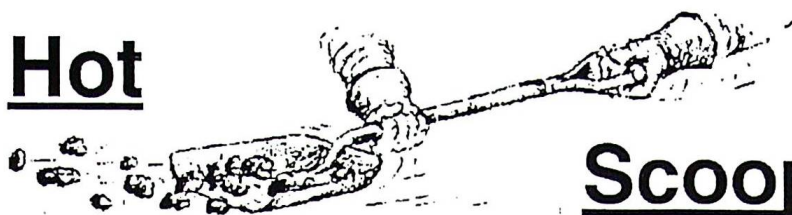


Hot



Scoop

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

October 1994
VOL VI NO X

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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

As I have stated numerous times, Safety is one of the prime concerns at Campo, and this is a subject that I would like to touch on at this time. A short while ago a move was being made from the Main-line to the siding using the East siding switch. It is my understanding that one of the Lackawanna cars derailed. There is conflict as to whether one welshed or the whole truck derailed, how far it was moved off the rails, how it was railroad etc. Therein lies the gist of the problem --- COMMUNICATION. The fact that a car derailed does not upset me nearly as much as the fact that it was not reported. Apparently it was re-railed and sent on its merry way. Why did the car derail, how was it re-railed. Was it pulled back up over the switch? I hope not !!! These are not Lionel or HO trains we are operating, and I can almost guarantee that 50 or 60 tons of car being pulled back over a frog to re-rail it is going cause additional damage. Was the car inspected after being derailed?? These are questions that need answers, and they can not be answered if nothing is known about the accident. This may sound like an awful lot of fuss over a relatively minor incident. Well it is. The last thing we need is for a car full of passengers to derail. They would own this museum, especially if it was discovered that particular car had been on the ground and it had not been reported. I feel strongly enough about this to make the statement that if an accident or derailment is not reported to the proper authority, that being the Deputy Director of Campo Museum Operations, or the Superintendent of Operations, the crew involved will be REMOVED FROM TRAIN OPERATIONS for a period to be determined. This may appear to be harsh, but we can not afford to compromise safety. See you at Campo,

Denby

OPERATIONS DEPARTMENT

Maryanne Thompson

The ridership total for August was 695 including school days. September has been better, but we still need to try to increase our numbers. Once again I want to thank the crew members that keep the trains rolling. A special thanks to everyone who helped on the trains and speeders the day of the last Tecate trip. September Th...

Rules testing is fast approaching! The test will be available at Campo on weekends starting October 15. Please contact Jim Baker or Mike Reneau. For those who wish to take the test at the Santa Fe Depot, it will be offered from 6 to 9 p.m. on Tuesday, October 11; Wednesday, October 19; or Tuesday, November 1. Remember that all rules testing must be successfully completed by January 31, 1995. This years test is based on the new rule book and General Order #2. General Order #2 should be available to all operating personnel shortly.

The next Operations meeting will be on Wednesday, October 19th at the Santa Fe Depot. This meeting will be one of the rules testing nights, so come prepared. Hope to see you there.

Diane Fay Ignatiuk

by Lew Wolfgang

It is with truly great sadness that I have to report to you the passing away of Museum Member Diane Ignatiuk. Diane died suddenly on September 30, 1994.

Diane, a life-long railfan, joined the Museum to help with the restoration of Locomotive 2353. She subsequently completed the Trainman Course and served us well as a trainman until she enrolled in the most recent Brakeman Course. She was employed as an elementary school teacher, a background that helped her to become a truly fine Trainman. She had a dream of someday becoming an engineer on the SD&A, and I believe she would have made it.

She was a wonderful person, always a pleasure to work with. She had a smile and kind words for everyone she came in contact with. We worked together on the September 24 Tecate Special, just six days before she left us. I will remember forever how she was on that last day, and even as I write this I cannot believe that I will never see her again.

The Museum will have a memorial service in her memory on Saturday, October 22 at 4:30 P.M. at the Campo Depot. Following the service there will be a barbecue. I know this may seem odd, but think of it as a wake and the way Diane would have wanted it. Please contact Nancy Boggs at 789-4210 if you can help with the preparations.

Several months ago I received a submission for the HotScoop from Diane. She said that she wrote it about ten years ago. I regret that I didn't have the time to include it before now.

+ + +

Rails To Memories

by Diane Fay Ignatiuk

Reaching back into my childhood memories, nothing brings a sparkle to my eyes quicker than the mention of Steam Trains. Those sleek,

elegant, fast passenger trains of days past - with names telling a story: The COAST DAYLIGHT, THE OWL, THE LARK, THE SUNSET LIMITED, or recently, THE FREEDOM TRAIN.

