

HOT

SCOOP

DIRECTOR'S REPORT

Denby Jones

We are seeing more people at Campo. Not just on special work days, but on regular run of the mill weekends. I am not talking about hordes, but we all know that. I am talking about a few more, one or two, two or three. I realize that does not sound like a lot, but the important thing is people are starting to come back out, and that's what this organization is about, people. The other side is "do we have enough money for this project or that project?" As of right now, no.

But, that is what has been so important about these meetings we have had to define our Mission Statement and evaluate Museum Goals and Objectives. Once they are in place then we have something to go to people with and say, "Here we are, this is what we are doing, and will you support us?" 'nough said!!!

KEEPING UP WITH CAMPO

As we did not publish the *Hot Scoop* for December, let me try to bring you up to date.

Our fuel truck is now in operation, and Locomotive 2098 received the first fueling from the truck Saturday the 9th. She received 262 gallons of fuel in just over six minutes with no spillage and a minimum of effort. This truck is a real Godsend to us. Not only does it make it easier to fuel, we can eliminate the standing tank with its hazmat concerns, we can get fuel at a cheaper price as we can order by the truckload, and we have better control over what we dispense. Engineers will no longer have to fuel their locomotives; that will be done by a fueling crew. However, engineers are still responsible for checking for sufficient fuel in their locomotives. Fueling at this time will be accomplished by myself, **Mike Reneau**, **Mike Panger**, or **Mike Reading**. Other crews will be trained as time permits.

Also on Saturday we held another Mission Statement/Goal Setting meeting. In attendance were **Kay**, **Jeanie Jones**, **Mike Retz**, **Jimmy Hammel**, **Mike Reading**, **Rich Boerstat**, **Charles Alban**, **Steve Wade**, **Mike Reneau**, **Jim Cook**, **Mike Panger**, and myself.

DIRECTOR'S REPORT - Continued

One of the subjects mentioned was storage and organizing small parts and hardware. Someone must have been listening because when I got home Saturday night, there was a message from **Harry Hurry** to contact **Rick** at **Grossmont Auto Parts**. I did, and he donated almost 200 cardboard sorting boxes and some shelving to Campo. Thanks **Rick**.

SATURDAY 16 OCTOBER - WORK DAY

Lots of people. **Bill Donovan**, **Ted Kornweibel**, and **Richard Dick** fed breakfast; and **Kay** and **Bobbie**, assisted by **Laurie Quade**, a new member, fed lunch. Lots of activity on the car shop siding by **Paul Bortell**, **Duane Leal**, **Steve Wade**, **Charles Alban**, and **Al Keevel**. **Mike Retz**, **Cliff** and **Dick Pennick**, the **Freidlan Family**, **Jane** and **Dick Cupp**, **Jack Ringersma**, **Rich Borstat**, **Don Getz**, members of the **Boys Camp**, and **Bruce Semelsberger**, were out pulling weeds and cleaning up. **Mike Reneau**, **Mike Panger**, and **Mike Reading** were working on the fuel truck. **Ted Kornweibel**, **Dick McIntyre**, **Bob Haney**, **David Jones** (another new member), all worked on the trucks of the postal car. Lots of good people, good food, and a lot accomplished.

The chemicals for weed control have been donated to us by DuPont. We have the sprayer set up and will be spraying for weeds as the weather permits. **Mike Panger** has assumed the task of dismantling the old traction motors. Their salvage value may well

help us complete the tasks for our Major Use Permit. If you are looking for a task, see **Mike** — he can use the help.

Charles Alban and **Steve Wade** have rebuilt the stairs in the car barn and are finishing another office upstairs. They are doing OUTSTANDING work!

I sincerely hope that each and every one of you had a Happy Thanksgiving, Merry Christmas and a Happy New Year, and I will see you soon at Campo.

VOLUNTEER OF THE MONTH - THANK YOU!!!

For December I am nominating a gentleman that has been with the Museum for a long time. He is usually there on Sunday as Engineer or Conductor, and as Conductor, he sets the example for all.

