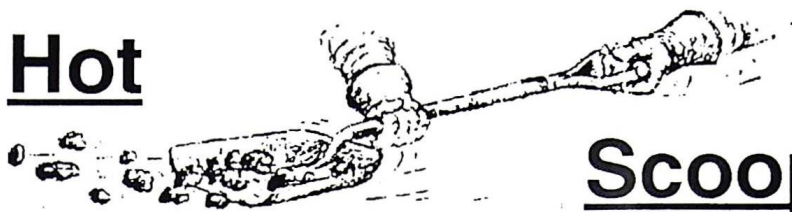


Hot



Scoop

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

November 1995
VOL VII NO XI

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DIRECTOR OF CAMPO OPERATIONS

Denby Jones

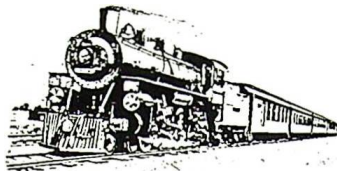
Wandering through the different projects at Campo I see people industriously working. Occasionally, I see people kind of standing in the background watching. Ask them if they would like to help and they reply, "Well, I really don't know how to do that kind of work". One of the things I really like about our Museum is the fact that there is meaningful work on almost any project for anyone regardless of skill level. Not everyone is a certified machinist or welder. And to be honest with you, we do not have the machines to support any more machinists than we already have. But there are many other tasks to be accomplished that do not require that level of expertise. Some of these tasks can be quite challenging when worked under direct supervision of a knowledgeable person, and some of them are not so challenging. The one common denominator is they all have to be accomplished. By taking on some of these tasks at least three things happen. The task is being completed, the person accepting the task may be learning a new skill, and by accepting the task it may free someone up that has different skills that may be needed elsewhere. Don't forget that there are a variety of departments in our Museum and this person may have skills that would fit another department. Classic examples of this occur in operations where crew shortages force us to use people with critical skill levels otherwise engaged in other projects to ensure that the Demonstration Train operates safely.

So what does all of this lead to??? We have some big projects that are nearing fruition, and others in the wings. In order to complete these projects we, as a Museum need to work as a team. If you are in Operations, maybe you could sign up for an extra weekend. Possibly members that may not possess the necessary mechanical skills could train as Docents and relieve the on-board trainmen of walking tours. If you see people that seem to be "lost", talk to them, find out what their interests are and guide them to the right people to develop those interests. I constantly hear that our Museum does not have the money to complete this project or that job. Well, all the money in the world is not going to help if we do not have the other side of the equation, manpower. Manpower is one of the biggest resources we have, and if we are to succeed we are going to have to allocate it properly.

As you probably know already, we are seeing a lot more traffic in the Campo area, especially undocumented aliens. If you encounter such groups do not approach them or try to communicate.

Call the gift shop and have them get in touch with the Border Patrol. They will take care of the problem immediately. Operating crews keep your eyes open for people on the track and at vehicle crossings, especially at Spencer's Crossing. There are also reports of objects being placed on the tracks. Objects such as spikes, nuts, bolts and pieces of sheet-metal. These can and will derail a train, so please be careful.

Thanks for listening and see you at Campo! Denby



Help Wanted

by Lew Wolfgang

First, an apology is in order. Recent increasing demands on my free time have resulted in the HotScoop being chronically late. It has always been my goal to have the HotScoop in your mailbox on the first day of the month. Alas, the goal has been increasing difficult to meet. What good is a "Hot" scoop that is a month late?

Part of the problem has been sparse Crew Callboard attendance. As you may know, I also serve as conductor/engineer on the Miller Creek excursions. With all the callboard blanks, whenever I'm in Campo I'm usually asked to help run the trains. However, my other position as Safety Officer also makes demands on my time. If I can't do my safety work on the weekends because I'm on crew, I have to do it during the week, requiring special trips to Campo. Well, it's during the week when I have the time to work on the HotScoop, so guess what gets deferred?

I can hear you asking yourself: "Gee Lew, how can I help?"

Well, if you are crew qualified, you can help by filling up those callboard blanks. If you aren't qualified, why not? The training classes Jim Baker is giving now are excellent, why not avail yourself of the opportunity?

