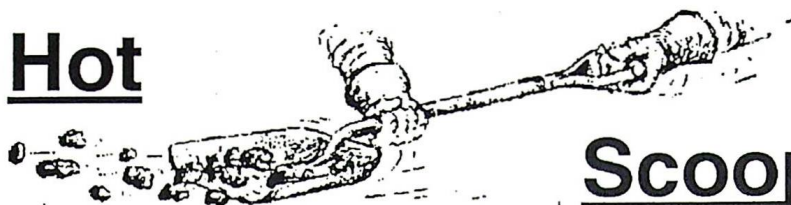


Hot



Scoop

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

December 1997
VOL IX NO XII

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HotScoop Shovel-Logo by Larry Rose

CAMPO NEWS

Lew Wolfgang



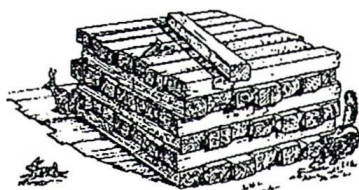
Lot's Going On

There is a lot of activity scheduled at Campo in the next few months. We have some new Superintendents and some new projects for them to lead. It should be an exciting time for the Museum, with new opportunities for volunteering presenting themselves. This is the time for you to chip-in and help the cause. Maybe you could even mention to that neighbor or friend who's expressed an interest in the Museum that this is a good time to join. Let's dig in and have some fun!

Tieing One On

The Marines at Camp Pendelton have donated about 4.7 miles of track to the Museum. Our Executive Director Win Mott realized that we didn't have the necessary volunteer resources to remove the track in a timely fashion. So, with the Marines' approval, Win contracted with a company to perform the actual removal. The contractor will keep the rail and trim as payment, delivering the ties to Campo for the Museum. It hasn't been easy, the Marines' requirements and the contractor's scheduling has been keeping Win spinning like a whirling dervish, but the ties are finally showing up at Campo! Most of the ties are in excellent condition, and will be used on the mainline to fulfill our responsibilities to safety and the MTDB. Win and I recently counted and classified every single tie, we should have in the neighborhood of 8,000 to work with. This will allow us to replace most, if not all, of the bad ties on our mainline! Additionally, funding has been budgeted and allocated to hire track workers to install the ties (weekdays) under the direction of our new Roadmaster, Allan Dillanne.

Warning! These ties are for use on the Museum's mainline ONLY! We have responsibilities to our landlord, MTDB, that



must be fulfilled if we are to continue railroad operations. There probably will be unusable ties that may be used elsewhere, but this determination will be made by Win, Denby, Allan Dillanne or myself only.

We all owe the Marines our gratitude for this donation, it will truly "save our bacon".

Fire Season

CDF has officially lifted the requirement for the Museum to provide fire protection until the start of the next season, probably in May or June. We have a lot of momentum going now for volunteers interested in the Fire Team and Speeder Operations and we plan to keep that enthusiasm high. Under the leadership of our Fire Marshal, Bill Walker, plans are being made to improve the readiness state of our equipment and to provide training for our volunteers. Please contact Bill if you would like to join up.

Allan Dillanne will also continue the speeder operator training program and he has some interesting plans for utilizing the speeders and crews on weekends for track inspections and light maintenance. This should keep everyone sharp and ready for the next fire season.

There have been many rumors floating around about the Museum's wild-land fire and our response to CDF's directives. There are no secrets here, if anyone has questions please ask Denby, Bill Walker, Win or myself about them. I'll try to anticipate some of the questions here.

1. Will the Museum have to pay for the fire?

We don't know yet. We are hoping that the Campo CDF looked favorably on our renewed enthusiasm and recommended to Sacramento to go lightly on us. If we receive a bill you can be sure it will be reported here.

2. Can we ever run #2353 again?

Yes, we can. CDF told us we couldn't run it during the Fire Season, which is now closed. CDF has been invited to observe the completion of #2353's maintenance period and to participate in subsequent fire-safety demonstrations. We hope to demonstrate that #2353 is safer than diesel locomotives and to secure their permission to operate during the fire season. Steam Team leader Bob Miles is working on this and we remain optimistic.