Lately, however, his mechanical aptitude has been reappearing. He was instrumental in winterizing our support equipment, and was able to bring the white Museum pickup back on line. No small task. So, thank you, **Dave Slater**, we want you to know that your time and effort are really appreciated.

Denby

MUSEUM DIRECTOR'S REPORT*Kay Carter***NEW CARETAKER**

The Campo facility will shortly have two new faces on the premises. Thomas Lee Braginton and his wife Linda, will be moving into the caretaker trailer as soon as possible. He will also be performing some of the repairs necessary to make the mobile liveable once again. Please extend a SDRM welcome to these new folks with any offers of assistance in sprucing up the area if you can.

Thomas Lee will be making sure our rolling stock and Museum remain secure. Should you be on site during the week, it would be helpful to let him know you're there at least until he becomes accustomed to individual schedules.

The Bragintons have run an art gallery for many years and are both artists in their own right. They are interested in working with the Museum to establish a railroad art gallery at the Campo facility. The gallery will provide another interesting display for our Museum visitors.

Thomas Lee and his wife will be available Sunday through Friday. They will not be available for Museum business on Saturdays.

MUSEUM MARKETING PROGRAM

This month's *REPORT* details our Grossmont display. I would like to add that the Museum netted \$3,877 in sales of gift items. Not only was the public

exposure derived from this project terrific, but added some much needed income during a month when our ridership is historically low. Thanks again to all the volunteers who gave up their shopping time to staff the display.

Thanks also go to our "Santas" who provided the holiday spirit for our passengers during the month of December. No negative feedback from the parents of all those little kidlets who carried home the whistles all the way from Campo to San Diego in the car! The Santa suit is now ours and it's not too early to be thinking about next year so start practicing your Ho!Ho!Ho!

LOOKING AHEAD

We have been approached by the America's Cup Village to provide a display in their exhibit space between Harbor Drive and the Santa Fe Depot. The display will be in place from February 1 through Memorial Day and should again increase public awareness about the Museum and encourage visitors to Campo. Crowds are estimated to reach one million over the length of the exhibit. Let the office know if you can help with creating and setting up the display. Additionally, though not mandatory, let us know if you would be interested in staffing the area on the weekends when the promoters will be doing special events.

Our volunteers are the Museum's BEST marketing tool. Please let us know if you are available.

Museum Director's Report - Continued**"SWEETHEART SPECIAL"**

Plans are underway for a Campo to Jacumba trip on February 15. Bobbie and the staff are working out the final details so mark your calendars for the "Sweetheart Special" (After all, Valentine's day is the 14th). As tentatively planned, the train will depart at 10:00 A.M. and return at 4:30 P.M. Cost per person, including lunch, is \$40.00 for non-members, \$35.00 for members.

MANY THANKS DEPARTMENT

Phil Klauber has recently donated shares of SDG&E stock to the Museum. The money obtained from their resale is to be utilized for a Museum development program. It is through the support of community members such as Phil that the Museum is able to proceed with its goals.

This also represents another way that interested contributors can benefit the Museum. We very much appreciate Mr. Klauber's thoughtfulness. I also hope that *HotScoop* readers will pass along to family, friends and other members, this opportunity to donate to the Museum.

BOBBIE'S BULLETINS

*Bobbie Ringersma,
Office Manager*

ANNUAL DINNER

It's that time of year again! The Annual Dinner will be at Tom Hamm's Lighthouse on **MARCH 21, 1992, NOT** March 20, 1992, as stated in the *Report*. Rich Borstadt is working on confirmation of a speaker. A flyer will be included in the next *Report* with more details and a

Annual Dinner - Continued

reservation form for dinner. Mark your calendars now so as not to miss this annual event.

Superintendents will be awarding volunteer certificates again this year, so make sure you are there to accept yours.

OFFICE HELP

With a Jacumba trip planned for February 15th and Student Appreciation Days on February 18th, we need help in the office to answer phones, take reservations and contact schools. If you have time available, please call me at (619) 595-3030.

