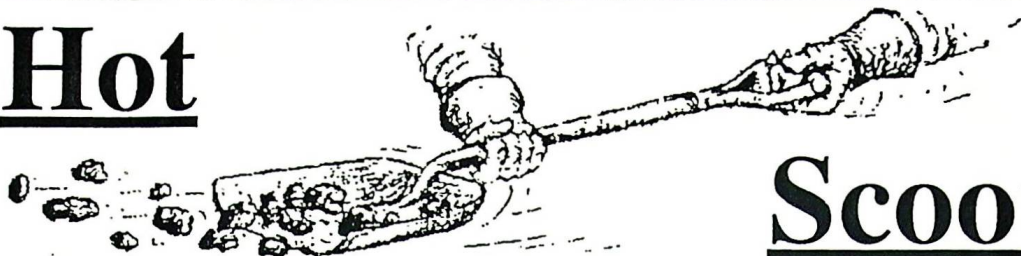


Hot



Scoop

JUNE 1992

VOLUME IV, Number 6

DIRECTOR'S REPORT

Denby Jones

Another month has come and gone. It seems that I no sooner finish one article, and it is time to hit the keys again. So, here goes.

The biggest thing at Campo this month was Campo Days, over the Memorial Day holiday. Everyone seemed to enjoy themselves, lots of people on the train, the shuttle and in the Gift shop. The ease with which things flowed really belied the effort that was expended by our volunteers. Every one pitched in. The car barn really looked good, and **Charles**, diligently working on the machinery, and **Norm Hill** and **Tony Neece** working on the PFE reefer provided an excellent working demonstration of how and what we can accomplish. The operations side of the house was also well represented and every one performed their tasks in a pleasant, safe, and exemplary manner. I would like to mention everyone that participated by name, but I would probably get a "disk is full" flag before I was half finished. I would like to say however, that I am extremely proud to be associated with each and everyone of you. You are all professionals, and this Memorial Day weekend you all darn well showed it. Many thanks again.

If you want to take a trip back in time, or a little deja vu, try taking a look at our caboose line. Not just a quick run by, but get in, sit in the cupola or bay window and let your mind go; and

just wonder how many before you have sat there, how many miles that car has seen, where it has been. Lay your head back, and in your minds eye, feel the slack run out, hear the wheels clatter over the diamond as you leave the yard, smell the exhaust smoke and hear the bark of the exhaust as the steam engine on the head end lays into the drawbar, and takes your train out of town to the moan of a lonesome whistle. This may sound a bit nostalgic, but thanks to the efforts of a few people, primarily **Norm Hill**, we have the equipment to "wax nostalgic" in. We have an excellent caboose collection. There are examples of SP, AT&SF, UP, Kaiser, Cotton Belt, and even C&O. Norm and his crew have done a World Class job on the restoration of the AT&SF 1413, which is on track one in the car barn, and Norm is just now finishing the UP caboose on track one. These are magnificent examples of what restoration is all about. So If you have not gone through them, do so. You will be in for a real treat.

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

DIRECTOR

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SIMI VALLEY: Paul, Ken, and their crew have done an excellent job of pulling spikes, removing rail, bundling ties, and getting everything ready for transport. We ran into some difficulties but they have been surmounted, and so far, one switch and about a third of the rail and ties have been removed. Many thanks to all of you that have donated your labor and time to this project.

The Museum really needs that material. If you can help in any way, please contact **Paul Westover** at 581-3821, or **Ken Gargas** at 805-522-4412. Remember, July 7 is the deadline. We have to have it off or we lose it.

1820 IS STANDING TALL: **Dave Slater** and his crew have done wonders with the old girl. New paint, new glass, new seats. Every once in a while she seems to tremble a little, as if she was waiting for the 74 volts to excite her generator and send her on her way. Pretty soon, pretty soon.

Dave and his group also hosted a cook out for the 1820 crew and their guests last Sunday, of which yours truly was proud to attend. (Did any of you really think I would miss a meal)? **Jack O'lexy** was chief cook, they had hot dogs, hamburgers, potato salad, and beans. Outstanding Meal.

