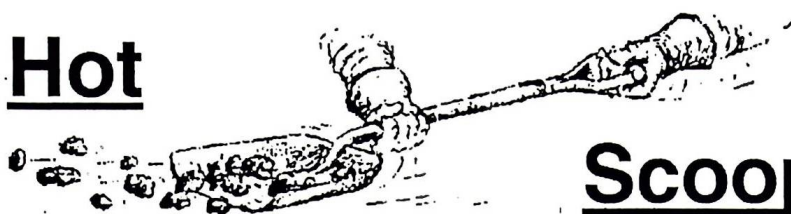


Hot



Scoop

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

November 1994
VOL VI NO XI

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Ken Houghton Rail Images

DIRECTOR OF CAMPO OPERATIONS

Denby Jones

With all that is going on to support the 75th celebration, this is a little late, but I would like to personally thank everyone of you for the help and time you have given to make this celebration a success. Campo is looking as good as I have ever seen it, and it is all because of YOU.. So again, thank you.

We still have one hurdle to overcome, and that is the actual three days of the celebration. Friday 25 Nov., Saturday 26 Nov., and Sunday 27 Nov.

We are going to need people for the Display Train, Shuttle, people to man the ticket booth, assist with tours, crowd control and any number of other tasks. Please make yourself available to assist in the final phase of the Campo celebration. "Nuff said???" Thanks.
See you at Campo.

Denby

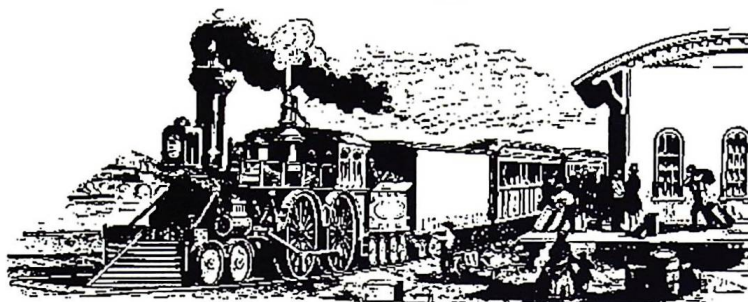
OPERATIONS DEPARTMENT

Maryanne Thompson

The ridership total for September was 1479 including a trip to Tecate. Once again thanks to all of the crew members who have been filling in the blank spots on the Call Board. November's Call Board has quite a few openings including some days that there are only one or two people signed up. PLEASE fill in any blanks that you can. Also, we desperately need trainmen for the Thanksgiving weekend as this is the 75th anniversary celebration. If you can help out, your fellow crew members would really appreciate it.

Thank you to Jim Hamill for the great painting job that was done to the floor of the G-10. Also, thanks to Allen Dillane and Jim Hamill for all of the work they have put into the windows of the Lackawanna cars. The cars are really shaping up and will be looking even better as they will be relettered very soon.

I also wish to thank everyone for the wonderful cards, notes, phone calls and condolences that were expressed to me recently upon the death of my father. It really helps a lot to know that I have a second family at Campo. There will be an Operations Department meeting on Wednesday, November 16, 1994 at 7:00 p.m. at the Santa Fe Depot office. This meeting will include information relevant to the 75th anniversary. All are encouraged to attend. There will not be an Operations meeting in December due to the holidays.



SAFETY CORNER

Lew Wolfgang

Job Well Done

Wow, doesn't Campo look great these days! Denby has already thanked you for all the work that has been done to date to get ready for the 75th. I would like to thank you all for doing it SAFELY! A lot of heavy equipment was moved under conditions that were less than optimal, and no one was hurt, nothing broken. (that I know about) Thanks to you operations folks for chipping in.

The grounds are looking splendid, and the area around the Depot is looking like a park! The noninclusive list of folks to thank for the Depot area is: Irene Brill, Rich Warner, Don Getz, Allan Dillane, Bill Niedrich, Thomas Lee and Linda Braginton, George and Nancy Boggs. Thanks folks, you have given us a depot we can be proud of. You should have seen the kids playing on, in and under the speeder now located on snap-track next to the new flag pole last Sunday. It was a joy to behold.

I wish I could thank everyone by

name, but there are too many to list here.