3. Can we run #1820?

No! Approved spark arrestors (now on order) will have to be installed and inspect-

ed by CDF before we can use #1820 again.

4. What about #2104 and #7285?

No problem, they can be run. CDF has inspected them and determined that cinder screening and exhaust turbochargers allow them to be operated safely.

5. What's with the tank car and caboose?

CDF's requirement was for a fire speeder to follow every train during fire season. The tank car and caboose were introduced to provide fire protection for our Tecate excursions in lieu of the speeders. Subsequent mechanical problems and operator shortages required that the tank/caboose be used on the Miller Creek trips as well. Bill Walker says that fire speeders provide superior overall protection and thus will be the preferred vehicle next fire season. We should have adequate operators and crew trained by that time. The tanker/caboose will still be used for Tecate excursions during fire season.

If you have any other questions, please don't make up answers yourself, just ask us about them.

The Board is Lonely

The word floating around Campo is that the Board of Directors is unresponsive and hard to reach. "They never know what's going on", folks have been heard to say.

Well, a significant number of the Board Members are also active Campo volunteers, so yes, the Board knows what is going on.

And they are lonely. They want to reiterate that they are always available to listen to the concerns and comments of Museum volunteers. All you have to do is give them a call.



Here's a selected list of names and phone numbers. Be aware that some of the folks are busy and may not be able to return your call the same day.

Glenn Reiter (President) 675-4400

Kurt Karlsgodt (Vice President) 231-1555

Ron Carlson (Financial Committee) 456-1390

Harry Carter (Nominating Committee) 236-1551

Bill Valverde (Personnel Committee) 624-2000

The following folks are Campo regulars, you don't need their phone numbers.

Chop Kerr

Maryanne Thompson

Steve Alcove

Rita Cloud

Duane Dubke

Corrine Gallagher
Russ Hollingsworth
Ann McVeagh
Bob Miles
Jim Newland
Bill Schneider
Bruce Semelsberger

Call for Web Representative

The Museum is in need of a volunteer who can answer questions coming in from the Internet. This volunteer should have e-mail and web access, and be familiar with railroad history. Willingness to utilize the Museum's library is also desired.

Questions about railroading and history will be forwarded to this volunteer via e-mail and they will respond in kind. They will work with Rich Borstadt and Roy Pickering as necessary.

This is an increasingly important function for the Museum and fulfills our main mission of interpreting railroading to the general public.

Please contact Lew Wolfgang or Rich Borstadt if you think you are qualified and would like to volunteer.

Qualification Board

The Museum's Qual Board is comprised of key Museum volunteers and is responsible for setting the standards for and certification of all operating personnel. A Trainee Evaluation form is completed after each day of hands-on training for each position. These forms are collected from the Campo Ops Office at regular intervals and subsequently filed at the Business Office. Each individual trainee's performance is based on these forms and become part of the trainee's permanent file.

It has come to the Qual Board's notice that some of these forms are missing. New forms and procedures are being developed to prevent loss of future forms and a search has been launched for any currently missing ones. If you have been saving your own evaluation forms and are currently active in any training program please contact Lew Wolfgang. Remember, the forms must be logged for them to be considered by the Qual Board, they don't do you any good sitting at home.

Non Certified Fireman

It has been observed recently that non-certified volunteers have been asked to ride as fireman during switching operations. Recall that General Order #1 stipulates that a minimum of two certified personnel be involved with any switching operations; an engineer and a brakeman. It is acceptable for non-certified personnel to ride in the cab as long as the two-man rule is followed. They may be used as an extra pair of eyes, but should not be relied upon to relay signals, start or stop movements, or interpret anything involved with the operation.

