

★ ★ ★

From: ggg9y@poe.acc.Virginia.EDU (Garth G. Groff) Subject: Re: Conrail News-letter 12/07/93

I'm no geologist, but basically all coal is not the same. Coal from different deposits has different heating qualities, hardness, impurities and gasses. I am sure almost everyone knows there is a difference between clean/slow burning anthracite (which required those huge grates in some locomotives) and the more common and quick burning bituminous. My best guess

is that coal used for steel making has to burn with a particular thermal value, and be relatively free of impurities to coke properly for high-quality steel. Powder River coal, which from discussions on this net seems to go mostly to power plants, apparently isn't suitable for steel, or at least the type and quality of steel they make at Geneva.

About 10 years ago I wrangled a tour of the N&W coal facility in Norfolk. I was amazed to learn that the thousands of cars in the yard were in a sort of warehouse status, with the railroad apparently acting as a sort of broker. The supervisor told me that a buyer would specify a shipload of coal of a particular thermal value, sulfur content, ash, etc. The railroad would then select cuts of cars from various mines held in their yard for blending into the specified mix. It was all kept track of by a huge computer (sealed in a glass "box" to prevent contamination by coal dust). Then the switchers would go to work, pulling short cuts of each type of coal in turn so that the conveyors were sending in a stream with a fairly good mix. I assume that by the time the ship was unloaded and the coal routed to silos or piles at its destination, it would all be well mixed.

★ ★ ★

From: dannyb@access.digex.net (dannyb) Subject: The News From Here 12/14

1 - Lights Out Department: CSXT had a signal failure yesterday between St. Johns FL and Deland FL, delaying three Amtrak trains up to over three hours each. Also Metrolink had a signal failure between Fullerton CA and Galivan CA, cancelling Amtrak train 569.

2 - Continuous Carnage Department: A tractor trailer became hung up on a grade crossing just west of Dodge City KS, causing track damage. Amtrak 3 was delayed for an hour until the track could be repaired. MBTA train 811 struck and fatally injured a 13 yr old boy east of Providence RI yesterday. Three Amtrak trains and seven MBTA trains were delayed as a result. The Union Pacific had two grade crossing fatalities in the last twenty four hours. One incident occurred at Benton IL, the other at Jacksonville TX.

3 - Freight follies Department: A Union Pacific freight struck a flood gate hinge at MP Junction TX, just outside of Dallas delaying Amtrak 21 for nearly two hours. The Union Pacific in Nebraska has experienced serious freight delays because of the previous derailment at Potter NE and very heavy movement of empty hopper trains enroute Powder River.

4 - Rail acquisition Department: The Anacostia and Pacific announced it will purchase Conrail's line between Indianapolis and Louisville, calling it the Louisville and Indiana Railroad. Wisconsin Central has reached tentative agreement with the unions representing the 500 employees of

Algoma Central, moving it closer to a July 1994 takeover.

5 - Rail restructuring Department: The Interstate Commerce Commission has granted permission for Norfolk Southern to grant trackage rights to CSXT between Columbia and Charleston SC. CSXT will grant trackage rights between Columbia and Newberry SC, with NS providing switching services for both roads in Newberry.

6 - Box cars sold Department: Chrysler Rail has sold 4200 box cars under lease as follows: GE Railcar 700 cars
Allied Railcar 3500 cars
Allied Railcar is a consortium that includes Wisconsin Central, Illinois Central and Kansas City Southern. IC will get ownership of 1245 of the cars, WC 689 and KCS about 600. Most of the cars are currently on lease in Canada.

7 - Trash Department: Norfolk Southern inaugurated a trash train between Roanoke VA to a landfill 33 miles away. Dubbed the Waste Line Express, the train will move 700 tons daily using 30 specially equipped rotary covered gondolas built by Trinity.