I know that some of you are no longer active in Operations because of the increased attention paid to the rules test within the past few years. I ask you to reconsider your position. First, we owe our guests the safest railroad experience we can humanly provide. Second, we have to comply with increasing stringent FRA operating requirements. Think it over, your Museum can use your help.

Another thing for me to consider is giving up responsibility for producing the HotScoop. Are any of you in a position to take over job? It's a lot of fun, but the pay stinks....

Thanks for your support.

Lew

Operations Department

by Maryanne Thompson

My ridership totals have fallen behind (partly because I've been busy and partly because Lew hasn't printed what I've submitted!), so bear with me while I get the numbers out of the way. The ridership total for April was 2,668 including the 349 passengers that rode the April 29th Tecate trip. For the month of May, we had 2,519 including 173 on the Tecate trip. For Memorial Day weekend we had 1,040!!!! In June we had 1,696. July we carried 1,610 passengers. August was typical in that we only had 838 riders for the entire month. Thanks to all of the train crew members who keep the trains rolling. Also, along that same line, I want to thank everyone who helped to fill in the September Call Board. We have Tecate trips planned the last Saturdays of October and November. As usual, we will need crews for both the Miller Creek trips and the Tecate trains. Please try to help out on these days if you can. Thanks and keep up the good work!

Mike Reneau has asked me to pass along the following to everyone. When you have been working in the car barn, please turn off the lights and close the doors at the end of the day. On Sunday, if you are the last one up there working, turn out all the lights, close the doors and lock everything up. This past Sunday, Mike went up to the barn at the end of the day and no one was to be seen. There were doors left open and every light was on. Would you do this at home? I think not. Also, please remember that all of us need to clean up after ourselves.

There will not be an Operations meeting in October. Keep in mind that the November Operations meeting will be "Movie Night on the Berkeley". This sounds like an enjoyable evening and Mike and I encourage all from Operations to come out for this Museum event. Hope to see you there!

TRAINING DEPARTMENT

By Jim Baker

The Trainman's class at Cuyamaca College has had the first of its three meetings. Would you believe 38 people!!!! Look for a group of 40 people at Campo on Oct. 7, for the all-day session, and give them a big welcome. If only half of them become active, what a great addition to our crew pool. Thanks to Chandra George for a great idea.

Looks like there will be 8 or 9 people in the brakeman's class starting Oct. 10. That fills the class, and no further registrations can be taken.

ANNUAL TESTING - That fun time of the year is approaching. Dust off your rule books and start studying. I should have the test ready by the end of the brakeman's class, Nov. 4. Test dates will be soon after that. Look for the dates in the next HOT

SCOOP. Remember that our FRA submission requires that 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. I will be giving several 2-hour review/training sessions - operating personnel must attend one of these. If you want to get it over with in one shot, the test will be available at the same times, and will also be made available separately.

RULE OF THE MONTH: RULE 7.6, SECURING CARS OR ENGINES

Remember that our General Order #2, under SPECIAL INSTRUCTIONS, calls for SP Safety Rule 7.6 (page 76) to replace Rule 7.6 of the General Code. The SP rule requires that "a sufficient number of hand brakes" be applied when setting out cars, "but NO LESS THAN TWO when there are two or more cars." So, be sure to set at least two hand brakes when securing the train at the end of the day. Don't count the engine hand brake, since the engine may be cut off from the rest of the train for maintenance or other service.

UNITED WAY CONTRIBUTIONS CAN HELP THE MUSEUM!

by Wynn Mott

By designating the San Diego Railroad Museum as the recipient of your United Way campaign contribution, either through payroll deduction or as a lump-sum gift, you can contribute to your workplace's United Way campaign and significantly help the Railroad Museum. Although the United Way does not consider the Museum as eligible for its allocated general funds, it will pass on a designated contribution, deducting only a small administrative fee. Thus, for those who feel it important, or whose employer feels it important, to contribute to United Way, this can be of real assistance to the



Museum.

