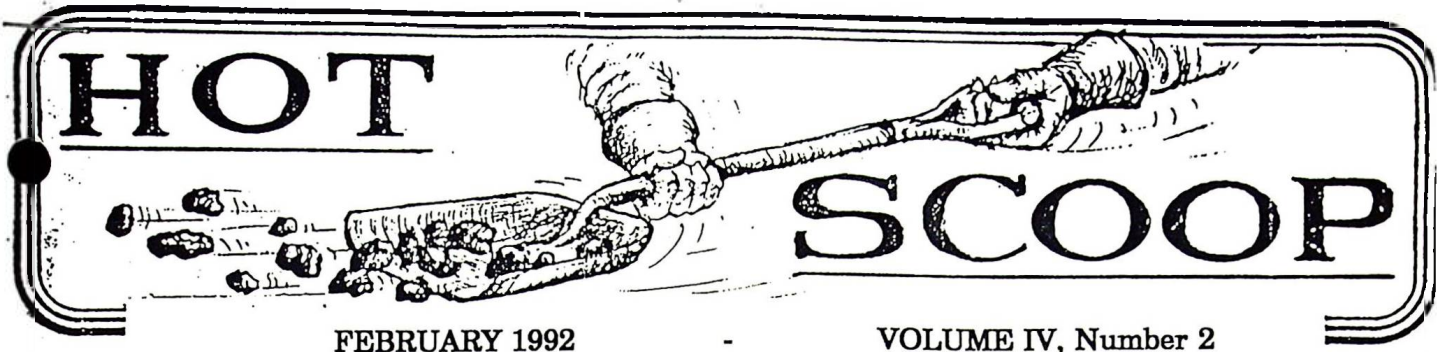




FEBRUARY 1992

VOLUME IV, Number 2

DIRECTOR'S REPORT

Denby Jones

I would like to start by voicing my appreciation to our Executive Director, Kay Carter. Kay has strived to place us in areas of high visibility, and it is paying off. Ridership in December and January, historically slow months, has increased dramatically. And I personally believe that it is due to the exposure we have been getting. Invariably we will hear, "Well, I did not know you were out here." Thanks, Kay.

KEEPING UP WITH CAMPO

I am pleased to announce that the weed spraying has been accomplished. Many thanks go to *Elizabeth Walsh* of **VEGETATION MANAGEMENT** for donation of the chemical used in the spraying. Thanks also to **Jack O'lexy**, **Mike Reneau**, **Mike Panger**, and **Bud Hendricks** of **BUD'S WEED/PEST CONTROL**, for their assistance in the project.

I take a great deal of pleasure in announcing the appointment of **Steve Wade** as the new **Facilities Superintendent**. **Steve** is well qualified for the task, as can be seen by the improvements he has made to the Carpenter Shop. As someone once said years ago, "Grab the reins and GO," **Steve**. In the process of selecting a new superintendent, we also looked for ways to make the Facilities Department more manageable. In support of that goal, we have moved the Support Vehicles and Motor Pool to the Mechanical Department (**Mike Reading**, Supervisor), to be managed by **Mike Panger**. The Right of Way and Track have been reassigned to the Operations Department (**Mike Reneau**, Supervisor), to be managed by **Paul Westover**.

Thanks to **Steve Wade** and **Charles Alban**, the stairs in the Car Barn are finally finished, the new office has been completed except for wiring, and work has been started on remodeling the old office.

*Director's Report - Continued*THE OLD "NORTH 40"

Norm Hill has put a lot of work into cleaning up the "North 40," but it's not a "one-man" job. It's taken a lot of people a lot of time, tossing who knows what, to create the North 40, so let's all band together to help clean it up and keep it cleaned up. In the future let's not just arbitrarily dump stuff out there. If you need a place to store supplies or materials for a project you are working on, contact **Steve Wade** or myself and we will find a storage place for you. If you have material you would like to donate or dispose of, contact a superintendent or me.

050 MEETING

Remember, there is an 050 meeting at Campo on Saturday, February 15. We have a trip to Jacumba planned for March 7, and we will need all the help we can get, so if you are available please let us know.

1820 PROJECT ALIVE AND WELL

WATCH OUT!!! Dave's on a roll! **Dave Slater** is assembling a crew and starting back to work on the 1820. Good luck, Dave.

Well, I think I've rambled enough, so to sign off for this month, I'll just say, "See you at Campo"!!!

