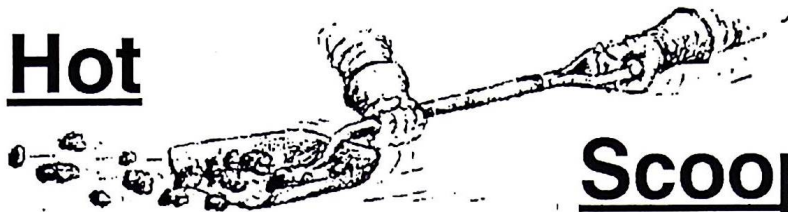


Hot



Scoop

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

May 1994
VOL VI NO V

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DIRECTOR OF CAMPO OPERATIONS

Denby Jones

As you all can see, there are a great many more people volunteering their efforts at Campo. I was up there one Saturday (30 April), and you could hardly find a parking place near the car barn. I saw people working on the baggage cart, 2353, 1820, the SP bay window caboose, the hospital cars, 253, the tamper, and prepping the site for the new building. That is quite a change from even two years ago, when you were lucky to find three or four on a Saturday. However, we are also getting into heavier and heavier types of maintenance, where heavy lifting equipment is a necessity. And therein lies the RUB!!! When working with heavy lifting equipment, (which can include forklifts), THERE CAN ONLY BE ONE PERSON CALLING THE SHOTS!!! There are probably as many ways to perform a task as there are people involved in it. Discuss it, work it over, chew on it, come to a decision as to how it will be done, and then let the person in charge, whether you call that person Superintendent, supervisor, team leader, foreman or what ever, do the actual directing. Having been both in the cab and on the ground during heavy lifting, I can attest to the fact that it can turn into a can of worms in a pair of seconds. It is exciting and interesting to watch a lot of this work being done, and we encourage watching. However, watch from a safe and respectful distance. A 25 ton truck swinging from a pendant can put you into a world of hurt for about 15 or 20 microseconds. After that you may not have to worry about anything ever again, but your survivors might. So again, if you are part of the crew and you have a question, don't hesitate to ask, but do it at a time that will not compromise safety. This definitely is the appropriate place for hard hats. We are only issued one set of personal equipment (head, eyes, arms, legs, hands, fingers, toes, etc.) and there is no re-issue, so let's take care of what we have. Task coordinators, make yourself visible and identifiable.

Normally a white hard hat indicates crew leader. I would like to carry that over to the museum. Along with the accomplishment of all this work, safety must be a prime consideration.

Don Getz has done a terrific job in prepping the site for the new building and the yard tracks. It looks like we will be able to lay tracks 7 and 8 shortly. Remember, there is a sequence we need to follow: Install 7 and 8, move the museum string over, move the museum main, and then start the foundations for the building. I would like to request that everyone keep vehicles off the graded areas unless it is absolutely necessary. Don has also prepped the area near the depot where we plan to put the Jacumba cars.

1509's truck has been turned over and is ready for disassembly. The funding is in place, now we just need to get it done. Crew chiefs, there are 90 day inspections due on both 1809 and 2104 in May, so get your crews together.

Track three, the one that leads to the pit in the car barn is in need of major repair. Primarily ties and rail joints. This track is critical to our museum operations. I am looking for a volunteer to assume this task. Please call me at 279-2419, Mike Reneau at 466-5402, or Jim Wilson at 697-9544. Again, this task is critical, and needs to be accomplished.

We will also be looking for people to start laying tracks 7 and 8. Speaking of 7 and 8, we are going to need ballast for all of this new and old track work we have to do. We have a volunteer with a truck that will move it, but it still costs money. I am going to ask Bobbie to start a "track improvement" account. Any donations made to this account will be used specifically for track work, (i.e. ballast, spikes, ties, what ever.) Track work is an ongoing thing so please be generous.

Not much more this go around,

See you at Campo.

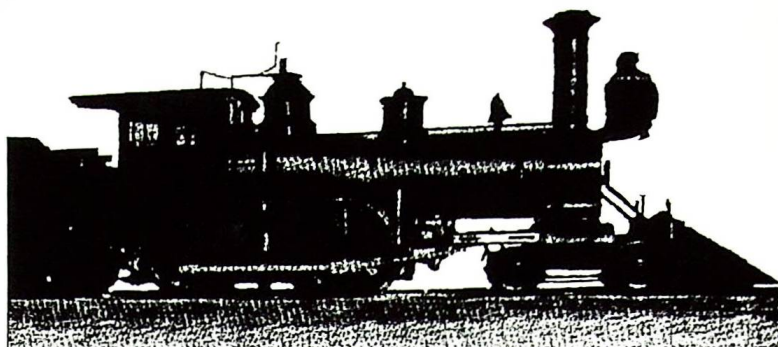
Denby

OPERATIONS DEPARTMENT

Maryanne Thompson

Spring has sprung! And along with this comes the time of the year that we begin to see an increase in ridership. In March we carried a total of 1,814 people including 288 on our Tecate trip and 197 on school days. Next month will be a busy one with a Legacy Ranch trip and Wild West Days, along with our regular Miller Creek trains and school days. Thanks to all of the crew members who keep the trains rolling. With summer vacations fast approaching, this also becomes the time of year that there are more vacancies on the Call Board. Any blanks that you can fill in would be greatly appreciated! Also at this time of year, we see an increase in critters coming out for the sun. Please be careful and watch where you step and where you put your hands. Remember that snakes like our switch stands!

One last reminder to those who recently completed the Speeder class. You need to get together with Mike Reneau to arrange for your



rules testing and your qualification runs ASAP. We need to start running fire speeders behind the Miller Creek trains and we need more qualified operators in order to accomplish this. Please contact Mike at 466-5402.

The next Operations meeting will be on Wednesday, May 18th at 7:00 p.m. at the Santa Fe Depot. All are invited to bring their concerns and questions. Hope to see you there.

EDITORIAL

Lew Wolfgang

I found this article on the Internet and present it here for your enlightenment. I particularly enjoyed the part about there not being any tourist railroads in Southern California!