Christmas Train

Terri Gregory is organizing an evening "Christmas Train" on December 20. The consist will be "decked with lights" and is designed to involve the local Campo residents. She will be needing help before and during the event, please let her know if you can be of assistance. It sounds like the event will be lots fun!

Training Department

by Jim Baker

For those of you who received the last issue of the HotScoop, there was a major error in what was published. I was in Seattle, and discussed the thing with Lew on the phone. I'm not good at explaining, or he's not good at understanding, or some combination of both. In any case ignore everything that was said there. The STRAIGHT (hot) SCOOP follows:

All certified crew members (engineers, conductors, brakemen, speeder operators) who were first certified in 1994 or earlier must take:

"A" Session

"B" Session

AND the written test.

Those first certified in 1995 or later may take either an "A" or "B" session (but are welcome to take both) and the written test. This latter group probably includes only brakemen, since I don't think anyone has gone from brakeman to one of the other positions in less than 3 years.

Those people taking the brakeman class starting on Nov. 19, will need only to take the test.

SCHEDULE:

"A" SESSIONS

(attend one of these dates)

Jan. 6, 7, or 12; 7-10 p.m.

La Mesa Depot

"B" SESSIONS

(attend one of these dates too)

Jan. 14, 19, or 20; 7-10 p.m.

La Mesa Depot

TEST:

Jan 24 & 25

Campo, any time; see J. Baker

Jan. 26 & 27

La Mesa Depot, 7-9 p.m.

Any time later; make arrangements with Baker, or Reneau.

Tests must be completed by the end of Feb. If you fail the test the first time, you can re-take it once. If you fail again on the second try, you must re-take the appropriate class. Those who cannot make the above schedule will need to make special arrangements with the Training Officer. However, 10 sessions is already taking up quite a bit of his time. Special arrangements should be kept to an absolute minimum!

From the Fire Line

by Bill Walker

By now, you have all heard that we started a fire on the way to Miller creek a couple of months ago. This incident served as a wake-up call for all of us! Since I started 2-years ago, I've always heard about "Fire Speeders". Funny, I never saw one. Come to find out, we were always supposed to have a speeder follow the train when fire danger was high. So, like many things in life, reaction comes from disaster.

The operations staff decided that what the Museum needed was another department. (Like we don't have enough already). And this department would coordinate our fire protection efforts. So the staff started looking for a suitable leader(?). I guess that led them to my door. For those who don't know me, I am a Firefighter/Paramedic with the San Diego Fire Department.

Seems staff thought I might know something about the subject at hand. They tried to make me feel better by saying they couldn't think of anybody better to fill the boots...er, shoes of this department. Anyway, here I am, with greatness thrust upon me again!

Since fire season has ended, we now have a little time to get things in order before next season, which usually runs June/July to Oct. CDF will open or extend the season as needed, and it seems now that we will

be tied into their season for running of fire crews.

I will be developing the policies and procedures to be used by the SDRM's fire crews, along with liaison with CDF's wishes. As Lew mentioned in last month's HotScoop, all



Museum volunteers are welcome to the team. You will not be qualified to ride the fire crew until trained by CDF, or if they will let me, our own class. Please keep in mind though, that firefighting can be a physically demanding job, even for a short time. So those of you with bad backs, knees, hearts, asthma, or other ailments may want to think twice about joining this crew.

If you have input or questions, please feel free to call me at 760-599-1247, or E-mail fire.train@MCI2000.com. (bill-walker@train.sdrm.org will also work. *lew*) Stay safe out there.

MAINTENANCE OF WAY

by Allan Dillanne

Both of our large speeders are out of operation. Long over-due radiator repair is being funded by "Friends of broken down speeders" for the G-1 and a cracked rear pillow block on the G-2 will necessitate the removal of a rear wheel to repair it. Both of these projects will take time. This means that all future speeder operations

required will have to be performed by the S-1 (M-19) until further notice. We are especially indebted to the efforts of Operations Superintendent Mike Reneau who has been substituting the water tank car and caboose to handle the fire protection duties that our speeders normally are expected to do.