RESTORATION NEWS

Ted Kornweibel

CLEANUP OF THE "BACK FORTY"

Good progress is being made in identifying useful items and discarding useless ones. Revenue is being earned from the sale of scrap metal. This process of dealing with our chaos (which is an eyesore to the neighborhood) will be successful if every Saturday, at 3:00 PM, representatives of each department go to the "back forty" and identify items for discard or retention. The fork-lift is being used to load the dumpsters. So far **Mike Redding, Mike Reneau, Norm Hill**, and I have worked harmoniously. We want to save what is useful and throw out what is not. But we need input from other departments, particularly steam and the metal shop. We don't know the value and in some cases the identity of some items. Please join us.

CARRISO GORGE 050 UPDATE

Jeanie Jones

I will be holding a meeting in the Campo car shop at noon on Saturday, February 15, 1992, for all those interested in working on restoration of the Carriso Gorge Car. If you plan to attend, please call me at (619) 279-2419.

THE SAFETY CORNER

Lew Wolfgang

Cat Problems

As you may have noticed, we have a permanent colony of cats living under and around the depot at Campo. Feeding of the cats by our customers has given them the message that they are welcome when, indeed, they are not. Several children have been bitten and scratched over the past few months, a situation we cannot tolerate.

We may be able to enlist the assistance of the County Animal Control Department to trap and humanely dispose of the cats in the near future. But if anyone would like to adopt any of them, now is the time to come to Campo and take them home.

The County has indicated that we have a responsibility to obtain the name, address and phone number of anyone bitten or scratched by any of the cats. In addition, the offending cat must be captured and quarantined by the County for a period of ten days to check for rabies. So I am asking all of you to report any incident to the duty superintendent so that an accident report may be prepared and filed. The Animal Control people may be reached at (619) 263-7741 and

SAFETY CORNER - Continued

will respond right away to quarantine the cat.

Thanks in advance for your assistance in this matter.

ROGER CLEGG FUND

The Roger Clegg medical expense fund has collected the grand total of \$60 as of this date. Thanks to all who have contributed to help Roger defray his medical expenses due to injuries sustained while in service to the Museum. Any additional help will be greatly appreciated. (His out-of-pocket expenses are approximately \$2,000.)

THE RUNAWAY FEDERAL EXPRESS

The following true story is submitted by member **Randy Gibson**. Hopefully, it will serve to illustrate that safety is everyone's responsibility.

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

It was the night of January 14, 1953, 11 o'clock. No. 173, the FEDERAL EXPRESS, was off on time for its 459-mile 8-hour 40-minute overnight run to the nation's capital. It was a routine beginning to what apparently was a routine trip. But at 8:38 the next morning in the Union Terminal in Washington the FEDERAL was to turn into a hurtling juggernaut, a train out of control.

Inspectors noticed nothing wrong with the FEDERAL during its 15-minute stop at Providence. It pulled out of the depot at 12:05 A.M. on time. Later on

"Runaway" - Continued

the flagman noticed a few sharp jerks — brakes were sticking somewhere on the train. It seemed to be the rear two cars. He told the Conductor Ralph Ward, who pulled the communication cord. The FEDERAL ground to a stop at Kingston Swamp, 27 miles out of Providence.

Matta figured the rear car brakes had remained off while normal air pressure was in the train line; but when air had leaked out and could not be replaced from the engine, the brakes automatically had begun to take hold.

At any rate, it was an easy matter to open the valve again, which Matta did. In a few minutes all brakes were released. Conductor Ward, puzzled as to the cause of the trouble, was working his way forward, examining the brakes and other equipment of each car. Before he reached the troublesome third car he was told the difficulty had been found. The flagman was whistled in and the FEDERAL proceeded, 58 minutes late. Matta promptly made up 11 minutes of the loss in the 86-mile stretch to New Haven, Conn., using the brakes several times. They worked fine.

At New Haven the diesel came off and an electric locomotive was put on. Matta switched his unit off without seeing the Conductor or the new engineer. Two sleepers and a coach were added, bringing the consist up to 16 cars. The chief car inspector and his assistants made an extra check of all brakes and found everything in order.

With a new engineer at the controller, the FEDERAL raced down the Shore Line, popping out of the East River tube into Pennsylvania Station, New York, at 4:28 A.M. only 38 minutes late. During the 75-mile trip he applied the brakes 14 times and they functioned perfectly.