From: bharper@isaly.irpa.vt.edu (Bruce Harper) Subject: Trash Train (was The News From Here 12/14)

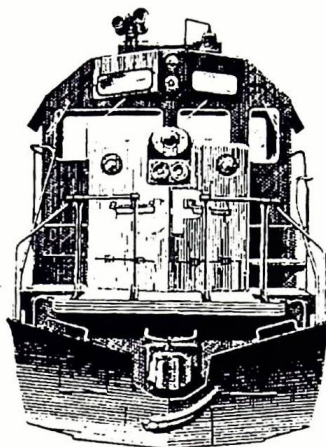
dannyb (dannyb@access.digex.net) wrote: : 7 - Trash Department: Norfolk Southern inaugurated a trash train between Roanoke VA to a landfill 33 miles away. Dubbed the Waste Line Express, the train will move 700 tons daily using 30 specially equipped rotary covered gondolas built by Trinity.

This is an interesting project that has generated a lot of heat from the NIMBY (not in my backyard) types. The landowners near the new landfill and along the route of the new spur line into it wanted no part of the whole operation. However, they lost out and everyone else comes out ahead. There is a transfer station in Roanoke, not far from the East End Shops of Norfolk & Western. Garbage trucks will run their routes, then dump their load at the transfer station, where it will be loaded into the covered hoppers. During the night, a crew will haul a cut of loaded cars west out of Roanoke, using the former Virginian Railway line to just east of Ironton, then take the spur into the landfill site. The full cars will be left and the cars emptied that day will be picked up for the return trip. The next morning, the landfill crew will empty the cars into trucks and haul the trash to the active part of the landfill to be buried.

The Smith Gap Landfill is nearing completion and will open in January. It is a replacement for the current landfill used by Roanoke City and Roanoke County. It is a couple of mountain ridges west of downtown Roanoke. To reach it by loaded garbage truck would have required a

major highway construction project. There would have then been a long round-trip for a couple of hundred garbage trucks to haul the trash to the dump site (with concern about how they would get there when roads were covered with snow). From an energy efficiency standpoint, the trash train with one diesel and two or three crew members hauling 700 tons of trash is much better all the way around.

Norfolk Southern spent its own money to build the spur line and purchase the rolling stock. They will operate the trash train under a long-term contract that will recover their initial costs and provide them a profit, in addition to generating good publicity about an alternative method to haul trash. It may not be glamorous railroading, but it is a good example of how new thinking will help solve some of our energy problems in the future.



From: pierson@msd26.enet.dec.com (dave pierson)

Subject: Wooden Railroads

Locomotive Engineers Journal, February, 1938 Seventy Years ago Column [which makes it 125 years ago, now, by my count.] Wooden Railways

The earliest form of railways consisted of wooden rails layed on wooden cross ties. When well constructed, there is no doubt of their utility and success. During the late war [US Civil War... dwp] the armies were often obliged to use wooden rails and over them transported thousands of tons of supplies and soldiers. A much higher rate of speed may be obtained on wooden roads than is commonly realized. If properly built, a speed of 15 or 20 miles an hour may be safely maintained, which is as high or higher than is realized on some iron roads. One of the requisites for the success of such a road is that the locomotives shall be light, and also the loads carried. Good broad faced wheels are also essential. Such roads are consider-

ably cheaper than "plank roads in first construction, and also in maintenance.

Wooden railways can be constructed in some localities for as little as \$1,000 a mile.

Our attention has been called to this subject by the accounts of the projected construction of a wooden railway from Carthage to Harrisville, NY, 47.5 miles.

The rails are to be made of maple, strongly wedged into heavy cross ties. The solid maple rail will be 4'6 inches, wedged edgewise every three feet into heavy notched ties, forming a track equal to that of any other railway, and capable of bearing heavy rolling stock, provided the wheels have a rim five inches in width.