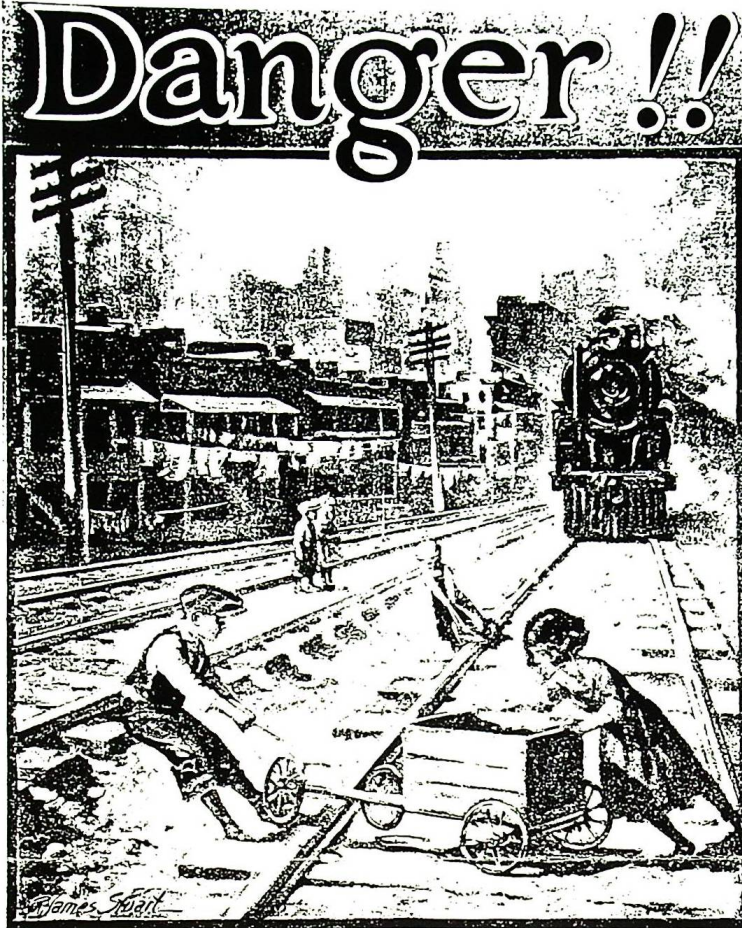
When the United Way campaign comes to you, simply designate the San Diego Railroad Museum on the card provided and select the size of your contribution.

Safety Corner

by Lew Wolfgang

Clean up Thy Messes

One of our members made a tour of the carbarn recently and was appalled by some of the conditions he encountered. Here is a slightly edited note that he sent to me:



Parents: See that your children play in a safe place! Do not send them out on the railroad tracks to pick coal!

Lew,

I was at Campo today Sun. Oct 1. At the end of the day (4:30) the Steam team had all left, but they left two large coffee cans out. One had oil soaked rags and a sponge in it, the other was 1/4 full of kerosene or some other solvent. There were also a couple of Army-green round 3-5 gallon cans at the back door where the steam team has their bench. Both had two holes punched in them for draining, one was empty with a cap, the other has some liquid in it but no cap. I told Thomas Lee and he said that he would take care of it later if the steam team didn't do it. Also in the car barn the 1820 crew was still working when I left but there were grease rags overflowing the safety rag can, on the floor and benches. They also had a couple of open cans of cleaner on the benches. I also found a small trash can that had about 1 inch of diesel in it. This I dumped into the waste container outside. The waste container flip top lid was open and had a oil filter sticking out of it draining. Some one used the thread cutting machine on the concrete apron in the barn and left the cuttings mixed with cutting oil on the

concrete floor, there was a pan to catch this stuff under it but was not used.

The writer of this note has every reason to be concerned. While we don't usually deal with REAL hazardous chemicals at Campo, many are poisonous, flammable, and hazardous to the environment if misplaced. Maintaining a clean, safe facility is EVERYONE'S job. If you see a potential hazard or mess, please take care of it before it gets worse. Of course, the best course is to clean up your OWN mess as soon as you are finished with a task. As my grandfather once said, "The job isn't finished until you've wiped down and put away your tools and cleaned up your work area." Good advice, don't you agree?