The electric locomotive was uncoupled and run into a siding; Pennsylvania Railroad GG-1 electric No. 4876 was backed on. Harry W. Brower, the engineer, made the usual terminal check of the brakes and found them fine.

Between New York and Baltimore, with stops at Philadelphia and Wilmington, Brower applied the brakes 14 times. He had no trouble. At Baltimore the FEDERAL had gained another three minutes. Once clear of the yard limits, Brower gave the big electric the gun. He barreled along at the usual 80-mile-an-hour clip. With clear signals all the way, Brower had no occasion to use the brakes.

Not until he saw ahead of him signal 1339, a little more than two miles out of Washington Union Station, did Brower make the first brake application. At this time his speed was 60 to 70 miles an hour. Brower moved the controller from the twelfth notch to the fifth, and made a split-pipe reduction of 17 pounds in the brake pipe. He did not notice that the exhaust from the brake valve was unusually short. The train slowed a little on the slight upgrade but not enough for a safe approach to the interlocking just ahead.

"Runaway" - Continued

By now the train was a half mile beyond the signal. Brower quickly threw the controller off, opened the sander valve, set the automatic brake valve in emergency. This action should have jammed all brakes and brought the FEDERAL to a jarring halt. But the exhaust from the brake valve was only a short sigh. Emergency has little or no effect. The FEDERAL EXPRESS was without brakes!

(To be continued in the next HotScoop)

SPIKES 'N STUFF

*Paul Westover,
Volunteer-Track Department*

RAIL SAW WANTED

If you've worked on the track out at Campo you know the value of good, reliable tools. You must also know the rail saw we have at Campo is old, temperamental, and needs to be replaced.

I have lined up a used, (but in excellent condition), Racine metal abrasive cut off rail saw. Ken Garges, of Simi Valley is asking \$400 for the saw. It is an excellent price. It is doubtful that we would ever have the funds available to purchase one of these rail saws new.

If everyone chips in together we can come up with the money needed for this purchase. Any amount you can donate, no matter how small, is appreciated.

I'm kicking off the effort with my personal donation of \$40. Now, all we need is another \$360.00 dollars (or \$10 apiece from 36 of you readers.)

Spikes 'N Stuff - Continued

Please send your donations to Bobbie at the museum office. Mark your envelope "For Rail Saw." Thank you.

MAKIN' TRACKS AT CAMPO

Mike Reading has drawn up a set up plans for the lower track area. The plans call for a number of switches. One switch is needed immediately before we can lay any track. Others will be built as we go along. After installation of the first switch, we will be able to lay a minimum of 400' of much needed storage track in the lower track area.

More details will follow in future *HotScoop/Report* issues, and we will be looking for volunteers to assist in track construction.

A-5 RESTORATION

A number of weeks ago, **Dave Slater, Mike Reneau, Ray Lethbridge** and I placed the ailing A-5 motorcar inside the car barn to spark interest in its restoration. The bait worked.