Fine sand and dust, which get on the rails, is soon crushed into the wood by the car wheels, and forms a hard and gritty surface, which does not wear and greatly facilitates traction. In Jefferson County, NY, a wooden railroad 22 miles long is being constructed to connect the Clifton iron mines with the Otegewatchi Railway. A portion is in operation. (Locomotive Engineers Journal, Dec, 1867)

From: lglitch@leland.stanford.edu (Lance Gleich) Subject: Garbage Trains

If people want to talk garbage trains (preferred to 'trash trains'), the Pacific Northwest of the US has gone for this kind of service in a big way.

The Union Pacific runs a MWF "SEGL" (Seattle-Garbage Landfill, "seagull", empty GLSE) train full of construction waste out of Seattle bound for Arlington, Oregon (on a short branch south of the Columbia River). It usually runs with newer power and about five to ten loaded double-stacks.

The BN now has four active garbage reloads for the Rabanco company, in Everett, Seattle, Black River, and Kelso, Wa, with another planned for Arlington. Traffic is so heavy that two trains a day (#93 and #89, empties #94 and #88) from the Seattle Terminal to Roosevelt, Washington along the Columbia River. The BN tends to assign a pair of old geeps to the trains, so they crawl along with their 10-12 double stacks.

Both companies seem to be making big money off these ventures; garbage may be the only growth business for the BN in the Puget Sound region.

From: PAUL@TDR.COM (Paul Robinson) Subject: AMTRAK and CSX Sue Trucker Over Train Derailment

Washington Post, Dec 15, 1993, Page A15
Amtrak and CSX Sue Trucker Over Train Derailment Orlando Sentinel

Amtrak and CSX Transportation filed a negligence suit yesterday against a Fort Lauderdale trucking company and four others, charging the company failed to notify them about a truck crossing railroad tracks in Osceola County, Fla.,

with an 82-ton generator. The truck got stuck, and the result was the Nov. 30 derailment of Amtrak's New-York bound Silver Meteor. Sixty-one passengers were injured. A locomotive and four cars derailed after hitting the tractor-trailer rig hauling the generator.

The suit is the first salvo in a legal battle. The companies seek at least \$250,000 in damages plus the cost of clean-up and future compensation.

"We believe all the companies we filed against are responsible for the accident," Amtrak spokesman Howard Robertson said from Washington. He said the clean-up could cost millions of dollars. CSX owns the rail line.

The suit charges the defendants failed to notify the rail companies about the intended crossing, as required under Florida law.

The following article appeared in today's (Dec. 18) Toronto Globe and Mail.

Bullet train a blank

by Bloomberg Business News

AUSTIN, Texas — A group including Bombardier Inc. of Montreal has told Texas state regulators that it won't meet a Dec. 31 deadline to raise \$170 million (U.S.) in equity financing for its proposed \$6.8-billion Texas bullet train.

The announcement, which had been expected, essentially signals an end to any chance that high-speed rail cars will traverse the Texas landscape in the near future.

Texas TGV Corp., consisting of Bombardier, Morrison Knudsen Corp. of Boise, Idaho, and GEC Alsthom of Paris, will lose the franchise to develop the bullet train system once it fails to meet the Dec. 31 deadline.

Glenn Biggs, chairman of Texas TGV, said the group won't seek an extension of the deadline, as it did a year ago. The project has been hamstrung from the start, he said, by arbitrary financial requirements and the lack of access to public funds.

From: matheys@cern.ch (Jean-Pol Matheys)
Subject: TGV Derails at 300 Km/h

The Valenciennes-Paris TGV Nord derailed at 07:15 MET this morning, near the Chaulnes station, while it was rolling at full speed on its dedicated track. Five cars run off the rails but remained standing. No injuries have yet been reported (it is now 09:10). It would seem that a land-slide caused the rails to distort. The area has suffered heavy rains in the last few days.

From: dannyb@access.digex.net (dannyb)
Subject: The News From Here 12/23

1 - Freight follies Department: Illinois Central freight CAGL derailed four of its 75 cars at Clifton IL, delaying Amtrak 58 for over an hour. The Union Pacific was still

having congestion problems in Oregon because of their derailment earlier this week in Hungtinton OR. Also UP freight AMAS derailed two units and two cars in Alexandria LA last night.

