

Hot



Scoop

HotScoop Shovel Logo by Larry Rose

A publication dedicated to San Diego Railroad Museum volunteers

July 2000

MUSEUM NEWS

VOL XII NO VII

<<<From the Qualification Board>>> *Lew Wolfgang*

New Conductor

Museum volunteer and Board of Trustees member Dianne Roberson has been certified by the Qual Board as Conductor. Dianne has been working diligently for this position and is the first woman Conductor in the Museum's history. Indeed, could she also be the first woman Conductor on the San Diego and Arizona? That is a question worthy of research. Dianne is always a pleasure to work with and we are all fortunate to have her as a co-worker.

Congratulations Dianne!

Hostler Training

Members Ken Kahan, Dwight Koller and Darren Apedaile have been accepted into the Museum's Hostler training program. As certified hostlers their responsibilities within the Mechanical Department will be easier to carry out.

<<<Operations Notes>>> *Steve November*

Conductors & Engineers—I have created a pocket-sized laminated "Emergency Telephone List" and have enough for all qualified conductors and engineers. I will have these with me every time I am at Campo. If you have not gotten yours, stop by the next time you see me at Campo.

Conductors—I have inventoried and checked both AX kits. All batteries were replaced with fresh ones, the tape recorders were tested and film was put into the Polaroid cameras. Interestingly, the batteries in one of the flashlights were "best if used by March 1996" and they still worked!!

Crewmen—A recent inspection of the SD & A coaches showed damage to many glad-hand brake hoses where the fitting is swaged onto the hose. The fittings are flattened on one side and the hoses are abraded. Fortunately, none are bad enough to leak at this time. The damage appears to happen when breaking away locomotives or separating cars. The breakaway force causes the glad-hand hose to do a complete 360 and bounce off any structure that is close enough. On most of the cars, it seems to be the cut lever that the hose is hitting. Foam pipe insulation is being installed on cut levers on the same side as the hoses as an experiment in reducing the damage

<<<From the Speeder Training Officer >>> *Darren Apedaile*

It has been brought to my attention that a couple of issues need to be resolved so that the personnel or the museum does not get into any trouble.

Yet another animal has been injured while a speeder was in operation out on the main line. The animal belonged to the operator and it was riding inside the speeder. Regardless whether the animal was mortally wounded and had died, or was injured, the animal had the operator distracted for several moments hindering the operator's abilities and duties.

The only animals allowed on speeders are the trained search and rescue animals that are used by the city, county, state or any of the other government agencies!

I have also been told that hard hats and axe kits are not being used during the runs. These are mandatory for the fire speeder runs. It is not a CDF requirement, it is the museum's requirement that we have this equipment on board.

Recently I had a conversation with one of the CDF personnel regarding fire season, and the movements outside of our yard limits. We are required to have a fire support speeder for any and all movements out side of our yard limits. That means to and from Miller Creek, and that means to and from Tecate.

If anyone has any questions please feel free to e-mail me.

<<<Safety Corner>>> *Jack O'Lexey*

Conductors, when you have your safety meetings, remember to check for POLYESTER clothing. Even if a crewmember wearing polyester is willing to fight the fire he is not allowed too. Check for long sleeved clothing and gloves.

We had fire training in June, and 14 people attended. We learned a lot and one of the issues that came to mind is proper clothing. Each person who might fight a fire MUST be wearing 100% cotton clothing, NO POLYESTER. Gloves and leather boots. Most of our brakeman, and trainman uniforms are made of a percentage of POLYESTER. If you got too close to the fire or got trapped it would melt to your body.

We were also taught to fight the fire within the burned area, and have a person who can stand back and watch everyone. That person does not fight the fire. This person watches for wind changes. Everyone fighting the fire needs to be talking to each other and make sure they are not getting overcome by the heat. If you are fighting the fire in the burned area it might also be a time to consider stopping and letting the firefighters come and do their job.

<<<Sodas at Campo>>> *Jack O'Lexey*

Last weekend I brought 2 cases of Gatorade and put a sign on the refrigerator suggesting that everyone pay 60 cents, but most didn't. So we will not have Gatorade but about once a month because it takes a month to collect enough money to buy it. But you may not see soda either. Last summer the Museum was spending \$280 per month for soda and water, and I bought Gatorade with can money. I don't see that we can keep doing this and pay our bills. I have been getting a soda for 13 years. You're supposed to get one free and buy the rest. I tried putting soda in the car barn, but last weekend 8 people couldn't even pay 25 cents for sodas. I will continue to collect the cans and buy Gatorade. If you have any ideas let me know.

<<<Have a Happy Fourth!>>> *Author Unknown*

Have you ever wondered what happened to the 56 men who signed the Declaration of Independence?

Five signers were captured by the British as traitors, and tortured before they died.

Twelve had their homes ransacked and burned.

Two lost their sons serving in the Revolutionary Army; another had two sons captured.