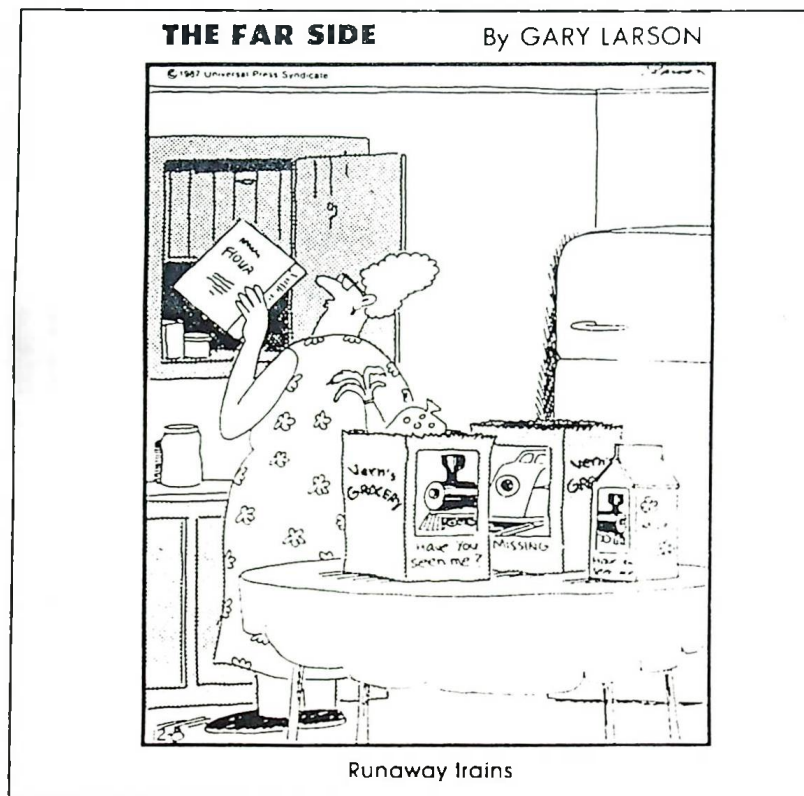
The restoration of the Museum's first A-5 motorcar is now proceeding nicely with the assistance of **Mike Reneau, Mike Panger, Cliff Pennick**, and myself.

The roof, front and sides have been removed so that the decking can be replaced, and **Mike Panger** has found a replacement radiator and it is on hand, ready to be installed.

SPIKES 'N STUFF - Continued

The A-5 motorcar will be restored from the frame up, unlike some restorations which "beauty coat" the outside of a vehicle. When restoration is completed, use of the A-5 will be limited in order to keep it "looking, and running like new" for as long as possible.

This is a unique and interesting piece of equipment that has served the Museum well over the years. Restoring it is a challenge. If you like challenges, join the A-5 team every weekend in the car barn. If you would like more information about the A-5 motorcar, call Paul Westover at (619) 272-3523. Hope to see you at Campo!



HOT SCOOP ADDENDUM

Duane Leal's name was omitted in the Report article detailing the volunteer manhours for Grossmont Center. Believe me, Duane, the many hours that you and Paul Westover contributed setting up the display were not only most appreciated by me but by everyone who enjoyed the velocipede exhibit. Thanks so very much for your continued enthusiasm and dedication on behalf of the Museum. (and please excuse the omission.) If I have failed to mention anyone else's name, please let me know. We want to recognize your assistance in our publications. Mea culpa!

SPRING CLEANING

Mark your calendars for **Saturday, February 8, 1992**. A Campo Grounds Clean-Up Day has been scheduled. Although this rushes the Spring Cleaning Season a bit, we need volunteers to assist in sprucing up the facility. Weed whips, rakes and other tools will be provided. However, you are encouraged to bring along any yard equipment from home to make the day as productive as possible. Bring a pot luck dish to share for a dinner to follow. Please come out and join us for a day of sun, "fun??" and bring something delicious for dinner along with your appetite. The day will be organized by one of our most enthusiastic labor leaders, Norm Hill. Let him know if you will be participating.

MODEL RAILROAD RECEPTION

Speaking of marking your calendars, I hope you noted in the Report that the San Diego Model Railroad Museum is hosting a special reception for SDRM this Saturday, January 18, 1992 from 6-9 P.M. Wine, cheese and munchies will be served. Cost per person is \$3.00 at the door. Call John Rotsart, 696-0199 for reservations right away.

HOW ELSE CAN I HELP? DEPARTMENT

The above articles and our latest Report details several ways that you can jump in and help with Museum activities. Consider coming out to Campo or helping in the office. It's a great way to get better acquainted with fellow members and become more involved in the organization. We could use additional assistance with the following:

Board Member Ray Krum has located carpeting for use in displays

and the Caretaker Trailer. However, we still need new carpeting for #1509 and the Mexicalli cars. Please let me know if you have any resources that would be willing to donate some good industrial grade carpeting to either of these restorations. Sizes are approximately 10 x 60.