The following article was an editorial in the [Ventura County, CA] Star Free Press published on Tuesday, April 19, 1994 [I asked for permission to reprint, but they haven't officially responded yet, but this dated material so here goes anyway]

**History with a future Railroad romance:
Weekend festival demonstrates the economic potential of a tourist train.**

Several thousand people traveled to Santa Paula over the weekend to experience a bit of American history -- and in the process caught a pretty good glimpse of what the future could hold for the Santa Clara Valley.

The weekend festival, sponsored by the Santa Paula Chamber of Commerce and the Santa Clara River Valley Railroad Historical Society, featured one-hour rides on a tourist train, the Fillmore & Western Railway, pulled by a circa 1906 steam locomotive. Over two days, approximately 2,000 visitors climbed aboard--and not inexpensively, with adult fares priced at \$12.50 apiece.

The experience was well worth the price: a too-short ride through some of the valley's bountiful citrus orchards, a warm sun, air sweetly perfumed with orange blossoms, a strolling Irish band. Everywhere one looked, he was encountered with a smile--not just from fellow passengers, but even from the waving motorists stopped at the crossing at Highway 126. With some enhancements--for instance, a true destination--this was an experience that is surely broadly marketable in an area that sits on the fringe of the nation's most populous areas. Southern California does not have a tourist railroad; this could be the one.

The Ventura County Transportation Commission continues to negotiate with Southern Pacific Railroad for the purchase of the line that runs from Montalvo to Piru. No longer used for freight, the rail line holds great potential as an economic and recreational asset in Ventura County.

The tourist train used over the weekend is leased by Short Line Enterprises of Fillmore, a company whose primary income is derived from renting its equipment to film companies. It also makes its train available for special events, such as these festivals and special dinner rides. Once the sale of the railroad right-of-way goes through, reports company spokesman Larry Jensen, it will be "a whole new ballgame." Then there will be potential for tourist trains every weekend, with activities tied to downtown renovations in Fillmore and Santa Paula.

Mr. Jensen notes that there are a number of such tourist trains operating in this country that ferry up to 400,000 passengers a year--and that if it can be done "in the boonies of Colorado," it can certainly be done in an area that is "within a three-hour drive of 5 percent of the population of the United States." All those associated with the tourism industry throughout the county ought to take note. This is an activity that could give Ventura County true distinction in a Southern California market where there is no shortage of beaches. They should consider that when Walt Disney was building a certain attraction down in Anaheim, among the first things he constructed was a historic "Main Street" and a railroad. The purchase of this rail line could give Ventura County a big future in the selling of a romantic sense of railroad history.

SAFETY CORNER

Lew Wolfgang

Rattle Snakes

It is reported that Larry Williams dispatched a baby rattle to it's just reward recently. It was found in the vicinity of 2353, which means that the season has started and we have to be alert for any repeat performances. Baby rattlers can be more dangerous than adults, so don't let the size deceive you. If you should be bitten, get help IMMEDIATELY!!!! Lie down, don't move and try to stay calm. Have someone summon emergency medical assistance. Don't try things you may have seen in the movies, such

as lancing and sucking the wound. We are trying to obtain a snake-bite kit, but until further notice, we don't have one on-site. So be careful and keep your eyes open. Ratlers sometimes can be found laying next to the rails in the shade. They have even been known to wrap themselves around switch stands. (Some of you old-timers may remember the story behind this one!) (Adds new meaning to the phrase "twisting the monkey's tail", doesn't it!)

Hand Brakes and Skates

It seems as if we are always talking about skates and hand brakes. But in a mountain division, this is a life and death subject not to be trifled with.

If we study the rule book we will see that it is written to provide layers of protection. In the case of parking a consist on a grade, the rules provide that a sufficient number of hand brakes be set to secure the consist. It further states that if the hand brakes can't be relied upon, a skate shall also be used. It also stipulates that the air-brakes shall not be used to hold a train and that before the hand brakes are relied upon they are to be tested. How many times have we tested the hand brakes on the demonstration train before putting it away on Sunday afternoon?

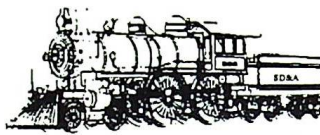
Well, that is what I did one Saturday, and the results were surprising. The train consisted of two SD&A coaches, the UP 576 and locomotive 1809. It was determined that the hand brake in #252 was not sufficient to hold the train on the grade. Further, it was determined that the skate by itself was not sufficient to hold the train. 252's hand brake and the skate were sufficient, but if the consist were bumped, as would happen in a bull-nosed joint, it would start rolling and would not stop. With hand brakes set in 576 and 252 we were finally able to safely secure the train.

From now on, follow the rule book. You have to KNOW that sufficient hand brakes have been set to prevent uncontrolled movement. The only way to know they are working and sufficient is to TEST them. The method of testing will be left to the Conductor or Engineer, just be sure it is done safely. Testing should only be done with a running locomotive connected and with the air brake systems fully charged.

One way perform the test would be to release the train brakes after the consist were placed on the skate and hand brakes set. After the train brakes have released, release the independent and see if the consist moves downhill. If it doesn't move, try bumping it slightly with the locomotive by pulling or shoving the consist in run 1. If any movement at the skate is noticed, set another hand brake and try it again. This procedure should only take a minute or two and is well worth the time spent in increased safety. To see if anyone is still with me on this, the first person to call me and give me the rule regarding hand brakes in this context and to tell me the four layers of protection we use to keep the demonstration train from making an unscheduled trip to Tecate will take home a cold six-pack of root beer! The winner of last month's quiz was Mary Ann Thompson. Congratulations, Mary Ann!

Appreciation Department

A first class burglar alarm system has been installed in the Campo Depot, equipment and installation donated by Marco Widell of Community Security. Museum member Jim Wilson arranged the donation but Marco really has to be congratulated for service above and beyond the call of duty. He used brand new equipment and spent an entire Saturday with the installation. We all owe him a vote of thanks. And remember, the Museum looks out after it's own. If you have a need for Security services now or in the future, give Marco a chance. He is fully licensed and may be reached at (619) 264-8060. He may do additional installations for two Museum members, contact me for references and more information.



Turn and Burn Department

You are probably tired of hearing about this by now, but it is so important to our Museum that I feel that I have to bring it up again.

We have laid out an extremely difficult schedule to prepare ourselves for the SD&A's Seventy-Fifth anniversary next Fall. If things go according to plan the Museum stands to make significant gains on many fronts, an opportunity that we can't pass up.

