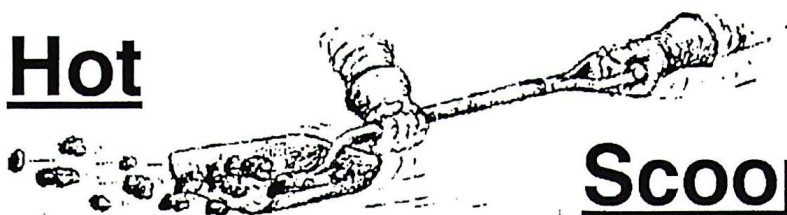


Hot



Scoop

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

January, 1995
VOL VII NO I

INDEX

Director of Operations.....	1
Safety Corner	2
Operations Department	2
Calendar	Front Cover
Network News	4
Phone Numbers.....	3
Steam Chest.....	3
Training Department	3
Coaster Invitation	2
Timecard	Inside Cover

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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 told to Lew Wolfgang

My thanks to all of you who helped with the preparations for the Seventy-Fifth Community celebration. A prodigious amount of work was accomplished and Campo never looked better. To pick up on George Boggs' phrase, "Well done, Team SDRM!"

As is common knowledge by now, I will be leaving my employment at Convair as of January 13. I will be moving to the San Diego and Imperial Valley Railroad on a full-time basis. It is my intention to retain my position with the Museum and will be able to do so as long as I can keep the Museum's business separate from my new employer's. This means that I will not be available via telephone or in person during my normal working hours. So please help me keep things separate.

By the time you read this we will have had our entire main line sprayed professionally for weed control, from Division to Miller Creek. Weeds are a perpetual problem, and we hope that this effort will make life a bit easier for us next Spring.

A note for our locomotive engineers: You will have to take the standard rules test this year, in addition to an extra written test. Note that your medical exam now requires audio/visual acuity tests. Additionally, I will be starting a program of check-rides in the near future, so don't be surprised when you see me show up with clipboard in hand.

Our main project thrust at this point is completion of the 1509 Observation Car project. The interior has been splendidly restored (Thanks to Ted Kornweibel and his Department), the exterior has been waxed and buffed and the only work left to be done is reassembly of the kitchen-end truck. This project is important to us, folks. We HAVE to have 1509 operable for the January 28 Tecate Special. If you can give us a hand, please check with Jim Wilson or myself, we need YOUR help. Thanks, Denby

CELEBRATE THE NEW YEAR ON THE COASTER

January 8, 1995

The **SAN DIEGO RAILROAD MUSEUM** invites you to be the guests of the San Diego Northern Railway for a day of excursions on their main line between Oceanside and San Diego. The day is offered at **no cost to you** as an opportunity to preview their bi-level coaches before they begin the new Coaster Commuter Service. Revenue service is expected to begin sometime in the early Spring of '95.

Schedule:

There will be three round trips departing from the Oceanside Transportation Center

Oceanside	Departure	11:00
San Diego	Arrival	12:01
	Departure	12:40
Oceanside	Arrival	1:45
	Departure	3:00
San Diego	Arrival	4:20
	Departure	5:00
Oceanside	Arrival	6:00

Please note that the last trip is one-way to Oceanside from San Diego. You are invited to ride the train all day, ride one way southbound and return on the same trip or lay over in San Diego and return on a later train. It's your choice.

A photo run-by is scheduled for the trip leaving Oceanside at 3:00 P.M.

How To Obtain Tickets:

Although these trips are offered free of charge to members of SDRM, OERM, PRS, VR&LHS, their families and guests, the railroad requires that each passenger have a ticket supplied by their sponsoring organization. Please let staff know if you will be attending so that we can get a ticket to you. Also, we must have a firm head count by January 4, 1995 so that the railroad can provide the necessary cars.

Please notify your superintendent or call the Museum office for reservations

San Diego Railroad Museum
1050 Kettner Blvd.
San Diego, CA 92101
619-595-3030

OPERATIONS DEPARTMENT

Maryanne Thompson

For a change, I'm not starting out with ridership (mainly because my records have fallen behind). Next month I will try to provide you with the year end totals and some comparisons. I want to thank all of the train crew members who have filled in the Call Board over the past year. Please keep up the good work in 1995. I want to thank everyone who volunteered their time and energy for the 75th Anniversary celebration. We had a good turnout and everyone seemed to have a good time (except those of us out there on Saturday in the wind, rain and cold!). On Sunday, the steam locomotive was up and operating for about six and one half hours. It was exciting and a preview of what lies ahead for us once #2353 is up and running. Just the sound of the steam whistle brought people out of the woodwork!! And the look on Denby's face! I never knew that anyone could keep a cheshire cat grin on their face for so long!! The dinner at the Depot the following weekend was also well attended. The uniformed conductor/greeters, the silent auction, the tours of the Cyrus K. Holliday, the

hot roasted chestnuts, the strolling carolers, the wonderful dinner and the live auction all worked together to make it a delightful evening for those who were there. Speaking from personal experience, the entire evening was one that I won't soon forget.

