

Hot



Scoop

HotScoop Shovel Logo by Larry Rose

A publication dedicated to San Diego Railroad Museum volunteers

February 2002

MUSEUM NEWS

VOL XV NO II

***** RULES REVIEW CLASSES *****

We had a good turnout of operating crewmembers for both classes in January. The test consisted of two sections for speeders, three for brakemen and conductors, and five sections for engineers. Congratulations to Sandy Schussler for scoring 100% on the brakeman 3-parter, and to the following for acing the 5-parter: Robin Becker, Randy Houk, Bob Nickles, Dianne Roberson and Brian Sampson. Those who were not able to attend both classes and/or take the required tests need to do this ASAP! Please contact Jim Polloreno at (619) 478-1204 for test, retest or obtain your scores.

***** Anne's Last Tour ***** *Terry Clark*

When I first came to the Railroad Museum, it seemed that everyone knew everyone else, except me. It was a little awkward at the beginning. Then I met Anne. Anne McVeagh personified the best of the Railroad Museum. She immediately welcomed anyone who came around. She made everyone feel at home. She immediately introduced me to people, and found me something to do. I went along on my first of many trips as a docent at Anne's urging. When she was around, we all had a great time!

At the time of her sudden passing, Anne was working on another tour. She knew that Randy Gibson and I were going to Churchill, Canada to see the polar bears. She sent us out as an advance party and she began to put together an "all rail" trip. Randy ended up on the injured list and was unable to go, but my sister Pat and I did go and had a wonderful time. When I came back, I began to think about putting together such a trip in memory of Anne.

That thought is beginning to come together. I have reserved space for a group for a trip by rail, beginning in San Diego on October 23, 2002 and ending in Churchill (with a return to Winnipeg) on November 5, 2002. We will travel by Amtrak to Seattle, spend a night and go to Vancouver the next day. We will travel in Canada by ViaRail to Jasper and spend two nights. Then, back on ViaRail, we will go to Winnipeg. There we will be met by International Wildlife Tours and travel by ViaRail to Churchill. After six days, we will return to Winnipeg. I have many more details, but that is enough for a beginning.

To reserve a spot, you will need to make a deposit of \$100 and be prepared to pay the travel insurance premium. (It varies by your age, etc.) If you are interested in more information, please contact me, Terry Clark by phone at (858) 278-5409 or e-mail at terry_92123@yahoo.com.

P.s. I just found out that our locomotive, 1820, did it's arctic testing on the Winnipeg to Churchill line.

***** An Unusual Sight At Campo ***** *Jim Baker*

Monday morning, January 14, at about 9:30, I was at the Campo Depot, getting my trailer ready for the drive back down the hill to Spring Valley. I'd spent the weekend volunteering: steam work Sat. afternoon, and engineer on Sun. Beautiful weather, about 70 degrees during the day, but about 21 degrees both Sunday and Monday mornings. Brrrr!

Anyway, I noticed a small, single-engine STOL airplane circling over the area at a pretty low altitude. After a while, he passed right overhead, and painted under the wings were the words, "HIGHWAY PATROL." While I was wondering what he was up to, I happened to look across the meadow at Highway 94 (fortunately, most of the sand cars were gone, so I could see the highway). Here comes a west bound convoy of two motorcycle cops, a CHP or Sheriff's car, a large flatbed truck, two or three large vans or RV's (I couldn't tell for sure what they were) several cars, another CHP car and two more motorcycle cops. The airplane continued circling the convoy as it moved west.