We need help to get the job done. Regardless of what contributions you can make; money, labor, office help, we can use it. Especially you operations folks, if you normally crew one time per month, try to do it two times per month instead. If we are short-handed it means that someone else must be pulled off of some other job to fill in. Last month I went up to Campo to help with locomotive maintenance. At about 11:30 it was noticed that the demonstration train was lacking a conductor, so guessed who was conscripted.

We ALL have important jobs to do at Campo. And we all need each other, working as a team, to get the jobs done on time. Even if you haven't been up for a while, don't be shy. Come on up and chip in, there are plenty of meaningful things to be done.

Thanks in advance for your help.

And remember our motto:

If you have safety on your mind,

You may call at any time!

Daze - 553-3106

Nites - 662-9019

PHONE NUMBERS

SDRM ADMINISTRATION
CAMPO

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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

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Facilities, Steve Wade.....469-8029
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. A small font is used to save duplication and mailing costs.

♦♦♦♦♦

Subject: The News From Here 4/2 Date: 2 Apr 1994 18:11:14 -0500

1 - Dinner in the Diner Department: Amtrak has removed the diner on its Broadway Limited and shifted it to its Cardinal route. Tray meal service will be available on the Broadway in a second lounge that is being added to the train.

2 - Lights Out Department: On Thursday CSXT had a signal failure between Sanford and Apex NC delaying Amtrak train 82 over an hour. They had a similar problem between Benson Junction and Uverson FL, delaying Amtrak trains 52 and 87 for over an hour each.

3 - Continuous Carnage Department: On Thursday, Amtrak 92 struck an automobile south of Delray Beach FL delaying the train an hour and 1/2. Conrail announced it made improvements on 130 grade crossings on its lines in 1993.

4 - Freight follies Department: On Thursday Illinois Central CHME derailed four of its 118 cars at DeSoto IL. Amtrak 391 was terminated and Amtrak 59 was delayed an hour as a result.

5 - Intermodalism Department: Burlington Northern's Galveston - Coatzacoalcas Mexico rail/barge service is now handling 8000-9000 carloads per year. The State of Maine has helped fund a new intermodal facility on the St. Lawrence and Atlantic Railroad at Auburn ME which will open in July. They are also pursuing the construction of another facility at Presque Isle on the Bangor and Aroostock. Consideration is being given to other facilities at Houlton on the BAR and at Fairfield, Clinton and Pittsfield on Guilford.

6 - Rapid Transit Department: Transit officials in Denver CO have asked the Federal government for \$116,800,000 to expand its light rail system nine miles into Douglas County.

7 - Finance Department: Canadian National has placed a \$300,000,000 offering of ten year notes on the market.

8 - Abandonments Department: The Union Pacific is considering abandoning the line between Yates Center and Wichita KS.

9 - New orders Department: Union Pacific has ordered 1000 286000 pound capacity grain cars from National Steel Car of Canada.

-al tuner-

Subject: Re: San Diego Commuter Trains (was: Re: The News From Here 3/31) Date: Sun, 3 Apr 1994 05:08:03 GMT

Elson R. Trinidad (ertrinidad@aludra.usc.edu) wrote: > In article <2ng2t759r5@access2.digex.net> dannyb@access.digex.net (dannyb) writes:

1 - New contract Department: The North San Diego County Transit Development Board has chosen Amtrak

to operate its new commuter service: between San Diego and Oceanside CA. Start up for service is planned for October 1, 1994.

: AWESOME NEWS! Now we can take commuter trains between L.A. and San Diego! (October 1, 1994? WOW! So soon! : Does anyone know what San Diego's commuter system will be called?

I believe they will be calling it the "Coaster"... It will link up with the Metrolink service that just started between Oceanside and downtown LA.

: Apparently San Diego county wanted their own Metrolink-type system, and I guess that's what's gonna happen - The Bombardier cars, the F59PHs, the Amtrak operation contract - exactly the same as what Metrolink did.

This has been in the works for quite some time. There will be several stations along the route into downtown San Diego, including a seasonal stop at the Del Mar Fairgrounds (for racing season and the fair). All stations except the one in Sorrento Valley will have park and ride lots. Sometime in '95 (I believe) a separate route will go east from Oceanside to Escondido, although I've heard conflicting reports on whether it will be light rail or a commuter rail system. It's supposed to have a loop over to Cal State San Marcos, and an extension from downtown Escondido to North County Fair (a large shopping mall alongside I15 south of Escondido). In other news, there's a local debate over trying to get defense conversion funds (I think) for a MagLev route from Escondido down the I15 corridor to San Diego, linking up with the San Diego Trolley and the Coaster. Much of I15 was built with sufficient space in the center divider for a mass transit line, although for quite some distance there is now a reversible dual lane commuter road down the center.

If this all works out, I'll be able to walk from my house in San Marcos to the Palomar College station and take a train or trolley to Escondido, downtown San Diego, San Diego Stadium, El Cajon/Santee, Tijuana, or the Los Angeles area.

Subject: Re: San Diego Commuter Trains (was: Re: The News From Here 3/31) Date: 3 Apr 1994 03:45:01 -0400
In article <2nhup15cm@aludra.usc.edu>, etrinid@aludra.usc.edu (Elson R. Trinidad) writes:

Metrolink begin operations between Oceanside and Los Angeles during Easter Week. Rides on Monday through Thursday were free with fares being collected on Friday. I believe that service is twice daily in each direction.

I have not heard of a name for the Oceanside San Diego operations. The plan does include bi-level Metrolink style cars. There are plans for a number of additional stations. Currently, Amtrak trains only stop at Del Mar between San Diego and Oceanside. Current plans call for a new Amtrak/commuter station at Del Mar. Unfortunately the Del Martians are adamant about moving the station out of their fair city. There will also be something like 3 stations between Oceanside and Del Mar. New stations are also envisioned for the route between Del Mar and downtown San Diego.

Work is scheduled to begin soon on the San Diego trolley extension north from downtown to San Diego Old Town. This has already required the relocation of railroad track slightly to the west. The trolley tracks will be below grade for a portion of the trip to mitigate the impact on the Little Italy neighborhood. Construction has been delayed due to State of California requirements for better pedestrian access between Old Town and the parking lots that are across the tracks. A pedestrian tunnel has been added to the construction schedule.