Remember that all rules testing must be completed by January 31, 1995. Contact Jim Baker or Mike Reneau if you still need to complete this. There will be an Operations department meeting on Wednesday, January 18, 1995 at 7:00 p.m. at the Santa Fe Depot. Everyone is invited and encouraged to bring their concerns or questions. Hope to see you there!



SAFETY CORNER

Lew Wolfgang

Well, here we are starting a new year! If all goes well, this coming year should be filled

with new opportunities and challenges for the Museum. It will be up to YOU to see that it is done safely and productively. Let's all buckle down, get to work, and have some fun! All the time remembering our motto: "There are No Shortcuts in Safety!"

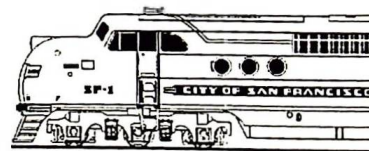
'taking the main!

It is time for a reminder about occupying the main line at Campo with ANY kind of equipment. The responsibility for safe usage of the main lies with the Operations Superintendent or designee. They know who, what, when and why any equipment is using the main. They can only do this safely if they know that members will obtain clearance before doing anything that will foul the tracks. Thus, anyone, and we mean ANYONE! must secure appropriate permission before moving any kind of equipment, or performing any kind of work, on the main line tracks in Campo. Those of you ignoring this may wind up finding a locomotive in your lap, and that hurts.

Blue flags and Common Sense

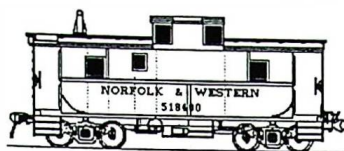
As any of you in Operations are aware, a blue flag is used to indicate that equipment is not safe to be moved, coupled into, or touched because of safety concerns. I refer you to Rule #5.13 for further reading on the subject, but suffice it to say that if you are working on, under or between equipment, you must take steps to insure that the equipment will not be moved.

There is also a burden on enginemen and brakemen in this matter. Before moving any equipment, make sure it can be done safely. Assume that someone is working under something and forgot to deploy blue flag protection, especially if there are other non-operations people in the vicinity. Remember, the life you save may be your friend's.



Campo, Day Care Center (NOT!)

There are many big, heavy things (besides myself) at Campo. They can roll, fall over, go "bump" in the day/night at almost any time. It's all a properly trained adult can to keep out of the way of fork lifts, cranes, trains and the like. So how could anyone expect small children to take care of themselves in the middle of all this chaos? I certainly don't, but I saw it happen recently. The yard area at Campo is NOT a play-pen. It is NOT appropriate to allow small children to have free rein in the middle of a work area. Sure, you can bring your kids to Campo, it is one of our main reasons for existence as a Museum, after all. But be prepared to supervise them at all times. If your work precludes being able to pay attention to the kids, leave them at home. Don't expect other members to watch them for you while you are working on a locomotive. Imagine having to tell your wife, "Honey, I squashed the kids!"



Congratulations Department

Congratulations and a tip of the hardhat to Wayne Van Morik and Mike Reading for successfully completing the Brakeman Training Course in November. They are now fully certified brakemen capable of working without supervision in service to the Museum. Thanks for all the hard work you have contributed guys, and we all hope you have a long and safe Operations career.

Appreciation Department

Our heartfelt thanks goes to Jim Freidlan for his exemplary work as Santa Claus this year. Jim not only has the build to be a Santa, but he has the heart to be a GREAT one. There are dozens of kids who will remember Campo's Train Santa for the rest of their lives. And while they will come to disbelieve in Santa, they will always believe in Jim! Thanks, Santa.

If you have safety on your mind,
You may call at any time!
Daze 553-3106 Nites 662-9019



The Steam Chest

Lew Wolfgang

This news report on the progress of the 2353 Restoration Project is brought to you by Larry Williams, as told to Lew Wolfgang. Any inaccuracies undoubtedly were caused by Lew and his ignorance of things "steam".

