



HotScoop Shovel Logo by Larry Rose

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

May 1999

MUSEUM NEWS

VOL XI NO V

>>>Volunteer Appreciation BBQ<<<

All volunteers are invited to attend a catered BBQ dinner at the Campo depot on Saturday May 29th. This will be a good chance for folks to get together and have a good time. See you there for great food, drink and friendship!

>>>MILLER CREEK SCHEDULE REVISION<<< *Denby Jones*

Beginning in June, we will be running one train to Miller Creek on Saturday.

With the Tunnel closed the Tecate train will go to tunnel 3 1/2, return to Campo, take a train to Miller Creek, return to Campo and then return to 3 1/2 to pick up the Tecate Passengers. When the line is clear, we will depart for Tecate at 1000, leave Tecate at 1400 instead of 1430, return to Campo, try to leave for Miller Creek at 1530, try to be back at Campo by 1730. Is this going to be a long day, yes it is but with your cooperation it can be done. The object is to save crews equipment by eliminating one train. And, when the dinner train is done, it will allow one crew to take care of both Tecate and Miller creek, maintaining our obligation to both and taking some of the pressure (we hope) off the operating crews. Sunday's schedule will remain the same. Steam Weekends will be classed as a "special event" and will be handled and coordinated with Tecate excursions as required.

I realize that this is going to be a big change, and I hope that we will have the cooperation we need from everyone to make it work. Thank you to everyone that has worked so hard to bring Museum Railroad Operations to it's present state and level of support. I believe we have one of the best and safest railroad operations in existence and it could not be done without you and the effort that all of you have contributed.

Thanks again!

>>>It's time to landscape the backyard<<< *Lew Wolfgang*

To all my friends,

As you may have heard, I am resigning from my positions with the Museum. My thanks and appreciation go to those of you who have written and spoken with me about it. The Museum has been an integral part of my life for ten years now, and I want you to know that you all will always be a part of me.

However, I finally realized that ten years of one-day-per-weekend at Campo, plus various weekday meetings, plus evening paperwork, was adversely affecting my home and family. If you think the SD&A coaches look bad, you should see my back yard! Thus I am going to take some time off to catch up with my family responsibilities and relationships.

I would like everyone to know that I am not angry with anyone and that my decision is mine alone.

I realize that this is a critical time for our organization, but no one is indispensable and I'm sure that others will step up to do a better job than I ever did. I anticipate serving in operations enough to keep my currency up-to-date, so you will still be seeing my mug in Campo from time to time. I will also continue to provide the computer resources required by the mailing lists and web pages, and to help Randy Houk and Roy Pickering with the web content.

Once again, thanks for your concern, all is still well with me.

Regards,
Lew

>>>Locomotive repair priorities<<< *Denby Jones*

There are guidelines, procedures, and Superintendents that are responsible for specific areas, i.e. Operations, Facilities, Mechanical, Restoration, Maintenance of way. Tasks at Campo should be coordinated through one or more of the Superintendents. We embrace enthusiasm, it is what brings fresh ideas to the museum and makes it grow, however it does need to be coordinated through the various Superintendents so we are all pulling in the same direction.

The Baldwin is apparently becoming an issue. Maybe be it might have been prudent to first go to the Mechanical Superintendent to find out what his plan was before taking it to the general population. I apparently gave out misinformation on the Baldwin and for that I apologize. However the information that I gave out is the same information that was given to me. Be that as it may, at this time the Baldwin is NOT slated for mechanical or cosmetic restoration. The priorities for repair/restoration at this time are the 3873, the 2098, and then the repair of the 2104. This decision was based on the fact that the Baldwin is in relatively good shape and stable with very little deterioration. We also had two restored locomotives that had mechanical problems: 3873 with a main generator, and 2098 with bad liners. It was decided to do 3873 first as it had 26L pressure maintaining brake systems and Dynamic brakes. 2098 is to be next. This is not discrimination against the Baldwin, but, especially with the limited resources we have, it does not make much sense to start another locomotive when you have two apart already.

>>>Volunteer Spirit<<

We knew we'd be short on trainmen for our May 8th Tecate trip, with 320 expected. Conductor trainee Mike Edwards called the Gilbert family and asked them to help us.

They sure did, and made the entire trip much better. These Tecate trips now include a bus transfer at tunnel 3 1/2, which adds to the crowd control equation. Rod, Alma and Ansara all contributed in a big way to enhancing our passenger's enjoyment of the trip. And to top it off, they helped clean up the Miller Creek train after spending the day on the Tecate special.

Thanks guys!