Call for Assistance

As Denby mentioned, we are going to need help with the 75th celebration on Thanksgiving weekend. We need help with ALL Operations positions. It would be a real shame if we had to cancel a train because we didn't have enough help. We especially need Trainmen to help with what we hope are large crowds of guests. If you can assist in any way and are not yet on the callboard, please give George Boggs a call at 789-4210. If you

haven't been to Campo lately, this would be an excellent time to get involved again.

Three-Way Switch

Our venerable three-way switch, while as magnificent an example of trackwork as ever conceived by the mind of man, is a hazard. In particular, when lined for tracks one and two, certain pieces of equipment are prone to pick the points and derail. Locomotive 2098 can be relied upon to derail EVERY time! So you operations folks, please be careful when moving equipment over the switch. Proceed very slowly, and station someone on the ground to watch EVERY wheel. If the movement is slow and you are watching, everything can be stopped and reversed as long as the wheel flange is still on top of the rail.

If the wheel totally derails, do NOT reverse the movement to rerail. This may work on your Lionel set, but forget about it at Campo. Instead notify the Superintendent of Operations, the Sunday Duty Officer, or the dispatcher on duty at the Depot.

Promotions

Congratulations are in order for Mechanical Superintendent Jim Wilson, who was recently certified by the Qualifications Board to operate in the capacity of Switchman. Nice going, Jim.



Hotscoop

I apologize for the tardiness of the Hotscoop lately. In an attempt to get it back on time again I will skip the December issue this year. My goal is to have the Hotscoop in your mailboxes by the first of each month. If you are a contributor you can help by getting your article to me at least 7 calendar days before the end of the month. Thanks for your support, Lew Wolfgang

If you have safety on your mind, You may call at any time!

Daze 553-3106

Nites 662-9019

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Campo Depot	478-0937
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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Interpretation, Rich Borstadt	294-9321
Research, Bruce Semelsberger	264-7282
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Mechanical, Jim Wilson	497-9544
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 selected articles from USENET's rec.railroad are presented for your edification and further enlightenment. A small font is used to allow economical distribution of the articles to you. The views and opinions presented herein are not those of the Museum, they are worth exactly what we paid for them: nothing.

☆☆☆

Subject: Re: Feds Red Light Red Line Date: 20 Oct 1994 17:42:36 GMT
— Colin Leech writes re: LA Red Line

>In a previous article, merino@KBBS.COM (Guillermo Merino) says:

>>There have been allegations that the street (Hollywood Blvd.) is sinking
>>>because of the tunneling.

>>>Didn't they run into some unexpectedly poor soil conditions?

The thing is, it was "not" unexpected. The contractor knew about the conditions and failed to deal adequately with them, and the overseers of the project let the contractor get away with this.

Basically the situation is as follows: Most of the subsoil in L.A. is soft shale, which is ideal, in one respect, for tunneling: it's easier to cut thru than, say, the granite under Manhattan, but it tends to hold its shape, unlike more gravelly soil. (The disadvantage is that shale is also the type of formation where oil and gas deposits tend to be found, and a long history of drilling for this in the L.A. area has left all sorts of gas pockets in the subsoil. The Red Line, as a result, has been plagued with gas leak problems, both methane and hydrogen sulfide.)

Now, it's been known for a very long time that the Hollywood Blvd. subsoil, being close to the mountains, is different than that under L.A. in general, i.e. it is looser, gravelly type of subsoil. This was pointed out, for example, as long ago as the 1925 subway engineering proposal (which also proposed a subway under Hollywood Blvd. in exactly the same alignment as the present tunneling). This means that the tunneling requires more in the way of bracing to prevent subsidence. Originally it had been proposed that a combination of metal braces and grouting would be used to prevent subsidence that would damage nearby buildings. What actually happened is that the contractor was allowed to substitute cheaper wood braces, and did very little grouting. The result was that Hollywood Blvd. sunk as much as 9 inches, and serious damage to a number of buildings has occurred. Nick Patouras, one of the MTA board members who is himself an engineer, has called the contractors' practices "outrageous."

The fallout from this is that the contractor that supervises the tunnel project (the inspection firm, not the builder) will probably be fired. (This is Parsons-Dillingham.) This is, of course, only part of the fallout. MacSpedon, head of Rail Construction Corp. (MTA's construction arm) has been fired, and it is very possible RCC will be dismantled altogether.

Tom Wetzel

☆☆☆

Subject: Re: Rail Trail Ghost?

