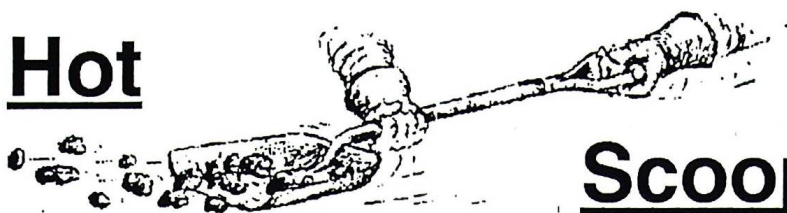


Hot



Scoop

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

May 1995
VOL VI NO V

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DIRECTOR OF CAMPO OPERATIONS

Denby Jones

As we all know, safety is of prime importance at Campo. Both in the restoration area and the Train. However, safety issues can be enforced in a respectful manner. Apparently there was an issue on one of the Tecate trips where one of the Museum personnel chastised a patron for inappropriate behavior. This is well and good, but the chastisement allegedly was quite vocal and done publicly. Whether this incident did or did not happen is incidental, but it does act as an example of what not to do. My feeling is the best way to treat someone is to treat them as you yourself would like to be treated. Sound familiar??? As a Museum we have the obligation of serving the public and making their stay as pleasant as possible. We also have the responsibility of keeping them safe in an environment that could well be "hazardous to their health". Sometimes this is going to require a reprimand or a warning. If a reprimand is required take the individual aside and in a calm, level voice explain what the problem is and why that particular action or behavior can not be allowed. If a warning is required, be authoritative but respectful. I realize that at times this can be very difficult, but it is our responsibility to prevent harm, not to embarrass or humiliate someone. Communicate with the offender. Foul language, swearing, and an overly loud obnoxious tone of voice provides very poor communication. As a very young Recruit in boot camp I was getting ready for my first liberty and a visit with my wife whom I had not seen in six weeks. My shoes were not shined to the satisfaction of the Chief Boatswains Mate that was inspecting me. After several attempts to shine them to his satisfaction without, measurable success, he gave me my first real lesson in communication. For ten minutes he read me the riot act. He never repeated himself, never swore or uttered a foul word, and never raised his voice. His command of the English language was so complete he did not need to. When it was over I felt like I would have to look up to see the soles of my shoes. That was the third Friday of March, 1959, 46 years ago, and the Chief's name was Roy T. Tovani. The point of this little aside is "if communicated properly, the message is remembered".

See you at Campo,
Denby

OPERATIONS DEPARTMENT

Maryanne Thompson

The ridership total for March was 1,731 including school days and Tecate. For the first quarter of the year we have had a total of 4,995 passengers. Of these 716 rode on our Tecate trips and 405 rode on school days. Thanks to all of the crews who keep the trains rolling. May is a long operating month and we need your help. Please fill in the empty spaces on the Call Board as soon as possible.

Please attend the Ops Department Meetings if you are able. We have several very significant issues to work on in the next couple of months. Thanks for your continued support.

TRAINING DEPARTMENT

Jim Baker

RULES TEST

As I stated in the February Hot Scoop, the "Top 10" bad questions from the last Rules Test will be discussed one or two at a time for the next several months. Here are 2 more questions. 11 of 27 people missed the first one, 10 the second.

A "highly visible marker" must be displayed: [Rule 5.10.1]

(A) All the time

(B) From one hour before sunset to one hour after sunrise

(C) From sunset to sunrise

The correct answer is (B). A point of confusion may exist here, because the rule for signals used by flagmen (5.2.2) requires night signals only from sunset to sunrise. Don't ask me why they're not the same.

The illegal use of any drug, narcotic or controlled substance is prohibited when? [Rule 1.5]

(A) When the trainmaster is watching

(B) When on duty or on company property

(C) At any time, either on duty or off duty

The correct answer is (B). This is probably another confusing question. While I, or the Museum, certainly don't condone the illegal use of drugs, etc. at any time, the rule applies only to such use on "company property." This probably has something to do with an individual's personal rights. However, note that the rule also says that you must not have any such substances in your bodily fluids when on duty, etc. For some substances, this can mean several days. In fact, the rule doesn't mention a "no effect level." If any amount at all of these things are found in your "fluids" while on duty, you are in violation of this rule.

QUALIFICATION REQUIREMENTS

Here are the new Operations qualification requirements. The codification of this list was required by several factors, among which are FRA regs and membership morale. Everyone can now see what the requirements are for participating in the Museum's train operations. For you new members, please note that any position is open to you as long as you meet the

qualifications. We encourage you to get involved and hope that these requirements will help you to plan your career path.

List of Train Crew Positions and Qualifications

* indicates a certified operating position

TRAINMAN (Car Attendant)

Can start at any time, under the direct supervision of an experienced Trainman. Should successfully complete the Orientation and Safety Class (new) and Safety Test within 4 months. The Museum will offer this 1-day class on a quarterly basis. All members are strongly encouraged to take any or all of the extensive list of supplementary classes offered by the Museum to enhance their knowledge and interpretative ability on railroad and related history. Docents have similar duties, but are qualified by Interpretation to lead ground tours only. The Trainman position is under the Operations Dept. while on the train. Since the Trainman is the primary contact that our passengers have with the Museum, and is the person primarily responsible for their safety, Trainmen must be aware of the safety aspects of the job. The interpretive aspects of the job come under the Interpretation Dept. Operations training includes fundamentals of railroad operation, personal and passenger safety, and response to accidents and emergency operational situations; classroom and on-the-job training are provided.

BRAKEMAN*

In accordance with our FRA-reviewed training program, a minimum service of twelve regular operating days (24 round trips) as car attendant is required prior to application for training in a certified operating position. Applicants for certified operating positions are evaluated for general knowledge of SD&A RR operations and terrain, attention to duty, and safety while in service as a trainman. The prime reason for this is for complete familiarity with what is going on in the operation of the Miller Creek Train. Training in classes may start prior to completion of the 12-day Trainman time, but cannot be qualified for the position prior to then. Documentation of Trainman time must be provided. Final certification for this position can take 6 to 12 months. Applicant must successfully complete the Brakeman training class, which includes classroom instruction, hands-on training, a written exam, which total at least 20 hours. Observation of certified Brakemen for 3 operating days (6 trips, 20 hours) is in addition to the class. On-the-job training includes at least 6 days (12 trips, 40 hours) operating as a Brakeman Trainee, under the direct supervision of an experienced certified Brakeman. Duty at all brakeman positions is required. Written evaluations are made for each duty day, and a minimum of three "qualified to operate" recommendations are required, including one from the director of training or designated alternate. When sufficient recommendations are received, all testing and evaluation records are forwarded to the SD&A RR qualification

board for certification action.

SWITCHMAN

This position is primarily for people in the Mechanical Dept. People certified as Switchmen do not need to start as trainmen, but must complete an abbreviated Brakeman class and test. The class will include safety, signals, switch operation, coupling and uncoupling procedures, hand brakes and use of skates, and getting on and off of moving equipment. It will not include mainline operating rules, or complete air brake tests. Switchmen may operate in switching moves only within Campo Yard Limits, and not crossing Highway 94. They may not be involved in switching any cars occupied by passengers, nor may they operate on the main track if another train is within the yard limits, or is expected to arrive within the yard limits while they are on the main track.