>>>From the Training officer<<< *Jim Baker*

The Qualification Board recently certified the following people for the positions indicated. CONGRATULATIONS!

Bob Nickles, STEAM ENGINEER
Jack O'Lexey, STEAM ENGINEER
Randy Houk, ENGINEER INSTRUCTOR, DIESEL
Larry Williams, ENGINEER INSTRUCTOR, DIESEL
Jim Lundquist, BRAKEMAN (Recertification after a "sabbatical" of too many years.
Welcome back Jim!)

Ken Kahan, STEAM FIREMAN INSTRUCTOR

RULE OF THE MONTH

General Order #5, under CREW REQUIREMENTS, states, "When switching and moving light locomotives at Campo, and there is no fireman on board the locomotive, the brakeman will ride the leading end of the locomotive."

This especially applies when the locomotive is starting its runaround at Campo, after arriving from Miller Creek. Brakemen: as soon as the locomotive breaks away from the train, stop the movement, and walk up to the leading end before continuing with the runaround. Engineers: Please ensure that your brakemen do this.

>>>**Lester Hook Obituary**<<< *San Diego U-T article forwarded by Mike Retz*

Lester Hook, 89; he managed ranch grandparents homesteaded in 1880s

By David Harpster

CAMPO - He was a lifelong rancher and batchelor, whose home on the range kept him far from big city office buildings and shopping malls.

Lester Hook, a fixture in rural East County for decades, died Saturday from complications following a fall. He was 89.

A throwback to quieter, less frantic times, Mr Hook took over managing the family ranch along Buckman Springs Road in 1940, when his father, Charles, took ill.

"He'd been running the Hook ranch ever since," said his nephew, Ed Goodell.

Those who knew Mr. Hook said raising cattle and riding horses were in his blood.

"He was an old-time rancher who came from an old-time ranching family," said Leslie Tulloch, a family friend.

Mr. Hook was born in 1909 in San Diego and brought to the Campo area ranch by his parents in a horse-drawn wagon. He told a newspaper reporter in 1986 that "this has been home ever since. I have no particular desire to move."

He preferred mending fences and working the fields, and rarely ventured from his spread.

"He stayed away from town alot," Tulloch said. "He was pretty much at home here. The automobiles he called machines. And one time he went to the bank and had trouble working the elevators."

Mr. Hook's grandparents came to California after the Civil War via a wagon train. They eventually homesteaded the ranch in the early 1880s.

His father was one of the first trustees of the Mountain Empire School District.

Lester Hook played halfback on Mountain Empire High's first football team in the late 1920s and scored the squad's first touchdown.

During the 1920s and '30s, he worked for his father and also found jobs at nearby ranches -- including one owned by Hollywood actor Jackie Coogan.

Mr. Hook is survived by a sister, Norma Canfield of Covina; and numerous nephews and nieces.

Memorial services were held in Alpine Cemetery.

>>>June 99 Dates of Note<<<

NOTE: Tecate trains run every Saturday.

5	Dinner Train
7	Operations meeting
30	Museum Services meeting

>>>**Article Submissions**<<<

Please submit articles in pure text (.txt) or MS Word (.doc) format. Please don't send typewritten pages, since retyping may be required. E-mail to hotscoop@train.sdrm.org is preferred, but floppy disks are OK.

>>>PHONE NUMBERS and e-mail<<<

SDRM ADMINISTRATION

Museum Phone (La Mesa Depot).....697-7762
Business Office, Pat Blackmore.....595-3030
Business Office Fax.....595-3034
Report Editor, Marna Hartjen.....(760)489-1353
HotScoop Editor, Randy Houk.....672-0111
Station Master, Terri Gregory.....280-8529
La Mesa Depot.....465-8444
Campo Depot.....478-9937
Campo Car Shop.....478-9451
Campo Caretaker, Thomas Lee Braginton..478-9344

@train.sdrm.org

office

report

hotscoop

gregory

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
Crew Caller, Mike Retz 466-8808
Library, Roy Pickering.....462-3392
Operations, Jack O'Lexey.....274-4449
Restoration, Ted Kornweibel.....461-0098
Steam, Bob Miles.....280-8529
Training, Jim Baker.....670-7441
RoadMaster, Allan Dillane.....582-4264

@train.sdrm.org

borstadt

jones

retz

pickering

olexy

kornweibel

bob

baker

dillane

Web page: <http://www.sdrm.org>

The HOT SCOOP is published by the San Diego Railroad Museum.

Please send address changes to:

San Diego Railroad Museum
C/O Santa Fe Depot
1050 Kettner Blvd.
San Diego, CA 92101□