Oh, I forgot to mention that the flatbed truck was loaded with a large cauldron, with fire blazing out of it - **The Olympic Torch!**

No fire speeder in the convoy! :)

***** AROUND ABOUT THE MUSEUM IN JANUARY ***** *Allan Dillane*

The holidays have come and gone. Old timers will recall how hard it is for the regular volunteers to make their usual 4 to 12 and some times more days at Campo each month during these periods. For those new to a staff position the drop-off of volunteers has been alarming. True, some of the Museum problems have exacerbated this situation but RULE 2 for being a good leader now takes precedence. The wives of these regulars have enjoyed them being around the house. My guess is just not having to drive the round trip and get up at 5:30 AM will make some of these volunteers slow to get back into the groove. It did appear that many of the volunteers who, because of time off from work, usually fill some of those holes in the roster that did not show up. Remember that has been a wholesale change of leadership on the mountain over these last six months so that much of the continuity we have enjoyed in the past was lost. All of us need to encourage and support the return, recruitment and retention of that person who can only make it only once a month or every other month. A personal phone call or an e-mail can go a long way. Over the years I have had the privilege of knowing some really neat people who I met first as a volunteer and now consider to be my friends.

LEADERSHIP RULE 2 FOR VOLUNTEERS states that to be successful, a leader must continually recruit, train and praise replacement volunteers and to communicate regularly to old volunteers how much they are personally appreciated and their value in furthering the goals of the Museum. All of us, supervisors or not, need to take this seriously. The renewal of this article in the Hot Scoop will be part of my effort to achieve that. Your patience, forbearance and help are needed. I can not be everywhere nor can I be at Campo every day so you need to let me know what you or others have done that need reporting that I have missed. All of you are encouraged to take pen in hand and make your own contributions.

Confirmation should come from another source but Jim Polloreno reports he has stepped down as Facilities Director. This is a critical position to the Museum and his leadership and presence in that role will be missed if this is true. He will still act as the on site security person. More than ever, each of us needs to check around with the old timers before we charge off on a new project. In many cases your great idea has been tried before and there were problems that precluded it from being done. Maybe in a new form it will work but independent action has often caused needless grief and costs to the Museum and it's volunteers. Many of the unfinished projects can be traced to such well-meaning efforts.

This is a good time to remind all of us about MUSEUM TIME. Museum time is the time a given volunteer can make it to Campo to do a job. This may be as little as one day out of every one or two months. The problems for a train crew are slightly different but every bit as challenging. Getting to Campo early enough to start the engine and check it out is critical. The engine has to have enough fuel to get up the hill and back. Switching, brake tests, cleaning of the cars, opening of the gift shop, and selling of tickets are just some of the challenges that face Operations.

All of us should be aware that the Gift Shop is again the responsibility of the volunteers. Anyone who can step in to help make this transition work smoothly will be appreciated. In time we can hope to find a couple who have the time and would enjoy this type of rewarding activity to take charge and insure a continuity of service. Those who filled this role in the past were respected and appreciated. They made a significant contribution to the success of the Museum in this area.

As a Museum we have not done well in the past displaying our artifacts and presenting the many aspects of railroading to our visitors who visit Campo. Only Thomas Lee Braginton and his wife Linda, who pulled the Box Car Theater together, and Jim Polloreno, who put together the trailer display, have been successful. Our strength as a Museum has rested on our Trainmen and their talks and tours in what has been advertised as "Living History". The burden for its success has been on the long suffering and challenged shoulders of our Trainmen and women. They have done a great job! We are now faced with a shortage of these valuable volunteers and there is no current program in place that I am aware of for recruiting and training more. Thanks to the extra efforts of people like George Boggs, Don Getz, and Rich Warner we have a fine Display Building that is now coming into its own. Due to the primary efforts of Ted Kornweible and Frank Stites, the Railroad Post Office Car is nearing completion and has joined the Army Guard Car (G-10), the Santa Fe wooden caboose and the SD&A 050 in a displayable setting. Visitors and these valuable assets are now sheltered out of the weather and provide the basis for a real (if temporary) museum to extend and support our continuing "Living History" efforts. Rich Borstadt has led the efforts to remove and safe guard the valuable artifacts that had been stored there and Allan Dillane has undertaken the job of removing everything else that is not part of planned displays or visitor support equipment. A small area will be used to support continuing restoration efforts, all the rest will serve as the basis of an evolving and hopefully ever-changing and upgrading display. This will support the efforts of our valued Trainmen and Tour Guides.