In particular, oily waste has to be picked up and disposed of immediately. Oily rags, when left in a corner by themselves, may be subject to "spontaneous combustion." In other words, they may start burning all by themselves without the help of welder sparks, cigarette butts, etcetera. The last thing we need is for the

carbarn to burn down some Tuesday evening because someone left an oily rag in the locomotive maintenance pit the previous Saturday!

Speaking of cigarettes, remember that the entire carbarn is a NO SMOKING area. Even if we weren't concerned about fires, it is still a San Diego County ordinance. Please, if you have to smoke, do it outside. It is the considerate thing to do.

Standing Hard

Member Don Livesay sent me the following for further discussion:

Subject: Re: "Standing Hard, 3 points" Date: 27 Aug 1995 23:49:09 -0400

Conrail has a system to provide that a train will not move when a crew member is on, under, or between equipment. To "Stand Hard" is an informal request for what is called "3-step protection". 3-step consists of:

- 1) Center the reverser handle
- 2) Open the generator field switch
- 3) Train brakes applied

The protection is not to be removed until requested by the person who requested it in the first place.

You engineers and brakemen, what do you think? In our operation, could the presence of a skate under the downhill wheel be considered as "Train Brakes Applied?" I think the idea warrants further discussion. If the engineer applied train brakes (if no skate), centered the reverser and opened the generator field switch before giving the "hands off" acknowledgment to the brakemen, we would certainly have a safer operation. We have had a good safety record so far, but was it attributable to luck or planning? Let's talk about it.

What does a Fireman REALLY do?

Another post deals with GG-1 locomotives:

Subject: Re: GG1 History...

Date: 1 Oct 1995 13:32:19 GMT

pierson@cimcad.enet.dec.com (dave pierson) wrote: 20 years (or so) ago i was standing behind a couple of guys in line for a train show in 'Joisey. One apparently _drove_ GG1s. His comment was roughly: "pretty, but cramped & bad visibility..."

Going around left hand curves, your vision was obscured. Luckily we had firemen back then. On one trip from Penn Station to New Haven, the fireman's list had been exhausted and they sent a new brakeman to be my fireman (that was OK). I left on a restricted signal (be prepared to stop for anything) on one of the low number tracks. As I headed around the curve, I asked the young brakeman what the next signal was. I could not see it. He replied, "Which signal is ours?" I stopped the train and went over to the other side of the GG in time to see a LIRR train cross my bow!

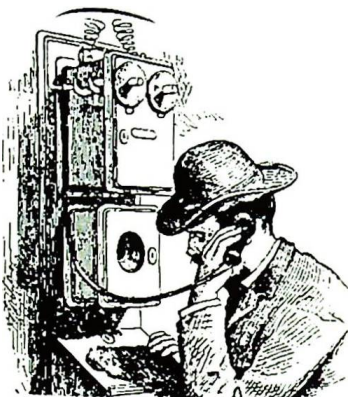
There is another signal story from a GG-1 as it approached South Norwalk on the New Haven Line. The fireman called out, "Clear" (for a green signal), then he shouted, "Approach, it

just dropped to approach!" Just seconds later he yelled, "Stop signal! It just went red!" The engineer laughed. The fireman was looking at the traffic light from the street!

For the root beer of the month question: How is a GG-1 similar to most of our locomotives in Campo? A case of cool ones to the first member telling me the right answer. (I'm to be the judge of what is "right")

Thanks for your support,

Lew



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Library, Roy Pickering	462-3392
Operations, Mike Reneau	466-5402
Restoration, Ted Kornweibel	461-0098
Safety, Lew Wolfgang	662-1963
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Training, Jim Baker	H-670-7441 W-467-6476

THE HOBO SWIMMING HOLE

And The St. Vitus Dance

by Arvel "Sunshine" Pearson

submitted by Don Livesay

In '32 I was headed west on the MOP (the old Missouri-Pacific), about 10:00 pm, I was lookin' for an open box and a place to flop. I settled for an icebox in an empty refer, but it had a flat wheel and before I could find another it was movin' too fast

along that steel. After about a hundred miles of bumpity-bump, we came to a stop at a water tank in a big curve along side of the Arkansas River bank.