As a youngster, hearing the word "train" meant going to visit my grandparents in Bakersfield, California. The year was 1954, and a train ride was adventure, service, smiling porters, elegance, and most of all excitement to a young girl of eight!

How well I member the mornings of "the train trip." The sun was just coming up when my mother would call, "get up, it's time to go to the train station." She didn't really need to call me - I'd been up and awake for hours dreaming of our trip riding a beautiful train called the SAN JOUQUIN DAYLIGHT. Buzz...the door bells ring. Taxi is here, and that was the beginning of adventure. Riding in a taxi cab was a big deal to a young girl of eight. The driver even came to the door of our house, and carried the luggage to the taxi. Of course, he held the door open for us - even taxi cab drivers were gentlemen in those days.

For me, riding the steam train to Bakersfield, was the most exciting time of my childhood. Trains were not new to me. Many weekend evenings, my father and I would spend hours at Glendale Station waving to the engineers, and watching the huge, noisy premiere steam trains rumble through the station - some stopped to take on passengers, while many just roared North or South, never pausing like mammoth beasts out for a hunt.

Traveling by train was the elegant way to travel in those days. Ladies dressed in hats and gloves were always offered a hand by a gloved conductor as they boarded; while men dressed in suits and hats tipped the red caps who were loading luggage onto the baggage car.

Suddenly, I find myself climbing up the steep steps and into the vestibule of the train. A kind porter extended his hand to help the shy little girl onto the train. Quickly, my Mother and I found our seats and I gazed over the tall back of my seat. No sooner are we on board, I hear "ALL ABOARD" and I think to myself - No matter how often I ride the train, it never loses the excitement. The sound of the whistle, of the steam escaping somewhere beneath our car, the smell of the oil burning, the sounds of the chug, chug, chug, choo-choo- sounds only a steam engine makes as we begin to roll out of Glendale Station.

Soon, the conductor will announce breakfast being served in the dining car. This, perhaps, is the highlight of our trip. As we make our way to the dining car, I remember the hissing of the doors opening and closing between the cars. Finally, we entered the elegant dining car. No plastic in sight here? Only rows of elegantly set tables of white linen, real silver, and fresh flowers in crystal vases. No, this is not a special first class setting, this is just the dining car on the everyday passenger train of 1954!

I ordered my usual breakfast of oatmeal and my Mother even lets me order coffee -- with lot's of milk, of course. Sometimes we pull the drapes letting the sun shine on our faces. Breakfast is served on real china, with my milk served in a silver pitcher. The train rounds a corner approaching Saugus, and we hold our cups as the rough rails make the table shake. Mostly, though, I just sit there feeling very grown-up drinking my coffee.

After breakfast, my Mother and I walk the length of the train. Each car was decorated differently, and I felt if I was sight-seeing just walking up and down the isle. Sometimes, we'd really get lucky and discover a sleeping car or a special car attached to the train. The elegant passenger trains of the early 1950's, when steam was still active, were a true adventure to a young girl. I remember well, at the stations, the excitement of seeing the train pulling into the Glendale Station and counting four, yes four, domeliners! They were the newest equipment on the line and it was all my Mother could do to keep me from spending the whole trip sitting up in the dome. Imagine, two story passenger cars with glass tops and soft bench seating slanted outwards towards the big wide windows! From up there I could see people and places missed by all the people rushing by on the highway.

Perhaps, the best part of our journey was the end. As we rolled into Bakersfield, and the conductor announced our arrival, I would press my nose to the glass looking for a glimpse of my Grandparents. As I scrambled off the train and hugged my Grandma, I head the shhhhhh-hhhhh of the steam, I smelled the oil of the engine, and I knew the journey ended for this day. The journey may of ended for a little girl of eight, but the San Jouquin Daylight travels on in my memories and dreams forever.

+ + +

And you too, Diane, will travel on in our memories forever. We will miss you.

SAFETY CORNER

Lew Wolfgang

Denby pretty much says it all this month in his Campo report. If an incident occurs, we have to report it, even if it was caused by a goof-up. Foul-ups happen. to not report it may be criminal. I think enough has been said on this subject by now.