Many of the regular volunteers that most people never see have been busy. Tom Walker and Fred Carnathan have undertaken an effort to solve our battery storage problems and meet EPA requirements. Just their cleaning up of the areas to be effected has been a welcomed change. Randy Kostelak and his crew have made progress with the wrecked "Out House" speeder and with a \$200 donation, installed new safety glass in its front and rear panels. This rebuilt speeder is planned as a double ended vehicle with running boards that will serve as the Museum's principal MOW work speeder or as a 10 passenger inspection or tour vehicle. Dick McIntyre and his crew have completed a removable ballast dump bed that can be added to a speeder flat bed trailer. This will greatly improve our ability to maintain ballast on the mainline and to effect emergency repairs when needed. With the shortage of help, Arn Hunsberger and Dick McIntyre filled in to repair the G-1 speeder that serves as the Museum's principal fire speeder vehicle. Five years ago we managed with an M-19 for track inspection. Today we need three working speeders to insure that we can meet our CDF fire protection requirements and other needs. Ray Lethbridge has been quietly and unobtrusively upgrading the ballast and track shoulders. This is an important effort that gives support to the lateral stability to the yard tracks and provides proper drainage. This never-ending but important job is much appreciated! Thank you Ray. Bob Hill is one of those missing faces. He has had surgery on his foot and will be off the mountain unwillingly until at least the end of February. His help on the Diesel engines will be missed.

Bill Niedrich stopped by to visit. For those of you who know him you know how much he cares for the Museum and we appreciate his willingness to help. We are happy to see Dave Slater, Ross Robinson and his wife GeeGee on the mountain again. These are old timers who understand the importance of making volunteers welcomed. In just a short time they had the kitchen cleaned up and sparkling with the smell of hot coffee in the air. Next they were out examining the big green forklift and asking questions about where the missing parts have gone and where is the big front loader.

These questions are important and have a bearing on the proposed revamping of the upper yard trackage. These or similar heavy equipment will be needed. Steve Kostelak leads museum responsibility for maintenance of the track in the yards. He is ably assisted and sometimes over-ruled (smile) by his team that consists of Rich Warner, Dick Hobson, Ken Hansen and Allan Dillane. The point here is that the plan to move the access to tracks 11 -14 to the other side of Rail Bluff is a major engineering undertaking and justified by the wear and problems created by the present tracks on the 2353 and equipment with 6 wheel trucks. Although the plan has been adopted in principle, MOW will now have to provide the estimates of the track material that will be needed and their availability. The fact that a significant amount of rock will have to be excavated will be a side issue and cost. It would appear that before any real serious efforts can take place the Museum must commit itself to cleaning up and reorganizing the "north forty". The primary purpose should be to develop an inventory of all rail, track trim, ties, signal and switch equipment. In the process the new right-of-way will need to be cleared and an assessment of the affect of this loss of storage space will become clear. This is not going to happen over-night.

The 2353 was rolled out of the car barn recently and the side rods were removed. Work is continuing on the fire box and stay bolts. Dwight Koller, who heads the Steam Team, will be out of town but important projects leading to putting the 2353 back on line will continue. Some of the people seen recently on the mountain working on the 2353 were Jim Baker, Paul Lannen, Ken Kahan, Darren Apedaile and Bob Nickles. With the holidays over and projects getting under way, the expertise of many of those missing hopefully will find their way back because of the pull of that cold old lady who needs the warm and caring touch of many helping hands before she'll feel the heat of live steam and send her whistle out over the Campo Valley.