Further expansion of the trolley will next take track through Mission Valley to the San Diego Stadium. San Diego will again host the Super Bowl in 1998(?) and the goal is to have the trolley extension complete. The trolley will have stations that are integrated with the stadium at the Oakland Coliseum.

TOM

Subject: Conrail Newsletter 03/29/94 Date: Sat, 2 Apr 1994 03:32:10 GMT

CONRAIL NEWSWIRE

A weekly electronic newsletter for employees
March 29, 1994

CONRAIL BOARD ELECTS THREE VICE PRESIDENTS
Three new officers were elected by Conrail's Board of Directors as successors to three who are retiring. Newly elected officers are: Dennis A. Arouca, Vice President-Labor Relations; John A. McKelvey, Vice President-Materials & Purchasing; and Albert M. Polinsky, Vice

President-Information Systems.

Arouca was a member of Conrail's Law Department from 1977 to 1986 and was General Counsel-Labor and Employment from 1985. He left Conrail to become a partner in the law firm of Pepper, Hamilton and Scheetz in 1986. He succeeds Robert E. Swert. His appointment is effective May 1.

McKelvey joined Conrail in 1978 serving in a variety of positions in the Finance Department. He served as Vice President-Treasurer until named Vice President-Controller last year. He succeeds Jeremy T. Whatmough. His appointment is effective April 1.

Polinsky joined Conrail in 1980 and has spent much of his career in the Marketing Department where he worked closely with the Systems Department in the development of information system programs to support marketing and sales activities. He succeeds Robert O. Wagner. His appointment is effective April 1.

In other news...

Lucy S. L. Amerman was recently appointed to the position of Assistant Vice President-Claims and Litigation, a new position within Conrail's Law Department, effective April 1. She will be responsible for the handling and resolution of personal injury claims, whether by settlement or litigation.



The ultimate goal of the new claims handling unit is to ensure that all claims are resolved in a fair and equitable manner to both the claimant and the company.

Amerman joined Conrail in 1982 and has held various positions within the Law Department, most recently as General Counsel-Litigation.

BEST BLOCK COMPANY LOCATES ON CONRAIL

Best Block Company of Detroit, Mich. will be transporting all of its brick via Conrail, thanks to the efforts of many at Conrail, and some extra effort by the Dearborn Division Maintenance of Way forces. The company was previously located in Royal Oak, Mich. on the Grand Trunk Western Railroad.

Dearborn Division Maintenance of Way forces turned up the heat during one of the worst stretches of miserable weather in recent memory to complete work on a new side track, just in time for Best Block's start of the spring construction season.

AUTOMOTIVE MARKETS GROWING

General Motors Corporation has awarded new business to Conrail from the recently-opened Synchronous Support Center in Buffalo to Arizpe Assembly Plant in Mexico. Expected revenues are \$12 million.

Truck sales are booming and GM will meet the demand by operating three shifts at its Flint, Mich. plant beginning May 1. This could increase plant production by about 10 percent. GM will also increase its Pontiac East operations to three shifts in January, 1995 and will continue daily and weekend overtime at Oshawa, Ont., Janesville, Wis., Shreveport, La. and Fort Wayne, Ind.

Chrysler production for the month of March 1994 showed 12.2 percent increase over March 1993 - a fifteen year high.

LOUISVILLE LINE SALE COMPLETE

The sale of Conrail's Louisville Line to the Louisville & Indiana Railroad Company (LIRC) was recently completed. The sale included approximately 110 miles of line from Indianapolis, Ind. to Louisville, Ken. with Conrail retaining ownership and operation of its Flexi-Flo terminal near Jeffersonville, Ind.

SHORTLINES TEAM UP FOR TRANSCONTINENTAL TRAFFIC - VIA CONRAIL

Two shortline railroads, a continent apart, have joined with Conrail and other Class I carriers to provide coast-to-coast service for lumber products.

The Massachusetts Central Railroad of Palmer, Mass. starts the process with kiln dried New England softwood lumber. The railroad faced a challenge in providing a car type that would completely protect the 16-foot units and be easily loaded and unloaded. GE Capital Railcar Services had the answer with all-door, cushion underframe box cars with 25-foot doors openings. The wider doors allow for damage free loading and unloading.

Product moves from the Massachusetts Central to Conrail or Canadian National North to Chicago, then over the Cotton Belt, Rio Grande and Southern Pacific to the

Yreka Western Railroad at Yreka, Calif.

Finished lumber products move eastbound from California to MassCentral's South Barre distribution center as well as to Pittsburgh and Baltimore on Conrail and Tampa, Fla. on CSXT.

INTERMODAL RATES INCREASE

Five carriers, including Conrail, announced higher domestic intermodal rates beginning this spring. The increases will range from 3 percent to more than 10 percent. The last increase was in September of 1993 and was between 2 and 3 percent.

The increases will mostly affect spot shipments made by independent marketing companies that sell intermodal services. International traffic and domestic traffic that moves under contract are not affected by the new rates.

Subject: Re: What is the origin of "Candy Dancer"? Date: 3 Apr 1994 23:32:23 GMT

Gregory J. Beirise (beirise@sluaxa.slu.edu) wrote: Does anyone know where the term "Candy Dancer" came from. We were discussing this at dinner, for everyone knew the term but no one knows where it came from.

Here's the entry from A.A. Jackson's "The Railway Dictionary: An A-Z of Railway Terminology": "A track surfaceman. From the motion of men using tongs or claw bars supplied by the Gandy Manufacturing Co. of Chicago when carrying rails from stockpiles to the track formation."

- Yves Beaudoin (beaudoin@cepheus.ucs.ualberta.ca) Moderator of the "/graphics/trains/steam" section at wua.archive.wustl.edu

Subject: RE: Question: What is steepest US grade? Date: 03 APR 94 19:57:55 AST

In article <Pine.3.87.9404031617.A24044-0100000@sluaxa.slu.edu> beirise@sluaxa.slu.edu (Gregory J. Beirise) writes: Can anyone settle this dispute over whether the steepest RR grade in the US is in southern Indiana, Kansas, or on the NS in Virginia(?)?

