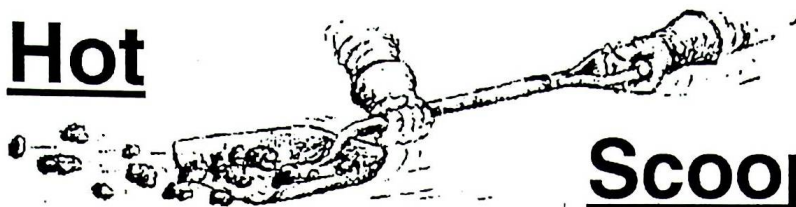


Hot



Scoop

A publication dedicated to the volunteers of the San Diego Railroad Museum

August 1993
VOL V NO 8

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The HOT SCOOP is published by the San Diego Railroad Museum.
Please send address or subscription changes to:

San Diego Railroad Museum
c/o Santa Fe Depot
1050 Kettner Blvd.
San Diego, Ca.
92101

DIRECTOR OF CAMPO OPERATIONS

Denby Jones

Lots going on this month at Campo. Larry Williams has started the Steam Classes. About 30 students. "Steam Basics 101 " is off and running with lot of new people. For the information of the old hands, if you want to become involved in the operation of steam, these classes are required. Contact Larry Williams at 744-4845 for further info.

Ted Kornweible has begun the restoration of 1509. This is a new project funded by a donation from one of our members. The plan is to restore it, repair/replace the trucks, and place it in service as an extra fare car on the train. This project is really gaining momentum, so if you can help, contact Ted at 461-0098

Dave Slater has started a "second shift" on the restoration of 1820. Two nights a week he has a crew working from about 4:30 to about 11 or so. They get quite a bit accomplished, so if you are interested contact Dave at 222-5442.

As I mentioned last month there is another 1000 track feet of 75lb rail and ties available at Simi Valley. The museum needs the track badly. Especially now as we were required to use some of the ties we brought down from Simi Valley before on the main line. Ken Garges is supervising the project. Mike Reading was going to ramrod it but was able to join the ranks of the employed. CONGRATULATIONS MIKE !!! However Mike is still willing to coordinate those who want to participate from this end so give him a call at 277-5168. This is an extremely important project for the museum. We desperately need the track to expand our yard and give us some working room. They are trying to do this during the week so please

help if you can.

Speaking of Mike, he and his locomotive Maintenance Chiefs pulled their first 90 day inspection on 2104. I think this program is going to work out well. It is a good learning experience for those involved, our locomotives will more consistent maintenance and TLC. It looks like a win win situation. For further information, contact Mike Reading.

A word of caution. Switching movements in the yard are controlled by Operations. Use of track 3 and track 4 are authorized by Mechanical, but ANY movements are controlled by Ops and require prior permission. At the present time this requirement can be met with a phone call to Superintendent of Operations (Mike Reneau) (466-5402) or his representative prior to the move, explaining how many pieces are involved and where they will be moved to. One reason for this requirement is to ensure that the person coordinating the move is aware that a museum qualified crew is required. This means cab crew and Brakeman, and does not mean trainees. It also allows the superintendents involved to look at the move and add input on some of the equipment that the coordinator may not be aware of. As I said before, at this time the requirement can be met with a phone call. However if the phone calls don't work, then written permission could be required. And you operating crews, remember unauthorized movements can lead to suspension of operating privileges. "nuff said.

Ken Kohen is bringing up ballast for us, about 10 yards at a time. This is sorely needed for the East lead and the new yard tracks. It is being stored below Rail Buff Bluff, so if you see a pile of rock, that is what it's for. Please don't spread it out, and remember what it is for.