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.....	395-3030
Business Office Fax.....	395-3034
Director of Operations, Denby Jones.....	270-2410
Executive Director, Kay Carter.....	265-7682
HotScoop Editor, Lew Wolfgang.....	553-3106
La Mesa Depot.....	463-8444
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 Borstadt.....	291-9321
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

Lew Wolfgang

In which selected news articles from the USENET rec.railroad group are presented for your edification and further enlightenment. If you are interested in accessing USENET directly, and availing yourself of vast quantities of information not presented here, let me know and I will explain how.

From: jwbaxter@olympus.net (John W. Baxter)

Subject: Re: Cajon Pass runaway.

Date: Sun, 25 Sep 1994 22:23:30 -0700

In article <1994Sep25.053137.6841@mixcom.com>, Joe Russ <Joe.Russ@mixcom.mixcom.com> wrote:

While I think Mr. Martin said it takes a train about 1.5 hours to make it downgrade, I do remember him saying the UP crew made it in 40 minutes! They (apparently the Santa Fe) figured the thing that saved the UP train was the fact there are now concrete ties on that line and the brackets holding the rails to the ties were strong enough to hold. Oh, the switch the SF train went through to get into the yard was thrown back about 3 seconds before the UP train went by! No mention was made on how the train ever stopped, or where.

1.5 hours would be freight speed...pax is considerably less. The train (per the first message I saw here) stopped in the San Bernardino station area (some part of the train, that is). That's level track. It's also right after a 15mph curve which "deserves" its 15 mph limit. The grade eases off a couple of miles above that, so the train was probably slowing for some time.

There are two routes down from the summit, and they are very different. The old westbound track (back in the double-track days) is the steep one...the old eastbound track is the one which does the nifty horseshoe plus S curve to gain altitude. The old "easy" track was over 1 percent (it had the AT&SF "G" signs on its signals, authorizing trains of a certain tonnage to pass reds at restricted speeds to avoid stopping them (and doing great damage getting them going again). The steep track has a stretch much steeper than that. Trains are actively dispatched either direction on either track (although tonnage freight still favors the easy grade...Amtrak is put up the short way when traffic allows, as is high-speed freight). Traffic conditions would dictate which track the runaway was on...the steep track (because of relative lack of curves) would likely be the safer one to run away on.

[Barstow to San Bernardino was (before the two-tracking) an interesting area: westbound trains left Barstow running on the right-hand track...they arrived in San Bernardino on the left-hand track. There was a flyover crossover west of Victorville, so the two tracks remained distinct despite the change of "side".]

In the 70s or so, the line was resigalled for 2-tracks from double track. [AT&SF: double track is two one way tracks, 2-track is a pair of tracks each signalled for two-way operation.] The old signal bridges were pulled from the portion west of the flyover, replaced by "back to back" signals on the field side of each track. [In steam days, it was important for the signals to be on the hog-head side of the track...not important now on roads which believe in short-hood-forward operation of the GP style (still important on long-hood-forward properties). Field side is the side toward the "field"...ie. away from the other track.] The tunnel at Summit was also removed, and Summit was lowered by a few hundred feet (I've seen the number--really impressive, but I forget what it is--for the fuel savings from the changes...the trackwork has already been paid for by them). At summit, there used to be a mechanical sign over the tunnel portal. When a train was approaching through the tunnel, the sign would flip over so that "TRAIN" appeared on it.

--John

From: Joe Russ <Joe.Russ@mixcom.mixcom.com>

Subject: Re: Cajon Pass runaway.

Can anyone shed any light as to the cause and any other particulars as to the runaway UP doublestack train that happened about two weeks ago? We have some pretty green engineers working the Tehachapi

I heard about this incident while attending a clinic SF's Mike Martin (PR) gave at a WISE Div., NMRA meet in Kenosha, Wis. on Sept. 18. Here's what I remember of what I heard...

The dispatcher realized he had a problem on his hands when the UP crew reported that they had the train in emergency and it was still accelerating. The crew tried putting the locos in reverse, but two of the newer units had a lock-out to prevent that, but the crew still managed to burn out \$90,000 in traction motors on the units that they could reverse.

There was a SF train ahead of UP runaway, and the dispatcher called them and told said they had a runaway following them. That crew was able to run fast enough so that the UP train never went through a red signal - all the signals it passed were yellow!

While I think Mr. Martin said it takes a train about 1.5 hours to make it downgrade, I do remember him saying the UP crew made it in 40 minutes! They (apparently the Santa Fe) figured the thing that saved the UP train was the fact there are now concrete ties on that line and the brackets holding the rails to the ties were strong enough to hold. Oh, the switch the SF train went through to get into the yard was thrown back about 3 seconds before the UP train went by! No mention was made on how the train ever stopped, or where.

