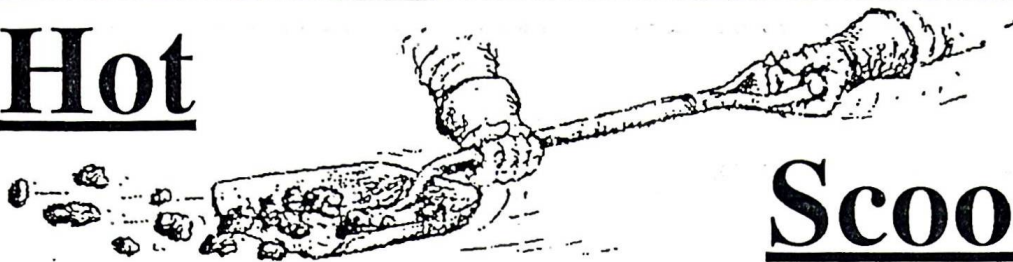


Hot



Scoop

DECEMBER 1992

VOLUME IV, Number 12

DIRECTOR OF OPERATIONS REPORT

Denby Jones

The first thing I need to say is I try to give an overall view of what is happening and what is going to happen at Campo. If there is a particular project that you are interested in and it does not receive the mention that you think it should, please drop me a line and I will be more than happy to rectify it. But please do not take offense as any omission is truly accidental.

We are pursuing an active weed clearing program along our line, and between Campo and Division. We ran a work train last Saturday with the Department of Correction people. They do an outstanding job and are looking forward to coming back and helping us. So, tentatively I would like to run a work train as often as we can. We need to get the line operable so we can start running trips.

Weekend turn out at Campo is just getting better and better. For the last month, we have had as many people out on Sunday as we used to have on Saturday. And Saturdays are just great. At any time on a weekend you will find members on 2353, 104, 1820, the PFE Reefer, 2104, and in the Car Barn. I mean ALL of these projects are being worked at the same time. And if some one gets bogged down, or stuck, or just needs help, people from all departments just seem to drop what they are doing and help get it done.

So, what is being done ?

- 2353 - Frame about completed, repairing components. Contact **Larry Williams**.
- 104 - Cosmetic restoration of locomotive and tender. Contact **Dick Pennick**.

- 1820 - Restoration of our other EMD MRS. Contact **Dave Slater**.
- 2104/1809/2098 - SD&A Rolling Stock: Ongoing Maintenance. Contact **Mike Reading**.
- PFE Reefer/Postal Car - Restoration. Contact **Ted Kornweible**.
- Car Barn, Inspection Pit, and Machine shop. Contact **Steve Wade**.
- Track Work, Right of Way Maintenance. Contact **Paul Westover**.
- Weed Control, Operations. Contact **Mike Reneau**.

So there's the line up, and who to contact. All you have to do is pick up the phone, and I'll see you at Campo.

Denby

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Please check the calendar for your department's meeting date & time.

STEAM TEAM UPDATE - Bob Nickles

The Steam Team is taking a trip to Orange Empire Railway Museum in Perris, California. We have been invited up to observe their steam operation. This will be on December 19th, our normal steam work day. If you're interested in joining us, call me at 583-0531.

OPERATIONS REVIEW - Mike Reneau

I would like to take time to thank everyone who has worked so hard in making the Demonstration Train such an educational experience to so many people and to the school kids who come to the School Day each month. I would really like to thank the crew members who have filled in all the blank spots on the CALL BOARD each month. Many thanks for a job well done.

Recently, Pete Sheakley brought up to Campo a metal Cross Buck sign, several Derail signs and a rail skate to replace one that became a teaching too. Pete got the signs and skate from a friend who was moving. Thanks, Pete and thank your friend.

Ridership has been holding fairly steady at around 1900 a month from July through October. In 1991 it was about 2300, which included several special events (B-B-Q, Hi-Pass, Tecate).

Upcoming Events:

Santa - In December, Operations is having Santa Claus trains on the three weekends before Christmas. We will be needing to have at least six able-bodied persons who can go Ho-Ho-Ho with gusto. If you might fit the bill, please call me at 466-5402 or Kay at the office for an appointment of duty days.

Ops Meetings:

There will NOT be an Operations meeting in December due to the holidays. There will be a meeting on January 20, 1993 at 7:00 PM. These meetings are open to all members of Operations. These include Trainpersons, Brakepersons, Conductors, Firepersons, and Engineers. This is your chance for input into the way the Museum is run. I need your input.

Tecate:

By now I am hopeful that you have heard that we are going to run a trip to Tecate. It is planned to depart on January 9, 1993. We will be needing extra crews that day for both Tecate and Miller Creek. If you can help, please let Mike Retz know for Trainmen and George Boggs for Train crew.