2 - Weather woes Department: Because of cold weather, the Southern Pacific had a broken rail east of Klamath Falls OR, delaying Amtrak 14 for over an hour. The Union Pacific had high winds in Wyoming including heavy snow west of Rawlins WY and blizzard conditions in the Powder River Basin. Up to 17 empty trains could not reach their destinations as of this morning. They also had broken rail troubles on their Fort Worth Subdivision.

3 - Continuous Carnage Department: New Jersey Transit Train 3247 struck and killed a trespasser yesterday at Elizabeth NJ. 21 of their trains, and 8 Amtrak trains were delayed up to one hour.

4 - On Santa's Sled Department: Amtrak took delivery of AMD103 units 837, 839, 840 and 841 today.

5 - NAFTA Department: The Union Pacific announced it will move ahead with planned improvements at the bridge border crossing in Brownsville TX and plans to construct a new bridge at Laredo TX.

From: FBCB@iunsys.iun.indiana.edu
Subject: Re: The News From Here 12/23
In other news:

The driver of the steel truck that Amtrak 41 crashed into is now dead. Also, the passenger of the vehicle that was struck by Norfolk Southern train 412 on Sunday is now dead. She was the girlfriend of the driver.

Amtrak has indicated, of course, they will immediately file a lawsuit against the trucking company who employed the driver. There is also a hint from a local newspaper article quoting new president Thomas M. Downs that Amtrak "spies" will be hired to check randomly selected grade crossings used by Amtrak trains. Anyone caught going around the gates in front of their trains may have their license plates recorded for the purpose of filing a civil suit against either the driver or their agent or employer. Amtrak may also recommend to the appropriate vehicle licensing agency that the driver's license should be revoked. That car stopped at the rail crossing in front of you may not just be a railfan.

The engines and cars were moved a short distance to Curtis Yard. The cars were picked up by switchers leased from Helm Leasing, and were labeled as CSX units. (HLLX 1125(CSXT), HLLX 1120(SBD)). The cars are now back in Chicago, while the engines remain, spotlighted, serving as a grim monument to the accident.

Train 41 was three hours late when the accident occurred. That night, there were several broken rails on B&O mainline, as

well as a faulty automatic interlocking at Willow Creek in Portage, IN. All CSX and Conrail trains had to go through a rigorous procedure that involves pushing buttons and waiting 20 minutes.

Track 1 at the time was occupied by Q381, CSXT engines 8554 and 8205, waiting for train 41 to go around. There were trains in front of him from Pine Jct. to Barr Yard.

Track 2, before 41 came west, was used by 4 eastward trains: R382, Q384 R206 and N939. The first two trains went toward Garrett, IN, while the last two trains headed toward Grand Rapids.

One minor correction: This is the 6th Amtrak accident on CSX trackage in a year (The 3/17 Silver Star accident in Miami and another derailment that was caused intentionally near Miami were omitted.) In order, these accidents occurred on C&O, SAL (twice), L&N, ACL, and B&O. I will exercise caution the next time I ride an Amtrak train that is routed on former RF&P trackage.

This accident is wreaking havoc on CSX. Many crews have had to be changed on account of the 12 hour law. Most affected is the Chicago-Grand Rapids, MI line, because of the higher percentage of single track on that line. Also, trains could not come onto the 15-mile section of Conrail main between Porter and Curtis Yard because they have nowhere to come off. More often than not, you will see a train parked in a siding than on the main. Train R20121 spent 24 hours in Michigan. (It seems to be the normal running time for these trains) One possible detour move being discussed was to take the trains on Conrail to Hick interlocking (MP 501), then via Indiana Harbor Belt trackage to Calumet interlocking in East Chicago, where they would return to CSX trackage. Amtrak is receiving their holiday present this week when Superliner II sleeper 32076-"Delaware" is delivered. Train CSX R20120 showed off its colorful consist in Michigan, as detailed before. On the train were CP 5574, CP 6040, SOO 6403(CPDF), SOO 6411, SP 9781, SP 9782.