A boiler setback was recently encountered when it was discovered that several "crown bar" rivets have deteriorated or cracked. This crown bar is a structure located on the inside of the boiler, between the crown sheet and the top of the pressure vessel. It's function is to provide strength to prevent the crown sheet from collapsing into the firebox when pressurized.

At this time it is thought that only seven or so rivets out of several hundred are bad. Evidence at the rivet fractures indicate that the damage probably was there for many years, possibly caused by improper installation when the boiler was initially fabricated.

The plan of action is as follows:

Ultrasonically test all other crown bar rivets to document the extent of the problem.

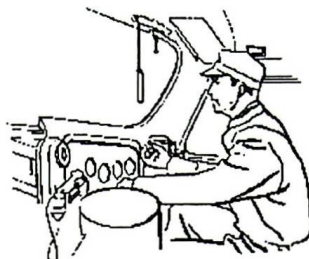
Write an engineering report, based on the original boiler construction specifications, showing

the extent of any decreased capacity caused by the proposed repairs.

Drill out any bad rivets, thread the holes and insert bolts through both the outer wrapper and the crown bar.

The heads of the bolts will then be heated and sealed to the wrapper with a riveting hammer.

The repair plan will be submitted to the FRA for approval before any work will be commenced.



TRAINING DEPARTMENT

Jim Baker

RULES TESTING

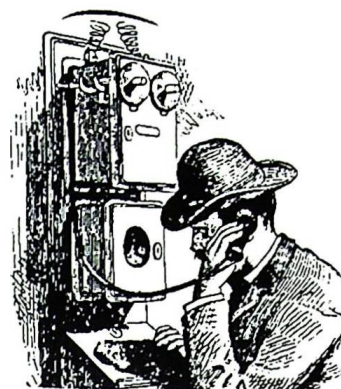
Only about half of our presently certified crew members have taken the annual Rules test. Remember that you can't serve as an operating crew member after Jan. 31, if you haven't passed this test. The test will be given at the ATSF Depot downtown on Jan. 10, 18, and 24. Come any time between 6:00 and 9:00 pm to take it. Or see Mike Reneau or Jim Baker at Campo to take the test. Jim will be there all New Years weekend, Jan 14, and 21, and will be available for testing. If none of the above dates are available for you, call Jim at 670-7441 to make special arrangements.

BRAKEMAN'S CLASS

The Brakeman's class we offered last Summer is now showing some very positive results. Seven people completed the classroom portion and started the "hands on" training. Two of them, Mike Reading and Wayne van Mourik have just been certified as Brakeman, and Jim Wilson as Switchman (yard duty). Congratulations to all three of these fine students. We expect one more person to qualify soon, so we will have 4 new brakemen on our roster for '95.

FUTURE TRAINING

Now that annual testing is about wrapped up (hopefully), your Supt. of Training is working on revamping the training program, from Trainman on up. We will be looking at class content, prerequisites, job descriptions, responsibilities, privileges, recurrent training, and recruiting. Drafts will be available for your comments soon. Jim is open to any suggestions you may have as to how this program should be run. Since we are in critical need of some new trainmen, we will focus on that class first. Look for a class to start in early Spring. Anyone interested in taking a Trainman class, or helping teach it, let me know (670-7441).



PHONE NUMBERS

SDRM ADMINISTRATION
CAMPO

Museum Phone	697-7762
Business Office, Bobbie Ringersma	595-3030
Business Office Fax	595-3034
Director of Operations, Denby Jones	279-2419
Executive Director, Kay Carter	265-7682
HotScoop Editor, Lew Wolfgang	553-3106
La Mesa Depot	465-8444
Campo Depot	478-9937
Campo Car Shop	478-9917
Campo Caretaker, Thomas Lee Braginton	478-9344
Campo Gift Shop, George and Nancy Boggs	789-4210

DEPARTMENT HEADS

Facilities, Steve Wade	469-8029
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.

Subject: Santa Fe Newsletter November 15th, 1994 Date: Thu, 17 Nov 1994 17:53:24 Organization: Richmond, Danville & Southern Railroad

NUMBER 364 NOVEMBER 15, 1994

Special shareholders meeting postponed

The board of directors of Santa Fe Pacific Corporation yesterday postponed for two weeks the special meeting of shareholders to vote on a merger with Burlington Northern Inc. that had been scheduled for November 18, 1994. The meeting is now scheduled to take place at 3:00 p.m. central time on Friday, December 2, 1994 at the Hyatt Regency-Woodfield, 1800 East Golf Road, Schaumburg, Illinois. The record date for the meeting remains October 19, 1994.