CONDUCTOR*

Must have worked at least 20 regular operating days (40 trips) as a certified brakeman, and be currently certified as a brakeman when starting Conductor instruction. Documentation of Brakeman time must be provided. Instruction is given by a senior Conductor, as designated by the Qualification Board, on a one-on-one basis. Must complete trainee trips with at least 3 recommendations for certification.

ENGINEER, TRAIN SERVICE (DIESEL)*

Must have worked at least 30 regular operating days (60 trips) as a certified brakeman, and be currently certified as a brakeman when starting Engineer instruction. Documentation of Brakeman time must be provided. Must be chosen by the Qualification board as a candidate. Requires a medical examination and submission of a California State Driving Record. Since continued frequent operation is required, and there are only 8 to 10 operating days per month, only a limited number of engineers will be kept on the active roster. New engineers will be trained as the need arises. The Qualification Board will consider the amount of time a person has volunteered for the Museum as crew and other positions in selecting candidates for this position. The Board will also consider the applicant's past performance as a crew member (safety, attention to duty, dependability, reliability, knowledge and compliance with Rules) when selecting candidates. Preference for qualifying for a particular engine will be given to those who actively participated in its restoration and/or maintenance. Training will include classroom time (40 hours), individual reading assignments, and hands-on training (20 hours).

ENGINEER, LOCOMOTIVE SERVICING (hostler), DIESEL

This position is for people in the Mechanical Dept.; it should not be considered a "stepping stone" to the position of Train Service Engineer. Candidates must have been engaged in locomotive maintenance for a minimum of

one year (30 working days at the Museum). People certified as Locomotive Servicing Engineers may operate in engine only moves, only within Campo Museum Yard, and not occupying the main track. They may not be involved in switching any cars. Training is an abbreviated version of the Diesel Engineer (Road) training. Must have completed brakeman training prior to being trained for this position.

FIREMAN, DIESEL*

Two groups of people may fill the position of Diesel Fireman. First, any certified Brakeman may fill this position after being shown how to stop the train in an emergency. Second, people who for various physical reasons cannot complete Brakeman training. Examples are people who are small in stature and cannot physically throw switches, or people with other physical challenges of strength, agility or endurance that would prevent them from performing the various physical activities expected of Brakemen. These people must complete the entire Brakeman class, with the exception of the Brakeman Trainee trips. Trips as Fireman Trainee will be substituted. To run as a Fireman Trainee, the cab must also be occupied by a certified Brakeman/Fireman, in addition to the Engineer.

FIREMAN, STEAM*

Must have worked at least 30 regular operating days (60 trips) as a certified brakeman, and be currently certified as a brakeman when starting Fireman instruction. Documentation of Brakeman time must be provided. Since continued frequent operation is required, and there are only a few operating days per month, only a limited number of steam firemen will be kept on the active roster. Must be chosen by the Qualification board and Steam Superintendent as a candidate. The qualification board will consider the amount of time a person has volunteered for the Museum as crew and other positions in selecting candidates for this position. The Board will also consider the applicant's past performance as a crew member (safety, attention to duty, dependability, reliability, knowledge and compliance with Rules) when selecting candidates. Preference for qualifying for a particular engine will be given to those who actively participated in its restoration and/or maintenance. Training will include classroom time, individual reading assignments, and hands-on training.

ENGINEER, STEAM*

Must be qualified and currently certified as a diesel engineer and steam fireman when starting training. Documentation of diesel engineer and steam fireman time must be provided. Since continued frequent operation is required, and there are only a few operating days per month, only a limited number of steam engineers will be kept on the active roster. Must be chosen by the Qualification board and Steam Superintendent as a candidate. The qualification board will

consider the amount of time a person has volunteered for the Museum as crew and other positions in selecting candidates for this position. The Board will also consider the applicant's past performance as a crew member (safety, attention to duty, dependability, reliability, knowledge and compliance with Rules) when selecting candidates. Preference for qualifying for a particular engine will be given to those who actively participated in its restoration and/or maintenance. Training will include classroom time, individual reading assignments, and hands-on training.

LOCOMOTIVE SERVICING ENGINEER (hostler), STEAM*

This position requires a fully qualified steam engineer.

MOTORCAR (SPEEDER) OPERATOR*

Must take the brakeman class, and pass the brakeman written test. (time not required as a brakeman trainee). Must complete a speeder training class, including training runs. Must complete 2 runs with a positive recommendation for certification.

SPEEDER CREW

Must have a safety orientation from the speeder operator.

SNACK BAR SALES

Must have had a safety orientation, and a general description of the operation and purpose of the demonstration train.

QUALIFICATION BOARD

Except for Trainman and Snack Bar Sales, all the above positions are subject to the approval of the Qualification Board. This board consists of the Director of Campo Operations, the Superintendents of Operations, Training, and Safety; and up to 4 experienced operating personnel (conductors or engineers), approved by Staff.

CURRENCY

To maintain skill proficiency, all certified operating personnel, except speeder operators, are required to perform duty at each operating position for which they are certified a minimum of one day during each six month period; personnel not meeting minimum duty requirements must perform duty under the supervision of qualified operating personnel until written evaluation confirms the required skill levels. (helping out with switching in the yard does not maintain currency). Speeder operators must perform duty at that position at least once per calendar year. Documentation of duty will be by Conductor's Reports, or in the case of speeder operator, Track Inspection Reports. At least once during each six month period, the Superintendent of Operations or designated alternate observe the performance of each certified person, noting acceptable performance by endorsement of the person's

certificate of qualification. Any performance deficiencies noted must be corrected through appropriate remedial training.

Also, all train service engineers, conductors, and steam firemen are expected to remain qualified as brakemen; steam engineers are expected to remain qualified as diesel engineers; all crew members are expected to serve as a trainman at least once per calendar year. Those who physically cannot perform as brakemen or trainmen are exempted from this requirement.

RECURRENT TRAINING

Each calendar year, all certified operating personnel - Engineers, Conductors, Brakeman, and Motorcar Operators - are required to participate in a four-hour classroom training and testing program in safety, operating rules, and air brake rules. Every third calendar year, all crew members will be required to take a one-day refresher training class for the positions they wish to remain qualified in. People who first qualified for a position in 1994 or earlier, will need to take their first refresher class in 1997. Those first qualified in 1995, will take their refresher in 1998, etc.

OTHER RAILROAD EXPERIENCE

To take advantage of skills already known by people new to the museum crew, persons with previous or current railroad crew experience may be granted training waivers for all or part of the usual training by the Qualification Board on a case by case basis. The requirement to pass any testing normally required for that position cannot be waived. In granting waivers, the Board shall consider the type of experience (type of railroad and equipment), length of experience, and how recent the experience is, and any certifications held. Any waivers granted will be in conformance with applicable FRA regulations.

NOTICE

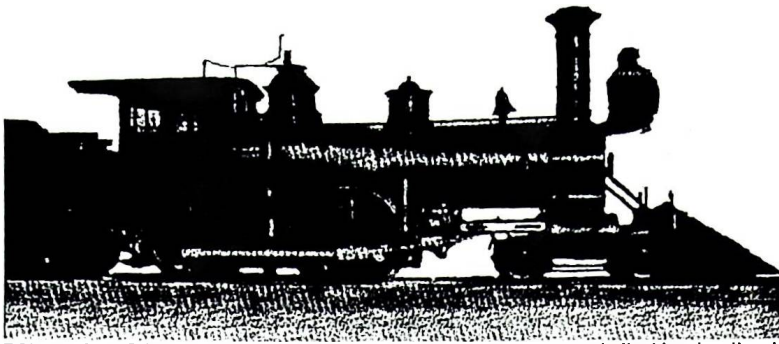
All the above information is a summary of the Museum's submission to the FRA, dated Oct. 23, 1992, which will be the ruling document. Copies are available on request from the Training Officer.

