



HotScoop Shovel Logo by Larry Rose

A publication dedicated to San Diego Railroad Museum volunteers

June 1999

MUSEUM NEWS

VOL XI NO VI

>>>**Thanks**<<< *Pat Blackmore*

Thanks to all of you for your prayers and support for us during Martin's illness. I will be taking off the week of June 21st to be with Martin, so please direct museum business to the office.

>>>**CAMPO GOES HOLLYWOOD**<<< *Mike Edwards*

May 26th to the 31st was a VERY exciting week for the San Diego Railroad Museum! For five days our proud lady, SP#2353 probably worked harder than ever before. During that time, she made a TV commercial, performed nearly FIFTY rollbys, did SIX round-trips to Miller Creek, had a major Hollywood director ride in her cab, and carried over ELEVEN HUNDRED people into railroad history.

After weeks of negotiations, the Propaganda Films Company decided to use our museum to create a TV commercial for Levi-Strauss. Once we received the news that our museum was chosen, we stumbled upon another problem; CREW!! To pull this off, we would need not one, but two crews per day. Plus fire tenders, set up crews, shut down crews, and an on-site mechanic. I started to sweat just thinking about it! So on Thursday afternoon, exactly one week before the cameras were to roll, a team was put together to begin the construction of this railroad miracle!! This team consisted of Denby Jones, Lew Wolfgang, Jack O'Lexey, Rich Borstadt, and me. At the end of our meeting, we all had our assignments and went home to begin work. Bob Miles was instrumental in assembling our steam crew. Within a few days, I had a complete crew list faxed to me.

Unlike the Hollywood model, our "star" began her "hair & make-up" 24 hours before showtime. Chris Ward, Paul Lannen, Jim Baker, Larry Williams, and Dwight Koller worked well into the late evening getting things ready. As the sun began to descend to the west, the Campo hillsides echoed with the clatter of wrenches and the "rap-tap-tap" of hammers. Slowly but steadily, the boiler pressure started to rise as the grand lady began to wake!

Meanwhile, back at the office the phones were ringing off the hook! The fax machine operated non-stop! Thousands of papers and contracts were sifted, sorted, stapled, copied, lost and found as the administrative aspects were nailed down.

At 0400 my alarm was ringing and it was time to begin. We were scheduled to depart Campo at 0630, #2353 arrived and coupled into the consist and we held our safety meeting. We had a very big crew. Conductor; Dave Slater, Engineers; Larry Williams & Jack O'Lexey, Firemen; Jim Baker, Ken Kahan & Dick Pennick, Fire Tender; Karla Von Huben, on-site mechanic; Chris Ward and Site Coordinators; Mike Edwards, Lew Wolfgang, & Rich Borstadt. We arrived at the trestle at 0700 only to be greeted by nothing! Then as I looked out over the horizon to Hwy 94, I thought I saw a freight train!! Unfortunately it wasn't a freight. Instead however, it turned out to be a convoy of Hollywood trucks, vans, support rigs, motorhomes, mobile offices and catering trucks. Within about three hours, Sheridan Road became Hollywood!! At about 1100, we started filming. Most of this consisted of runbys for the cameras. The story was very simple: Gorgeous blonde girl is walking down the tracks on a hot summer day in her Levi jeans. Next, she sees an oncoming train. So she decides to remove her jeans and lay them on the tracks. After the train passes by, she puts on her new Levi's cut-off shorts.

Both days of filming were VERY exciting. Everyone had a wonderful time. The film people were very friendly to the train crew. We were fed delicious lunches both days. During the actual filming, the production company had a food table set up with plenty of yummy drinks and snacks. Lew Wolfgang kept the service attendant VERY BUSY!! He sampled EVERYTHING!!! In closing, I would like to thank the following people:

Lew Wolfgang & Rich Borstadt for giving me such a wonderful opportunity.
Randy Houk for his friendship, advice, and moral support.
Lynn Brunett for helping me into the house when I couldn't walk after a **LONG** day!!!