Probably Madison Hill, PRR (Pennsylvania) Railroad, in Indiana. 5.9%. The second steepest is probably the Southern Railway, probably in Tennessee, Saluda Hill, perhaps 4.9%.

Subject: Re: Question: What is steepest US grade? Date: 3 Apr 1994 20:44:46 -0400

The Manhattan Bridge in New York City, used by the subway, is 5 per cent, I think.

Subject: Re: Question: What is steepest US grade? Class I Date: Mon, 04 Apr 1994 00:08:38 -0800 The second steepest is probably the Southern Railway, probably in Tennessee, Saluda Hill, perhaps 4.9%.

I'd just like to throw in the Burlington Northern's spur from Mukilteo to Boeing Plant, WA. It features a 5.6% grade and a 700 foot vertical rise. The local ("Boeing Switch") which delivers 747 and 767 (and now 777) parts up the hill features GP38-2s with specially-equipped brakes, and the 2080 and 2081 have to remain on the "bottom" end of the track to avoid runaways.

Subject: Re: Question: What is steepest US grade? Class I Date: Mon, 4 Apr 1994 13:55:27 GMT

The C&S / BN / Leadville Colorado and Southern's grade from Leadville to the summit of Freemont Pass (Climax) runs on only about a 4 % grade. The Monarch branch of the D&RGW from Salida to the CF&I limestone mine at Monarch ran on a 5 % grade, but it was torn out a few years ago when the Colorado Fuel and Iron Company closed up its steel operation in Pueblo, Colorado. Though some mining and lumber company owned lines were steeper (10%+) the steepest common carrier road in Colorado was that of the Uinta narrow gauge railroad that carried Gilsonite from Dragon, Utah to Mack, Colorado over Baxter Pass (7.5%).

Subject: Re: What is steepest US grade? Date: 4 Apr 1994 19:05:21 GMT

ahem, If you are wondering what the steepest "mainline" grade in the US is, it would be Saluda Hill on the old Southern Railway mainline between Spartanburg, SC, and Asheville, NC. The top of the grade is in the town of Saluda, NC. I can't remember the exact gradient (I'm on Southern fans, I know you're out there), but it is somewhere in the 4.5% range.

Incidentally, Saluda is named as one of the ten "sacred places of (north american) railroading" by Trains magazine. After watching a pair of SD-60's "triple" the hill to lug a 60 car train northbound, I believe it. For those of you that have never been, it is damn impressive. It looks like it belongs in someone's basement !!! : And to think that NS almost abandoned it only a year or two ago...

Subject: Overheard on scanner... Date: 7 Apr 94 04:42:18 GMT

I live north of Dallas/Ft. Worth Airport and travel to Denton quite often up HWY 377 which parallels the ex MoPac/Katy now UP line into Ft. Worth from Denton. A few days ago I was headed north along side of a mixed freight which apparently originated out of Ft. Worth. I had the scanner on and this is what I heard:

Train: Train XXX to dispatch...

Disp: Go ahead.

Train: Yeah...uh...dispatch...can you, uh, tell us what train we have?

Disp: What???

Train: We need to figure out what train we have, because something isn't right here. We're supposed to have a bulkhead flat, number TOE XXXX on the end of this train, and the crew we just passed in Roanoke told us it's nowhere in our train. Our manifest doesn't seem to match the rest of this train too well either. We need to figure out what train we have before we get too much farther up the road.

Disp: Can you come back?

Train: No. We're already past milepost 729. We just need to figure out where this train is supposed to go.

Disp: Oh, yeah. OK. Uh...I'll talk to the yard master and try to figure out what happened.

A few minutes pass...

Disp: Dispatcher to train XXXX

Train: 's train XXXX.

Disp: I looked you up in the computer, and everything seems to check out ok. I didn't find the bulkhead flat, so I got hold of the yard master. Apparently he changed your consist, and he did update the computer, but he didn't give anyone an updated manifest. You must have the right train.

Train: Well, we need to verify that bulkhead flat TOE XXXX because with it, we're limited to 40 mph. If we don't have it, then we're a 50 mph train.

Disp: Well, if you don't have it, then go 50.

Train: (sounding unconvinced) We don't KNOW that we don't have it.

Disp: Your manifest should be correct, and if it's not there, go 50.

Train: (still sounding unconvinced) Well, OK.

End of conversation.

This probably doesn't seem as funny in print (with my paraphrasing), but at the time, I thought it was hilarious, and that it made the price of the scanner worth it. This mainline into Ft. Worth is extremely busy and there is always something interesting to see. A few nights ago, about 5 trains were coming south into Ft. Worth, all at full speed and close behind each other, and passing red (!!!) signals at full speed. Unfortunately I didn't have my scanner with me to hear that radio traffic, but I can certainly imagine the finger pointing that would go on had a mishap occurred under those circumstances.

Subject: The News From Here 4/8 Date: 8 Apr 1994 22:11:35 -0400

1 - Lights Out Department: The Union Pacific suffered a signal outage as a result of vandalism at Craig CA yesterday. They also had a similar problem because of a power failure between Merline and Camp Rodgers CA, and had a code line failure between Lynndale and Strong UT and between Field and Kelso CA. Numerous delays resulted. The Illinois Central had a signal outage between Hammond and Fernier LA delaying Amtrak 58 over an hour. The problem occurred as a result of a contractor inadvertently cutting the line.

2 - Earth shaking News Department: An earthquake occurred 25 miles northeast of Montpelier ID. The Union Pacific stopped all traffic between Cokeville and McCammon on its Pocatello Subdivision, and between McCammon and Wheelon on its Ogden Subdivision until the track was patrolled.

3 - Continuous Carnage Department: Union Pacific freight SHOW struck a tractor trailer loaded with pipe at Walnut Ridge AR yesterday.

4 - Railroad Purchase Wannabe Department: A new consortium known as Cantrak announced it will soon put in a bid for CP Rail's line from Montreal to St. John New Brunswick through Maine. They may also bid on the branch that runs to Newport VT. Guilford has already expressed its interest in obtaining the freight rights from New Brunswick to Mattawamkeag ME.

5 - Bulk facilities Department: The Burlington Northern

dedicated its new bulk transfer facility at Fort Worth TX. It will be used to warehouse and transload kaolin, liquid carbon dioxide, recycled oils and industrial starch. It is the first in BN's planned Quality Bulk Network.