Hospital Car:

For the past several months both Ted and myself have been working on getting a Hospital car converted to an open car, restroom and food service car. Things have been moving somewhat slowly. At present a lot of work needs to be done on the floor to make it in good enough shape to have it sealed. The outside and inside of the car will need to be sandblasted and primed. The brakes will need to be rebuilt, but that is the last thing that will be done. At this time we are in need of:

- * Someone or persons with knowledge about putting in cement floors.
- * Money to help pay for the sandblasting and priming.

The car will be bare-bones at first and upgraded as we go.

Mechanical Repair of Demonstration Equipment:

In January I plan to start a program where train crews will come out and help maintain the cars. I plan to have the crews come out one day every three months to wash and wax the cars, wash the windows inside and out, grease the seats, wash the floors, and provide general upkeep of the cars. More info next month.

Weed Clearing:

At present we are doing weed clearing in preparation for our trip to Tecate. SD&IV has sprayed the line. The Honor Camp members and Community Service workers have been working on the line between the border and Campo. If you can help, please call me at 466-5402. Thanks.

SAFETY CORNER - *Lew Wolfgang*

The Museum has received several violations as a result of the last Hazardous Materials inspection by San Diego County. We have agreed to "clean up" our act and it will be my job to nag at you about deficiencies that I find during my now required bi-weekly inspections.

One notorious practice we have to eliminate is the leaving of "mystery fluids" in various containers around the property. Two of our problem fluids that require proper disposal are lube oil and solvents. Lube oil, which may contain diesel fuel, is easy and inexpensive for us to dispose of. Solvents are much more costly to handle. Two labeled drums have been provided to handle your waste on the rail-east end of the car barn. Please be careful to separate the oil from the solvent before depositing in the appropriate drums. If a drum of oil is contaminated with as little as a pint of solvent, such as lacquer thinner, the entire drum has to be considered as "solvent" and the cost of disposal will increase greatly.

This is why unmarked containers are a problem. Someone else cleaning up may not know what is in a container and may end up contaminating our waste oil drum. So please, if you use any kind of a container, label it appropriately and dispose of it promptly when it is no longer needed.

Be sure to cover any container containing oil or solvents, especially those left outdoors. A drip pan containing oil will overflow when it rains, and guess what will overflow first: the oil or the water?

Before moving any equipment, especially locomotives, be sure someone hasn't placed a drip pan underneath. (Not that any of our locomotives would need a drip pan!) I found two containers of oil sitting by the tracks in the yard late Sunday afternoon. Apparently they were placed under 2098, which was then moved. They were susceptible to being kicked over and if it had rained that week we would have had an oil spill.

There is much more to talk about in the field of hazardous materials handling, but that will have to wait for future HOT SCOOPS. If you have any

comments or observations, even criticisms, I can be reached at 553-3106 days or 662-0790 nights.

Thanks for your support. 🐾

SD & AE RY. #104 REPORT - *Dick Pennick*

The cosmetic restoration of the Museum's oldest steam locomotive is ongoing and significant progress is being made.

During the past 6-8 weeks, most of the 50-odd years of accumulated grunge as well as layer upon layer of black paint has been tediously chipped, scraped, and needle-gunned away. The tender has been the primary recipient of this work in recent months, and underneath all of the dirt is an artifact of the steam-era that has not been treated kindly by its former environment in San Diego's coastal North County.

At least a dozen holes have been found in the shell of the tender's water tank, the biggest one measuring about an inch wide by about 14" long. Since the present restoration is only cosmetic, these holes are being repaired with fiberglass and "Bondo," much as a damaged automobile fender might be repaired. This "fix" would not be acceptable for an operating tender, but when painted, will work fine as a display. As of November 7th, 50% of the holes have been sealed with fiberglass, effectively securing the tender interior from the approaching winter weather.

The walkway on the tender's right side has been unbolted for removal, repair, and restoration. It is essentially intact and in fairly good condition.

Additional volunteers are always appreciated and are encouraged to call me (463-2276) for information on the project. Recent help has been received from Karla Von Huben, Duane Leal, Shane Tucker, and Roger Beam. Normal project work-days are alternate Saturdays (occasionally substituted by Sundays as my work schedule requires). The first workday in December (weather permitting) will be Sunday, December 6th. 🐾

Editor's Note:

The following article is the first of a series of articles which will offer Museum member's personal viewpoints on subjects within the Museum. Articles will be published in a sporadic fashion as space permits. The opinions expressed are those of the author and not necessarily that of Museum Staff or members of the Board of Trustees.