Robert D. Krebs, Santa Fe's chairman, president and chief executive officer, stated that Santa Fe's board of directors is examining all of Santa Fe's alternatives and will make a recommendation to Santa Fe's shareholders as soon as its evaluation is completed. Krebs urged Santa Fe's shareholders to take no action until they had received the board's recommendation.

Tehachapi tunnel enlargement project completed

Twelve tunnels in Southern California's Tehachapi Mountain range, between Bakersfield and Mojave, were enlarged to accommodate double stacked 9'6" containers in intermodal service. Santa Fe Railway paid more than \$7 million for the project, which is located on Southern Pacific's line.

"Increasing tunnel clearances in the Tehachapi Mountains gives Santa Fe customers access to the latest technology in container design and double stack railcars for movement of their goods between northern California and the San Joaquin Valley and all eastern destinations," stated Chuck Schultz, Santa Fe's vice president- intermodal. "The flexibility to use the newest and largest equipment available for stack train service provides customers more volume per unit, which improves their productivity."

The expansion project began in February 1994, using Southern Pacific work crews and contractors. A combination of crown mining, to reconfigure concrete tunnel liner profiles, and the lowering of tunnel floors were techniques used to improve clearances. Crown mining, also known as notching, involves cutting large grooves in concrete tunnel liners and was required along 4,500 linear feet of the liners. The equivalent of 45,000 sacks of grout was pumped into space behind concrete tunnel liners to improve structural stability and reduce the effects of erosion.

Approximately 15,000 linear feet of track was lowered. Excavating was required to lower tunnel floors, using an undercutting machine to maintain a consistent grade through each tunnel. Nearly 9,000 new railroad ties were installed, in addition to 28,860 linear feet of new, 136-pound-per-yard, continuous welded rail (CWR).

To minimize delays to train operations, which would impact service to Santa Fe customers, work was performed during maintenance "windows." Work did not take place on peak traffic days. On October 13, 1994, clearances were issued for trains with stacked 9'6" containers to use the tunnels in the Tehachapi Mountains.

Business barometer

Santa Fe intermodal traffic increased 25.1% over 1993 for the week ending November 5. Container growth was 33.7%, while trailer traffic increased by 17.7%. Year-to-date figures show a 15.6% increase over last year. Container volumes account for most of the increase with a 27.1% growth rate, while trailer volumes increased 5.9%. Year-to-date figures for the western railroads show a 14.9% increase over 1993.

Automotive

Loadings for General Motors at Oklahoma City continue to be heavy this week. Loadings of 60 tri-levels per day are expected through Friday, with 30 loads scheduled for Saturday. Ford at Kansas City is forecasting 24 bi-levels and 8 tri-levels per day through Saturday. Honda at Richmond expects to load 110 tri-levels this week. Due to the Thanksgiving holiday next week all auto industry workers will be off Thursday and Friday. Heavy loadings are anticipated the week of November 28.

Boxcars

A dramatic increase in demand for cotton boxcars is developing in the Lubbock area. Orders have been received for 160 boxes over the past few days, representing the start of the annual harvest. Equipment supply is tight. Several days will be required to assemble equipment to protect this demand. Gallo wine has forecasted 200 cars this week and an additional 150 load dividers will be required to protect canned good shippers in California. The Hunt Wesson facility at Oakdale will load on Saturday this week to maintain shipping schedules around the upcoming Thanksgiving holiday. Also noteworthy are moves of salt from Loving and Hutchinson along with a 20-car ammunition move from Port Chicago.

Flatcars

Fl. Carson will originate two military moves to Red River this week. The first will be 27 flats loading on the 16th followed closely by another 30 flat move. Both consists will move in regular train service and will not require unit train service. California Steel at Kaiser will load 20 bulkhead flats of pipe, and USS Posco at Pittsburg is expected to load covered coil flats at a brisk rate this week.

Hoppers

The number of covered hoppers being requested for grain loadings is at a record level according to fleet management personnel. Potash loading remain strong for both export and domestic corridors, with equipment availability being tight. Expeditious handling of loads and empties is necessary to minimize delays and increase equipment utilization.

Cement loadings are steady, and equipment supply is adequate. Open top hoppers continue to be in high demand. Timely handling of all equipment is required to meet customer demands.