Sorry if this is sketchy info, but it's all I can recall off the top of my head. Hopefully somebody out here in netland knows more.

Joe Russ@mixcom.com

WISE Div., NMRA

Subject: Snoqualmie Tunnel (Washington)

Historical Note:

The Snoqualmie Tunnel under Snoqualmie pass which was abandoned by the BN after their take over of the Milwaukee Road, has been re-opened for hikers, bicyclists, and horsemen. The tunnel, at 2.4 miles in length is the longest (now) pedestrian tunnel in the U.S.

The right of way is available for recreational use from Seattle to the Idaho border (with a few breaks for rivers, missing trestles, collapsing snow sheds and locations that reverted to private ownership).

The 20 mile or so stretch from North Bend to the Tunnel is quite spectacular!

From: dsdawy@MCS.COM (Daniel S. Dawdy)

Subject: ANNOUNCE: FRA Information now on WWW/FTP

Federal Railway Administration information is now available on the Cyberspace World Railway. <http://www.mcs.net/~dsdawy/cyberoad.html> Ready for downloading are the following files:

FRA REGIONAL AND FIELD OFFICE WITH NAMES AND PHONE NUMBERS

PART 215 RAILROAD FREIGHT CAR SAFETY STANDARDS

PART 219 CONTROL OF ALCOHOL AND DRUG USE

PART 228 HOURS OF SERVICE OF RAILROAD EMPLOYEES

PART 240 Qualification and Certification of Locomotive Engineer

a) Text of the original rule pertaining to the certification of locomotive engineers

b) Preamble to the original Locomotive Engineer Regulation

c) Preamble and text of the Interim Final Rule

There is a possibility I will be able to provide more from the FRA. Please let me know you interests. I can't promise anything, but I will try.

For those without WEB access, you can FTP these from my anonymous server: <ftp://mcs.net> and go to the: [mcsnet.users/dsdawy/Cyberspace/Library](ftp://mcsnet.users/dsdawy/Cyberspace/Library) directory.

Also the home of Chicago's Metra Schedules and Maps.

Dan

From: ndallen@io.org (Nigel Allen)

Subject: Safety concerns of locomotive engineers brotherhood

Here is a press release from the Brotherhood of Locomotive Engineers. I downloaded the press release from the PR On-Line BBS in Maryland at 410-363-0834. I do not work for or belong to the BLE.

DOT's National Rail Summit Invitee Itemizes Employee/Public Safety Needs

To: National Desk, Transportation Editors

Contact: Leroy D. Jones, 202-347-7936, or

Stephen W. FitzGerald, 216-241-2630, ext. 251, of the Brotherhood of Locomotive Engineers

WASHINGTON, Sept. 30 -- As part of his invited participation in today's national Rail Safety Summit in Washington, Railway Labor Executives' Association Chairman Ronald P. McLaughlin (a locomotive engineer of 38 years) called for the following federal safety requirements governing employee and public safety:

- * The Federal Railroad Administration (FRA) should immediately require Positive Train Control/Separation (PTC) on the nation's railroads.

"The technology exists today and the railroad industry is the third largest user of computer technologies. We know that PTC will prevent numerous accidents and save passenger and employee lives and injuries," he said.

- * Congress should pass a law which would allow at least one day off per week for locomotive engineers and other operating personnel.

"Under current law, a railroad company may work its engineers up to 112 hours each week. It is indefensible that one of the most safety-sensitive and dangerous transport modes should require train crews to report to work when they are fatigue-impaired. For the sake of public safety, Congress should bite the bullet and legislate what is needed -- regular reporting times for employees and one day of uninterrupted rest," he said.

- * Working communications are needed on trains.

"Radio communications are a disgrace in the rail industry. Incredibly, there is not a federal requirement that there be a working radio on each train," he said.

- * Regulations for the proper make-up of trains are necessary.

"On one major railroad we analyzed, the improper arrangement of rail cars behind locomotives contributed in whole or part to over 30 percent of its derailments during a several-year period," he reported.

- * FRA safety inspectors are needed. There are only 458 federal inspectors and they are expected to assure passenger and public safety on over 500 railroads operating on nearly 200,000 miles of track.

"Only if the railroads know that failure to comply with safety requirements will result in both discovery by inspectors and vigilant enforcement will there be adequate incentive to comply," he noted.

- * FRA procedures for adopting safety standards must be more expeditious.