It must have been about 2:00 am, I was lookin' for a spot to lay down when I spotted another Bo that was westward bound. He hadn't fared any better ridin' a gondola with just enough slack coal a blowin' in his face, stingin' like blowin' sand. "Let's get some weeds and make a bed." I could see he was bushed. "Ok," I said. The sun came up mighty hot and we kept movin' our bed around that tank to a shady spot. After a couple of hours the sun was at 108. We were sittin' there wishin' to get on another westbound freight. Being' hungry, I climbed that water tank for a look around. There wasn't a house nowhere around. I was thinkin' of some nice cozy place and havin' a feed, but I had settled for just some sunflower seed. Along about 11:00 am the sun was real hot and the wind was kickin' up dust a lot. I decided to wash my clothes in the water tank. I laid them out on some ties close by, then headed to my swimming hole up in the sky.

Now I was havin' a ball in that nice cool water up in the tank, then I heard Old Bo yell, "You had better get down here fast if you want to save your clothes." If you have ever been in Kansas you know how the wind blows. My shirt had got hung up on the fence, and he said with a smile, "your pants are down that wheat field 'bout half a mile." Hearin' the train whistle a hummin', I took off a runnin'...my feet was bare, no clothes, not a stitch; through that fence and then stumbled in a ditch. Every time I would get close enough to pick up my pants, the wind would do the St. Vitus' dance. I made a final grab, when I heard Old Bo shout, "The train is pullin' out!" I tied my shoe laces and slung 'em around my neck with just enough time to get my shirt and pants tied in a bundle on my back. The Hogger had bunched the cars and was ready to take up slack. With a highball, he took off down the track. In all that confusion, I didn't have much time to pick and choose as it picked up speed, but I thought the old tanker might do the trick.

Old Bo got a flatcar with some lumber and stuff, and me that old tanker, in the buff. Them runnin' boards was hot on my feet, had me doin' the Hen Wally Shuffle to a clinky-click beat. Now and then my backside would hit that old tanker and it made me wonder why I took a swim in a water tank. After about 60 miles the train began to slow and we were able to get off.

Old Bo said, "You put on quite a show." With blistered feet and sunburned all round, I got washed up, put on my clothes and headed up town. Old Bo said, "I been on the road a lotta years," he was laughin' so much his eyes made tears. "but I have never seen a Bo ridin' a runnin' board on a tanker without any pants at 60 mph, doin'

the St. Vitus Dance!" He was fixin' to head west on the Santa Fe, I was goin' north on the D & RGW. I was just leavin' for Denver on the Rio Grande, when Old Bo come up to shake my hand. He said real nice, "Lemme give you some advice, next time you decide to go for a swim, tie your clothes on a strong, swingin' limb!"

NETWORK NEWS

Where articles from USENET's rec.railroad are presented for your edification and further enlightenment. Opinions are those of the author's and are worth exactly what we paid for them: NOTHING! A small font is used to minimize production costs.

From: EXTG49A@prodigy.com

(Randy Buchter) Subject: Re: Brakes

A new brake system is about to be implemented in the US. There is testing underway as I write, on an Electro-Pneumatic brake system for freight cars. There will also be a technical meeting this week in Chicago to discuss the best system to pursue. The attendees will be the Association of American Railroads, various system component suppliers, and of course, the American Railroads. The basic idea is that the brakes will still be powered by air, but they will be controlled electronically. The train line will remain pressurized at all times, allowing repeated apply-release cycles. Stopping distance will also be reduced, not so much from higher braking forces, but from brakes that will apply simultaneously on all cars, eliminating the long delay for brakes in the last cars to apply. I have designed some components for this system, but will not get to attend the meeting in Chicago. I will have to depend on feedback from our 'marketing' people, and info from the AAR.

From: msb@sq.com (Mark Brader)

Subject: Water tube boilers on steam locomotives

David Bromage (bromage@mdue078.cc.monash.edu.au) writes: Apart from Gresley's (failed?) experiments, did any other railway experiment with water tube boilers on steam locomotives? What was the success or otherwise of the trials?

Yes they did, in one case with fatal results. Here's a report from about a year ago. The quoted article is from that period.

For metric readers: 1 foot = 12 inches = 30.48 cm; 1 psi = 6.895 kPa = 0.0703 kg(force)/cm².