Del Mar Fair

At their last Staff Meeting, staff determined that we should participate in this year's Del Mar Fair. The Fair will be held from June 16th through July 5th. The Museum will apply for a space in the Community Service Pavillion. First time participants in this Pavilion (that's us) will be limited to 5 days and we will not know until our application is approved which 5 days we are assigned. It's not too early to be looking at your calendars and consider carving out a little time to "talk about SDRM at the Fair". Hours will be from 10:00 A.M. to 11:00 P.M. and the booth will require staffing during these hours for the 5 days. Unlike our magic act at Grossmont, at least we can begin planning a little further in advance for this event.

CAMPO VISITOR SAFETY

Just a quick reminder for volunteers who are at Campo - increased visitors mean that we need to be very aware of public safety. Should you see folks doing anything that may be hazardous to themselves or others, please consider yourself one of our principal means of defense and let them know that we do not want to see anyone hurt. We are reminding tour guides to be sure and review the do's and don't's for visitors while taking the tour. Public safety is everyone's responsibility and we stand on our good record to date. More people, however, mean more opportunity for accidents. While you work and interface with the public, make sure you pay attention to curious visitors, especially those who like to climb and poke around in areas not formally on the tour. Thanks! P.S. If you do tell someone to "climb down", take time from your busy schedule to help them down safely.

January 1992

SDRM CALENDAR OF EVENTS

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1	2	3 6:30pm Facilities Meeting - Kettner Blvd.	4 Train Crew - Campo
5 Train Crew - Campo	6	7 7:00pm Library Work Day - Kettner Blvd.	8	9	10 7:00pm Operations Meeting - Kettner Blvd.	11 10:00am Library Work Day - Kettner Blvd. Train Crew - Campo
12 Train Crew - Campo	13 6:30pm Staff Meeting - Kettner Blvd.	14 7:00pm Library Work Day - Kettner Blvd.	15	16 7:00pm Steam Train Meeting - 2552 Deerpark Dr. - 276-2222	17	18 9:00am Steam Work Day - Campo 10:00am Library Work Day - Kettner Blvd. 6:00pm S.D. Model Railroad Reception for SDRM Members Train Crew - Campo
19 Train Crew - Campo	20	21 7:00pm Library Work Day - Kettner Blvd.	22	23	24	25 10:00am Library Work Day - Kettner Blvd. Train Crew - Campo
26 Train Crew - Campo	27 6:30pm Staff Meeting - Kettner Blvd.	28 7:00pm Library Work Day - Kettner Blvd. 7:30pm Board Meeting - 6th & Broadway	29 7:00pm Interpretive Committee - Kettner Blvd	30	31	

SDRM MUSEUM DEPARTMENT HEADS

Museum Office - (619) 595-3030

San Diego Railroad Museum
1050 Kettner Blvd.
San Diego, CA 92101

PHONE NUMBERS

Museum Phone (Recorded Message)	697-7762	
Business Office (Bobbie Ringersma)	595-3030	
La Mesa Depot	465-8444	
Campo Depot/Gift Shop	Thomas Lee & Linda Braginton	478-9937
Campo Car Shop	478-9917	
Campo Caretaker	Thomas Lee & Linda Braginton	478-5301
Museum Director	Kay Carter	265-7682
Director of Museum Ops	Denby Jones	279-2419
Facilities	Don Getz	465-9852
Mechanical Dept	Mike Reading	277-5168
Operations Dept	Mike Reneau	466-5402
Restoration Dept	Ted Kornweibel	461-0098
Museum Services	Charles Alban	941-1397
Interpretive/Exhibits	Rich Borstadt	447-3297
Steam Department	Robin Becker	943-7161
Safety Officer	Lew Wolfgang	553-3106

MEETINGS

FACILITIES meeting, first Friday of each month	DON GETZ
INTERPRETIVE COMMITTEE, last Friday of each month	RICH BORSTADT
STEAM WORK DAY, third Saturday of each month	ROBIN BECKER
STEAM MEETING, Thursday preceding Saturday work day	ROBIN BECKER
OPERATIONS MEETING, second Friday of each month	MIKE RENEAU
HOT SCOOP subscriptions: San Diego Office, 595-3030	BOBBIE

TIME CARD

[illegible]