From: PAUL@TDR.COM (Paul Robinson)
Subject: Spending of Award Is Prohibited
Spending of Award is Prohibited By RICHARD PE'REZ-PEN-A [New York Times] (Page B6)

A man who won a \$4.8 million judgement against the New York City Transit Authority after a transit police officer shot and paralyzed him may not spend the money until a lawsuit against him is resolved, a judge ruled yesterday.

But their ruling by Justice Stephen G. Crane of State Supreme Court in Manhattan, may have no practical effect on the man, Bernard McCummings, or his ability to use the money.

"As far as I know, Bernard has no idea that he's a defendant in a lawsuit, and he can't

be held to an order he doesn't know about," said David Breitbart, who was his lawyer in the Transit Authority case. He said he does not know where Mr. McCummings now lives.

Mr. McCummings was shot in 1984 in an Upper West Side subway station, after he and two others robbed and beat Jerome Sandusky. Mr. Sandusky, now 81, recently sued Mr. McCummings under New York State's "Son of Sam" law, intended to keep criminals from profiting from their crimes. Mr. Sandusky's lawyer, Leonard L. Finz, conceded, "The money may be spent or be beyond reach."

Justice Crane ruled against Mr. McCummings by default yesterday, because neither he nor a lawyer representing him appeared in court to contest Mr. Sandusky's request for a restraining order.

From: dannyb@access.digex.net (dannyb)
Subject: The News From Here 12/28

1 - Jurisprudence Department: The sister of the Union Pacific conductor recently killed in the head-on collision between a UP and a BN freight in Kelso has sued both railroads to install safety devices to prevent similar occurrences. She was offered a cash settlement, and refused it.

2 - Weather woes Department: Ice blockage in an after cooler that controls the Zoo and Penn interlockings in Philadelphia caused the system to fail yesterday between 1100am and 200p, delaying 15 Amtrak trains up to one hour and 45 minutes, and 13 SEPTA trains up to 25 minutes. Also frozen switches, broken rails and weather induced slow orders delayed Amtrak trains 68, 69, 61 and 179 up to two hours yesterday. The Union Pacific was having trouble with freezing rain between St. Louis MO and Little Rock AR and snow between North Platte NE and Greely WY, delaying operations. The Union Pacific is also reminding its employees on the symptoms and care of hypothermia.

3 - Freight follies Department: A chemical leak in a tank car on the SP at Oakland CA forced the termination of Amtrak 725 at Oakland, with passengers bussed to destinations.

4 - Fruits Department: Snokist Growers of Yakima WA announced a \$1,900,000 expansion of its operation, which is forecast to increase traffic given to the Washington Central from 700 to 800 carloads per year in pears, peaches and apples.

From: dannyb@access.digex.net (dannyb)
Subject: The News From Here 12/29

1 - Capital Plans Department: The Union Pacific announced a \$743,000,000 capital improvement program for 1994. \$369,000,000 will go to track including insertion of 1,300,000 wood ties and 200,000 concrete ties. \$75,000,000 will go

for the purchase of up to 25 additional locomotives. \$60,000,000 will be invested in rolling stock including 800 auto racks. \$29,000,000 is earmarked for technological system improvements. \$210,000,000 are slated for capacity increases including the third main line track in Nebraska, the second one in the Blue Mountains, increased capacity to handle Chicago-Mexico traffic, expansion of the intermodal facilities in Memphis TN, Stockton CA and Seattle WA, and expansion and improvement of other facilities in Kansas City, Little Rock, Livonia LA, North Platte NE and the car shop in DeSoto Missouri.

2 - Lights Out Department: The Southern Pacific had a signal failure between Sacramento and Richvale CA delaying Amtrak trains 11 and 14 approximately 90 minutes each.