Steve Wade is busy repainting the Car Shop machinery to a more appropriate shop color. He has almost finished the shower, and we hope to have the siding up on the North end of the Building Saturday, 7/24. There is a lot of grunt work that needs to be done. Primarily weeding. All it takes is a hoe or shovel and a little determination. Weeds are not only unsightly, they are a definite fire hazard and need to be removed. The Honor Camps have helped immeasurably on the main line, but we still need to take care of our work and yard area. That's about it for now, See you at Campo, Denby

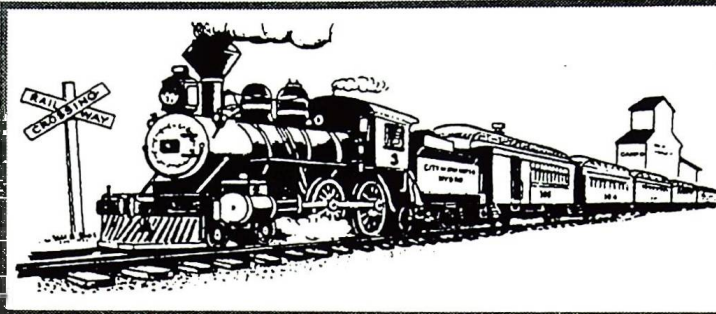
OPERATIONS DEPARTMENT

by Maryanne Thompson

The ridership total for June was 1605 in-

cluding our June 26th trip to Tecate. We currently don't have any other special trips planned until October. Hopefully we can get some maintenance completed on our operating equipment during this break. Thanks to all of the crew members who have kept the trains rolling.

Superintendent Reneau will be starting up a speeder class as soon as he can gather and organize the teaching materials. For anyone interested in this class, please call me at 443-4418 and get your name on the list. I have an answering machine so if I'm



not home just leave a message after the beep! We need speeder operators and crew members so that we can run fire protection behind our Miller Creek trains.

There are a few "thank you" grams to go out this month. On July 3rd, two wheel sets were replaced on SD&A #251. Thank you to all who worked hard that day to accomplish this task! Also, a thank you goes out to Randy Houk for taking the initiative to start repainting our well-worn milepost signs. You're doing a great job Randy!

The drainage ditch has been dug at the East Lead and the water level is slowly receding. Once it drains enough, the remainder of the digging will have to be done by hand. So...get on your hip boots, shovels, mosquito repellent and Ben Gay because we will be having a party soon!

The next operations meeting will be on Wednesday, August 18th at 7:00 p.m. at the Santa Fe Depot. All are welcome and encouraged to bring their comments, questions and concerns. See you there or out at Campo.

PROJECT 1820

Dave Slater

GREAT PROGRESS is being made on our project! We have put on a "night shift" to move along even faster! Participants: JIM CALLAHAN, WAYNE VAN MORRICK, GARY SWEETWOOD, BILL MILLER, STEVE WADE and myself. Usually, we gather on Tuesdays and Thursday evenings around five thirty and work until nine thirty or so. Anyone interested in helping, please call me at (619) 222-5442. In preparation for our hydro test, STAN PAULSEN, DALE PRESCOTT and myself removed water lines to the radiators, installed blanking plates made by STAN

PAULSEN, and I performed the water test, with no problems. (It doesn't leak)

Now, we will pull cylinder heads #12 and 13, and overhaul those heads, replace them, and that will complete the "top" job for the left bank. We will then finish with the ring and bearing inspection. (So far, so good, 70% left on the rings, and all bearings look good.) Our primary attention will then be turned to the right bank, and all those heads will be removed for overhaul, and the same engine inspection will be performed on that side. MEANWHILE,

we can start installing the top hardware on the left bank, after reinstalling the heads that have just been overhauled, and completing the final water test. IF YOU WOULD LIKE TO SEE WHAT WE ARE UP TO, CHECK OUT THE NEW VIDEO "1820" at our library! WE NEED AS MUCH HELP AS WE CAN GET. IF YOU WANT TO HELP,

PLEASE CALL ME. RANDY AND CONNIE HOUK are in the process of restoring all the console bezels, 2 down, to go! BEAUTIFUL WORK! (They did this as a home project)

For those of you who are familiar with computers, we are on the "E" Network, and the pictures and stories are still rolling in. These will be displayed on the "storyboard" at The Grand Roll Out. RANDY HOUK has been busy applying lettering throughout the locomotive, and we are coming down the "home stretch" in this area! THANKS TO ALL THE WORKERS AND BENEFACTORS, we will have a PRISTINE finished product!