6 - Intermodalism Department: Wisconsin Central has relocated its Chicago facility to Illinois Central's facilities at Harvey IL. The new location can hold 98 rail cars and 700 containers/trailers.

Subject: Re: Diesel-Hydraulics Date: 9 Apr 1994 17:51:59 -0400 : I am researching for a book on Diesel-Hydraulics in the U.K. And, for a comparison, would like some info on why Southern Pacific Railroad unloaded their hydraulic locos, sometime in the mid-1960's. ANY info would be greatly excepted. Thanks! -- alan kennett "Well...somebody's got to do it"

Basically, the german locos couldn't put up with the constant use and abuse the american locos are subjected to. The european railroads are used to putting their locos "away" for the night for maintenance, while the US counter parts are in the shop only when there is a problem or when their slim maintenance schedule calls for. Were trains are across the country in hours in Europe, it takes 3 days in the US. Addin the climate extremes that our trains go through, snow in the rockies one hours, desert heat a few hours later, you'll see a big difference in operating environments. Frankly, US roads treat their motive power like crap, while the Europeans care for their locos every day. I have never seen a picture for a dirty, oily DB locomotive that looks like hell. The SP is the best example of the opposite! It's a matter of economics, the US can't spend the money to be able to have locomotives sitting around being cleaned taken care of. More trains to move farther which takes more time and more locomotives.

Subject: The News From Here 4/9 Date: 9 Apr 1994 18:08:27 -0400

1 - Schedule Department: Effective May 1 the schedule of Amtrak's Chicago - Indianapolis Hoosier State will change in order to provide a daily morning arrival in Chicago and provide more reliable connections to western trains. On days that train 51, The Cardinal from New York, does not run, new train 315 will operate from Indianapolis at 645am. Train 317 will continue to operate on its current schedule on the three days that 51 runs. New train 316 will leave Chicago at 230p on Monday, Wednesday, Friday and Sunday. On Monday train 316 will be the only Chicago-Indianapolis departure, with no western connections. Other days 318 and 50 will be available for connections from the west.

2 - Continuous Carnage Department: Burlington Northern freight #60 struck an abandoned automobile east of Denver CO. Amtrak 5 was delayed over an hour and half as a result. Amtrak 6 struck an automobile at 48th Street Omaha NE delaying the train 36 minutes. Nationally, grade crossing accidents decreased 1.6%, the sixth consecutive decrease. There were 4827 accidents, 1792 injuries and 614 fatalities in 1993.

3 - Freight follies Department: Conrail local freight WAFR derailed its locomotive at Framingham MA yesterday delaying Amtrak 475 for 44 minutes.

4 - Weather woes Department: Amtrak trains 5 and 6 were delayed yesterday for an hour each while track forces cleared a rock slide between Gore Canyon and Azure CO.

5 - Dig We Must Department: Amtrak's Michigan City IN drawbridge will be taken out of service for maintenance and repairs from April 18-25. Amtrak trains 350,364,352,354,351,353,365,355,366 and 367 will detour on Conrail between Porter and Kalamazoo MI via Elkhart IN.

6 - Intermodalism Department: Deutsche Bahn is facing fines of \$12,300,000 for allegedly cutting rates up to 70 per cent on containers destined to the seaports of Hamburg and Bremen, diverting business from the ports of Rotterdam and Antwerp. The practice ceased two years ago.

Subject: Pool power day at Berea Date: 10 Apr 1994 03:06:54 GMT

SEEL burned up his traction motors comin up the hill from drawbridge. As usual, CR assigned too little power to too much of train. ENS 431 was drafted to push the helpless hulks up the incline and all the way out to somewhere. Helpers in the flatlands!

Was kinda neat to listen to the conversation on the scanner.

Engineer: Diptacher, loosing speed.

Disp: Keep trying

Eng: OK

Eng: Am loosing more speed, down to 10 mph

Disp: I'm sure you can make it.

Eng: OH?

Eng: Down to 2 mph

Disp: Keep trying

Eng: Drawing 1500 amps and it is getting hard to breathe with all that smoke coming in the cab.

Disp: Well, I guess you better shut it down.

Eng: Yeah, good idea.

Eng: Standing still at the 117 Street Rapid station

Disp: Good, all OK?

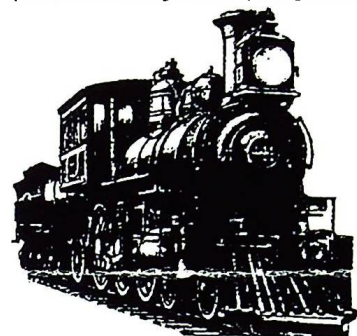
Eng: We are but the rest is not.

Wonder who gets the blame for this?

Subject: Re: why walk on the tracks? Date: 11 Apr 1994 04:58:28 GMT

Marc Fraioli (mj@dark.net) wrote: I was downtown in Washington D.C. this weekend for the cherry blossom festival, and noticed a number of people walking on the train tracks on the D.C. side of the Potomac near the crossing on the 14th street bridge.

There's nothing smart about walking active tracks. Myself, I was dumb enough to do this back in college. In a place called Potsdam, NY as a college kid, me and group of friends were coming back from the local all night coffee stop and decided to take a short cut. Potsdam sported a one track freight line that pulled god-knows-



what through the north country. At Potsdam the line spans the Raquette river with a single track linking where we were to the other side of the river just up from the campus. We knew there was a midnight freight that comes through and it was now 11:45. We decided we had plenty of time so we went for it. Winter in the north country is cold and the river was flowing faster than I can remember. Fast and cold and it was the dead of night to boot. Off we went. There was no "bed" here, just track suspended above ties and through the ties below us about thirty feet was the fast moving currents of the river. The water was black at that time of night you could just see some foam but you could hear it spilling along. We moved fast from tie to tie concentrating on putting our feet on the next tie in succession. Now we were a third out when we heard something that almost stopped our hearts. It was the low note of the freight! From the sound I guessed it was still down about two miles out. It would slow down some when it hit Potsdam because of some grade crossings but the town was on the other side of the bridge—the direction we were going. There was some kind of esp link between us at that moment because we didn't think we could make it. We couldn't go back being too far out we'd meet the freight before we could get clear. Jumping into the river meant certain death. The North Country that time of year rarely gets above freezing. The river was black and cold and moving real fast. And who'd see us? It was the dead night in a small town in northern tier of New York State. Nobody was awake. Only the freight engineer might see us, maybe. When you realize that you are facing almost certain death you mind gets amazingly clear. There was only one out and that might not even work but it was the only thing left. We began running, jumping from tie to tie praying that we didn't miss and fall into the river. We were about half way and then a light fell on us from behind. It was the freight's headlight! It was rounding the bend and beginning the approach to the bridge! Existence kind of narrowed for us. Life consisted of a tunnel vision of movement. See the next tie, move your feet exactly right to hit it move! see the next tie place you feet move! over and over again. The only thing that pen-