3 - Weather Woes Department: Because of a snow and ice storm, CSXT had switch problems and Dahlgren and Quantico VA, delaying Amtrak northbounds 80 and 82 nearly two hours each. The Union Pacific was having similar kinds of problems in Illinois, southern Missouri, northern Arkansas and western Tennessee.

4 - Freight follies Department: Southern Pacific freight RVPTF had a knuckle pull at Fields OR, delaying Amtrak 11 for two and 1/2 hours.

From: drw@esl.com (Dave Waters) Subject: SP over Donner: The Rumor Mill

As many people know, the SP is in the apparent process of reducing the route over Donner Pass from double-track to single-track. On a trip up to The Hill this week, some friends and I had the opportunity to discuss some of the interesting rumors both from within the railfan community and from employees we talked to. Here are several "current" rumors. If anyone has information, please feel free to comment!

1) The BN is interested in acquiring the entire "central corridor" (Oakland to Denver) from the SP/DRGW. 2) The UP wants to enter into an agreement with SP to operate Donner and its own adjacent Feather River Canyon route as "paired track", although it's unclear which way trains might run on which route. 3) Single-tracking proceeds as planned with CTC installed on Donner (which currently lacks CTC) and work on the upper hill generally resuming in spring. 4) Internal management problems (not new, eh?) which are causing a re-evaluation of this single-tracking project - supposedly because of revelations like the fact that single-tracking would require installation of CTC and this would be major bucks, and the one time charge-off because of the single vs. double tracked line might not be worth it.

With winter here (at least on the railroad), work has stopped above Colfax and, according to one SP employee, removal of

switches is to proceed in the desert and lower elevations on the hill. He commented that the plans change almost daily though. Indeed, there was a work train near Colfax which had come up from Roseville to pick up ties (new!) which had been dumped trackside recently - apparently the new ties were needed more urgently elsewhere! In typical SP fashion, one of the two GP9s which made up the train wouldn't stay running, it was set out at Colfax to be dealt with later.

Ideas on the UP/BN things: of course BN would love to have direct entry to California, but this might be just a rumor that simply makes sense - there is no "official" source for this one. The UP has been routing trains over Donner during the fall while track work is performed in the Feather River Canyon. Perhaps they were impressed with quicker/shorter times over Donner. In any event, UP would probably do whatever they could do to keep BN out of their lucrative west coast market.

Finally, what a dismaying sight to see rust on the rails in many places on Donner, and unplowed snow on one side of the roadbed. It's hard to tell from a distance that the old Summit tunnel was even there - the sheds have all been removed from that area. A sad sight indeed for a line that has existed from the 1860's until 1993.

From: yhshowie@ubvms.cc.buffalo.edu (Howard Wharton) Subject: Another car-train accident

A Buffalo, NY couple was killed Wednesday afternoon (Dec. 29th) in North Tonawanda when they went around down gates and was struck by the East-bound Amtrak Maple Leaf.

The car was hit broadside and it is believed that the car was waved through the crossing by a Conrail employee. The collision sent the car spinning where it hit the employee who suffered a broken arm and leg.

From: ble@oar.net (Thomas Fetherston)
Subject: BLE announcement

To whom it may concern:

The B of L E can be reached over Internet at the address:

<anyone>@ble.cleveland.oh.us

The BLE Express Network BBS and Arbitration Database will soon be accessible by e-mail from Internet, at the following address:

info@express.ble.cleveland.oh.us

Services will be announced as they become available.



Briefing Note No. 11

DESERT VIEW TOWER

In the early days of travel along the corridor now used by Interstate 8, when the stage coach journey from San Diego to Yuma required a full month of arduous struggle, the lip of the mountain barrier where the Desert View Tower now stands was a site of inspiration to weary travelers. To those headed for the coast, it marked the end of desert discomfort and the beginning of ever-increasing enjoyment as they approached the Pacific shore. To the eastern-bound, it provided a vast colorful vista of rugged grandeur, in which the hazards of sandy wastes were mercifully hidden. They saw only a deceptive mirage, predominated by the soft lilac tones of desert and deep violet tintings that were distant mountain shadows.