1. For 1995, the Qualification Board consists of Denby Jones, Director of Campo Operations; Michael Reneau, the Superintendent of Operations; Jim Baker, Training Officer; Lewis Wolfgang, Safety Officer; Don Getz, George Boggs.

Adopted by Staff, 4/17/95

CORONADO BRANCH NEWS NEWS FLASH

The May 10, 1995 issue of the San Diego Union reported that the San Diego Unified Port District has funded a study for an engineering and environmental assessment of tourist train operations on the Coronado Branch between National City and Imperial Beach. The article is reprinted here for those who missed the original.



PORT DISTRICT FUNDS SPUR PLAN FOR SPECIAL S. BAY TOURIST TRAIN

by Frank Klimko (staff writer)

NATIONAL CITY - Tourist hankering for a less frantic pace may one day tour the south end of San Diego Bay on a historic train linking National City with Imperial Beach.

The much-debated South Bay Excursion Train moved closer to reality yesterday when the San Diego Unified Port District approved the outlay of \$50,000 for an engineering study and environmental assessment of the project. If all goes well, trains could be running within two years, officials said.

"This is a unique opportunity for a train that could take tourist all along the bay," said Frank Urtasun, port commissioner from Imperial Beach. "This is an attraction that the whole Port District will benefit from."

The train has been proposed several times in the past, but plans faltered for lack of funds. Organizers estimate that if the trains run on existing rails, start-up costs could be as low as \$2 million.

The train would operate on the tracks of the old San Diego and Arizona Eastern (SD&AE) railway, which is owned by the Metropolitan Transit District. The transit district purchased the entire line in 1976 and many of the city's trolleys follow old SD&AE routes. The line was started in 1906 and completed in 1919 by one of San Diego's early developers, John D. Spreckels.

The SD&AE's old Coronado Branch Line used to provide passenger service around the entire bay, but it was discontinued years ago.

Existing tracks run from National City to the Imperial Beach heavy-equipment yard. The portion running north from Imperial Beach to Coronado was torn up and replaced with a bike path.

The South Bay track, on the west side of Interstate 5, is used infrequently, mostly for freight shipments by Western Salt or San Diego Gas & Electric.

Organizers propose setting up the ride to take tourists from the old Santa Fe Depot in National City to the yard in Imperial Beach. Eventually, a shopping mall complex would be built in Imperial Beach to accommodate the tourists getting off the train.

Under the transit district's proposal, the train would be run by the San Diego Railroad Muse-

um, which operates a similar historic railroad in Campo. Organizers estimate the line could attract up to 80,000 riders a year.

In Campo, each weekend, passengers enjoy 90-minute rides along the SD&AE route through East County. Once a month, the museum also provides daylong trips to Tecate, Mexico.

While considering the request for funding, port commissioners dismissed a question over whether the port could legally pay for the study since the entire line is not within the Port District's jurisdiction. They have paid for similar studies in the past.

Commissioners also rejected the complaint of William Claycomb, of the South Bay environmental group, Save our Bay Inc.

Claycomb said there is a legal dispute over boundaries of district property along the south end of the bay. There is a great deal more public land along the bay than is generally recognized, he said.

Save Our Bay has filed a legal challenge to another proposed South Bay development, the National City Marina, which is to be built in National City with Port District help. The environmental challenge was initially thrown out of court but has been appealed.

(End of Article)

Boy, if ever there was a better seed for rampant gossip and rumors, I haven't seen it! There are some Museum members who would be dead set against such a plan, others who would be enthusiastic supporters. For now folks, let's all just keep calm and act like the professionals we are.

Feel free to discuss the plan among yourselves and your superintendents. Maybe plan on attending a staff or board meeting and make your comments a constructive part of our endeavors. But please don't get nasty or vindictive about things. Also suppress wide-eyed enthusiasm, make your concerns and desires known through the established channels. Unfounded gossip and rumors can do nothing but *harm* us all. This is a tremendous opportunity for the Museum, one that we have been striving for. Let's do it right and keep calm.

Diesel Facts

Submitted by Randy Houk

The following was written by someone at E.M.D. early in the development of their locomotives. It was found in an instruction booklet which was issued for an E.M.D. locomotive school in the 1940's during the war.

FACTS AND FABLES OF DIESEL FREIGHT UNITS

A Diesel engine is an amazing assortment of bolts, nuts, valves, heaters, coolers, expanders, contractors, and other gadgets too numerous to mention here. All of these are screwed and welded together to form a single unit. This resulting unit is expected to start out with below the usual grade of fuel oil and change it into BTU - then the BTU into MEP - the MEP into RPM - the RPM into BHP - the BHP into KWH. Then the electrical gear takes over and makes a BHP out of KWH and RPM out of BHP, and then, if everything is in working order, you finally get MPH. All of this takes place in a fraction of a second in the confines of an all-too-small engine room. This gives you a rough idea of the confusion characteristic to all Diesel Freight Units.

The Diesel engine was invented by a man named Dr. Diesel. The Writer has checked back into his life and character, and is satisfied that this was not done with any malicious intent, as he was a very fine man and loved the human race. Had the idea been left as he left it, nothing would have happened to it. The responsibilities rest upon the shoulders of certain individuals and corporations and Diesel Engine manufacturers, so do not hold it against Dr. Diesel. The names of these men can be furnished during the discussion of this paper, if anyone feels that they might want them.

There are three main classes of Diesel engines. Namely, High-speed Diesels, Slow-speed Diesels, and No-speed Diesels. The principal difference is that the High-speed Diesel runs faster than the Slow-speed Diesel, and they both run faster than the No-speed Diesel. The High-speed Diesel makes noise faster than the Slow-speed Diesel. A Slow-speed Diesel can become a High-speed Diesel by the simple act of speeding it up. Either a High-speed Diesel or a Slow-speed Diesel can become a No-speed Diesel by merely shutting the fuel oil off. This is accomplished very easily. None of the Diesel engines invented up to now will run without fuel oil. This seems to be a characteristic of a Diesel engine. The engine can also be shut down by placing a monkey wrench in an appropriate place so as to jam the gear train, but as this method is not recommended by the manufacturer's association, we will omit it in this paper.

A Diesel engine has several important parts that should be mentioned, among them is the cylinder. This is a long round hole filled with air that is covered on one end with a cover full of holes containing valves that admit fuel, air and sometimes water and carelessly placed tools. These valves open and close according to a predetermined sequence of events. The other end is plugged with a movable plug called a piston. This is free to move up and down within certain limits and would come out

altogether if it were not for the connecting rod. This connecting rod is important, too, as it is what changes MEP into RPM, and without it we would be stuck with the MEP, which no one knows how to use up to now. This whole assembly is held in place by crab studs and nuts to prevent it from joining the bird gang. Each cylinder has four crabs, so we might be more considerate of the noise that the engine makes, considering the noise that you would make if you had the same number of crabs.