> Residents of the town of Leland, N.C., are trying to create
> a rail-trail to solve an unusual problem - the disappearance
> of a town legend. One night in 1867, Joe Baldwin was serving
> as a flagman on the caboose of a train. Suddenly, the caboose

Joe Baldwin's story has been well publicized — Hans Holzer included it in one of his books, its always included in anthologies of North Carolina ghost stories, and I posted a synopsis of it on this board earlier this year. However, all the accounts I've read place Baldwin's ghost at Maco, N.C., (which may be near Leland), just west of Wilmington. According to legend, the Atlantic Coast Line railroad had to change the color of its signal lights at the Maco depot so that engineers wouldn't confuse Baldwin's light with an earthly signal light. Legend also has it that President Grover Cleveland heard the story of the Joe Baldwin light one night when his train stopped at Maco to take on water, and he asked a conductor why Maco station had a different type of signal light from other stations. "Hey, if Joe's light 'didd' disappear along with the railroad track, that makes the legend even more interesting!"

☆☆☆

Subject: Last year for NS Steam Program!

Date: 27 Oct 1994 13:28:19 GMT

This message was just posted on the railroad mailing list. I thought I'd post it here to see if anyone else has heard about this? Personally, I find it hard to believe.

Date: Thu, 27 Oct 1994 08:56:25 -0400

From: "Robert Middour, Manager, (919)966-3503"

Subject: Last year for NS Steam Program!

News flash: This will be the last year for NS Steam Program!

I just received a call from a member of the NS Steam crew. Carl Jensen told the crew yesterday that this will be the last year of their program.

The 611 and 1218 will be returned to park display. The shops at Birmingham will be closed. The cars and other equipment will be sold.

The accident at Lynchburg may have played a major roll in this decision.

A sad day for railfans.

Robert Middour

Subject: Re: Last year for NS Steam Program!

Date: 28 Oct 1994 14:19:44 GMT

I was told earlier this year by an informed source that unlike his predecessor Robert Claytor, the current chairman of NS is not a supporter of steam excursions. What the boss wants, the boss gets. I understand that this gentleman is a lawyer, never an operating railroad man, although I am not certain of this. As early as this spring, "they" were saying that the 1218 needed boiler work and that the general thinking within NS was that if the revenue from excursions was not sufficient to cover the repairs, then the repairs would not be performed. Oh well, thanks NS for keeping them running as long as you did — Mark

☆☆☆

Subject: East Broad Top: Future?

Date: 29 Oct 1994 02:27:16 GMT

Well after hearing the worst news of this year, about the Norfolk Southern shutting down their steam program, I am wondering about other possible bad news.

For those who don't know the East Broad Top Railroad is a narrow gauge steam excursion railway in Orbisonia, Pennsylvania. The railroad used to haul coal from the mines down to the Pennsylvania Railroad in Mount Union, Pennsylvania. The railroad closed down in 1956? when the mines closed, however, a scrap metal company decided to save six steam engines, the round house, a working steam engine repair shop, and about five miles of track to turn into a excursion railway.

The East Broad Top still has four working narrow gauge engines plus two others that don't run anymore. However, this year I heard a rumor there that the man who owns it (the man who owned the scrap metal company) has said that he because he loses money every year on the railroad he will not continue to run the railroad unless the state of Pennsylvania invests \$30 million in the railroad. I also heard that the legislature was considering this, however right now the proposition was somewhat grim.

In summary, THE EAST BROAD TOP RR MAY NOT RUN AGAIN!!

The National Park Service had been investing money last year into restoring the shops at the railroad. I have walked through them, they are powered by a stationary steam engine. A few years ago they still worked and were occasionally fired up to replace parts on the engines. However, they say that now the entire building would probably collapse from the vibrations if the shops were activated. I don't know what the Park Service is doing now, however I note that they seemed to be gone this year, so I don't know if they gave up on the project.

This is a wonderful little railroad. I believe it is the only working narrow gauge railroad on the east coast, it has four working engines, an almost working machine shop, and a fascinating history.

Let us all hope that it will not die a sad death.

Victor Peters

☆☆☆

Subject: The News From Here 11/12

Date: 12 Nov 1994 21:06:46 -0500

1 - Freight follies Dept: On 11/9, CSXT Tropicana Juice train R250 became disabled at Ravensworth VA. As a result Amtrak trains 90, 80 and 53 were delayed up to one hour and one half. In the early morning hours of November 11, Conrail freight INSE, standing at Banna Avenue, Indianapolis on Conrail's Crawfordsville Branch was struck in the rear by Conrail freight ASCO derailling the first train's four rear cars. Amtrak train 315 derailed via Von Yard, delaying it less than an hour. About the same time, Illinois Central freight CHME stalled south of Carbondale IL, delaying Amtrak train 59 nearly an hour and one half.