SFP Corp common stock performance for week ending 11/11/94

	Weekly	Weekly	Net Sales	High	Low	Close
Change	12,496,900	16 3/8	14 3/4	16 1/4	+11/4	

The News Bulletin is produced by the corporate communications department with assistance from individuals in Santa Fe's business units. Contact Kristen Rabe in corporate communications at 621-6227 if you have comments or story ideas for upcoming bulletins.

From: PXBB1 Subject: WEEKLY RAILWAY NEWSLETTER NUMBER 363
NOVEMBER 9, 1994

Traffic at a glance This year Same period 1993 % change

Weekly total	56,576	50,745	+ 11.5 (11/1/94-11/7/94)
Year-to-date	2,253,948	2,032,163	+ 10.9 (thru 11/7/94)
On-time performance, four weeks ending 11/5/94			
Intermodal	89.3 %	Carload	85.6 % Bulk
91.8 % Automotive	91.9 % Total		89.3 %

1994 main line capacity improvement projects completed

Santa Fe has completed six capacity improvement projects on its Chicago to California main line at a cost of \$45 million. Four projects resulted in the creation of 38 miles of new second main line track in Oklahoma, Kansas, Texas and New Mexico. Two additional projects in California and Kansas resulted in installation of 12 miles of centralized traffic control (CTC), allowing a single dispatching center to control train movements by electronically setting signals and switches.

"We are aggressively building in more capacity on Santa Fe's main corridors to accommodate future business growth and relieve congestion brought about by our current business volume," stated Steve Marlier, senior vice president and chief marketing officer. "Santa Fe's volume increased 11% through the first nine months of this year, providing more evidence that railroads are again a growth industry. We have every reason to believe this growth pattern will continue for years to come, and we are enhancing Santa Fe's infrastructure to meet our customers' service expectations."

In 1993 and 1994 more than \$1 billion was spent on capital improvement programs, including purchase of 185 new locomotives; completion of automobile distribution facilities near Phoenix, Ariz. and San Bernardino, Calif.; and new or expanded intermodal facilities at Willow Springs, Ill., San Bernardino, Calif., Alliance (Ft. Worth), Tex., Chicago, Ill. and Los Angeles, Calif.

Topeka Harvey Girls hold fund-raiser

The Harvey Girls in Topeka will be selling a number of Santa Fe items to raise money for a Santa Claus train trip for disadvantaged and abused children from the Topeka area. Their goal is to raise \$5,000 to cover the cost of a Santa Claus, magician, clown, lunch and gifts for about 100 children. Santa Fe is donating the use of the train and cars.

Items for sale will include thermal mugs with the Santa Fe logo and warbonnet, flashing Cyrus K. Holliday buttons, Santa Fe enamel sunflower pins and several denim items, including jackets, sweatshirts, aprons and totebags. For order forms and more information, contact Golda Houchins (e-mail HOUGM, phonemail 820-3572) or Mary Randol (e-mail RANML, phonemail 820-3555). Note that the deadline for Christmas orders on all denim items is November 15.

Business barometer

Santa Fe intermodal traffic increased 22.9% over 1993 for the week ending October 29. Container growth was 29.7%, while trailer traffic increased by 16.7%. Year-to-date figures show a 15.4% increase over last year. Container volumes account for most of the increase with a 26.9% growth rate, while trailer volumes increased 5.6%. Year-to-date figures for the western railroads show a 14.9% increase over 1993.

Automotive

Loadings for General Motors at Oklahoma City are very heavy this week. GM is scheduled to work double shifts Saturday, November 12. Loadings of 60 tri-levels per day are expected through Saturday, with 30 loads scheduled for Sunday. Ford at Kansas City is forecasting 24 bi-levels and 6 tri-levels per day through Saturday. Honda at Richmond expects to load 30 tri-levels per day beginning Wednesday until approximately 135 tri-levels are loaded.

Boxcars

Gallo wine volume continues to reflect peak season levels with 215 carloads forecasted for this week. Shipment of 150 carloads of canned goods from California facilities to Midwest and Eastern destinations is planned. Combined demand will continue to put stress on the supply of load dividers.

Perishables are still steady, moving at moderately low levels from California Valley origins. Meat producers will load 40 carloads this week to move to Western destinations.

Finished paper production out of East Texas is strong this week. Equipment supply is being monitored closely due to tight supply. Paper production in California and Arizona is steady, with 135 carloads forecasted this week. Copper loadings continue at normal levels. Equipment supply is tightening in the Amarillo area.