WEED CONTROL: CCC cleared about 4 miles of track of weeds east of Miller Creek this month. And I mean cleared. They took it down to mineral. Over Memorial Day, the correctional institution sent a crew, and they cleared another mile. This is hard and brutal work, but if we want to make any special trips to the Hi Pass area it has to be done. If you feel you are up to

it, contact me at 279-2419 and we will try to arrange a work trip.

Again, I want to thank all of you whose efforts went into Campo Days. And I also want to take the time to thank the people that are out there every weekend. People like **Norm Hill**, **Charles Alban**, **Dick MacIntyre**, **Steve Wade**, **Mike Reneau**, **George and Nancy Boggs**, and **Dave Slater**. You may not always see them, but it is the dedication of members such as these that ensure that OUR museum will be a success.

'nough for now, see you at Campo. ☺

Denby

P.S.: Larry and Tanya, we miss you, come on home !!!

RESTORATION NEWS

Ted Kornweibel

Restoration of the **FGEX** reefer is nearly finished. Thanks to hard workers like **Norm Hill**, **Frank Stites**, **Ken Faller**, and **Jim Hewes** who have helped on the laborious sanding and painting.

HELP WANTED: We are almost ready to letter this beauty, and will soon need painters of all caliber. We need volunteers for basic painting, and either experienced sign painters or individuals with basic painting skills, a good supply of patience, and the willingness to learn from a master. Call **Ted Kornweibel** at 461-0098 to get in on this action.

See **RESTORATION** Page 3

RESTORATION

Continued from Page 2

Mike Redding's mechanical forces are about ready to assemble the trucks on the **AT&SF RPO** car. This involves re-assembling the pieces and then using our cranes to re-rail the car. **HELP WANTED:** Mike could sure use some extra hands on this job, and you don't have to be a mechanical genius to be of assistance. This should be an exciting operation. Call **Mike** at 277-5168 or **Ted Kornweibel** at 461-0098 if you can lend a hand.

MORE HELP WANTED: Anyone skilled in manufacturing new windows for the **AT&SF RPO** car; anyone with some metal-work skills who can install new window sills (already made by Dick McIntyre); anyone interested in restoring/refinishing wooden letter bins and sorting tables; please contact **Ted Kornweibel** at 461-0098. 🐾

THE SAFETY CORNER

Lew Wolfgang

The following is the second article in a two article series on human behavior at grade crossings. From the Washington Post, Monday 13 April 1992, page A6. (w/out permission)

ACCIDENTS HAVE IMPACT ON ENGINEERS AS WELL

*by Don Phillips,
Washington Post Staff Writer*

Corporate employee magazines often deal with nothing more serious than who won the company softball game.

But a recent issue of the Norfolk Southern Railroad magazine, *Focus*, recounted the story of a gasoline tanker truck whose driver ignored flashing crossing lights and drove directly in front of a train run by engineer Jim Tillman. In the ensuing collision and explosion, six people waiting in cars at the Huntsville, Alabama crossing died.

By a quirk, engineer and truck driver were placed in the same hospital ward, side by side.

The magazine reported: 'For two days, before the tanker's extensive burns led to kidney failure and death, Tillman lay in a burn ward next to this man. Together they cried and they comforted one another.

Their wives did the same, and in that time, Tillman had the opportunity to ask the 26-year-old driver why he pulled in front of the train.

"He just said, 'I thought I could beat you.'"

The magazine story, including interviews with other engineers involved in grade crossing deaths, is part of a new recognition in the railroad industry that thousands of engineers are walking wounded, suffering emotional trauma because they were involved in deaths that were not their fault but which they could not prevent.

Psychologists say the best way to treat this trauma is talk about it openly, to let them know that they are not alone.

See **GRADE CROSSINGS** Page 4

GRADE CROSSINGS

Continued from Page 3

Few airline pilots are ever involved in fatal accidents [and those that are often don't survive], and many professional truck drivers are fatality-free and even accident-free over a long career. But few locomotive engineers will escape involvement in the death of a motorist, and likely more than one.

"I don't think people realize how you feel after that," said Norfolk Southern engineer James M. Leonard, who has been involved in 10 crossing accidents, half of them with fatalities.