To start a Diesel engine it takes a certain amount of knowledge, steady nerves, and a certain amount of bravery. First, you set all of the switches in the correct position, with the fuel pump shut off. Then open the relief valves and push the starter button all of the way in. If nothing happens, call a Road Foreman, and he will call a Diesel man to put the starter fuse in for you. Then try again. Let the engines turn several revolutions in this way. The primary purpose of this act is to clear the cylinders of any water that might have leaked in through the above-mentioned holes, or any other holes that were not mentioned. But it also serves another purpose, and that is helping the engineer gain a little confidence before giving it the works. It also adds prestige on the part of the onlookers that might be standing around—namely, the fireman, brakeman, and any laborers and EMD men (if it isn't too early in the morning). After closing the relief valves and turning on the fuel pump, you shut your eyes and push the starter button again. If everything is as it should be, everything about you will begin to tremble and then shake and the damndest noise that you have ever heard will begin, and then you release the starter button, for this noise and commotion are a sure sign that the engine has started. When the smoke has cleared away and the onlookers have returned, look wisely at the engine oil pressure - then drop the isolation switch a few times to hear it spit. This never fails to impress the fireman and brakeman. Of course, this will not impress the EMD men, because by this time they will have already gone back to their hotel so that they will not be around when the floating pistons let go. Then, before you forget it, go up into the cab and open the throttle to see if the traction wheels will turn over. It is most embarrassing to be out on the main lines, running 60 miles per hour, and find out then that the traction wheels are not revolving.

There are many confusing things about a Diesel engine that you will learn as you gain experience. Among them is the indicator. It is considered a good practice to take indicator readings at regular intervals. An indicator is a gadget consisting of springs, levers and pulleys. The idea is to get a diagram drawing on a piece of paper. This diagram has to do with MEP mostly. To obtain this diagram, the instrument is screwed into a hole in the cylinder cover, mentioned before. It is connected by strings and other suitable gear to an oscillating part of the engine. Here, again, steady nerves and patience is necessary. The idea is to engage a loop on the end of the oscillating string to a hook attached to the indicator. The best way to describe this operation is to compare it with at-

tempting to thread a sewing machine that is underway. If you are lucky and manage to engage a loop in the hook, the string is usually broken. The hook has never been known to break. After breaking a number of strings, one's patience is sure to wear out. Then the proper thing to do is to take a clean card and draw in a diagram like the one in the instruction book. This card is called an inphase card. With much less effort, you can make a hand-drawn card known as an out-phase card. But the out-phase cards are practically useless. So are the in-phase cards.

Another confusing thing about a Diesel freight unit is the interlocks. It is fairly infested with interlocks. There is one that keeps the unit from backing up while you are going forward. This, incidentally, is the only useful one up to now. But there should be another lock on the unit, and that is on the door between the engine room and cab, so that when the Road Foreman goes back into the engine room to see if there is any water in the toilet water tank, the fireman can lock this door and keep him back there where he belongs, but will never stay. After all, the engineer was put on the unit to run the train, so why not let him?

Another confusing so-called interlock keeps you from starting the engine with the overspeed trip kicked out. Here, a word of advice - when you fail to start an engine on account of someone having stopped it by tripping this device, phone the yard office at once and report water in the fuel oil. While you are draining the water out of the lines, filters, pumps, tanks, and so forth, someone is sure to discover this thing tripped and he will, of course, reset it. Then you are ready to try again. However, don't forget to notify the Road Foreman that you are now ready to go, otherwise he might get tired of waiting, get disgusted, and go up town and get drunk.

There is another interlock on the starting contactors that keeps the engine from loading up when the starting contactors are stuck. For some unknown reason this contactor seems to be unusually hard to locate, but there is a movement afoot to have a seeing eye dog assigned to each unit to lead the engineer to the contacts, so that he can tell the fireman to tell the brakeman to get him a flagstaff so that the fireman can break the stuck contacts loose.

Meanwhile, the conductor will be walking many miles up and down, up and down, the tracks and wearing out his shoes, so it is important to hurry. If he is afflicted with high blood pressure, it is very important that you hurry, and if he has already used up his shoe coupon, it is most very important that you hurry.

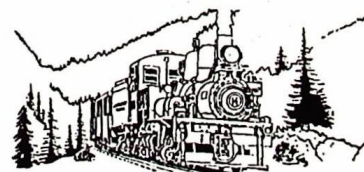
Diesel engines have innumerable troubles. They have combustion trouble, lubrication trouble, and smoke trouble. It has also been reported that they have female trouble -- this report, however, was checked by the writer, and it was traced to a typographical error where the word "engineer" was misspelled "engine." It would not come within the scope of this paper anyway, so it will be omitted. It might be taken up a little later in the course of conversation when we try to determine why are Road

Foremen necessary and what do EMD men put on their expense accounts.

The power of a Diesel engine is measured in horsepower. Why, no one seems to know. Therefore, if you want to measure the power of an engine, the natural thing to do is to find a horse, hitch him to the engine and see which could pull the most. Here a word of caution is necessary. First, horses are scarce, and even if you could find one, it would be another problem to hitch him up to the locomotive - for with so many Road Foremen around who resemble the south end of a horse headed north, it would be very easy to hitch the Road Foreman up to the locomotive and put the horse in the cab with the engineer. Not that the engineer would mind, because he would be much better off with a whole horse in the cab with him than with just the worst part of one. But if there was no Road Foreman in the cab, who would ever think to look back in the log book and report everything that the man in front of him reported. And, after all, that is the only way that the Company can tell if the Road Foreman has ever been on the locomotive, so it is very important that he do this so that the Company will remember to pay him each month. Anyway, getting back to the horse, it would be very hard to find one that wouldn't be scared by the faces of the EMD men around, and he would probably end up by kicking the nose of the unit in and going home.

So it would be much better to rely upon the instruments that the electrical men have invented. They will indicate this power in terms of Ampe, Volts or Kilo watts, depending on the individual whims of the electrical designer. With a little arithmetic these values can be converted to HP as nearly accurate as by using a horse. Of all the power generated, some goes to work, some goes to friction, some goes to heat, and the rest goes to hell, which is all that you could expect under the circumstances.

The writer recommends that the prospective Diesel engineer does not take these engines too seriously, or study about them too much in trying to learn all about them. By the time that he becomes familiar with one particular type of engine, it is obsolete, because the designer has the thought of some more interlocks to incorporate into the engine. It has also been noted that once an engineer gets to spending too much time thinking about this Diesel, it is almost impossible to get him off of that track. The best way discovered so far, to prevent this mental derangement, is to lay off as often as possible. A dimly lighted bar is the best treatment for this type of sickness. If the bar is frequented by blondes or brunettes, the treatment is double effective.



NETNEWS

* The Missouri Pacific Railroad announced in August that it had paid an undisclosed amount of money to the families of a Mexican couple to settle their wrongful-death lawsuit. The two undocumented immigrants were hit by a train and killed when they stopped on the tracks near McAllen, Tex., to rest. Law enforcement officials said such immigrants often rest on railroad tracks where they are safe from border patrol heat sensors. [McAllen Monitor, 8-19-94]

Date: Thu, 27 Apr 1995 20:48:20 -0400

From: Richard Hoaker <rh0470@USE.UKIT.NET>

Subject: Re: GM Prime mover replacement

On Thu, 27 Apr 1995, John Pitman wrote:

Can anyone comment on how widespread is the practice of replacing 567 motors with 645 by rebuilders? I have come across the expression "with 645 power assemblies" in reference to a locomotive that used to have a 567 motor, is this just internals or is the motor replaced.

Also I am under the impression that a 645 motor is characterized by round inspection covers in the crankcase, whereas the 567 has vertically aligned rounded rectangular ones.