Gondolas

Steady loadings of structural steel in gondolas continue at a pace of 60 cars per week out of Ward Spur, Tex. Santa Fe is complying with AAR directives to send gondolas to foreign roads.

Hoppers

Demand for grain loadings is very high, with demand appearing to be fairly strong for the foreseeable future. Potash loadings remain strong for both export and domestic corridors. The supply of equipment for both grain and potash is in tight supply. Expeditious handling of loads and empties is necessary to minimize delays and increase equipment utilization.

Cement loadings are steady, and equipment supply is adequate. Open top hoppers continue to be in high demand. Timely handling of all equipment is required to meet customer demands.

SFP Corp common stock performance for week ending 11/4/94

	Weekly	Weekly	Net Sales	High	Low	Close
Change	5,362,300	15 7/8	15	15	-1/2	

Subject: The News From Here 12/7 Date: 7 Dec 1994 22 10 01 -0500 Organization: Express Access Online Communications, Greenbelt, MD USA

1 - Continuous Carnage Department: On December 4, Amtrak train 646 struck an automobile east of Lancaster PA. Also that day, Amtrak's train 25 was held for nearly two hours waiting for a pickup truck to become unstuck from the UP main line at Orchard ID, while Amtrak 58 struck an auto south of Hammond LA. On December 5, Amtrak train 2 struck an abandoned burning vehicle west of Pensacola FL, delaying that train over two hours, and Amtrak train 1 for nearly two hours. On the same day Amtrak 80 struck a van at Selma Junction NC. On December 6, Amtrak's westbound Capitol Limited struck debris in Gaithersburg MD, damaging piping on unit 200, and delaying the train over two hours.

2 - Rails fail Department: A broken rail on the Southern Pacific west of Glenwood Springs CO delayed Amtrak 5 for nearly two hours on December 4. Because of very cold weather, Union Pacific had 8 different broken rails on their Council Bluffs and Sidney Subdivisions and 13 on their La Grande Subdivision on December 5, greatly slowing traffic flow.

3 - Weather woes Department: On Monday, Union Pacific experienced some switch problems at Shoshone and Glens Ferry ID because of snow. Union Pacific delayed trains until track inspections were complete after a 4.6 scale earthquake occurred north of San

Fernando CA on December 5. The snow moved east during the week, causing delays to trains on Union Pacific's Council Bluffs Subdivision on December 6, and bothering CSX between Chicago and Michigan points by the evening of the 7th.

4 - Freight follies: At the week's opening, Union Pacific terminals in Yard Center IL and Stockton CA were busy. By Tuesday heavy tonnage was rolling over their Sidney Subdivision and their yard in Yermo CA was congested. The congestion moved to between Austin and San Antonio by mid week.

5 - Lights Out Department: A signal outage as a result of new signal work at Elvira CA on the San Diego Northern Railway on December 5, delayed 18 Amtrak trains approximately 30 minutes each. On the following day a switch failure at Illes IL delayed Amtrak 21 over an hour. Also that day, theft of signal lines caused the Union Pacific to lose signal control south of Seattle WA, causing train delays.

6 - Rail Barons Department: The Interstate Commerce Commission has elected to postpone further action on the Burlington Northern/Santa Fe merger pending the outcome of the upcoming Santa Fe stockholders' meeting. Union Pacific also announced it has sold in USPC hazardous material clean-up service company to the Laidlaw Corporation of Burlington Ontario for \$275,000,000. Greenbrier has purchased the assets of Trenton Works of Trenton NS, giving them the ability to build 2000 more freight cars annually. The Interstate Commerce Commission has rejected an appeal filed by the United Transportation Union against the Kansas City Southern's acquisition of Mid South Railroad.

7 - Special trains Department: Amtrak will operate a special train round trip between Albany and Hudson NY, with a Turbo train on the morning of December 10, in conjunction with a local radio station promotional program.

8 - Regulatory Department: Effective January 1, railroads will only be required to perform random drug tests on 25% of their employees annually, in lieu of the current 50% under new regulations allowing industries that find less than 1 per cent of their employees testing positive to test fewer personnel. The California Public Utilities Commission has fined the Southern Pacific \$492,000 for failing to comply with hazardous material reporting requirements. The cities of Corry, Meadville, Union City, Cambridge Springs and Saegertown PA have been told by the Interstate Commerce Commission that it will cost them \$2,900,000 to buy Conrail's line between Corry and Meadville.