2 - Lights Out Department: On Thursday, CSXT lost its signal system between Brand and Clifton Forge VA, delaying Amtrak's eastbound Cardinal over an hour. On the other coast, a signal problem at San Onofre CA delayed Amtrak trains 522, 774, 777, 575, 576 and 579 up to over an hour each.

3 - Continuous Carnage Department: On November 9, SEPTA train 0253 struck and killed a trespasser at Baldwin Interlocking, Philadelphia PA. Amtrak trains 187, 125, 124, 184, 90, 127, 175, 126, 186, 664 and 129, as well as four additional SEPTA trains were delayed up to forty minutes. Also that day, Amtrak train 11 struck and killed a trespasser at Chualar CA. And in Riverside CA, Amtrak train 35 struck an automobile, killing the driver. Yesterday, a LA-Denver Union Pacific freight struck an unoccupied bus at Roy UT, derailling 4 locomotives and 16 cars of the train. On November 11, Amtrak train 63 struck and killed a trespasser walking between the tracks east of Depew Station, Buffalo NY. The train was delayed 90 minutes. That same day, its eastbound counterpart's (train 64) equipment while moving in the East River Tunnel from Penn Station to Sunnyside Yard struck and killed another individual.

4 - Special trains Department: Union Pacific operated its Operation Lifesaver train on 11/11 in Avondale LA. Amtrak plans to operate 60 additional trains during the Thanksgiving holiday period. They are calling it their "Over the River and Through the Woods" program.

5 - Rails Saved Department: The State of Ohio has agreed to spend \$2,400,000 to save 42.3 miles of track between Spencer and Brewster OH, slated for abandonment by the Wheeling and Lake Erie. It was the only route with clearances high enough to accommodate generators manufactured by Babcock and Wilcox plant in Barborton OH.

6 - Rails fail Department: Conrail had broken rails yesterday morning at MP 51.3 and MP 78.6 west of Worcester MA. Conrail freight trains NASE, NESE and TV13 had to walk over them, and soon thereafter train NESE had a car failure on single track. Amtrak train 13 was delayed for four hours getting through the area. Train 145 was delayed nearly an hour.

7 - Intermodalism Department: Amtrak has established a connecting bus service between Meridian and Jackson MS, connecting with the Crescent at Meridian.

8 - New Facilities Department: Amtrak will dedicate its new station facilities at Springfield MA next weekend with an open house and equipment display.

9 - New fares Department: Amtrak has established a new round trip excursion fare between points on its St. Louis-Kansas City service. Additionally they have a travel package with Radio City Music Hall in NY in conjunction with train travel.

10 - Superliner Department: Amtrak has initiated an improved service package in conjunction with the placing of Superliners on its Capitol Limited. Included are pre-boarding of first class passengers at Chicago and Washington, complimentary beverages at all times in sleepers, a shower amenity kit, enhanced evening turnaround service, the giving away of mementos as a thank you gift before detrainning, an exclusive section in the diner for first class passengers and a complimentary appetizer.

11 - New Arrivals Department: Amtrak took delivery of Superliner II lounge 33029 recently.

Al Tumer



SDRM TimeCard

[illegible]

1/16/94 03:49 PM

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13 SDO Wilson	14	15	16 1500 Ops Meeting SFD	17	18	19
20 SDO Wolfgang	21 1830 Staff Meeting SFD	22 1630 Board Meeting Int	23	24	25 75th at Campo	26 75th at Campo
27 75th at Campo SDO Dock	28	29	30		October 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	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

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1/16/94 03:53 PM

Sun	Mon	Tue	Wed	Thu	Fri	Sat
November 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	January 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			1	2	3
4 SDO Kormebel	5 1830 Staff Meeting SFD	6	7	8	9	10
11 SDP Reneau	12	13	14	15	16	17
18 SDO Wiede	19 1830 Staff Meeting SFD	20	21	22	23	24
25 Campo Closed	26	27	28	29	30	31

Month View by Calendar Manager

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(November 1994)



STEAM ALONG
WITH STAMP
COLLECTING
ALL ABOARD!