Denby

VOLUNTEER OF THE MONTH

My **Railfan of the Month** for January is a gentleman who is very quiet, is out at Campo almost every weekend, and is constantly busy. He is not only responsible for one of the largest departments in the Museum, but may be found doing any number of tasks to support restoration, mechanical, facilities, or whatever. So thank YOU, **Mike Reneau**, for your generous help and support. It is appreciated by one and all.

EXECUTIVE DIRECTOR'S REPORT

Kay Carter

February finds the Campo ridership steadily building. A huge February thanks to all our trainmen and engineers who keep us running on time and without incident.

I would personally like to recognize the assistance of several individuals who continue to jump in and help at a moment's notice at Campo, in the office and in La Mesa. These people are the unsung heroes of the Museum and are my nomination for Valentine of the month - **Rich Borstadt**, who puts in long hours in every facet of the Interpretation Department; **Steve Wade**, who created display boards within 8 hours of the request; **Mike Reneau**, whose standard reply to any request is

Executive Director's Report - Continued

"when do you need it?"; and **Paul Westover**, who did not hesitate to put together a display for the *America's Cup*, knowing that it was temporary and would need to be relocated within the week. Understanding that without every volunteer contributing time and effort to the Museum, we would not be able to operate, I am particularly grateful to those folks who go the extra mile required to also make things happen for SDRM in the downtown community. We have kept our name out in the public now since November and hopefully this effort should bear fruit.

We are now busy trying to create a window display for use at the U.S. Grant Hotel that tells the downtown visitor that we are alive and well and offering special train rides at Campo. Let me know if you have pictures or time to contribute to this exhibit. We are competing with other organizations for use of this space, so we need a very professional looking window display to qualify.

Speaking of pictures, the office needs copies of slides and pictures that you may have taken over the years documenting projects and activities in the Museum. PLEASE call me if you have something that would be appropriate. I am putting together several different slide presentations to give to area service clubs and would appreciate your help.

The new Board of Trustees met on Tuesday, January 21st. They are now forming their committees for the coming year. Committees are - Central San Diego; Nominations; Fundraising and Development; Marketing and PR; Exhibits and Programs; Campo Operations. Please let any Board member know if you are interested in serving on one of these committees. At this meeting, **Jack White** was nominated and unanimously approved to serve on the Board of Trustees. **Dan Marnell** was instrumental in bringing Jack on board. Many thanks, Dan, for your continued efforts in securing quality community people for the organization. New officers for the Board were elected - **Dale Busch**, President; **Robert Hinshaw**, Vice President, **Chalmers Kerr**, Secretary, and **Larry Williams**, Treasurer. Any problems or input you have can be forwarded to these individuals or passed on to the office.

Special thanks this month go to **Denby Jones**, Director of Campo Operations. He was willing to take on the herculean job from **Albert Barnier** and has been putting in long hours, both physical and mental, to keep things moving. Don't forget to let him know we appreciate his efforts on behalf of the Museum. When you take on the job of "troubleshooter," it can sometimes be a thankless one. S-o-o THANKS Denby!

SAFETY CORNER

Lew Wolfgang

George Boggs reports that the cat problem at Campo has been taken care of, one way or the other. While there are still a couple of felines in the neighborhood of the Depot, they don't seem to be too aggressive. George also reports a reduction in the population of mice as of late.

Here, as promised, is the second part of the *Runaway Federal Express*. Enjoy.

*From "Runaway" by E. John Long
Trains and Travel, Vol. 13,
(August, 1953), No. 10, pages 18-23.*

Train No. 173, the **Federal Express**, was heading for it's 8:38 A.M. meeting with the Union Terminal in Washington, a train out of control.

Around the bend and under the New York Avenue overpass the **Federal** swayed, cresting the rise and beginning the downgrade to the station. Engineer Brower was certain now that his train was out of control. He began to sound the engine's horn. The fireman had already noticed the excessive speed, he threw the emergency valve on his side of the cab. No exhaust, no brakes!

The 60-year old veteran engineer had no idea what was wrong, except that his brakes weren't holding. As his engine lurched past C Tower, Brower again yanked at the whistle cord. Hash

rough-sounding blasts, one after another in quick succession, shattered the morning air. To those who saw the heavy train racing into the complicated pattern of track it added up to the one word that railroaders dread most: **runaway!** He attempted to reverse the motors, but the overload relays blew and his last hope was gone.