[Repost follows]

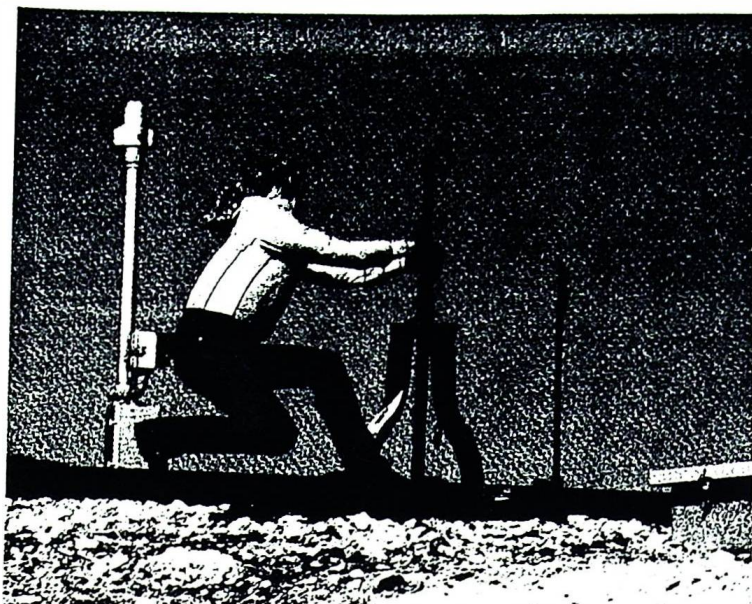
My source for this article is "Experiments with Steam: Landmarks in unusual British locomotive design 1846-1959" by Charles Fryer (1990), Patrick Stephens / Collins Publishing. ISBN 1-85260-269-4).

Water tube fireboxes were tried on a few Delaware and Hudson locomotives as well as Baldwin Locomotive Works #60,000. Loosy water tube joints were a constant problem...

On a smaller scale, water-tube boilers were also used on the little Sentinel brand steam railcars (i.e. locomotive and passenger car in one body) that were introduced in Britain in 1922. These railcars were used on branch lines of both the London & North Eastern (LNER) and London Midland & Scottish (LMS) Railways, running until the late 1930's.

Following the D&H water-tube experiments, the LNER decided to try a high-pressure water-tube engine. It was designed by Nigel Gresley in conjunction with Harold Yarrow, and the boiler was built by Yarrow and Company. The engine was numbered 10,000. It was the only 4-6-4 the LNER ever had, the two trailing axles were not on a single bogie (truck) but separate. The boiler pressure finally chosen was 450 pounds per square inch (psi); the engine was a 4-cylinder compound, with the 2 low-pressure cylinders receiving steam at 200 psi.

The boiler contained four horizontal water drums placed horizontally and set lengthwise along the engine: one on each side of the firebox, 11 feet long and 18 inches in diameter, and two more forward of the firebox, 13.5 feet long and 19 inches in diameter. At the top was a larger steam drum running the full length of the boiler and projecting into the smokebox. Connecting the water drums to the steam drum were 518 water tubes of diameter 2 and 2.5 inches, each running roughly vertically with a



slight outward curve.

One of the engine's other novel features was that the air to the firebox was heated by being passed between an inner and outer casing of the boiler. The outer casing didn't need to be thick and in fact was observed to ripple in waves when the engine was running at speed!

The engine was first tested in 1929. It performed adequately enough, but despite being tinkered with in the shop quite a bit over the following years, never achieved a performance improvement enough to justify its cost. In 1935 Gresley gave up and rebuilt the engine to essentially the standard A4 design, though retaining the 4-6-4 wheel arrangement.

Meanwhile, the LMS was trying an even more exotic design, a hybrid water- and fire-tube segmented boiler invented by the same Wilhelm Schmidt who had earlier produced the superheater. The first engine of this design had been a 1925 rebuild in Germany, and the SNCF in France rebuilt a 4-8-2 on the same plan. The LMS engine, numbered 6399 and aptly named "Fury" was newly constructed by the North British Locomotive Company, and was based on a Royal Scot 4-6-0 chassis. Since Fryer's book is about British experiments, it's the LMS engine that I will now describe.