If I've got this right then CN has re-engined many (all?) of their GP9's, but they're still rated at approx 1800 HP.

The practice is very widespread; the same horsepower can be achieved with lower operating stress on the power assemblies (hence longer power assembly life) and with parts common to more models in the road's fleet.

A "power assembly" is one cylinder with its piston and conrod. EMD locomotive engines consist of a fabricated steel frame into which these assemblies fit; each assembly can be removed and replaced individually as needed while the engine frame ("block" doesn't really fit, since the frame doesn't include the cylinders and isn't cast) remains fixed to the locomotive frame.

The power assemblies used in the C and D models of the 567 can be easily replaced by 645 assemblies; it's more or less a drop-in replacement job, although 567 and 645 assemblies can't coexist in the same engine. The 567C was used in the E8A, the F9/F9P, the GP9, the SD9, and the SW9; the 567D was used in the FL9, the GP18/20/28/30/35, the SD18/24/28/35, and the SW1200. Most of the replacement jobs to date have involved Geeps, simply because they're most numerous and most versatile. The 567B engine, used in the GP7, F7, F7T, and SW7 among others, is not "645-ready" like the C and D models, but can be modified to use 567C assemblies; the resulting engine is informally known as a "567BC" and is a bit more reliable than the original B.

The horsepower is usually unchanged or lowered in the course of the 567-645 upgrade, since the unit's electrical system can't deal with all of the power the rebuilt engine could provide. It's also quite common to remove turbochargers from units so equipped, yielding a normally aspirated 16-645 engine -- essentially a GP38 in disguise. Other conversions may create a 16-645 but keep the old horsepower rating due to electrical limitations; a 645'ized GP9 would still be rated at 1750 HP. Since the engine has been derated, its parts suffer less stress under load and last longer.

How does the cost of the diesel motor compare to the value of the rest of the locomotive? Why is it that some Railroads will repair a locomotive that looks awful after an accident, when an automobile with the same visual degree of damage is written off?

It's almost always cheaper to repair than to replace a wrecked unit; unless the unit has suffered a bent frame, extensive fire damage, or heavy damage to the engine or generator, the railroad's shop forces can deal with the repairs at a fraction of the purchase price of one new locomotive. (Note that unit prices are based on quantity; a single unit ordered by itself will cost "much" more than one of 100 identical units.) The same might be true of automobiles, but most auto owners aren't equipped or willing to repair heavy wreck damage by themselves. They have to turn that job over to professionals, whose labor doesn't come cheap, and the cost may quickly exceed the present value of the car. That's the point at which the insurer will write the car off and pay its present value rather than pay for the actual cost of repairs.

I guess it must have been cheaper to repair than replace the locomotive, but some of these hump GP38's and slugs were in very bad shape. I have heard that stopping a hump consist will take MUCH longer than usual due to having no brakes along the train. Maybe too many crashes by engineers is the reason CN convert the majority of their hump power to radio control at the Toronto (Vaughan) MacMillan Yard? Also an increasing number of Yard switchers (rebuilt GP9's) are R.C. equipped at CN.

Hump jobs to have a problem with braking. The usual procedure is to bleed off all the air from the brake system of an incoming train, so that its train brakes are inoperative and the cars will roll freely once uncoupled. This leaves only the independent brake on the hump engine to stop a hump job once it gets moving; with less braking force available, it'll take longer to stop.

Radio control of switchers has a number of advantages. First and perhaps foremost, one crewman can act as both engineer and brakeman; that means a reduction in crew costs and increased safety for that one crew member (there can be no misunderstandings between the engineer and brakeman when they're the same person.) Second, it's easier, as you surmise, for the engineer to see the train he/she is moving; this can lead to quicker stops in case of accidents. Third, it's possible to interface the radio control system to the yard computer, and let the computer control the hump units in accordance with its computerized switch lists. This is already being done at some newer yards such as CSX's Queensgate in Cincinnati. And fourth, RC use cuts down on voice radio chatter; since there's only one crew member on each job, there's no need for the usual "three cars...two cars..." calls as moves are made. This becomes important in a busy yard where a dozen crews may be at work at one time; it is much easier for them to contact the yardmaster or operator if they don't have to try to get a word in edgewise among the switching calls, and the YM can keep more crews on the same frequency and thus coordinate their work more easily.

Hope this helps!

Date: Fri, 28 Apr 1995 15:02:58 PDT

From: Steve Graziano Sloan <stevealn@AIMNET.COM>
Subject: TRACK Warrants, Issue #1
Lines: 623

****TRACK WARRANTS****
"The Electronic Internet Newsletter of Western Railroading"
Issue 1

April 28, 1995

From the creator of FLIMSIES (which is still the best!)
Steve Sloan

Send News to: Stevesln@simnet.com
Send Correspondence to Steve to: Stevesln@aol.com

AT&SF

I was at Tehachapi on Sunday with my wife and the little guy (Alex is 16 months old). We bagged an eastbound Santa Fe at the loop, which had 209 on the point, and 202 back in the consist. I'll get you the complete loco consist numbers when I get a chance to look at my slides/videos.

Thanks again for including me in TRACK WARRANTS. I hope you are enjoying our well-deserved and overdue spring weather.

Eric Blasko

A few highlights from Tehachapi this past weekend:

Sunday Apr. 23 Walong About 11 AM Eastbound Santa Fe

209-345-540-551-123-202

The 209 went west thru Mojave about 2 AM on the 22nd, and went all the way to Richmond.

F45 observations:

5986 was running around in helper service on Tehach the same weekend, looking clean and healthy.

5979 was seen going eastbound in the midst of a ten-unit light engine move at Walong on Sunday about 11:15 AM, with the Santa Fe lettering pointed out (a la MK lessons on the SP). I don't know what the story is here.

A Bay Area fan who was on Cajon this past weekend reports seeing Santa Fe 207 and 205 on a couple of trains, and the 90 on the point of one train. He also spotted NS 2540 (SD70) and NS 8758 (GE) in UP consists, as well as a couple of CNW Dash 9's.

Eric Blasko

AMTRAK

The dedication of the Jack London station is tentatively set for May 12. It's being named for Ron Dellums. (Much speculation is floating around on what the MP of this station is. Does anyone know or will we have to wait for the next SP employee T17?)

Jon Pullman Porter

CANADIAN PACIFIC

Two less large MLWs, 4572, 4730

are now retired so this makes 11 large MLWs left on CPRS. Also CPRS has topped the 200 mark with leased units on its lines, and more are coming every week.

Bryce Lee

According to today's (April 22) Boston Globe and other media outlets, GTI had a runaway last night. The engine entered the MBTA main line (NH route) near Walnut Hill Park in Woburn. It travelled north to Bilerica where RR personnel tried to switch it onto a GTI siding near the Pond Street bridge, where it derailed spilling about 500 gallons of diesel. The reports are unclear as to whether it derailed at the switch or in the siding or whether it blocked the main. The engine did strike a utility pole dislodging some wires.

Steve Deveau

SOUTHERN PACIFIC

Delivery schedule for April for SP AC's is as follows unless unforeseen problems should arise.

SP100 101 102 will be held at GE's Erie plant for engineering testing.

SP 100 will be held to film the SP "Walk Around Video"

SP103 104 depart Erie 4/20

SP105 106 depart Erie 4/21

SP107 108 109 depart Erie 4/22

SP110 111 depart Erie 4/23

Primary routing will be Chicago to Pueblo on CHROM or coal trains.