Back in the train, Conductor Thomas J. Murphey heard the warning whistle at about the same time that he realized the train was rolling altogether too fast. Murphey was in the ill-fated third car. As luck would have it he hastened to the front vestibule and opened the conductor's back-up valve. Had he gone to the fourth car [or] been in the fourth car or beyond and opened the valve, the train might have been slowed or perhaps even stopped when he let out the air from the line holding the brakes released in the last 13 cars. [sic] As it was, Murphey unfortunately got no brake action at all.

Brakeman Fred E. King, in the fourth car, was about to lock the toilet when a sudden swerve of the train threw him off his feet. He headed right back to the rear platform, glanced outside and realized that they had no brakes and were not stopping. He made an attempt for the emergency brake valve on the platform. By that time they were coming into the interlocking at C tower. It threw him around. King did not succeed in opening the valve.

Far back at the rear of the train Flagman John Meng heard no whistle.

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rough-sounding blasts, one after another in quick succession, shattered the morning air. To those who saw the heavy train racing into the complicated pattern of track it added up to the one word that railroaders dread most: **runaway!** He attempted to reverse the motors, but the overload relays blew and his last hope was gone.

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Brakeman Fred E. King, in the fourth car, was about to lock the toilet when a sudden swerve of the train threw him off his feet. He headed right back to the rear platform, glanced outside and realized that they had no brakes and were not stopping. He made an attempt for the emergency brake valve on the platform. By that time they were coming into the interlocking at C tower. It threw him around. King did not succeed in opening the valve.

Far back at the rear of the train Flagman John Meng heard no whistle,

Runaway - Continued

but knew something was wrong when the brakes did not begin to grind. At the time he was in the center of the rear car, a sleeper. Because passengers were in the aisle preparing to leave the train, he was unable to reach the emergency valve at either end before the crash.

The careening engine smashed the station master's office, completely demolished the newsstand, and just when it seemed certain that it would plow right into the waiting room, the floor of the concourse suddenly gave way. Like a dying animal, the heavy engine sank into the basement baggage room, dragging two cars with it. From the jumbled confusion of the hole great clouds of dust and steam billowed. There was a moment of strange stunned silence.

The nimble wits, resourcefulness and devotion to duty of a handful of railroaders, plus a large measure of luck, prevented a major tragedy and loss of life that morning. By a miracle no one was in the baggage room directly under the engine. The injured totaled 87, one being the fireman. Property damage was estimated at nearly a million dollars.

Most of the train could be hauled back to the yard, but the two coaches that had followed the engine into the hole had to be coaxed out inch by inch with cables strung from giant cranes. It was an all night job. It took two weeks for the last piece of the locomotive to be removed from the basement. They couldn't do it sooner, according to wits,

because no one could find the baggage check for the engine.

The **Federal's** runaway was historic because, in the words of one veteran railroader who surveyed the scene, "It just couldn't happen! Brake valves just don't do those things!" (close by themselves) Yet they did, twice on the same run!

END

FROM THE OFFICE

Bobbie Ringersma

REMINDER - Mark your calendars (if they aren't already marked) for the following important dates:

- March 7 - Special Jacumba trip. Flyers will be out next week for this and the following 2 trips.
- March 21 - Annual Dinner, Tom Ham's Lighthouse, no host bar from 6:00 - 6:30 PM, dinner will be served at 7:00 PM. Choice of dinner will be Sautéed Chicken Breast in butter and spices or Prime Rib. Price will be \$27.50 per person or \$50.00 per couple. Flyers will be included in the next *Report*.

FROM THE OFFICE - Continued

April 4 - Puerto Penasco, one day trip.

April 24 - May 4 - Copper Canyon.

Anyone with spare time during the day who is willing to come into the office to help answer the phones, mail tickets, etc. would be **GREATLY APPRECIATED**.

Although an extra person in the office is really needed **ALL DAY, EVERY DAY**, if you can only spare a couple of hours once or even twice a week, we'd still love to have your help.

PLEASE call Bobbie at 595-3030 to make arrangements.

SPIKES 'N STUFF

Paul Westover

Thanks to those of you who donated money towards the purchase of the Rail Saw. We have collected \$55, and a promise from **Norm Hill** for the balance needed to purchase the saw. Norm will get the money from the scrap metal recycling project.

A-5 MOTORCAR PROJECT

Thanks to **Dave Slater, Chris Leenknecht, Mike Reneau, Mike Panger, Cliff Pennick**, for their help in stripping and preparation of the A-5 for

restoration. A special thank you goes to **Dick McIntyre** for his expertise in metal fabrication. The A-5 frame is now stripped and ready for cleaning and touch-up painting. **Steve Wade** has promised his support for any carpentry work needed. With supporters like these, the A-5 will be restored and running before long.