At the front of this engine was a conventional fire-tube boiler fed by hot gases from the firebox and drawing water from the tender, and termed the low-pressure boiler. (Fryer doesn't mention the pressure of this boiler: from past reading I think it was about 250 psi or a little higher.)

Rearward of the low-pressure boiler there was a completely different arrangement. As in the LNER engine, there were hundreds of roughly vertical water tubes connecting a lower and upper end and heated directly by the fire in the firebox. And at the top, there was a big steam drum -- about 15 feet long and mostly 38 inches in diameter.

The physical arrangement of the bottom end of the water tubes was somewhat different from on the LNER engine: they were fixed to a tube both with a rectangular cross-section and a rectangular path, called the "foundation ring". But the concept was the same as the water drums. But at their upper end, the water tubes did not open into the steam drum. Instead, they "served to heat it", rather than its being directly heated by the fire or by fire tubes. More precisely, at their top end the water tubes were cross-connected by a pair of additional drums, one to each side of and slightly below the steam drum; from there, with its pressure equalized, the steam was led into a zigzag pipe within the steam drum. Having passed through the steam drum and given up most of its heat, this steam was then led through outer pipes back to the foundation ring for reheating. It was a completely closed circuit.

The water that was heated in the steam drum was taken from the low-pressure boiler. This meant that it was already boiling at the lower pressure, and that it had therefore already given up its dissolved solids. Thus the

steam drum would not need to have scale removed as often as a conventional boiler such as the low-pressure boiler. The pressure achieved in the steam drum was about 950 psi, and this is why Schmidt invented the design -- he had calculated that, due to the thermal effects on the steel, 570 psi was the safe limit for a conventional boiler, heated directly by the fire or the gases from it. He wanted higher pressure, so he made an indirect design.

As for the closed circuit, this used distilled water and was supposed to reach pressures as high as 1400 psi or even more.

The engine was a 3-cylinder semi-compound. The one inside cylinder was fed directly at high pressure by the steam drum, its exhaust steam was collected into an intermediate chamber and there mixed with steam direct from the low-pressure boiler, to feed the two outer cylinders.

It appears that Schmidt was correct to be concerned about the effects of direct fire heating at such high steam pressures. "Fury" failed on its first main line test run, in February 1930. With the closed circuit at "only" 1000 psi, one of its water tubes suddenly burst open. The boiler did not explode, but the steam blast forced the hot gases from the firebox into the cab. There were four men aboard. One was "literally in the line of fire" as Fryer puts it, and died of his burns the next day. Another man suffered broken legs.

And the SNCF engine experienced an essentially identical failure, though fortunately not with fatal results -- so that's two out of three of the test engines.

"Fury" was repaired, with a special fire-door design to reduce the risk of a repetition of the accident. There never was another such failure, but the engine continued to suffer from various defects, and in 1934 the LMS gave up and rebuilt it as a Royal Scot. --

From: pdennis@lfs.loral.com (Phil Dennis)

Subject: Lost: One piece of family history

I lost a piece of my family history this past weekend with the passing of the Broadway Limited. My grandfather worked as a conductor on this train in the 1910's through the 1920's. He left the Pennsylvania RR after his future Father-in-Law said that a RR conductor would not be home enough to take care of his daughter. It was my grandfather that instilled his love of trains in me.

I never knew that he worked on the Broadway Ltd. until about 20 years ago when my brother and I took a trip from Washington D.C. to Chicago on that very train. When we got back, I spent an hour telling my grandfather about the trip. He spent the next six hours telling me about his various trips on the Broadway Limited. The most compelling was how he walked into the ticket agents office in Aiglen Pa. one day and met the woman that would become my grandmother. I guess I could say that if it were not for the Broadway Limited, I would not be here, I know that I would not have the interest in trains if it were not for my grandfather.

The unfortunate thing is that I will not be able to take my children on the same train that their great-grandfather worked on, but in this day and age, there are probably many of us with the same problem.