Nine of the 56 fought and died from wounds or hardships of the Revolutionary War.

They signed and they pledged their lives, their fortunes, and their sacred honor.

What kind of men were they?

Twenty-four were lawyers and jurists. Eleven were merchants, nine were farmers and large plantation owners; men of means, well educated. But they signed the Declaration of Independence knowing full well that the penalty would be death if they were captured.

Carter Braxton of Virginia, a wealthy planter and trader saw his ships swept from the seas by the British Navy. He sold his home and properties to pay his debts, and died in rags.

Thomas McKeam was so hounded by the British that he was forced to move his family almost constantly. He served in the Congress without pay, and his family was kept in hiding. His possessions were taken from him, and poverty was his reward.

Vandals or soldiers looted the properties of Dillery, Hall, Clymer, Walton, Gwinnett, Heyward, Rutledge, and Middleton.

At the battle of Yorktown, Thomas Nelson Jr, noted that the British General Cornwallis had taken over the Nelson home for his headquarters. He quietly urged General George Washington to open fire. The home was destroyed, and Nelson died bankrupt.

Francis Lewis had his home and properties destroyed. The enemy jailed his wife, and she died within a few months.

John Hart was driven from his wife's bedside as she was dying. Their 13 children fled for their lives. His fields and his gristmill were laid to waste. For more than a year he lived in forests and caves, returning home to find his wife dead and his children vanished. A few weeks later he died from exhaustion and a broken heart.

Norris and Livingston suffered similar fates.

Such were the stories and sacrifices of the American Revolution. These were not wild-eyed, rabble-rousing ruffians. They were soft-spoken men of means and education. They had security, but they valued liberty more. Standing tall, straight, and unwavering, they pledged: "For the support of this declaration, with firm reliance on the protection of the divine providence, we mutually pledge to each other, our lives, our fortunes, and our sacred honor."

They gave you and me a free and independent America. The history books never told you a lot about what happened in the Revolutionary War. We didn't fight just the British. We were British subjects at that time and we fought our own government!

Some of us take these liberties so much for granted, but we shouldn't.

So, take a few minutes while enjoying your 4th of July holiday and silently thank these patriots. It's not much to ask for the price they paid.

Remember: freedom is never free!

<<<Web page update>>> *Randy Houk*

I have added new photos of Elaine Getz, Eric Kram, Ian Bulger and Josh O'Brien. These folks and others can be seen at <http://www.sdrm.org/gallery/people/trainmen/>. I have also created a "Railfanning" page at <http://www.sdrm.org/gallery/railfan/>. It includes both local and nearby southern California areas known for train watching. The Santa Fe Depot, Escondido branch and Cajon Pass have been added. Photos of Tehachapi will be added soon.

Also, Lew Wolfgang has done a nice job making the "front page" more attractive.

<<<July/August 2000 Dates of Note>>>

July 3	Operations meeting	August 7
July 8 and 9	Steam	
July 8 and 22	Campo to Tecate	August 5 and 19
July 18	School Train	August 15
	Twilight Dinner	
July 27	Board meeting, (1830@Solar)	August 22
July 26	Museum Services meeting	August 30
July 28	Deadline for August articles	

<<<Article Submissions>>>

Please submit articles in pure text (.txt) or MS Word (.doc) format.
E-mail to **hotscoop@sdrm.org** is preferred.
Please send address changes to the Hot Scoop editor.

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

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

SDRM ADMINISTRATION

Business Office, Rich Borstadt	(619) 595-3030	@sdrm.org office
Business Office Fax	(619) 595-3034	
Museum Phone (La Mesa Depot)	(619) 697-7762	
Report Editor, Marna Hartjen	(760) 489-1353	report
HotScoop Editor, Randy Houk	(858) 672-0111	hotscoop
La Mesa Depot	(619) 697-7762	
Campo Depot	(619) 478-9937	
Campo Car Shop	(619) 478-9451	
Campo Caretaker, Thomas Lee Braginton	(619) 478-9344	

DEPARTMENT HEADS

Executive Director, Rich Borstadt	(619) 294-9321	@sdrm.org borstadt
Research, Bruce Semelsberger	(619) 264-7282	
Library, Roy Pickering	(619) 462-3392	pickering
Operations, Lew Wolfgang	(619) 662-1963	wolfgang
Safety, Jack O'Lexey	(858) 274-4449	olexey
Restoration, Ted Kornweibel	(619) 461-0098	kornweibel
Mechanical, Gary Sweetwood	(619) 561-9402	
Steam, Dwight Koller	(619) 478-9348	
Diesel, Darren Apedaile	(619) 589-1966	apedaile
Training, Jim Baker	(619) 670-7441	baker
Trainmen/Guides, Bob Schussler	(619) 698-1458	schusslerb
La Mesa Depot, Jim Polloreno	(619) 590-2892	polloreno
Facilities, Thomas Lee Braginton	(619) 478-9344	

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