9 - Intermodalism Department: J B Hunt is in the process of converting most of their fleet to containers and chassis. They will have a fleet of 20,000 containers by the middle of next year. Currently railroads handle 300,000 J B Hunt trailers and containers monthly. Greenbrier's trailer leasing subsidiary, Redon, has acquired 1200 additional intermodal trailers. TTX announced it will convert another 500 89 foot flats to RTTX types to handle the growing movement of 28 foot pup trailers. Burlington Northern has leased out all of its 28 foot containers to United Parcel Service.

10 - New orders Department: Greenbrier has purchased 500 boxcars and 500 gondolas. 11 - Abandonments Department: The Interstate Commerce Commission has given the Union Pacific permission to abandon its line between Scoville and Arco ID. The Georgia Southwestern Division of the South Carolina Central Railroad has announced its intention to abandon its line between Rhine and Rochelle GA. AI Tuner

Subject: Book Review: Eric Lackawanna—Death of an American Railroad, 1938-1992 Date: 12 Dec 1994 11:15:23 -0500 Organization: America Online, Inc. (1-800-627-6364) Eric Lackawanna—Death of an American Railroad, 1938-1992 by H. Roger Grant Stanford University Press Stanford, California 1994 ISBN 0-8047-2357-5 Readers may recognize the author's name as having been associated with a February 1992 (Trains) article with a similar title: "Life and Death of Eric Lackawanna." That article was an abbreviated version of Grant's full manuscript which has just been released. That earlier eight page article has been expanded to a full 275 pages in an attractive 7"x10" hard-bound format.

The author's work will be of great interest to any Eric Lackawanna fan interested in the behind the scenes happenings of the Friendly Service Route. From the board room to judges' chambers, Grant explains in detail the happenings that made and eventually claimed the Eric Lackawanna.

In today's plethora of full color pictorial books, this one may seem stark to the average railfan reader, it contains a few B&W prints, (mainly from the files of EL Inc.) But if the full color books available these days are considered the desert, then (EL, Death of an American Railroad, 1938-1992) must be considered the main course. Color photos need not accompany this work of research. This is food for the mind, not the eye (EL, Death...) is organized into nine chronological chapters based on specific eras of the company:

1. Weary Eric, 1832-1937 2. Bankruptcy, Reorganization, and War, 1938-1945 3. Postwar Railroad, 1946-1957 4. Merger, 1958-1960 5. Enter the Eric-Lackawanna Railroad, 1961-1962 6. The William White Revival, 1963-1967 7. Dereco, 1968-1972 8. "Eric Lack-of-Money" and the Coming of Conrail, 1973-1976 9. The Estate, 1977-1992 In these nine chapters, Grant explains all of the issues that not only confronted the Eric (and later Eric Lackawanna), but confronted and shaped the entire railroad industry in the northeast. Although the Eric and EL were innovators in many areas including motive power and communications, these were no match for antiquated work rules, union "featherbedding," and government over-regulation and over-taxing.

As Grant explains, the Eric was never a very healthy property. It's merger with the DL&W in 1960 was an early example of the merger madness that was soon to follow in the industry.

The threat of the NYC/PRR merger into Penn Central found the EL seeking refuge in a bigger system. The Dereco holding company of parent N&W was to be such a refuge. However, lack of true investment in the EL on the part of the N&W, combined with the economy and a tropical storm in 1972 forced the EL into bankruptcy. Like so many of its northeast peers, the EL found its financial salvation through inclusion into the Consolidated Rail Corporation (Conrail) in 1976.

What many reader may not realize is that the former railroad companies continued to exist "after" Conrail (Penn Central was/is in the insurance business, Reading was/is a real estate company). Grant explains how the EL Estate (EL Inc.) turned "Weary Eric" and "Eric Lack-of-Money" into a financial success that not only paid off creditors but paid a handsome interest on top as well.

I won't go into any more detail, as my comments here couldn't top the author's work. Needless to say, (Eric Lackawanna, Death of an American Railroad, 1938-1992) provides the reader with many of the thoughts, incites and issues which confronted the people who were in the executive offices, union halls, and court rooms during one of the most volatile times in American railroading's history. If you've ever wondered what really happened to bring down the EL, then this is the book for you.