In the past, railroads ignored the psychological impact of crossing accidents on engineers.

"The problem was a lot of the time, if the train wasn't damaged, the engineer continued on his trip after killing a family of four," said D.B.

Ditzel, Montana state legislative director for the Brotherhood of Locomotive Engineers. "His mind isn't going to be totally on his job at that point. He's a ticking time bomb that could tick away for several months."

The management attitude once was "you just get back on the horse and ride," said Sherry Daly, regional manager of the Burlington Northern's employee assistance program in Montana, Idaho, and Washington.

Daly said engineers often blame themselves, although they almost never could have stopped their trains in time. "It's amazing the number of people who blame themselves — 'If I'd just blown the whistle a few more times; if I'd just seen

them a little sooner,'" she said. "They're victims themselves."

Many supervisors and senior crew members are Vietnam veterans, she said, and sometimes are more susceptible to new trauma.

Reaction varies with the individual, she said, from "grief to anger to numbness, disbelief, shock." One engineer was so angry after a tractor-trailer rig pulled into his path that he left the locomotive cab, ran to the crushed truck and pulled the driver from the cab, shaking him and shouting, "Why did you do this to us? Why did you do this to us?" ☛

FROM THE OFFICE

Bobbie Ringersma

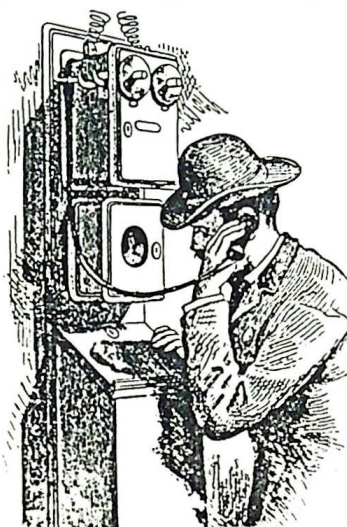
Thanks to all of you who have already signed up to man the Museum's booth at the Del Mar Fair. For those of you who have been thinking about calling up and volunteering, NOW'S THE TIME!

I also need volunteers for Sunday, June 28th, at the Convention Center. The **KCBQ REUNION** will be held that day and the Museum will have a booth. Volunteers will pass out literature, and in general promote the Museum.

Give me a call 595-3030, if you can help staff at either one of these two events. These are excellent opportunities for one-on-one (volunteer to potential new visitor/member) promotion of the Museum to the general public. ☛

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
Interpretive/Exhibits	Rich Borstadt 447-3297
Mechanical Dept	Mike Reading 277-5168
Ground Support Equipment	Mike Panger 263-4439
Museum Library	Roy Pickering 462-3392
Museum Services	(VACANT)
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	Bill Donovan 632-0156

SDRM CALENDAR OF EVENTS



June

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1 <i>STAFF MEETING</i>	2	3	4	5 6:30 PM Facilities Department Mtg Kettner Bl.	6 9:00 AM Train Crew 10:00 AM Library - Kettner Bl. 12:00 NOON Restoration Mtg. Car Barn
7 Train Crew Campo	8	9 7:00 PM Library Work Day Kettner Bl.	10	11	12 7:00 PM Operations Dept. Mtg. Kettner Bl.	13 9:00 AM Train Crew 10:00 AM Library - Kettner Bl. 12:00 NOON *050* Mtg. - Car Barn
14 Train Crew Campo	15 <i>STAFF MEETING</i>	16 7:00 PM Library Work Day Kettner Bl.	17	18 7:00 PM Steam Team Mtg. Student Appreciation Day	19 HOT SCOOP DEADLINE	20 9:00 AM Train Crew 10:00 AM Library - Kettner Bl. 7:00 PM Steam Team Work Day
21 Train Crew Campo	22	23 7:00 PM Library Work Day Kettner Bl.	24	25	26 7:00 PM Interpretive Committee Kettner Bl.	27 9:00 AM Train Crew 10:00 AM Library - Kettner Bl.
28 Train Crew Campo KCBO REUNION Convention Center	29 <i>STAFF MEETING</i>	30 7:00 PM Library Work Day Kettner Bl.				

Time Card

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