This written effort in review is inadequate and only a beginning. There is a need to find a way to recognize and talk about ALL the elements of the museum. If not in this article then in others. How do we cover the efforts of the operations people, those who work at the La Mesa Depot, the Library and the front office? What the Board is doing and who on it are identifying issues and proposing solutions are of great interest and import to us all. Dick Pennick's efforts in the last issue are to be commended and the e-mail reports of Jack O'Lexey have been appreciated by all those who they reached. Randy Houk shared insights as to the efforts of various train crew members who take a personal interest in our visitors was timely. If we can reinterest some of those contributors of the past like Bill Schnieder, our Museum communications will be the richer!

***** CHRISTMAS TRAIN 2002 ***** *Charlie Coval*

The Christmas Train 2002 was the best ever. Tecate's Mayor, Juan Vargas said that the Christmas Train is the most important event of the year for the children of Tecate.

Most of the planning and contributions throughout the year began to come together in December, when Bart Raymon donated four pallets of toys and school supplies. Specialty Produce of San Diego once again gave us storage space and the room we needed to work when the gift bagging session started New Years Day. The gift bagging sessions went on late into the night and for four days. On January 5th volunteers loaded two large trucks in San Diego and the gifts were delivered to the waiting baggage car at the San Diego Railroad Museum in Campo.

Early Sunday morning, January 6th volunteers braved the cold morning air at 7:00 a.m. to register and board the historic passenger cars. By midmorning Carrizo Gorge Railway Locomotives 100 and 102 sounded the horn and the train slowly built up speed towards the international border and down into Mexico. Upon arrival at the gardens of the Tecate Brewery, the children were already standing in line and waving at the volunteers on the train. By late afternoon, the Three Kings had given each child a gift bag. In addition they received an apple donated by Boney's Market and a toothbrush from the USC Dental School.

Over Five thousand children received a gift that day. The orphanages of Tecate received special boxes of toys delivered by the police department. In addition the Mayor's wife asked if we could do something for a family who had a year and a half-old baby girl. The baby had been burned over 20% of her body. Needless to say the Christmas Train volunteers went to work and packed special toys for the family as well as new blankets for the baby. The San Diego Fine Woodworkers Association sent four chairs and a table made for children, out of solid oak.

Twenty off duty law enforcement officers from the Latino Police Officers Association under the direction of Alan Alvarez provided the security for the train. In all over five hundred volunteers of which 213 rode the train, helped make this all work as well as it did. Our Three Kings were Mitch Beauchamp from the MTDB Board of Directors, George Saldamdo Assistant Police Chief of the City of San Diego and Enrique Morones from the Padres marketing department.

Over the last five years of the Christmas Train's operation, many members and volunteers have participated. There was the challenge of a burned out tunnel, the difficulties of September 11th, as well as just the enormous amount of work to collect, bag and distribute 5,000 gifts. But what has always amazed the volunteers that ride the train is the fact that it is a special train, with a special purpose. That this is an International event focused on children. Add to it, historic rail cars, the click clack of the wheels on the track, the sound of the horn and the final arrival in Tecate, where so many happy faces greet you. The tears are hard to hold back. At the end of the day, volunteers are already saying, "I can't wait until next year".

The Children of Tecate have a very high regard for the San Diego Railroad Museum and so do all the volunteers who work on the Christmas Train. Thanks for having us.

***** BRAKE REBUILD TIMETABLE ***** *Ken Kahan*

Gaskets: 5-year shelf life

8 years maximum in service once installed. (A gasket can at worst case be no more than 13 years old if it was installed 5 years old and passed all clean and checks and could be changed as early as 8 years if installed when new.)

Clean and check valves

Freight valves:

Vintage: 1 year clean and check.

AB: Upon failure a total rebuild will be performed, no regular maintenance.

Passenger valves:

Vintage: (K, L, Triple etc.) 1 year.

UC: 15 months

D22: 2 years

AB: 2 years

ABD and newer: 5 years

26C and newer: 5 years

Diesel Locomotives:

Control valves: 3 years (FRA), 2 years by MFGs specifications.