Engineers must not operate trains unsupervised with remote units until

required training for Harris Locotrol III and qualifications satisfied by

RFE. SP200-376 will be equipped with Harris Locotrol III

Units to be maintained at GE Denver

Units not to be operated in mixed consists with DC locomotives unless specially authorized by locomotive management and then only if DC units have traction motor thermal protection.

SP is certainly an interesting railroad to watch. This will be more good stuff to write in Flimsies and SP Review magazines.

Tony Johnson - Central Point OR

Today (4/26) SP CEO Jerry Davis announced SP will take delivery

of 279 AC4400CWs (SP100-378) which is the numbers we have been reporting.

Also SP will receive three 6000-hp AC locomotives. 226 of the new ACs will be

delivered to SP by July with the remainder delivered through December. SP

says this is 76 more locomotives than originally announced. This finally

clears up some of the confusion as to exactly how many were to be delivered.

Tony Johnson

A few highlights from Tehachapi this past weekend:

Saturday Apr. 22 Walong About 10:30 AM Eastbound SP

Head end: 9818-9816-DRGW5386

Helper: 8328-CR6623-DRGW5354-DRGW5393

Also spotted on Sunday the 23rd was a helper set heading east through Edison around 11:40 AM with UP9002-UP5010-UP9055 plus 2 SP SD's, and around 2 PM, an eastbound SP leaving Fresno with two 8100's.

Eric Blasko

This Sunday, April 23, 1995 we saw the first AC units being delivered to SP via CR. The units were on CR train SEEL and numbered 101, 102, 103 and 105. The thing we noticed that the speed lettering was smaller than the lettering they use on the other units. Don't know why, these AC units are big enough :). From what we hear, all deliveries will be made by SEEL. In June the GE plant will send 80 units to SP!!! That's 4 each day. Was too busy making pics and did not really see the units. Shame on me. Choice was between pics or a good look but no lasting memory. When I get the pics I can see what I saw. :).

William J. G. Frey, Bill & Tim... father and son.

UNION PACIFIC

Of historical note, the RPO/baggage car being used for storage at the Fremont, CA yard is still in its original number, not a MOW number series. The 5810 was built by Pullman in 1941 and still rests on 6-axle trucks. Interestingly, UP's final RPOs, 5903-5911, were delivered in 1963 -- a late date in mail service. I believe Santa Fe bought the last RPOs (#99-110), in 1964. I think they went to Mexico after mail contracts ended in the U.S. According to Hal Lewis of the Pacific Limited Group, the E-units will arrive Oroville, Friday, 4/28 at 2 p.m. Departure 4/29 will be at 8:15 a.m. arriving at Portola 1:30 p.m. Train will then proceed to Reno Junction for turning. Departure from Portola for Oroville will be at 3:30 p.m.

Jon Pullman Porter

TRACK WARRANTS

An electronic newsletter about railroading, published on a weekly basis. Special editions a piece of cake for hot news! Yes it's time has come!

This newsletter will be all text and distributed only via E-mail. It will be text only so it can be sent to anybody running any system. It will carry railroad news from the US-Canada-Mexico and "IT" *WILL* *BE* *FREE* (But I may ask for VOLUNTARY contributions to defray the cost of the service I am using and the Web Site I hope to build here.) I will ask that all news submitters please break up your news by railroad. There will be minimal editing, it won't be FANCY but it will be FAST. It will be the quickest news source short of being there. Send this to all your friends!

FREE AD:

Flinmies

The NewsMagazine of Western Railroading is edited by Bill Shippen

Flinm449@aol.com

FLIMSIES is not associated with "TRACK WARRANTS" BUT HAS ENDORSED IT!

GETTING STARTED COMMENTS

Date: Fri, Apr 21, 1995 7:47 PM EST

From: Flinm449

Subject: Re: TRACK WARRANTS--RR NEWS

To: SteveSn

Oh Hell Yes! Sign me up! We endorse this project 101%. Should we, could we put a note in Flinmies regarding this venture? Let me know, tonite or tomorrow since 187 will close soon. Do it to it. Bill

"...it won't be FANCY but it will be FAST."

Haven't I heard that somewhere before??

> PS-Does this mean you're subscribing to "Hyper-FLIMSIES?" (a nickname I kinda gave this project at one point-Steve)

I dunno...

Since it's once a week, go ahead and add me.

Great idea for something whose time has come. I'm surprised Kalmbach or Pentrex hasn't started an online service yet. Would be great for up-to-the-minute rosters, excursion news, etc. One of the things I'd love to see online (and would probably pay for) is all-time rosters of as many roads as possible, plus current rosters for today's remaining railroads. Designing all-time roster databases is one of the hardest tasks I've ever tried to do. So far none have worked.

Someone did a newsletter in the past called RailOnline. It was a failure simply because it was good. It was distributed for free, and its circulation went far and wide. It grew to be of such importance that its owner had to stop publishing so that he could have some free time.

I hope that this doesn't happen to you. I wish I had a solution; right now I don't.

It would be neat if the newsletter included pictures (GIFs). You may wish to explore the possibility of a WWW newsletter (see the Hotbox at [HTTP://www.cris.com/~felix/HOTBOX/P1.html](http://www.cris.com/~felix/HOTBOX/P1.html)).

(I haven't been able to get it to open on Netscape--Steve)

Best wishes!

P.S. You may wish to ask around in rec.railroad about RailOnline to see what other people think.

-Jeff

Railroad Stock Report for Thursday, 27 April 1995

Market Data from Wednesday, 26 April 1995

Big Board (NYSE)

Line	Symbol	High	Low	Close	Previous
AT&T	SFX	23.625	23.375	23.375	23.500
Burlington Northern	BNI	60.375	59.750	60.125	60.000
CSX	CSX	81.500	80.750	81.500	80.750
Conrail	CRR	54.875	54.500	54.750	54.625
Norfolk Southern	NSC	65.750	65.500	65.750	66.000
Southern Pacific	RSP	17.625	17.250	17.500	17.625
Union Pacific	UNP	54.625	54.125	54.250	54.625
Illinois Central	IC	35.250	34.875	35.125	35.125
Kansas City Southern	KSU	37.875	37.500	37.875	38.000
Florida East Coast	FLA	72.500	72.250	72.250	72.500

Sea Container	SCRA	14.500	14.000	14.125	14.375
XTRA	XTR	47.375	46.500	47.250	46.500
Greenbrier	GBX	14.375	14.125	14.375	14.250
Wabash Natl. Corp.	WNC	29.375	27.750	28.500	29.125
Trinity Ind.	TRN	38.750	38.500	38.750	38.875
Amori. Proident	APS	22.625	22.250	22.250	22.625

NASDAQ

Line	Symbol	High	Low	Close	Previous
J.B. Hunt	JBHT	18.187	17.500	18.187	18.125
Wisconsin Central	WCLX	55.500	53.750	55.500	54.125
RailTex	RTEX	28.000	27.500	27.500	27.500
RailAmerica	RAIL	5.250	4.875	5.000	5.000
Providence & Worcester	PWRP	8.250	8.250	8.250	8.250
Delaware Otsego	DCGP	10.250	10.250	10.250	10.250

Compiled by Jim Czarnocki

OTHER TIDBITS

The following is condensed from a note a person who worked on a tourist RR wrote one of my friends:

Tourists can ask some pretty unbelievable questions. For example: I had a guy come up to me while I was filling the tender with water. He asked me if the engine was powered by steam. I replied, yes, it was. He then asked me what I was filling the tender with water for...