In all, it was a great weekend and I enjoyed every minute of it! I can't wait until our next film adventure. And so, as they say in Hollywood - "Love Ya Babe"

>>>**Air Brake Repair**<<< *Ken Kahan*

This message is from our new air brake room. I've been working on several projects and thought I'd update everyone on the progress.

1. Valves stenciled with 'SDRMK' are being rebuilt either at the museum or at my house with current date rubber components. Springs, bushings, etc. are being replaced as needed.

2. I've made a friend at WABCO research who is now sending me upon request literature on brake systems both exploded views w/part numbers and operational books with diagrams and trouble shooting.

3. I've been getting the brake room sorted and cleaned up and hope to have it functional by this fall. I have a shelf with most valves tagged for what they are, what system they go to and whether they are junk or ready for rebuild.

4. On the bench I have valves already rebuilt, tagged and ready for service. These include: two sets of UC's, two H6 autos, D24B feed valve, a spare crosscompound compressor governor, two M3 feed valves, and a an S40 Independent (24RL)

5. Soon I will have a spare N1A, KH6P auto and a 6KR distribution.

6. A few weeks ago we had an intermittent failure on #250. The system on that car is called 26C. (About 30 years newer than the car.) I have serviced the control valve, J16 relay, B1 quick service and model 8 vent. Mike Reneau is doing the R/R. (Haven't heard from him, guess it works!)

7. I'm also currently doing the valves from 1809 to put on 2104. 2104's will be put on the next on and the last one back on 1809. Soon we should be in good shape. The only hold up here has been back ordered gaskets from WABCO. The last ones should be here this week so they say. I've finished the H6X auto, D24, and KH6P and only have a few more valves to go on the first set.

Finally I will be on vacation for a week starting on the 18th. Got to recover from working on the valves from 9-12 at night after work. Also very important; we need two more spare valves for 2353 that we only have 1 of. These are the S6 independent and a C6 or B6 feedvalve for the same. If anybody knows of any valves please contact me.

>>>**Operations**<<< *Jack O'Lexey*

On Saturday June 12 I qualified my first Fuel Truck Operator Darren Apedaile, who ran the fuel truck to fuel the railcrane. Its fuel tank must be one of a kind. There are three air valves to open and as the fuel reached each one they spit fuel out and Darren closed each. By the time we reached the top we had 128 gallons in the tank. Had we not stopped after the third one, the fuel would have squirted out a tube at

the top of the crane cab, right at me where I would be in preparation to shut things down.

We fueled 7285, forklift and a supply tank. It has taken me some time to learn where everything needs to be to get things working properly. The main problem we had had was an air leak; this air leak would not allow a valve to open every time to allow the fuel to flow. Thanks to Chris Ward who repaired the problem.

I have a couple more people to train. Most fueling has been done on Fridays when I come to Campo. 1820's fuel tank leak will be repaired by Mike Reneau.

Polo shirt requirements

Any one working 2 times a month for four months not necessarily in a row or anyone working once a month and doing it for 8 consecutive months will receive a free Polo Shirt with the following logo:

Operations Dept.
San Diego and Arizona
Railway
Mountain Division

I will be keeping track of your records from your sign in sheets and a list is currently posted in the Operations Office.

Hats

I have hats with the same logo on them; they are black with gold lettering. Anyone working three days a month for four months not necessarily consecutive will receive a hat. Steam team operations people can get up to 8 hours credit each month for coming up Fridays to help get 2353 steamed up. So anyone who would like to get 8 hours can come join the steam team and get the same credit. You can learn what it takes to get her hot and do some cleaning, the rods need wiping down and Bob Nickles would love some help. Or wash the smoke box.

Private car people likewise get credit for their long day's work. This is usually a 12-hour day. They can get up to 8 hours credit per month toward a hat. Several people have already received hats. I made the workdays effective beginning Jan. 1, 1999. If anyone does not agree with my records let me know what days you worked, I have some sign in sheets missing during the time Ross Bryant was our Superintendent.