Relays, safety valves, vent valves, filters, etc.: 1 year

Steam Locomotives:

All valves 1 year. 6 months on some if oil separator is not used.

*** Important to remember: All clean and checks become an overhaul if gaskets are to found be past 8 years in service or if a valve has a failure. These rules are per FRA. Wabtec and New York rules in some cases are more stringent.

***** STEAM TEAM REPORT ***** *Dick Pennick*

Donations to the 2353 Fund continue to trickle in. A full-scale capital fund-drive will have to await Board approval, which could be down the road a ways due to the press of the Library siting issue and the results of a new Museum-wide strategic planning exercise that is due to kick off, with Board approval, this month.

Steam Foreman Dwight Koller, as reported last month, has sold his soul to the Navy and has left town for temporary deployment aboard ship in the combat zone.

2353's connecting rods have been removed in anticipation of jacking up the rear of the engine, setting the back drivers on rollers, and turning the flanges that our sharp yard track curves have done a number on. Excessive play in this back driver set will also be addressed while the engine is jacked up.

The "Firebox Mole", Paul Lannen, continues to work to prepare the cracked area for patching, but it now appears that we are at the point where the Team will need some professional guidance on what more should be done. Several prominent names in the industry have been suggested, and this will be pursued in coming weeks and months. If a pro is brought in as a consultant, there will almost certainly be a cost attached for services and per diem. So, if you're inclined, we could use some coins in the 2353 war chest. Be sure to make checks payable to "**SDRM - 2353 Fund**" and mail to "San Diego Railroad Museum, 2353 Fund, 1050 Kettner Blvd., Ste. 5, San Diego, CA 92101.

Ken Kahan, Paul Lannen and Jim Baker have contributed to the steam effort this past month. Look for a Steam Team get-together soon. Ken reports the brake valves are now complete on cars 250, 254 and 350, which should bring all of our operating fleet up-to-date on brakes for another 8 years. He said recently that the Westinghouse Air Brake Co. (WABCO) folks have told him the San Diego Railroad Museum is currently one of the largest purchasers of old brake parts in the U.S. Ken deserves a great round of applause as one among many who make a difference at the Museum.

***** THURSDAY CLUB ***** *Dick Pennick*

Where the Museum and our Alliance partner, Carrizo Gorge Ry., meet to discuss issues.

I was forced to sit out a couple of meetings due to some minor surgery, so cannot give you a full report for the month. However, what follows is a summary of the final 2 or 3 meetings of January.

My suggestion that the Museum seek a way to provide a more consistent, professional mechanical presence at Campo for our operating locomotives, rolling stock and support equipment has gone beyond the talking stage. The proposal was submitted to the Museum's Alliance Committee, which is tasked with the mission of addressing and finding solutions for issues and conflicts involving the Museum and Carrizo Gorge Ry., and the Committee has drafted a proposed contract for approval by the Board of Trustees at its January 29th meeting.

If ratified, Museum locomotives, cars, speeders, forklifts, cranes, etc. will have regular professional mechanical maintenance, and some locomotives currently non-operating may again see operation. All of the new locomotives that may be brought online under this program will be available to the Museum for its use as well as lease to Carrizo Gorge Ry., which will provide income to the Museum. Initially, two locomotives, EMD #3873 and GE #7285, will be considered as primary power for the Museum. The others will be available for both Museum use as well as lease, as they are brought online.

A number of critical shortfalls within the Museum's Mechanical Department over the past several years has made it clear that we apparently cannot keep up with the pace and magnitude of the ongoing mechanical work that is required to support the operation of a railroad, on a strictly volunteer basis. Our volunteer mechanical force deserves kudos for accomplishing as much as they have with limited resources, but there is simply too much to do. And add to that new, more restrictive FRA requirements. It's a helluva job.