Other examples:

Can we board the train before it gets here?

Why do all locomotives face the same way?

Why doesn't the locomotive have less power going backwards than forwards?

WEBBERS:

<http://storm.simpson.edu/~tinder/detour.html>

This is an account in pictures and text of an excursion from West Des Moines to Stuart on the evening of April 25, 1995. The pictures were taken with an Apple QuickTake camera and processed into JPEG images with the program PhotoFlash. Mostly interesting for the information. The pictures are very low-res.

Schedules for CalTrain, BART, and other local transit agencies are on-line via WWW at <http://server.berkeley.edu/transit/>

TRIPPING:

These are a little old but included here to give an idea of some of these stories I think would be fun to run.

FROM "HERE" TO ORLANDO

This is a trip report from March, first I waited for the pictures and then I procrastinated... This is longish, but I know there are people out there who will enjoy this, including many who provided a lot of good advice on where to go to see what. Thank you, cyber friends.

"Here" is Oakville, Ontario, on the CN Lakeshore main line between Toronto downtown and Hamilton, at the corner of Lake Ontario. We got GO Transit, VIA, AMTRAK Maple Leaf, CP Freights on trackage rights, and least of all CN! They mostly join/divert this line near Hamilton coming from/giving to the CN MacMillan Yard just north of Toronto.

We have a medium size yard switching auto parts and empty auto racks to Ford Oakville, and empty parts cars and full auto racks out. Also some tank cars for the local refineries and aggregate for the cement factory. Yard power is a mixture of CN and CP SW1200RS, they seem to operate these in turn. Also to be seen are CN's weld SWePs, a strange mixture of GP79 carbody rebuilt onto a SW frame. They are numbered 7100-7106 (that's all I've seen) they rotate in and out of assignment here like the SW1200RS's.

The SWePs are rated at 1300 horse power, I've heard they were made to improve on the cooling system of the SW's but they don't seem to make any more. They appear to use the dynamic brake bulges as engine air intakes!

Anyhow, about this trip. The idea was to get the family to Disneyworld in 4 days with a bit of train watching and shopping on the way. I started looking for trains in Buffalo, NY. Found GP10 7524 stopped on a spur beside Bailey St. Followed the water level route along Broadway, past a CR yard (saw engines but distant/moving, did not stop). Past I-90 Elliot St forks off Broadway, saw a train conveniently stopped beside the road:

6826 SD50 + 6435 SD40-2 + 1958 B23-7. Believe it was doublestacks.

Picked up an AMTRAK timetable at Depew, NY station, where a FAST intermodal came through eastbound:

5522 SD60M + 3395 GP40 + 5052 GE -7 + 3319 GP40-2

After that we drove and drove, along 20 to I-390 south, becomes 17, and then US 15 into Pennsylvania. Through Williamsport, across the Susquehanna, and at Lewisburg PA - a short line / tourist operation, the Lewisburg and Buffalo Creek. They have a SW1 (I think) 9425, mostly black, with a wide red stripe with narrow yellow bands top and bottom. Only owner marking is a dp in a keystone outline on the cab, anyone recognize this?

They also have a few cabooses, some old passenger cars, a Black PRR GP30 2233, and a newer I-stack SW number 1500, seen south of Lewisburg at Agway.

After that we pushed on to Harrisburg, PA arriving long after dark so no Enola pictures that day :)

Sunday morning in Harrisburg we went to the ex-PRR now Amtrak station in town. A very interesting structure. A GGI 4839 in Brunswick green PRR colours is preserved here coupled to a wooden PRR caboose 980016. Light under the canopy is not great but a whole lot better than inside most museums. Also seen that Saturday morning was AEM7 916, first one I saw one, so I wasn't bored :) It was out in the sun looking very nice. Thanks to AMTRAK Police who allowed me onto platforms when the doors were locked to get some great pictures.

After this we went over the river to look at Enola, but the light is wrong in the morning, plus there was a little mist from the river, so we left.

More about engines at Enola on my trip back report.

We drove down I-81 to Hagerstown, drove into town until we came to tracks, and followed them to the roundhouse museum (closed at that time of morning). CSX has offices and some engines parked there, I saw:

GP38-2 2710 in "Family Lines" paint, GP40-2 6356 in current scheme, GP ??? 6619 in "Stealth", and GP ??? 6062 in current scheme. First two were photographed, second two are visible in the picture. Also in the yard were Conrail SD50's 6722 and 6726. Close to this line, on a junction track, I saw CR GP38-2's 8091 and 8092 moving some cars of scrap. The old roundhouse is large and dilapidated. CSX posts white no trespassing notices with an amazing list of all the sorts of activities not permitted. One last item of interest here was Chesapeake Bay window cabs 9040/40.

We rejoined I-81 and continued into West Virginia then Virginia. I can recommend the state maps issued free in the welcome centers of Maryland, West Virginia and Virginia as being of good quality and showing fairly complete rail networks, including those in major towns and cities.

Another good point about the Welcome Centers is they have coupons for discount rates at motels in their state, these worked out well for us. Between Winchester and Staunton we paralleled I-81 on highway 340, which offered nicer scenery and the followed a NS line, with some impressive long high steel bridges, but alas, no trains were seen. After this we hurried down I-81 to get to the Virginia Museum of Transportation in Roanoke before they closed for the day. Arrived about 1/2 hour before closing, and raced around photographing there large but cramped outside collection. For me, the highlights were Virginian EL-C 135, N&W ALCo C630 1135 in Blue and N&W ALCo RS3 300. Being East-West aligned, like the adjacent NS main line and yards, the best lighting seems to be afternoon for the west end of the units and morning for the east end. I made do with evening light. Everything is outside, some of the units are suffering a bit, and photo angles are not all that good due to clutter (bunch of old busses!), a wide angle zoom lens came in handy.

I saw some NS units stopped on the main line and I was tempted to get pictures from NS property. An NS guy saw me and explained I couldn't go in, and gave me a useful NS contact for this sort of thing: Mr. Nunez at 981-4944 in Roanoke. I called him the next morning, Monday, he wouldn't let me on property, but told me roughly where to go to see NS action from the road and told me to take all the pictures I liked. This is better than it sounds, because NS in Roanoke even gets upset about people taking pictures from PUBLIC property. I photographed the following NS in Roanoke: 1587 SD40-2 + 9918 RP-F6Y CC slug heavy switching 1614 SD40 + 7089 GP50 stationary coupled to white covered hoppers, etc 2291 + 2296 SW1500 switching in the yard 2293 SW1500 parked outside shops east end of town 6190 SD40-2 + 8743 Dash8-40C moving back and forth 6517 SD50 + 8852 + 8763 Dash8-40C + Cotton Belt 8056 waiting coal train e.b. 8639 Dash8-40C + 2853 GP38AC + 8036 C30-7 waiting with coal train e.b. By the way, the advice I received was to follow Shenandoah Avenue in Roanoke for good views of NS along the main line. As this was NORTH of the mainly East-West main line, I instead took roads along the south side of the tracks, to get better light for pictures. There are a few bridges over the track but wire mesh screening interferes in many locations. Not too bad though. Heading out of Roanoke Monday morning we continued SW on I-81 and then south on I-77. At Charlotte NC we went looking for lunch and trains. My instincts failed me here, but for anyone else, the best bet seems to be exit from I-77 onto -277 and shortly after exit onto North Tryon. Go north-east to first the NS yards and further on is AMTRAK. I only looked at NS, since we were running late. An access road leads into the yard, and up a 150 foot high (approx) tower far into the yard is the yard supervisor's office. Having come that far he permitted me to get pictures as I drove back out! I sure hope no railroad official every gets into trouble from the RR for permitting me to take pictures in their yard - it's a real possibility and everyone should keep it in mind - be careful! Here's the list of what I saw and photographed in NS Charlotte: 5086 GP38-2 switching railcars 5140 GP38-2 stationary below supervisor's tower - birds eye view! 5209 GP38-2 + 2776 GP38 + 8017 C30-7 beside locomotive facility 3524 Dash8-32B same place, adjacent track.