OBSERVATIONS #1 - Dick Pennick

It's been a few years since I last submitted anything to the *HOT SCOOP*. I hope that what I have to offer will be of some value to someone.

As a member of the Museum for almost 30 years, and presently a Trustee on the Board of Trustees, my intentions with OBSERVATIONS is to present to you from time to time a viewpoint or commentary that may offer a fresh slant on an old problem, or a new insight you may not have considered before. But good or bad, I hope it fosters an awareness that there is a great diversity of thought and opinion out there. And I feel the Museum will benefit from the exchange of ideas and philosophies that may be engendered by my humble observations. So, with that out of the way, allow me to parade before you "Observation #1."

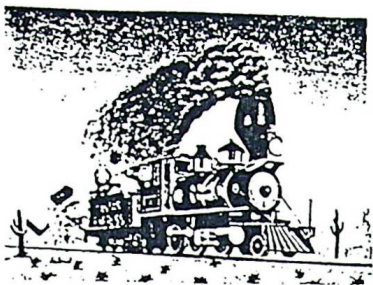
Sixteen or seventeen years ago, several of us paid a visit to the Campo depot when it was still a working station on the SD & AE Railway's mainline to El Centro. At that time, in the room where the Museum's Gift Shop is now located, there was a long counter stretching from the north wall to the south wall which separated the agent's working space from the rest of the room. In the agent's space, on the east side of the counter, there was a desk, several tables, closets, cubbyholes and other storage areas, and the usual clutter of books and papers that trademarked every traditional small-town railway station I had ever seen in my ramblings about all across the U.S. On the agent's desk, which sat in the northeast corner of the room about where the north cash register now sits in the gift shop, was a genuine operating telegraph key, complete with sounder and all of the required accoutrements. On the north wall, just to the left of the levers he used to actuate the signal blades on the semaphore mast, was what I call a "scissors"

phone. These phones were mounted on an extendable bracket that allowed the agent to bring it close to him when he was using it, and retract it back out of the way when he wasn't, leaving the desk top free for work space and "clutter." An old Remington typewriter sat nearby, used primarily to pound out Train Orders (or "flimsies" as they were called).

Wouldn't it be a wonderful interpretive experience for our Museum visitors to be able to see this bygone scene recreated in the depot as a functioning agency for our Museum demonstration train, complete with telegraph key, cubbyholes, "clutter," and a genuine scissors phone, and all of this presided over by a Museum volunteer suitably dressed in traditional small-town agent's uniform, green eyeshade — the whole enchilada. This is where train tickets would be sold and train orders typed out on the old "hunt 'n' pecker" (see a future OBSERVATIONS for more on this).

The Museum already has several old telegraph keys in its collection of artifacts, and we just received the donation of a genuine scissors phone, rescued from some forgotten depot years ago. I think we also have a suitable old typewriter as well stashed away somewhere (in the CARRIZO GORGE?). Wouldn't it be great to once again bring all of these disparate parts together to function as they were intended, as a symbiotic whole?

The Gift Shop, of course, would have to be relocated. Several worthwhile suggestions for alternative space have been tendered. Among these are the former depot baggage/freight room at the east end of the building. This area was converted to Agent's living quarters in later years, about the time the wood loading dock was removed from outside. This space would provide considerably more room for the Gift Shop, which has recently been a revenue-producer for the Museum under the guidance of George and Nancy Boggs. Another possibility, although offering less floor space, is one of the old wooden coach bodies now at Jacumba, which could be set up on blocks or even an old set of car trucks near the depot. In either case, approval of owner MTDB would be required. Now that repairs in Carrizo Gorge are delayed indefinitely, this approval may be easier to obtain.



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our expanding selection and pick up that bit
of railroading for your railfan's Christmas
from the...

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THE DEPOT!

THE DEPOT GIFT SHOP

Open Saturday & Sunday
10:00 a.m. to 4:30 p.m.

OBSERVATIONS #1 - Continued

Access to the Freight House Gift Shop could be provided with a reconstruction of the original freight platform, which had stairs and a sloping ramp down to ground level for two-wheeled freight trucks, etc. (see photo on Page 134 of *"San Diego — the Impossible Railroad"*). With the addition of a separate wheelchair-rated ramp, the platform could double as a wheelchair access to the excursion train cars.