erated this was the low note of the freights horn and its strange echos, so clear so very clear. Now the freight was starting the approach to the bridge. Its headlight played at our back casting our shadows before us. It seemed like my heart and lungs would burst any second. At that moment the freight moved onto the bridge going at what seemed line jet speeds. Then the engineer must have seen us or probably thought he saw something because he layed into the horn. The headlight became brighter illuminating us like animals pinned in a cars highbeams. We couldn't tell how far back the train was or how fast it was moving. If you did you'd lose your concentration and then it was all over. No one dared look back. Finally the roar was too much. The leader of our little group, a music major who wanted to teach piano just jumped, and it was like animal reflex we all jumped right after him over the side of the rails down into the blackness. A moment later we hit hard ground, not river. We were saved. A second later the freight thundered by above our heads. We felt nothing still stunned by the fall (or rather our landing) with lungs bursting to gain air and blood pounding through our brains we just lay there we fell. For a long time it seemed wise not to move. Slowly the shock wore away and the night sights and sounds began to return. We found ourselves on the embankment of the Raquette, an unforgiving river were we had almost met our end. But we were alive! By then the freight had moved down toward Malone. We found our way out of the thicket to a trail then to the road and from the road back to the campus. We became a little different after that but I couldn't really tell you how. I guess it's because of the nightmare I keep getting. The one were I see a headlight, then my shadow dancing in front of me and then a gut wrenching roar. It happened. Potsdam, NY Winter 1973.

Subject: 3985 makes spring test run Date: 12 Apr 94 17:27:45 MDT

UP 3985 made its annual test run this afternoon, pulling a short 8-car train from Cheyenne to Laramie and back. The first I knew of this was at around 16:30 MDT when I heard 4 short blasts of the whistle, as the Laramie yard is about 10 blocks away.

A co-worker and I cut the working day short and drove downtown in time to see the train backing into the wye. Soon it came back out, and into view from the foot bridge, and moved "East" down the yard (In Laramie, the yard goes North/South by the compass, but of course East/West by UP terminology). The consist, hastily scribbled on the back of a Digital salesman's business card:

3985 24336 the "Art Lockman" 209 the "Sherman Hill" MP 14620, a M.O.W. - green tank car 915510 904842 caboose 24567

They held at the end of the yard for about 5 minutes, then sped out of Laramie. Once they left town, they really cranked it up judging by the huge smoke plume.

Subject: STEAMTOWN SS ENDANGERED? Date: Sat, 16 Apr 94 09:15:00 -0500

How well known is it that federal funding under the National Park Service budget for Steamtown is on the endangered list? A few weeks ago at the Jersey Central NRHS chapter show and flea market I asked a Steamtown volunteer, at their table, about that and he hadn't heard it. We all know that the US federal budget has a critical deficit problem and that the national debt is more than critical. There is a group known as The Concord Coalition that is fighting to reduce federal spending and to abolish all frivolous wastes of tax money. It is co-chaired by two former US Senators, Warren Rudman (R-NH) and Paul Tsongas (D-MA) and is composed of many people from different political backgrounds (Republican, Democrat, liberal, conservative, etc.). A while back on C-SPAN, they were talking about things that need to be cut out of the federal budget. Many of the things were under \$10 million each, but the total added up to billions. Steamtown was on the list and was discussed at length. Some of the things mentioned were that it had been privately owned, then moved to Scranton PA from Bellows Falls VT years ago, and so far after much expending there still is not much to show for it and they don't get many visitors at all. I might have to agree with parts of it. Scranton is only 90 miles from where I live. I get there about 6 - 12 times a year, and so far I've only seen Steamtown look alive several times. Unfortunately I've not been able to attend their railfan events due to the work schedule. Also, there has been very little advertising for it, and most people outside the railfan community don't even know about it. This is very sad because Steamtown is easily accessible by Interstates 81 & 84, close to I-80 and the PA Turnpike NE Extension. Using these routes it is

only 2 hours from both NYC and Philadelphia, 4-5 hours from Boston, Baltimore and Washington DC. There is plenty of lodging and things to do in the northeast PA area of the Pocono Mountains. Let's hope Steamtown gets it together and does survive.

Subject: Wakefield, PQ Steam train Bankruptcy Protection Date: Sat, 16 Apr 1994 06:05:05 GMT

The company that runs the Hull - Wakefield Quebec steam train, CHOO-CHOO has filed for bankruptcy protection. Officials are reported to be planning to make a pitch to creditors to keep the steam train operating.

If the pitch fails, the company could go bankrupt or be sold.

Interestingly enough, ridership on the steam train has been reported high and media reports say that there are many bookings already for this coming season.

The Wakefield run was formerly operated with ex CPR 1201 from the Museum of Science and Technology in Ottawa.

And speaking of the museum, there is some beautifully restored rolling stock in outside storage. Looks like the Bytown Club members have been very busy.