HELP! I have misplaced my large ring of railroad keys, some are very large, and some are very small. There are about 30 keys on the ring with a green plastic key tag on it. It is very expensive. Anyone finding these keys, please call me.

INTERPRETATION DEPARTMENT

Rich Borstadt

Horse/Express Car Exhibit Space

Partial restoration on the Horse/Express Car and preparation as a mobile exhibit hall continues this month on Sunday, the 15th. Join us, learn about this unique part of our rolling stock collection, and help put this historic car to work for the Museum. Contact Rich Borstadt [(294-9321) (h) or 544-5875 (w)] or Mike Retz (466-8808) We get under way by 10 a.m.

Jackling Business Car to be Donated to the Museum

Kennecott No. 100, the 1890s business car used by the Jackling family has been acquired for the Museum. It will be making

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disciplined for the past three years. He had been assigned to passenger service between Memphis and Canton about 60 days before collision occurred and at the first opportunity thereafter Supt. King had talked to him about the importance of the trains to which he had been assigned, instructing him to use good judgement, especially in stormy weather; to keep close lookout for signals at all times, particularly in approaching and passing through stations and yards; adding that the trains he would handle had been successfully handled by other engineers who were on the runs and that satisfactory time had been made. He particularly instructed Jones not to attempt to do any reckless running with the view of establishing a record of making fast time, or better time than the other men on the runs. Jones' work up to the time of the accident had been satisfactory. The actual damage of this collision amounted to \$3,323.75.

Trains 1st 72, 83, 1st 26 and 2nd 26 were at Vaughan Station for No. 2; 1st and 2nd 26 occupied the house track which was clear, and 1st 72 and 83 occupied the passing track, which lacked about 10 car lengths of holding the two trains. After sawing the two sections of No. 26 in at the south end, 1st 72 and 83, while moving south on passing track to clear No. 1 at north end, stopped before going into the clear on account of air hose bursting on a car in 1st 72, the rear of No. 83 fouling the main track.

Flagman J. M. Newberry of No. 83 who provided with the necessary signals had gone back to place torpedoes, also to signal Engineer on No. 1 to stop, and although he had a unobstructed view of the flagman for 1 1/2 miles, he failed to heed the signals, and the train was not stopped until the collision occurred. The explosion was heard by crews of trains at Vaughan Station by Fireman S. Webb (colored) on No. 1, and by the postal clerks and baggage man on the train. Fireman Webb states that between Pickens and Vaughan Stations, after putting in a fire, he was called to the side of Engineer Jones, who lost his life in the accident, and they talked about the new whistle which had been put on the engine at Memphis; Jones stated that going into Canton it would arouse the people of the town. This was the first trip with the new whistle and Jones was much pleased with it. Fireman Webb states that after talking with Jones, he stepped down to the deck to put in a fire; and just as he was in the act of stooping for the shovel, he heard the explosion of the torpedo. He immediately went to the the gang-way on the Engineer's side and saw a flagman with red and white lights standing alongside the tracks; going then to the Fireman's side, he saw the markers of Caboose of No. 83. He then called to the engineer, Jones, that there was a train ahead, and feeling that the engineer would not be able to stop the train in time to prevent an accident, told him

that he was going to jump off, which he did about 300 feet from the caboose of No. 83. Fireman Webb further states that when the torpedo exploded, train No. 1 was running about 75 miles per hour; that Engineer Jones immediately applied the air brakes and that when he left, the engine speed had been reduced to about 50 miles per hour. He also states that had he or Engineer Jones looked ahead, they could have seen the flagman in ample time to have stopped before striking No. 83. Train No. 25 was also flagged by Flagman Newberry and stopped where he stood, which was the same location from which train No. 1 was flagged.

Train No. 1 met train No. 2 at Goodman Station, No. 1 arriving at Goodman on time and taking the siding; it left there 5 minutes late, and at the time of the collision was 2 minutes late. Trains 1st 72 and 83 would not have been at Vaughan Station for train No. 1 but for the fact that No. 83, while pulling into the siding to let No. 25 pass, pulled out two draw-bars; which resulted in delay and prevented No. 83 going beyond Vaughan Station for the two sections of No. 26 and No. 1.