Track work in the lower yard continues when time permits. Track #3 has been "OUT OF ORDER" for years and has been the site of numerous cases of engines on the ground. This track is set for immediate renovation. This will cause scheduling problems for engine 90 day inspections over the pit but with rainy weather coming the track conditions will only get worse and the risk to engines will not go away. Three critical mainline problems are also going to require immediate attention;

1 The greaser above Sportsmen's Curve is inoperable and a 10 MPH limit has been imposed to reduce the stress on the rails.

2 We have a bad joint and tie problem in the cut below Clover Flats that has caused a 5 MPH slow order that will be further aggravated by the coming rains.

3 There are several sites on our right-of-way where erosion is threatening the fills and rock and debris are collecting in the road cuts. These also will only get worse with the coming rains.

These are all projects within our capabilities but we will need volunteers for track work and speeder operators to get them to the job sites. We are delighted to report the delivery of 1400 of what we hope will be 8500 rail road ties from Camp Pendleton. These have been located in the lower yard and are for mainline use.

SPEEDER OPERATIONS

Speeder training has come to a standstill. We have about 25 people in various stage of training. However, our ability to provide actual hands on speeder training times for trainees is restricted. These restrictions include the shortage of operating speeders and the limited number of presently qualified speeder operators and there availability at Campo. Those trainees interested in getting "road" practice in should contact Operations Superintendent Mike Reneau at Campo for instruction and scheduling.

Allan Dillanne, who was scheduled for this activity will not be able to offer this service until he has been given the instruction material, training, and be Board Qualified. Allan faces the same hurdles as everyone else, but he has an advantage. There is no one who wants him qualified faster than Mike Reneau! Good supervisors are always looking for "good assistants". Anyone interested in leadership

opportunities in this area should check with Mike.

Merry Christmas and Happy Holidays from all the "Rail Pounders" to all the "Rail Kickers". Be happy! Come and join us!!!!

Safety Corner

by Lew Wolfgang

Occasionally the Museum is approached to accept the donation of hazardous materials. Please check with the Safety Officer before accepting donations of oil (new or used), grease, solvents, paints or any other materials that would require a MSDS (Material Safety Data Sheet). If the material is needed by the Museum and can be transported safely and legally, there should be no reason to reject the donation, just check with me first. Remember, the Museum has to pay big bucks to dispose of the materials that we generate ourselves, we don't want to have to pay to dispose of other's waste. There are also legal ramifications to consider. For example, it is illegal to transport more than 15-gallons of used motor oil without an EPA permit. So let's be careful.

Santa Physics 101

As a result of an overwhelming lack of requests, and with research help from that renowned scientific journal SPY magazine (January, 1990). I am pleased to present the annual scientific inquiry into Santa Claus.

1) No known species of reindeer can fly. BUT there are 300,000 species of living organisms yet to be classified, and while most of these are insects and germs, this does not COMPLETELY rule out flying reindeer which only Santa has ever seen.

2) There are 2 billion children (persons under 18) in the world. BUT since Santa doesn't appear to handle the Muslim, Hindu, Jewish & Buddhist children, that reduces the workload to 15% of the total or 378 million according to the Population Reference Bureau. At an average (census) rate of 3.5 children per household, that's 91.8 million homes. One presumes there's at least one good child in each household.

3) Santa has 31 hours of Christmas to work with. This is due to the different time zones and the rotation of the earth, assuming he travels east to west (which seems logical). This works out to 822.6 visits/second.

This is to say that for each Christian household with good children, Santa has .001 second to park, hop out of the sleigh, jump down the chimney, fill the stockings, distribute the remaining presents under the tree, eat whatever snacks have been left, get back up the chimney, get back into the sleigh and move on to the next house.

Assuming that each of these 91.8 million stops are evenly distributed around the earth (which, of course, we know to be false but for the purposes of our

calculations we will accept), we are now talking about .78 miles/household, a total trip of 75.5 million miles; not counting stops to do what most of us must do at least once every 31 hours, plus feeding & etc.