Those were the last train pictures I got, we had to drive past the museums and off-highway RR attractions to stay somewhere near schedule and keep my marriage together. Once again I can recommend the FREE state maps available from the welcome centers of North Carolina, South Carolina, and Georgia, which show pretty complete rail networks. Florida's is not as good for the railfan, the only rail lines shown are passenger routes on the city area enlargements.

On Tuesday, the final day of the drive, I stopped off at Savannah GA to look for more trains. Discovered the NS yard, and wandered in, but chickened out on pictures - there were lots of containers and cars, but the locomotives were distant, plus it was cloudy/dull.

Continuing down I-95 to Jacksonville, FL I exited just south of a bridge over a large number of tracks. I wandered into a neighbourhood where we didn't seem to belong, encountered no trains whatsoever, and gave up. Could have done better with more careful mapreading, but anyhow my family had had enough. I had more success in Jacksonville on the trip home. I reckon I was close but not close enough.

The last "real" train I saw was on a Kennedy Space Center tour - a modern GM switcher NASA 1 was pulling some special cars which had a number of long thin shiny metal tubes structurally attached (I think). Presumably for some type of pressurized gas.

No one wants to hear about the Walt Disney World Railroad and monorail do they? Actually the monorail is a good ride if you can get permission to ride in the driver's compartment (try asking when things are quiet - forget about it during morning and evening crush periods). I got pictures of WDWRR 2-6-0 #2 Lilly Belle and 4-4-0 #4 Roy O. Disney. I was told they are Baldwins retrieved from Mexico. At least they're real steamers, even with highly superfluous wild west attacks. Standard gauge I think. Mickey's Starline station in the afternoon worked out best for pictures.

That's all folks - except for the trip back - aren't you glad I didn't tell you about the Tomorrowland Transit Authority?

John Pittman at email.ardahl.com

POSTSCRIPT

CN is one of the lesser users of the Oakville subdivision but AMTRAK with 2 trains a day is probably the least. Also that old 1-stack SW at Lewisburg PA #9425 is probably not a SW-1, but it's got one of those rectangular boxes in front of the rad.

You should provide mention the author for everything you include.

By the way, you should TRY not to send personal messages to the whole RAILROAD list, some people don't even want to see my stuff once!

Oops

I got this news off the railroad list serv. On this and a couple of other bits of news I hit reply. A BIG MISTAKE!! Boy did I get a lot of E-mail! Sieve (still putting out the flames) Sloan

A TRIP TO THE HILL, Feb. 25, 1995

We left our home in San Jose at about 5:00 Saturday morning for a mad dog father-son rush to the hill. The last time I've been to the hill to railfan was so long ago that I don't remember when the last time was. The first RR stop was at Roseville. I was surprised to see the Antelope Road grade crossing is gone. An overpass is located west of where the crossing used to be. In the early 70's my high school buddy Paul and I were going to make one of our many trips to Roseville. The battery in my 69 Chevy Nova was dead that morning so we didn't go. Later that day we heard that the place blew up when a Navy munitions train caught fire not far from where we were going to go.

Besides the new overpass I saw the first of my SP wide cabs, an SD70. It was in the fuel racks not far from where my dad and I once walked through an ALCo Hydraulic.

Back on the highway, going up the hill, we heard an SP westbound click off a dragger. We shot him at Alta at what was once a good photo location that was now overgrown with trees! You know you've been railfanning a long time when one of your favorite photo spots is now blocked by trees. (Break out the chainsaw Vernel)

We got back in my Explorer and doubled back to Magra. I tried to get way back in there driving in the mud in 4-low. My way was blocked by a downed power pole so I turned around and barely made to a place where I once shot 16mm movies of UP3985 and then UP 8444 double heading. Both then and now, I got what I think was a pretty decent shot (that movie, 16mm Kodachrome is pure cool.)

Back on the road we got to Soda Springs in time to shoot a westbound. Then we drove down to Truckee and saw a grain train waiting for a second set of helpers to come down from the first westbound. We shot it leaving town. We headed back to Norden, but was unable to find a quick path to the sheds, so we again shot the grain train at Soda Springs, after hiking in a bit to get a different angle. Later we shot the westbound Zephyr which was running late. (The train I've shot on the hill in the past with ex-SP F's, ex-UP E's and SDP40F's had F40's on it.)

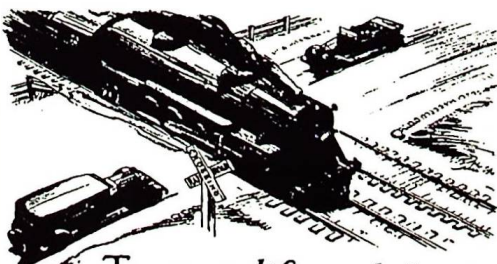
After a bit we decided to explore Norden and shoot the eastbound Zephyr there. The little community that used to exist under the snow is now bulldozed. One of the mainlines is gone. Giant doors block what was once a piece of busy railroading. It was so weird seeing blocksignals sticking out of mountains of snow where once rotaries and cab forwards roamed. The little grill cafe is there but is now a shambles. The interlocking board was nowhere to be seen. There are still a few cets about, but nobody to use them.

We shot Amtrak coming out of the shed and hiked up to the truck. At the truck we heard there was two more westbounds coming and one had stalled on the hill. The second one was sending units up to help the first, which had two GE's and a tunnel motor on it and had one of it's GE's die.

We made a frustrating trip to Truckee. We got there in time to see the second train's units speed by. We tried to get to the tracks west of there but were frustrated by an inaccurate map. Finally, we went back to Norden and shot the train as it finally got to Norden in the last of the days light.

Skiers were everywhere like fleas on a dog that lives in a kennel. The SD's off the second train cut off and the train continued past with an eight wheel dash eight on the point. As we drove home down the hill an eastbound climbed by, in the dark.

Steve Sloan, alias Mr. Al Coe (from olden FLIMSIES days)



To save life and limb
STOP!

Crease breaking marks can be prevented if you use approved size of paper recommended in service section for Your Own Protection.

SDRM TimeCard

[illegible]

May 1995

wolfgang@saturm

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1 1830 Staff Mtg SFD	2	3	4	5	6
7	8	9	10	11	12	13
14	15 1830 Staff Mtg SFD	16	17 1900 Ops Mtg SFD	18	19	20 0800 Tecate Xtra Camp
21	22	23 1830 Board Mtg SDCRF	24	25	26	27
28	29	30	31		April S M T W T F S 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 4 5 6 7 8 11 12 13 14 15 18 19 20 21 22 25 26 27 28 29

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Month view by Calendar Manager

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



(May 1995)