Alas, all I have are lasting memories of gliding through eastern Pennsylvania where my dad, grandfather and great-grandfather grew up. Running up to the first coach car as we rounded Horse-Shoe Curve and being able to see the entire train stretching out behind us in the darkness. Seeing the glow of Pittsburgh as we crept into the station, and hearing the conductor call out each city along the way. Watching the sun rise on western Ohio, and seeing the massive steel mills in Gary Indiana, knowing that our final destination was not too far away. I doubt I'll ever forget the little Amish boy sitting a few seats away shouting "Moo Moo, Moo Moo" everytime he spotted a cow outside the train.

It was a trip I'll always treasure, more so as I imagine my grandfathers voice calling out each stop along the way. -- Thanks to the Interstate Highway System, it is now possible to travel across the country from coast to coast without seeing anything. --Charles Kuralt

From: bhermann@nest.boise.id.us

Subject: Re: WATER TREATMENT IN BOILER IS ESSENTIAL

cliff.wedgewood@lfs.loginet.com (Cliff Wedgewood) writes: [snip] treatment science is so advanced that it literally can mean the difference between life and death for the crew. Yes it may be expensive, but if I were in that cab, I would want to know that the boiler inside is not disintegrating (pitting & Corrosion) or being plugged up with scale. This could likely have prevented the injuries on #1278.

Proper maintenance and operation save lives. Water treatment can not possibly make up for improper procedures. It may just prolong the inevitable. If the 1278's crew had drained the water glass and observed it as it refilled they would have been aware of the problem. If they had used the try cocks they would have known that the reading was improper. If they had replaced the light they could have seen the glass.

An incident happened here in Alberta about 5 years ago that still raises the hair on my back each time I think how close we all came to meeting our maker. The engine had a new hogger and was pulling into the station. The station sits at the top of a slight rise. The hogger pulled up abruptly to a stop and all of the boiler water rushed to the front of the engine, exposing the crown sheet. Luckily for us (I was riding as a roster treatment consultant) the fireman had many years experience on this engine and quickly killed the fire. The way he tore around there told me we were very close to a major accident. The platform was crowded with onlookers.

The fireman may have had many years of experience, but they were still lucky. I don't care how fast he killed that fire. The heat was still there, the water was not, and if the crown sheet went dry that fire should not have been relit till an inspection was made. The fireman was low on water and was not anticipating the actions of his engineer or the engine. Refer to the April 1995 Trains magazine article "Big Bang - No Theory" (or any physics text) according to the author the time between when the crown sheet is exposed and an explosion occurs is a matter of seconds. How quick was that fireman tearing around the cab?

For those that haven't worked with a full-size boiler. If your fire goes out or is put out all that is required to relight it is to provide the proper mix of fuel and oxygen. The heat is already there and will stay there for a long time.

Most locomotive boilers and tenders include baffles to limit the amount of water slosh that takes place. For a good account of the proper reaction to excessive water slosh read the book on the Uintah Railway. Their articulated engines experienced a large amount of slosh forward when they crested the top of the grade. The chief mechanical officer immediately removed both engines from service until modifications could be made.

For the record: The steam engine I work with uses a water treatment, because we have high mineral content in the water.

We blow down the glass daily and check the reading frequently with the try-cocks.

Water treatment is not lost out the stack in major quantities. You can literally see the treatment in the bottom of the water glass. Plus the chemical test kit confirms the presence of the proper amount of the treatment.

Bill Herrmann



SDRM TimeCard

[illegible]

November 1995

11/09/95 11:33 AM

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5 DO Boratadi	6 1830 Staff Mtg SFD	7	8	9	10	11
12 DO Baker	13	14	15 1800 Movie Night	16	17	18
19 DO Kornebel	20 1830 Staff Mtg SFD	21	22 1900 Interp Mtg SFD	23	24 0500 Mail Cress	25 0600 Teatita Xra
26 DO Rineau	27	28 1800 Board Mtg	29	30	October c h t w t f s 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	December c h t w t f s 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

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December 1995

11/09/95 11:33 AM

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3 DO Wolfgang	4 1830 Staff Mtg SFD	5	6	7	8	9
10 DO Boratadi	11	12	13	14	15	16
17 DO Baker	18 1830 Staff Mtg SFD	19	20	21	22	23
24 DO Kornebel	25	26	27 1500 Interp Mtg SFD	28	29	30
31 DO Rineau						

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

(November 1995)



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