Ken Clark

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Subject: BRASS KEY Date: 22 Dec 1994 16:53:30 -0800 Organization: School of Engineering, University of Portland, Portland OR
BRASS KEY Volume 1, Number 34, December 22, 1994 "Train Chasing is Fun"
News of the Railroad scene, Portland Oregon, Pacific Northwest
CONSIST UPDATE: SP Brooklyn Yards, Portland SP Track Crews Hit Lake Oswego, Beaverton, elsewhere Congress Ended: Changes to Railroad situation
Maglev Research: The Vomit Test
UPDATE: SP Brooklyn Yards, Portland

The Southern Pacific has officially terminated leasing arrangements of trackage to several railroad history groups that own rolling stock stored at Brooklyn Yards, Portland, Oregon. The Pacific Railway Preservation Association has moved their equipment to an area elsewhere in Portland (this is the group that restored the Spokane Portland and Seattle 4-8-4 steam locomotive #700). The cars owned by the Pacific Northwest Chapter of the National Railway Historical Society have been split into two groups: one is in a rural area on the west side of Portland, and there has been some damage by vandals. The other cars are stored on the Southern Pacific "RIP" (R.I.P. or scrapper's tracks) at Brooklyn Yards while the PNWC searches for a better location.

Other equipment stored at Brooklyn has been moved to the roundhouse tracks, because the roundhouse will not come down for some time yet. Progress inside the roundhouse continues: they have now started work on the tender of the 2-8-2 narrow gauge steam engine that is being worked on there.

SP Track Crews Hit Lake Oswego, Beaverton, elsewhere
The SP trackage crews have been working on a huge track reconstruction project from Milwaukie to Beaverton and further. Speculation is that this track is to be purchased by another railroad company, and that they wanted SP to do certain repairs before this new company takes over.

Congress Ended: Changes to Railroad situation
At the end of the congressional year, several changes were made in the way congress is to deal with railroad issues.

House Transportation and Infrastructure (formerly Public Works and Transportation) takes over railroad areas. Formerly, railroads were handled by Energy and Commerce. In mid-1996, the Secretary of Transportation will have to give a report on research into a displacement signal system for railroad bridges, so that if something hits the bridge, the signals automatically go red, no matter if the bridge is actually knocked down or not. The Federal Railroad Administration has been instructed to do research examining the possibility of adding seatbelts to railroad cars.

Maglev Research: The Vomit Test
A test performed in the New York area has determined that trains moving at 300 mph will be unable to use existing railroad rights of way. This was determined as part of an ongoing program of investigating the possibility of magnetic levitation applications in the railroad industry. It turns out that, according to simulation performed in an airplane, the motion of such a train at that speed over existing right of way stimulate motion sickness to a severe degree.

The BRASS KEY is named after the world's first international binary network: the railroad telegraph. It is the unofficial, unauthorized internet newspaper of railroads in the Pacific Northwest.

All information included in the Brass Key announcements are opinions, errors, and obnoxious comments by Glenn Laubaugh, and does not necessarily reflect the views of National Railway Historical Society, Pacific Northwest Chapter, or anyone else mentioned in these lines.

A subject title marked with a -> or -> should be regarded as a "Break The Boredom" topic, and should be taken lightly.

Subject: Concrete Roadbed Date: 23 Dec 1994 20:18:02 GMT Organization: The MITRE Corporation, Bedford, MA

In there is a prototype for everything department, I have been reviewing historical records and find that in 1929 the Pere Marquette Railway experimented with a concrete roadbed. No I do not mean concrete ties but instead a reinforced concrete continuous roadbed.

Seems that the Portland Cement Association was behind this experiment. As expected the test significantly reduced rail wear and reduced by 16% the tractive effort required to move a train due to the elimination of the railwave (rail bending under load).

Neat idea! And under steam locomotives with their rail pounding this was some track. No mention on what became of this experiment but I think that expansion and contraction (or lack thereof) might have been a problem.

Happy holidays
Stan Ames

P.S. Also in the history is interesting department was an article on operating a steam locomotive using Milk. Seems that logs made of dried milk pack quite a lot of punch with little smoke. Try that one on your kids. (Phobie Snow move over for Eilse the cow)

SDRM TimeCard

[illegible]

January 1995

wolfgang@satur

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 DO Wolfgang	2	3	4	5	6	7
8 SD Northern Day DO Borstadt	9 1830 Staff Mtg SFD	10	11	12	13	14
15 DO Dick	16	17	18	19	20	21
22 DO Kornweibel	23 1830 Staff Mtg SFD	24	25 1830 Board Mtg SDT	26	27	28 0800 Tecale Special
29 DO Reneau	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	February S M T W T 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

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



(January 1995)