Subject: Cars for Sale !! Date: Mon, 18 Apr 1994 19:22:21 GMT

FOR SALE

Milw Rd coach tubed by Speno-GOOD MECHANICAL-asking \$7500 less gen set and a/c system \$15000 w/gen set and a/c system FOB Norfolk-Eastern Shore RR

1942 Pullman Std 3dbr/1comp/1dr bar Inge 'General Beauregard' bilt for IC 'Panama Lmid' remodeled for 'City of Miami' in mid-50's. ART DECO interior from hell. Needs body work, mechanical work, and interior work asking \$7500 FOB Knoxville CSXRR

Pullman Std dinr/Inge-ex Frisco- needs int work and some body work has new glass- operated recently in New GA RR trains-disc brakes asking \$8000 w/decelostat equipment \$7000 less decelostats (anti-w heel slip device) FOB Atlanta CSX RR

Sou Ry 1922 model 46 seat coach #1075 -COMPLETE- classic heavyweight construction (6-wheel trucks, small windows, dbl vestibule) with all the conveniences of modernization (rotating/reclining seats w/leg rests, aluminum luggage racks, sealed windows) needs a lot of TLC asking \$7000 FOB Knoxville CSXRR

Subject: Railroad systems making worldwide comeback (AP article) Date: 18 Apr 1994 19:55:42 GMT

DISCLAIMER: This AP article is reprinted without permission for the purposes of fostering <meaningful> discussion on the subject of railroad travel versus other modes of transport. The views, contentions, and conclusions are not necessarily those of the posting party.

RAILROAD SYSTEMS MAKING WORLDWIDE COMEBACK

By Gene Kramer Associate Press Writer

WASHINGTON—Trains are making a steady comeback around the world with the help of policies that are beginning to give them priority over the construction of more highways, cars and airports, the Worldwatch Institute says.

"Global rail revival is propelled by a crisis... A steady worsening of air quality and traffic congestion," the Washington-based environmental group says in its new report, "Back on Track," released Saturday.

For example, the German government in trying to ease problems of unification has reversed past priorities with a plan to spend more on upgrading railways than highways until the year 2010, the report said. China recently announced a \$20 billion rail development plan but then scaled it back.

And the end of the Cold War has produced agreement by 12 countries for a \$76 billion plan to link Europe's major cities with nearly 18,000 miles of high-speed rail lines.

Even though U.S. passenger train travel rose 50 percent the past decade, the nation continues to lag behind other countries in subsidizing it in comparison with other modes of transportation, said the report's author, Marcia D. Lowe.

As a result, she said, "the future is clouded" for Amtrak, the National Railroad Passenger Corp., because of deteriorating equipment and inadequate capital funding.

U.S. lawmakers contend that subsidies for rail are unaffordable. "But you never hear a congressman asking if we can afford highway travel," Lowe said.

"If you total the social costs of accidents, congestion and pollution, you find that driving is twice as expensive as

flying and seven times as expensive as train travel," she said.

The Clinton administration is encouragingly supportive of rail, Lowe said, but "the funding isn't there."

Americans suffer from "a delusion that driving your car is free," when in fact the United States subsidizes all forms of transportation, she said.

Lowe suggested that Americans might tolerate further increases in the federal gasoline tax, now 18 cents a gallon, if they knew it was going for non-highway programs, including upgrading rail corridors.

"Two railroad tracks can carry as many people as a 16-lane highway," the Worldwatch report said. "And compare Chicago's sprawling O'Hare Airport — the world's busiest with 60 million passengers a year — with Saint Lazare train station in Paris, which handles more than twice that number in a fraction of the space."

High-speed passenger lines in Japan, France, Italy, Germany, Britain, Spain, Sweden and, in the United States, between Washington and New York were cited as examples of safe and efficient rail service.

Also mentioned were high-speed projects in China, Taiwan, Australia, South Korea and Texas.

The report said the United States doesn't fully utilize its 112,800-mile rail network, the world's longest. Even though railroads carried 37 percent of the nation's intercity freight in 1992 — a much higher proportion than in Japan or any other western European country except for Switzerland — they had 80 percent of that market in 1925.

But trains handled only four tenths of one percent of U.S. passenger traffic, compared to 56 percent in China, 45 percent in the former Soviet Union, 41 percent in India, 31 percent in Japan, 30 percent in the former Czechoslovakia, 13 percent in Switzerland, 9 percent in France, 6 percent in the former West Germany and Italy and 5 percent in Britain.

Subject: Re: Railroad systems making worldwide comeback (AP article) Date: 18 Apr 1994 21:07:24 GMT

From article <2ou0jv5fra@news.nd.edu>, by P.J.Hinton@nd.edu (P.J. Hinton): > DISCLAIMER: This AP article is reprinted without permission...

An interesting add-on to the article is that one of the reasons cited by the Teamsters union for the recent trucking strike in the US is the increased use of railroads by the major trucking companies. It seems that today's economic situation, even with the federal subsidy for the highway system, favors use of railroads for long-haul shipments.

The railroads are even back in the LCL business, with much of the long-haul UPS surface freight being carried by rail, albeit in piggyback form.

Subject: Re: Railroad systems making worldwide comeback (AP article) Date: 19 Apr 1994 01:43:37 GMT

It's good to see a news article taking that approach. Without even getting into the economics of accidents, pollution, land use, cost per mile &c., it's always seemed to me that a car was either a toy or a sort of expensive buggy for local transit, VERY local transit at that. Driving from the Connecticut Valley, where I live, to Boston, where I like to visit friends, shops, libraries, and do some business, at 55-65 mph, takes about four hours round trip, and it's a sheer waste of time, life, and money. Four hours of my life could be much better spent than twiddling a steering wheel. We need highspeed trains. Even a metroliner would get to Boston in about an hour; a British HST or French TGV would really get us there in jig time. And think of the effect on the economy if people could commute up and down across New England at those speeds. In the meantime the rights of way sit there virtually unused. In fact a very nice little line from Northampton to Belchertown, running parallel to the busiest road in the area, and going right behind two busy malls, has just been turned into a bicycle track at vast expense. So yes, the US is way behind the rest of the world, and it drives me nuts. But then, looked at realistically the US is a third world country in several respects these days, and transport is one of them. It isn't to be so. (But then that's the cost of 50 years of playing at being an empire, and the sooner people realize it the better: and that's another subject!)



SDRM TimeCard

[illegible]

5/6/94 0:52 pm

May 1994

wolfgang@rijet

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 D.O. Reneau	2 1830 Staff Meeting SFD	3	4	5	6	7
8 D.O. Wade	9	10	11	12	13	14
15 D.O. Wilson	16 1830 Staff Meeting SFD	17	18 1900 Ops Meeting SFD	19	20	21
22 D.O. Wolfgang	23	24 1830 Board Meeting	25	26	27	28
29 D.O. Borstadt	30 Memorial Day Ops D.O. Dick	31			April S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	June S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

Month view by Calendar Manager

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

(May 1994)