"FRA Administrator Jolene Molitoris must be applauded for introducing negotiated regulation procedures. However, there is a long and unacceptable history of the agency moving at a snail's pace in adopting safety standards. Negotiated rulemakings between parties having a direct interest in rail safety should be increasingly promoted," he advised.

The Rail Safety Summit was conducted by the U.S. Department of Transportation this morning. McLaughlin was testifying on behalf of the RLEA, an 11-union Washington-based policy group with more than 1.3 million constituents. He is also international president of the Cleveland-headquartered Brotherhood of Locomotive Engineers, which represents over 52,000 railroad employees and retirees in North America.

-30-

(I am including this one because of the broad range of attractions EBT is presenting. Could we learn something from this [few]?)

From: dww5@email.cac.psu.edu (Dale Woika)

Subject: EBT Fall Spectacular

EAST BROAD TOP RAILROAD'S 1994 FALL SPECTACULAR

OCT 8 and OCT 9

The East Broad Top Railroad announces the schedule for the 1994 Fall Spectacular. Excursion trips from the original Orbisonia station will begin at 9:30 AM and continue through 4:15 PM. Four of the EBT's 70-80 year old stem locomotives (#12, #14, #15, #17) will operate single and double headed, pulling a variety of trains throughout both days. An informative announcement will be given aboard each train. Among the unique trains to operate is an authentic EBT mixed train, pulled by #'s 14 and 15, consisting of coal hopper cars and a combination baggage/passenger car that will run at 12:25 on both days. The historic M-1 gas-electric car built on site in the EBT shops will make a rare trip at 2:00 both days. Tours of the shops in which the M-1 and much of the EBT's rolling stock was built will be offered several times each day (\$3.00 per tour per person). The "Night Train", a popular once-a-year event, will depart at 6:45 PM Saturday only. In all, 25 trains are scheduled during the two day event. For your convenience, food vendors will be on site both days.

Fares:	ADULT	CHILD age 2-11
Regular stem train ride	10.00	7.50
Mixed train ride	20.00	20.00
M-1 train ride	20.00	20.00
One day pass (saturday)	45.00	30.00
One day pass (sunday)	40.00	25.00

A one-day pass entitles purchaser to ride any regular steam narrow gauge trains (excluding mixed train and m-1 train) on that day or days, as space is available.

The Rockhill Trolley museum (adjacent to the EBT) will use all operable equipment: a wooden interurban car, a Toonerville-type trolley, a Brill car, a Bullet car, and other recent acquisitions, work equipment and more. A one day pass will cost 6.00 for adults on a Saturday and 5.00 for adults on Sunday. A full weekend pass is 9.00.

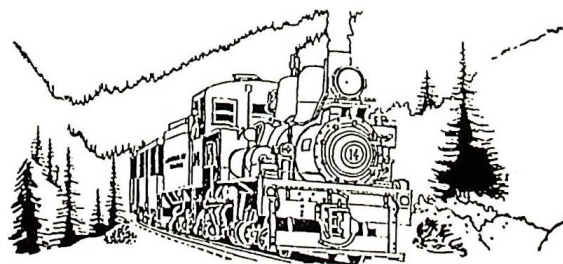
9:30	Passenger train #12 and coaches
9:35	Freight train #17
10:45	Passenger train #14 and #15
10:50	Freight train #12
12:00	Annual whistle salute -- an eyeball rattlin' experience!
12:25	Special hopper, baggage, passenger train, #14 and #15
12:30	passenger train #12
12:35	Freight train #17
1:50	Passenger train #15
2:00	Special M-1 gas electric trip
2:10	Hobo train (boxcar, flatcar, tank car, two cabooses) #14
3:10	Freight train #14
3:15	Passenger train #17
3:20	Hobo train (if ticket sales warrant) #15
4:20	passenger train #15
6:45	Night train #12 and #17

Same schedule for Sunday except no night train.

Need any more info?

EBT (814) 447-3011

Dale dww5@psu.edu



SDRM TimeCard

[illegible]

October 1994

10/10/94 10:37 am

wolfgang@rigel

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
	3	4	5	6	7	8
	10	11	12	13	14	15
	17 1830 Staff Mtg SFD	18	19 Rules Test 1930 Ops Mtg SFD	20	21	22 Diane Ignatiuk Memorial, Campo 1630
	24	25 NCCC Projects	26 1930 Interp Mtg. SFD	27	28	29
	31 1830 Staff Mtg SFD				September 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	November 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

(October 1994)