A recent incident with one of our speeders helps to illustrate the need for a more consistent mechanical presence: a persistent difficulty in starting this particular speeder resulted in the replacement of the distributor cap. Still wouldn't start. Closer inspection revealed the spark plug wires had not been installed in their correct connections on the new cap! Add to that a carburetor mixture control estimated to be about 6 turns too far to the "rich" adjustment and a .050" sparkplug gap. Small wonder why the poor thing wouldn't run! Once the above problems were corrected, she ran like a top. Speeders that don't start or don't run frustrate our volunteer operators and make it difficult to fulfill our CDF function.

There will be costs to the Museum for this program, but the contract spells out methods of payment that will allow us to meet those obligations relatively painlessly. Certainly CGRy. has a degree of selfish interest in this program, since they are in need of additional motive power to support its growing freight operation. And the choice is to either buy or lease locomotives from elsewhere, or deal with us and give us the income. It looks like it will be a win-win for everyone, and the contract can be fine-tuned as time goes on to deal with unforeseen issues. Museum volunteers will still be permitted to do mechanical work on any of our operating rolling stock and locomotives, with proper approval, proper safety devices (hardhats, safety glasses, ear protection, hardtoe boots, etc.) and under the supervision of CGRy. and Museum maintenance personnel.

Issues regarding equipment damage while under lease service, and altering of the "historic fabric" of the item have been addressed in the proposed agreement. There should be more to report on this agreement next issue.

On other fronts:

CGRy. has been picking up the labor cost to support Ken Kahan's recent brake work on all of our fleet as a charitable contribution.

CGRy. has approval from MTDB and RailAmerica to construct a sand-unloading pit beneath the House Track west of the Depot. Work should begin soon. CGRy. also hopes to provide some kind of appropriate "mask" or curtain around the sand operation at Campo to ease the appearance of that activity to our visitors.

CGRy. has installed new water pumps on EMD #1820 and will change the oil on EMD #3873 shortly. ALCO #2104 is still leaking water into the crankcase.

CGRy. wants to develop a program with the Museum to begin repainting our Lackawanna cars and several locomotives, using a combination of paid and donated labor and materials. Most of the painting would be done at the shop in San Ysidro.

Desert Line update: CGRy. is in the final stages of negotiations with operator RailAmerica to take over operation of the portion of the SD & AE Ry. track between Division and Plaster City. Gary Sweetwood reports only minor points appear to remain to be agreed on by both parties before the ink is put to the paper. This is good news for the Museum and for the future commercial fortunes of the railroad.

The Mexican Port of Ensenada is preparing to ship intermodal freight to the new intermodal terminal now being built at the former water stop at Redondo.

***** MUSEUM FINANCES AGAIN IN THE BLACK AFTER LEAN YEAR ***** *Dick Pennick*

Thanks in large part to our President, Arn Hunsberger, agreeing to take the reins as temporary Executive Director without pay, and his tight control of the finances, the Museum is currently enjoying a surplus, after more than a year. Arn said he never realized what a "hotseat" the Exec position was! He said we wouldn't be able to afford him if we had to pay him to do that job, which he estimates as a minimum 60-hour a week commitment.

The excellent bookkeeping by Denise Winslett also has done much to help us achieve this landmark. Denise is our sole paid staff member at the downtown business office, and believe me, with the expanded gift shop duties there in addition to the normal work level, Denise and her very minimal volunteer staff are hard-pressed to keep up with it.

Fees paid to the Museum by Carrizo Gorge Ry. each month are a principal source of income, and CGRy. has made an effort to pay their bills on time, which has further contributed to the Museum's favorable financial position.

In addition, as if that wasn't enough good news, almost all of the monies "borrowed" from various restricted accounts recently to pay end-of-year obligations has been returned to those accounts.

Read and believe what you want, folks, of all of that negative stuff going around on the e-mail circuit nowadays. It's a free country, and we can't control what people choose to say and do. But your Museum is making some serious attempts to get its house in order, and with the help of each of you, and all of you, even our protractors, we will prevail (as Pres. Bush is fond of saying). Next order of business resuming publication of the REPORT, preparing a new map for the future of the Museum, and launching some serious fund-raising.