Many gifted persons seeking serenity found it at the Tower and stayed to call it home. All benefited by the altitude, fresh air, stimulating sunshine and springs of pure, cold water found nearby.

In the early 20's Bert L. Vaughn, who owned the resort at Jacumba, conceived the idea of creating a tower built of native materials. He envisioned a look-out that would survey the inspiring jumble of mountain and desert. It was to be a monument to the pioneers. Construction was begun, but the Tower was never completed.

During the Great Depression, itinerant artist W.T. Ratcliffe visited the area. He noted the resemblance of the many huge granite boulders to actual and mythological creatures. This inspired him to spend the next two years with mallet and chisel creating the wierd creatures that now inhabit this area which may be seen by visitors via a marked trail.



Dennis A. Newman, a veteran flyer of World War II came to this spot for rehabilitation, after five years of operational flying in Europe and the Middle East. So impressed was Mr. Newman with the health-giving and scenic values of the area, that he purchased the by-then-abandoned Tower. He decided to complete the structure and develop one of Southern California's most unusual tourist locations.

Thus began the *Boulder Park Project*, involving three years of building and reconstruction. In 1950, the Tower was opened to the public.

As it continued to develop and down to the present time, over a quarter of a million people have visited it.

The Tower, with its four-foot-thick walls, has been converted into an interesting museum. Many period exhibits of old guns, swords, lamps, war trophies, wagon models, antiques, Indian and pioneer relics are found in and around the Tower. A pair of binoculars is mounted on the hurricane deck at the Tower to provide a closer view of features in the surrounding country. A host of desert chipmunks are usually on hand to amuse the traveler.

Access is via the In-Ko-Pah off ramp of Interstate 8 from either direction. Desert View Tower celebrated 40 years of Operation in May of 1990. It has drawn visitors from all parts of the world. There is a gift shop on the ground floor of the structure.

© 1993 Mountain Empire Historical Society, Inc.

Suggested Reading:

THE HISTORICAL GUIDE TO THE BACK COUNTRY, Mountain Empire Historical Society, Campo, 1993

SDRM TimeCard

[illegible]

1/13/94 9:38 am

January 1994

wolfgang@riga

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 Steam Team Workday 0830 Train Crew 1000 Library 1300 La Mesa Depot Op
Steam Team Workday 0830 Train Crew 1300 La Mesa Depot Op	3	4 1900 Library	5	6	7 Steam Team Workday	8 Steam Team Workday 0700 power outage 0830 Train Crew 1000 Library 1300 La Mesa Depot Op
Steam Team Workday 0830 Train Crew 1300 La Mesa Depot Op	10	11 1900 Library	12	13	14 Steam Team Workday	15 Steam Team Workday 0830 Train Crew 1000 Library 1300 La Mesa Depot Op
Steam Team Workday 0830 Train Crew 1300 La Mesa Depot Op	17 1830 Staff Meeting SFD	18 1900 Library	19 1900 Ops/Speeder Clas	20	21 Steam Team Workday	22 Steam Team Workday 0830 Train Crew 1000 Library 1300 La Mesa Depot Op
Steam Team Workday 0830 Train Crew 1030 Legacy Ranch, Ca 1300 La Mesa Depot Op	24	25 1830 Board Meeting SD 1900 Library	26 1900 Interp Meeting SFI	27	28 Steam Team Workday	29 Steam Team Workday 0830 Train Crew 1000 Library 1300 La Mesa Depot Op
Steam Team Workday 0830 Train Crew 1300 La Mesa Depot Op	31 1830 Staff Meeting SFD				December S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	February 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

Month view by Calendar Manager

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

(January 1994)



ROY L. PICKERING
5350 BALTIMORE DR #55
LA MESA CA
91942