Think about it! 🚂

SAN DIEGO MODEL RAILROAD MUSEUM ANNOUNCEMENTS

Christmas on the Prado is a two day celebration when all of Balboa Park rings with special festive holiday activities. The museum will feature its famous all beef Rail Burger dinners hot from the charbroiler grill. All beef Hot Dog dinners, nachos, hot & cold drinks and desserts complete the menu. These meals are offered at very reasonable prices with all profits going towards completion of the museum interior construction. Capping the festivities this year will be a drawing for \$400.00 in merchandise from your choice of one of the participating model railroad hobby shops. Remember Friday and Saturday, December 4th and 5th for Christmas on the Prado. 🚂



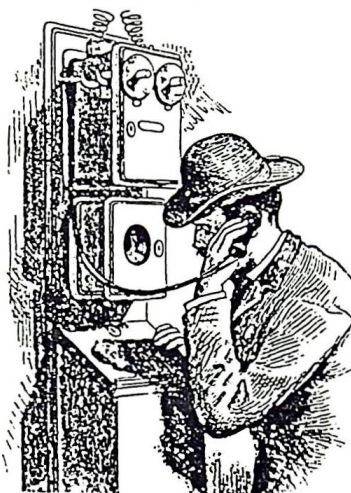
Be Sure to Check out the Christmas Specials

at the Depot Gift Shop

(See the enclosed flyer.)

SDRM ADMINISTRATION/CAMPO PHONE NUMBERS

Museum Phone (Recorded Message)	697-7762
Business Office	Bobbie Ringersma 595-3030/FAX: 595-3034
Director of Operations	Denby Jones 279-2419
Executive Director	Kay Carter 265-7682
Hot Scoop Articles/Subscriptions	Carol Westover 272-3523
La Mesa Depot	465-8444
Campo Depot	478-9937
Campo Car Shop	478-9917
Campo Caretaker	Thomas Lee & Linda Braginton 478-9344
Campo Gift Shop	George & Nancy Boggs 789-4210



DEPARTMENT HEADS

Facilities	Steve Wade 469-8029
Interpretation Dept.	Rich Borstadt 447-3297
Research	Bruce Semelsberger 264-7282
Chief Trainman	Mike Retz 466-8808
Mechanical Dept	Mike Reading 277-5168
Ground Support Equipment	Mike Panger 263-4439
Museum Library	Roy Pickering 462-3392
Operations Dept	Mike Reneau 466-5402
Track Foreman	Paul Westover 581-3821
Restoration Dept	Ted Kornweibel 461-0098
Safety Officer	Lew Wolfgang 553-3106
Steam Department (Acting Supt.)	Bob Nichols 583-0531

SLRM CALENDAR OF EVENTS

December



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1 Library Work Night 7:00-10:00 PM	2 Collections, Exhibits & Programs Committee Mtg. Kettner Bl. 7:00 PM	3	4 - Steam Team Work Day 8:00 - 9:00 PM S.D. Model Railroad Museum Christmas on the Prado Balboa Park	5 8:30 AM - Train Crew - Steam Team Work Day 10:00 AM - Library/Kettner Bl. 12:00 NOON - Restoration Mtg. in Car Shop 3:00 PM DRAWING-SDMRR Museum 5:00 - 9:00 p.m. Christmas on the Prado Balboa Park
6 8:30 AM - Train Crew - Campo - Steam Work Day - #104 Work Day	7 6:30 PM Staff Meeting Kettner Blvd.	8 7:00-10:00 PM - Library Work Night	9 NO TRAINMAN GUIDE CLASS IN DECEMBER	10	11 - Steam Team Work Day	12 8:30 AM - Train Crew 10:00 AM - 4:00 PM - Track Work Party - Library - Kettner Bl. - Steam Team Work Day
13 8:30 AM - Train Crew - Campo - Steam Work Day	14	15 7:00-10:00 PM - Library Work Night	16 - Operations Dept. Meeting -CANCELED- Rescheduled for Jan. 20, '93	17 7:00 PM - Steam Team Mtg. Kettner Bl. - Student Appreciation Day	18 HOT SCOOP DEADLINE - Steam Work Day	19 8:30 AM - Train Crew 10:00 AM - 4:00 PM - Library - Kettner Bl. Orange Empire Steam Trip
20 8:30 AM - Train Crew - Campo - Steam Work Day	21 6:30 PM Staff Meeting Kettner Blvd. Last chance to turn in HOT SCOOP articles!	22 7:00-10:00 PM - Library Work Night	23	24	25  Merry Christmas!	26 8:30 AM - Train Crew - Steam Team Work Day 10:00 AM - #104 Work Day - Library - Kettner Bl.
27 8:30 AM - Train Crew - Campo - Steam Work Day	28	29 7:00-10:00 PM - Library Work Night	30 7:00 PM Interpretation Meeting -CANCELED-	31	1  Happy New Year!	

Have a Very Merry Christmas
and a Safe & Happy New Year!