***** OFFICE VOLUNTEERS NEEDED ***** *Dick Pennick*

The Museum business office downtown in the south end of the historic Santa Fe station in San Diego has been able to limp along over the years using a combination of paid and volunteer staff.

For a number of years, the late Ann McVeagh held down the fort at the office, supplemented from time to time with other volunteers. But with Ann gone, there has been a great need for suitable replacements.

The greatest need is on Mondays, Wednesdays and Fridays, 9 a.m. to 5 p.m. (or split shift). Parking has always been a problem downtown. The close-in choices are parking meters at \$1.00 an hour, parking lot at \$3.00/day (if there's a space available), some un-metered parking on Pacific Hiway near the Office Depot (if you're lucky), or parking in the free trolley parking lot at Old Town or Morena stations and paying a buck or so (less if you are a senior) to ride down to the Santa Fe Depot. For all-day, the trolley option is probably the best choice. Other free parking at trolley stations is available in Mission Valley, La Mesa, Santee, and other locations along the various lines. All of these costs are tax-deductable if you keep your receipts.

If interested, and you enjoy meeting and talking to visitors about the Museum, answering the phone, selling Museum merchandise, handing out brochures, and "other duties as required", give Denise a call during the week at (619) 595-3031.

We also need a volunteer interested in coordinating the pursuit of funding grants, Transient Occupancy Tax (TOT) grants, etc. for the Museum. It may be possible for the person to work from their home if connected to the office via e-mail. And thanks for your help!

***** CAMPO GIFT SHOP BACK IN BUSINESS ***** *Dick Pennick*

Many members, and likely many of our Campo visitors, have grumbled for a long time about the sad state of the Museum's Campo Gift Shop. Merchandise was almost non-existent, onboard train services was sporadic, and it did not make a positive comment to our visitors who drove a great distance to experience more than what we were offering. Of course, many of us were spoiled by the tremendous effort put forth some years ago by volunteers George and Nancy Boggs, who pretty much poured their heart and soul into making the gift shop a well-stocked, well-managed paying proposition.

The good news is that the contract dispute with Mr. Jim Buehl has finally been resolved after protracted negotiations, and the Museum has taken over the operation, restocked it with merchandise, and transferred the train ticket-selling function to the gift shop. The space allocated for the shop is really too small, and a larger space is needed. When the SP sold the railroad, the space was the telegraph/agent's office. Unfortunately, the depot and surrounding area is not owned by the Museum, so our options for adding additional buildings is somewhat limited.

Giving generously of their time recently to return the Gift Shop to a semblance of its former glory were Denise Winslett, Ed Kravitz, Kasandra Goulding, and others. Thanks, everyone, for your efforts!

***** Hazmat inspection due any time ***** *Jack O'Lexey, Environmental Affairs Supt.*

It's that time of year again. We need to do some training as to where and what to do with Oil waste, Oil cans, Solvents etc.

We have several batteries sitting outside of wooden Palettes. This is illegal since they must be inside on concrete. Because people will open a cell outside and see nothing inside and leave the cap(s) off, it rains and acid runs all over the ground. We are supposed to be limited to 55 gallons of acid in storage. So you figure the amount of acid in each battery and we are over that limit. We got permission to have more with two sets of locomotive batteries. Most of the batteries are museum batteries, not those of Carrizo Gorge. But the ones inside for 1366 are said to be no good and take up room inside the car barn. Fred Carnathan and I are supposed to be looking at building a covered battery storage area outside on concrete and include enough room for the contaminated soil box.

We have a map inside the carbarn for locations on things to be stored for pickup once or twice a year. Solvent and paint thinner is inside the Paint Locker at the south or railroad west end of the carbarn. There is a drum in there with a secured lid. Waste oil and filters are the opposite direction and marked. Oily rags need to be put in one of two red cans marked rags at either end of the barn if no one has moved them.