So Santa's sleigh must be moving at 650 miles/second, 3,000 times the speed of sound. For purposes of comparison, the fastest man-made vehicle on earth, the Ulysses space probe, moves at a poky 27.4 miles/second. A conventional reindeer can run, tops, 15 miles/hour.

4) The payload on the sleigh adds another interesting element. Assuming that each child gets nothing more than a medium-sized lego set (2 lb.), the sleigh is carrying 321,300 tons, not counting Santa, who is invariably described as overweight. On land, conventional reindeer can pull no more than 300 lb. Even granting that "flying reindeer" (see #1) could pull 10 TIMES the normal amount, we cannot do the job with 8, or even 9 reindeer. We need 214,200. This increases the payload, not counting the weight of the sleigh, to 353,430 tons. This is four times the weight of the ocean-liner Queen Elizabeth.

5) 353,000 tons traveling at 650 miles/second creates enormous air resistance. This will heat the reindeer up in the same fashion as a spacecraft reentering the earth's atmosphere. The lead pair of reindeer will absorb 14.3 QUINTILLION joules of energy Per second each. In short, they will burst into flame almost instantaneously, exposing the reindeer behind them, and creating deafening sonic booms in their wake. The entire reindeer team will be vaporized within .00426 of a second.

Meanwhile, Santa, will be subjected to centrifugal forces 17,500 times greater than gravity. A 250-lb. Santa (seems ludicrously slim) would be pinned to the back of his sleigh by 4,315,015 lb. of force.

If Santa ever DID deliver presents on Christmas Eve, he's dead now.

Happy Holidays!!!!

Upcoming Dates of Note

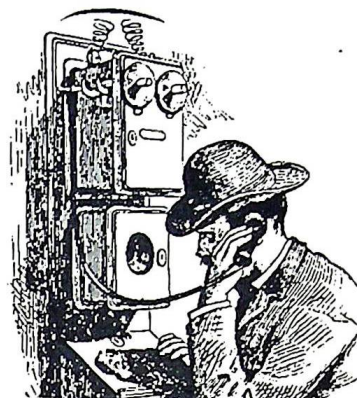
December

Museum Services Meeting (none)	
Lunar Limited	13
Santa Train	13, 14
School Days	16
Santa Train	20, 21
Campo Christmas Special	20
Local Special (\$3.00)	26, 27, 28

January

Ops Meeting	5
Rules Session A	6, 7, 12
Tecate	10
Rules Session B	14, 19, 20
School Days	20
New Member Orientation	21

Crew Test (Campo)	24, 25
Tecate	24
Super Bowl	25
Crew Test (La Mesa Depot)	26, 27
Board Meeting	27
Museum Services Meeting	28



PHONE NUMBERS

SDRM ADMINISTRATION

Museum Phone	697-7762
Business Office, Pat Blackmore	595-3030
Business Office Fax	595-3034
HotScoop Editor, Lew Wolfgang	553-3106
La Mesa Depot	465-8444
Campo Depot	478-9937
Campo Car Shop	478-9451
Campo Caretaker, Thomas Lee Braginton	478-9344

DEPARTMENT HEADS

Facilities, Thomas Lee Braginton	478-9344
Director of Museum Services, Rich Borstadt	294-9321
Research, Bruce Semelsberger	264-7282
Director Railroad Ops, Denby Jones	279-2419
Deputy Railroad Ops, Lew Wolfgang	H-662-1963
Director of Fire Services, Bill Walker	599-1247
Chief Trainman, Mike Retz	466-8808
Safety Officer, Lew Wolfgang	H-662-1963
Library, Roy Pickering	462-3392
Operations, Mike Reneau	466-5402
Restoration, Ted Kornweibel	461-0098
Steam, Bob Miles	280-8529
Training, Jim Baker	H-670-7441 W-467-6476

SDRM TimeCard

[illegible]