As shown above, Engineer Jones was solely responsible for the collision by reason of having disregarded the signals given by Flagman Newberry.

/ s / A . S .

Sullivan
General Superintendent



HOSTLER

I found this one on the Usenet. It really says it all about why we all do the things that we do in support of the Museum.

You may notice a dropout in the text, I tried to locate the original author to fill in the missing section, but was unsuccessful. Let your imagination fill in the blanks.

(begin article)

As I promised in a previous post, here is the first of what might be a series of articles providing a "look behind the scenes" for readers of rec.railroad.

HOW TO BOOT A STEAM LOCOMOTIVE or How to hostile without really tiring.

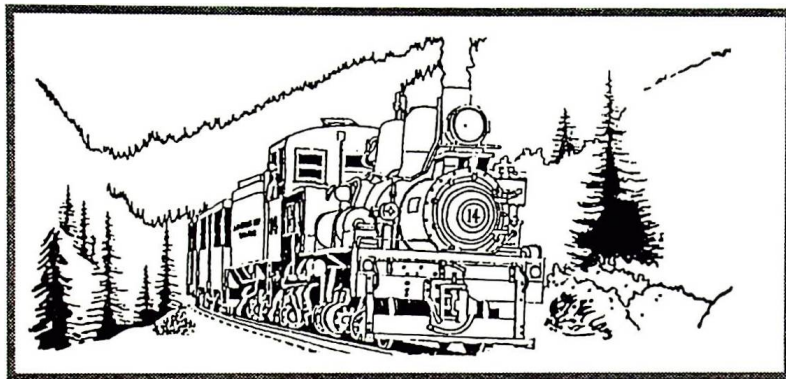
It's 3:30 in the morning, as my alarm goes off. Ouch. Today, it's my turn to get old 153 up to speed for Sunday operations. I drag myself out of bed, bleary-eyed, and

shower quickly. An hour later, the gravel in the parking lot crunches beneath my tires as I drive up to the gate of the museum. I take my coffee and rolls with me as I open the trainshed, and flick on the lights. There, 3 feet away, are the cylinders of the 153, a 1922 product of the American Locomotive Company. The sight never fails to astonish me. One hundred and eighty-four tons of people-magnet, as my friend Al is fond of describing her. I walk down the left side of the locomotive, admiring her Broddingnagian proportions inside the building, and climb up the gangway into the cab. Time to get to work. I check the water glass and check the bottom try-cock. Nothing. Guess the last fireman didn't fill the boiler with the injector before shutting down, as he was supposed to. Maybe there's a leak. I open the front blowdown valve for a second, and am rewarded with a gush of water from the front of the locomotive. OK, it's just a little low. Climbing down the engineer's side, I grab a firehose, and connect it to the rear blowdown. Back in the cab, I open the rear blowdown, and climb down again to turn on the water. Back up the ladder to the top of the tender. I check the dipstick, and note the number of gallons of Bunker C fuel oil remaining, and check it against the log from shutdown last week. No leaks there. Further back, I open the tank lid, and peer down into the murk. The water level is only about 5 feet down, so there aren't any serious leaks in the tank. When

you work with steam locomotives, especially old ones, you tend to worry a lot about leaks. I grab another firehose that hangs from the ceiling back here, and drape it down into the tank. Down the aft ladder, and over to the valve to start filling up the tender. Forward, I grab our Rube Goldberg stack fan, and climb up over the pilot, up the steps, and up on the smokebox. After removing the stack cover, and stowing it in the notch provided in the running board, I set the fan in the stack to provide a small amount of draft for the boiler. Toss the electrical cord over the side, and climb back down to the ground to plug it in. Back to the cab. Looped under the fireman's seat is an electrical cord. I uncoil it and drape it over to the wall, and plug it in. I climb up into the cab, open the engineer's seatbox, and remove a trouble light. Plugging it into an electrical outlet in the cab, I open the firebox door and peer inside. There is a huge clinker in the front of the firebox, right in front of the burner.