If you are too lazy as most of our volunteers as I am finding out leave a small amount of oil in a bucket or can and it rains like it has been it fills to the top and now becomes 5 gallons of waste instead of a couple cups. We do have a drum to pour this water and oil into but all you lazy people and you know who you are just leave the can sitting. You need an example. Look under the Diesel tank. There is a bucket I am sure is overflowing as I type. NO, that was not left by the Steam team. I cleared all the buckets out and now one has reappeared.

Things just don't seem to change and because of body part failures I am not able to lift a five-gallon bucket full of oil and water. Generally we need a clean up around the barn. I know Carrizo Gorge has a mess, and I have talked to Geoff Scheuerman about some things and hope to give him a list real soon. I know Darren Apedaile is working on cleaning up and will get things done. We all need to look at getting things cleaned up between tracks.

We need to do better; if we had an inspection this week we would fail and be right back where we were two years ago.

***** Web page update ***** Randy Houk

New this month is a history of EMD's Diesel power plants. See it at <http://www.sdrm.org/roster/diesel/emd/history/>.

Don't forget that our web page has a link for Volunteer Services. You can see old issues of the Hot Scoop and a link to the Code of Federal Regulations. The username is "volunteer" and the password is "2353".

If you're receiving this via U.S. Mail but have gotten **E-mail**, please send an email to hotscoop@sweet-haven.com so we can make you a 'member'. We save postage that way!

***** Year 2002 Dates of Note *****

	February	March	April
Staff meeting (1900 at Museum office)	4	4	1
Campo to Tecate	2,16	2,16	6
School Train	19	19	16
Brunch Train	-	17	14
Dinner Train	9,14	23	27
Wine Train	-	-	6
Coronado Branch	3	3	7
Board meeting (1830 in Clairemont)	29	26	23
Museum Services meeting (1900)	TBD	TBD	TBD
Deadline for Hot Scoop articles	28	28	28

***** Article Submissions *****

Please submit articles in pure text (.txt) or MS Word (.doc) format.
E-mail to hotscoop@sweet-haven.com is preferred. Send address changes to the editor.

*****PHONE NUMBERS and e-mail*****

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

SDRM ADMINISTRATION

		@sweet-haven.com
Business Office, Denise Winslett	(619) 595-3032	office
Business Office Fax	(619) 595-3034	
Museum Phone (La Mesa Depot)	(619) 697-7762	
Report Editor, vacant		
Hot Scoop Editor, Randy Houk	(858) 672-0111	hotscoop
La Mesa Depot	(619) 697-7762	
Campo Depot	(619) 478-9937	
Campo Car Shop	(619) 478-9451	

DEPARTMENT HEADS

		@sweet-haven.com
Interim Executive Director, Arn Hunsberger	(619) 468-3561	
Director of Campo Complex, Jim Polloreno	(619) 478-1204	polloreno
Research, Bruce Semelsberger	(619) 264-7282	semelsberger
Library, vacant		
Operations, Darren Apedaile	(619) 478-2659	apedaile
Safety, vacant		
Environmental Affairs, Jack O'Lexey	(858) 274-4449	olexey
Restoration, Ted Kornweibel	(619) 461-0098	kornweibel
Mechanical, Darren Apedaile	(619) 478-2659	apedaile
Steam, Dwight Koller	(619) 478-9348	koller
Diesel, Darren Apedaile	(619) 478-2659	apedaile
Training, vacant		
Trainmen/Guides, vacant		
La Mesa Depot, Jim Polloreno	(619) 478-2140	polloreno
Facilities, vacant		
Volunteer Coordinator, Steve Kostelak	(619) 741-5217	kostelak
Track Foreman, Steve Kostelak	(619) 741-5217	kostelak
Museum Services, Rich Borstadt	(619) 778-2258	