I will try to have a sign in sheet at the Car Barn for sign in when 2353 is fired up on Fridays. But you must sign in and out. Two or three months from now will not count if you don't remember to sign in. I will try to walk around and check with you, but it is your responsibility to sign in.

Superintendent of Operations
Jack M. O'Lexey

>>>**Museum Projects**<<< *Jim Lundquist*

After completing station signs, with one more to go (the Pacific Crest Trail logo at the crossing of the trail), I got together with Jack to make the appearance of the depot area better. Because it's the first thing our visitors see when they arrive, and, because it's the most important historical structure the museum has control of, I believe that it's extremely important how we act as caretakers of the depot. The clean up began with the removal of two toilets, which were left in the open outside of the toilet trailer. From there, I purchased some paint and started painting the wheel chair lift (which still needs completing), the baggage carts, and redwood stain for the picnic tables.

It's been my experience that 15 minutes of painting saves 15 months of restoration. In between these projects, I painted the switch targets red on the mainline switches with white, reflective milepost numbers, and applied yellow for the yard switches, with red, reflective numbers for the yard tracks they serve. I also purchased a "rust destroying" paint for the train order signal, and followed that up with red or white on the arms and aluminum on the mast. I must say so myself - it looks great! In between trains, I'll finish up the baggage carts and picnic benches, unless someone does before me (paint is upstairs in the depot!) I'm trying to instill the old work habit of working around as well as on the railroad.

Some other long term projects I'm involved with:

- * acquiring F units for our railroad - these were run by SP on the SD&AE in the 1960's and 70's. I do have a lead, and I'm following through.
- * locating a wye track as designed on the Camp Lockett Historical Park Master Plan. I've checked with a railroad civil engineer for specs and documented that information. It looks good on paper - next up -bringing up a civil engineer to stake it out.
- * continuing to seek property for the Camp Lockett Historical Park
- * working at deaccession of equipment not core to the collection - just sharing thoughts with members right now.
- * doing a self audit of the museum's goals and direction to see where we are, where I am - and if the two match.
- * I plan to continue to help out wherever my back, time and children allow me too.

Remember, I'm a rail historian first - that's why you'll see me trackside along the SD&A and the BNSF or UP! History is still being made - both at Campo and Cajon.

One last item - EVERYONE - enjoy your hobby, and life.

>>>**Baseball by Train**<<< *Don Getz*

"Rail officials are planning to have a 10-car train take baseball fans July 18 to Anaheim to watch the Padres play the Angels." *Union-Tribune*

A Foamer's dream: riding the rails to a baseball game! Join me for a rail journey from Qualcomm Stadium to Anaheim to see the Pads play the Angels. Look what you get for only 30 bucks:

- * Free parking at Qualcomm Stadium.
- * Trolley ride to Old Town.
- * Coaster to Oceanside.
- * Metrolink to Anaheim - and return PLUS
- * An interleague baseball game.

At this time departure time from the stadium is not known, but transfer to the Coaster will be at about 1430. The train will arrive in Anaheim about 1600 for the 1705 game. For more info call Don at (619) 465-9852.

>>>**Fire Safety Classes**<<< *John Wilkinson*

There will be two fire safety classes for all members. They are the same class, so if you miss one, you can pick up the other. They will be held at the El Cajon Fire Dept., 100 E Lexington Av., rear basement entrance. The dates: **June 24th from 7-9 PM** and **July 24th from 10 AM-12 Noon**. These classes will help us learn how to deal with vegetation fires such as occurred on the Miller Creek run around six weeks ago.

>>>July 99 Dates of Note<<<

NOTE: Tecate trains run every Saturday.

5	Operations meeting
20	School Days
24	Fire safety class at El Cajon Fire Dept.
28	Museum Services meeting

>>>Article Submissions<<<

Please submit articles in pure text (.txt) or MS Word (.doc) format. E-mail to **hotscoop@train.sdrm.org** is preferred, but floppy disks are OK.

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

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