If you would like more information about the A-5 motorcar or want to offer your assistance, call **Paul Westover** at (619) 272-3523. Hope to see you at Campo!

CLASSIFIED ADS

Classified ads run in the HOT SCOOP are FREE. If you have an item you want to sell or buy, send the information to Bobbie Ringersma, SDRM, 1050 Kettner Blvd., San Diego, CA 92101. Ads must be received by the 15th of the month prior to printing.

Trainman **Don Livesay** has a pill box hat, Size 7 5/8, that he would like to sell. Brand new, never worn. Price: \$23.00. Please give Don a call at (W) 587-6839 or (H) 465-3186 if you are interested in purchasing.

SDRM MUSEUM DEPARTMENT HEADS & PHONE NUMBERS

Museum Phone (Recorded Message)		697-7762
Business Office	Bobbie Ringersma	595-3030
Executive Director	Kay Carter	265-7682
Director of Operations	Denby Jones	279-2419
Hot Scoop Articles/Subscriptions	Bobbie Ringersma	595-3030
La Mesa Depot		465-8444
Museum Library	Roy Pickering	462-3392
Museum Services		(VACANT)

CAMPO

Campo Gift Shop	George & Nancy Boggs	789-4210
Campo Car Shop		478-9917
Campo Caretaker	Thomas Lee & Linda Braginton	478-9344
Facilities	Steve Wade	469-8029
Interpretive/Exhibits	Rich Borstadt	447-3297
Mechanical Dept	Mike Reading	277-5168
Ground Support Equipment	Mike Panger	263-4439
Operations Dept	Mike Reneau	466-5402
Track Foreman	Paul Westover	272-3523
Restoration Dept	Ted Kornweibel	461-0098
Safety Officer	Lew Wolfgang	553-3106
Steam Department	Bill Donovan	632-0156

MEETINGS

FACILITIES COMMITTEE

Meets first Friday of each month STEVE WADE

INTERPRETIVE COMMITTEE

Meets last Friday of each month RICH BORSTADT

STEAM WORK DAY

Meets third Saturday of each month BILL DONOVAN

STEAM MEETING

Meets Thursday preceding Saturday work day BILL DONOVAN

OPERATIONS MEETING

Meets second Friday of each month MIKE RENEAU

1992

February 1 - March 13

SDRM CALENDAR OF EVENTS

SATURDAY	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
Feb 1 10:00am Library Work Day - Kettner Blvd.	Feb 2	Feb 3	Feb 4 7:00pm Library Work Night - Kettner Blvd.	Feb 5	Feb 6	Feb 7 6:30pm Facilities Meeting - Kettner Blvd.
Campo Train Crew						
Feb 8 10:00am Library Work Day - Kettner Blvd.	Feb 9	Feb 10 6:30pm Staff Meeting - Kettner Blvd.	Feb 11 7:00pm Library Work Night - Kettner Blvd.	Feb 12	Feb 13 7:00pm Steam Team Meeting - 2552 Deerpark Dr. -276-2222	Feb 14
Campo Train Crew						
Feb 15 10:00am Library Work Day - Kettner Blvd. Steam Work Day - Campo	Feb 16	Feb 17 President's Day - Campo Train Crew	Feb 18 7:00pm Library Work Night - Kettner Blvd. Special Train - Student Appreciation Day-Campo	Feb 19	Feb 20	Feb 21
Campo Train Crew						
Feb 22 10:00am Library Work Day - Kettner Blvd.	Feb 23	Feb 24 6:30pm Staff Meeting - Kettner Blvd.	Feb 25 7:00pm Library Work Night - Kettner Blvd.	Feb 26 7:00pm Interpretive Committee -Kettner Blvd.	Feb 27	Feb 28
Campo Train Crew						
Feb 29 10:00am Library Work Day - Kettner Blvd.	Mar 1	Mar 2	Mar 3 7:00pm Library Work Night - Kettner Blvd.	Mar 4	Mar 5	Mar 6 6:30pm Facilities Meeting - Kettner Blvd.
Campo Train Crew						
Mar 7 10:00am Library Work Day - Kettner Blvd. 10:00am JACUMBA SPECIAL - Campo	Mar 8	Mar 9 6:30pm Staff Meeting - Kettner Blvd.	Mar 10 7:00pm Library Work Night - Kettner Blvd.	Mar 11	Mar 12	Mar 13
Campo Train Crew						

2/6/1992

TIME CARD

[illegible]