Damn. I go out to the tool car (an old Southern boxcar) and grab a pickaxe and a bucket. Back up in the cab, I hang the trouble light right outside the firebox door, toss the pickaxe into the firebox, and set the bucket on the floor in front of the door. Feet first, I squeeze into the firebox, feeling for the floor, being careful not to dislodge any of the firebrick if I can help it. Inside, I reach outside for the trouble light, locate the pickaxe, and break up the clinker. I toss the loose pieces of clinker out into the bucket, and take the light to inspect the firebox, looking for loose or leaky staybolts, making sure the firebrick lining the sides of the firebox is in reasonably good

The burner is now beginning to warm up the engine, and I can take a break. Time for my coffee and rolls. It takes a long time to heat 5000 gallons of water to boiling, so I finish my roll, and get out the oil can. There are a few hundred lubrication points on a steam locomotive, and as engineers and firemen have, from time immemorial, I begin the ritual of 'oiling around'. Starting under the fireman's side of the cab, I oil the trailing truck journals, springs and support bearings. Moving forward, there are the spring lube pads on the drivers, the air compressor piston rods, the crosshead guides, valve gear and piston rod packing. At the front, the leading truck bearings,



condition, and checking the burner for obstructions. All I find is a couple of loose bricks, so I replace them, push my tools back out the door, and climb back out. I look back inside to make sure I didn't leave anything inside. Once, I left the pickaxe inside, and all that was left at the end of the day was the head. I check my pocket watch (have to look the part, you know). 5 AM. Time to light a fire. Starting up an oil-fired steam locomotive is a tricky process. First, everything is steam-operated, including the tank heater that warms the fuel so it will flow, so it's not just a matter of lighting it up and waiting. I check the water glass, and see that there is now half an inch showing. Enough. I shut the rear blowdown valve, climb down, shut off the water, and disconnect the hose. On the back of the tender is a 55 gallon drum of kerosene. I climb up and open the valve at the drum, and climb back down into the cab. I unchain the kerosene burner from the brakestand, and set it up, pointed into the firebox. I connect a hose to the kerosene line coming down off the tender, and another hose to an air compressor outside the building. I take a softball-sized piece of waste, and soak in in kerosene for a minute. Placing it on a shelf of firebrick just inside the firedoor, I whip out a book of matches and light them (yes, the whole book). I then light the waste, and let it get started burning, plug in the burner, and start it up. After a little finagling with the fuel/air mixture, I get a fine mist of kerosene and air that ignites with a WHOOMP! sound. It's 5:30 AM.

support bearings and slides all get the 60 weight treatment. I work my way up on top of the pilot and the steps, along the left side of the boiler to the bell mounting, and the air compressor top ends, where I unscrew the caps and pour about a pint of oil into each reservoir. At the very rear of the boiler, I step up on the handrail, and lube the electrical generator. I duck in the front door of the cab on the fireman's side, to oil the firing valve shaft and gears. Refilling the oil can, I open up the steam lubricator on the backhead above the brake gauges on the engineer's side. There are five feeds on this instrument, but only one fill point. I pour about a quart of oil in, until it starts to overflow. Taking a rag and wiping up, I replace the filler cap and exit out the front door onto the right side running board. A few drops of oil for the automatic bell ringer and I head down the stairs at the front, and repeat the process for the running gear in the right side of the engine, heading back towards the cab. The power reverse gear is the only additional mechanism on this side. I pick up a larger oil can and work my way around the tender, filling all the journals and checking the condition of the axle packing and bearing brasses. Back in the cab, I complete the oiling job by lifting the apron between the locomotive and tender, and oiling the bearing surfaces for the drawbar. By now, the kerosene burner has warmed the boiler to the point where the first bubbles of steam are forming above the crown sheet. In order for the Bunker C fuel oil to flow through the two inch pipes to the towel

and soak it in cold water, to wrap around my head and face for a few minutes. I take the clinkers to the trash dumpster, heave them in, and take the bucket and pickaxe back to the tool car. As I look around the museum grounds, I see that some of the other volunteers have begun to arrive. Shirley, who runs the ticket office, is here with her husband, who is currently the President of the museum's Board of Directors, and John, who takes care of the Silver_Crescent, both say hello. I return the greetings and head back to the engine. Already, the boiler pressure has reached 25 pounds. As I watch, I can see the needle rising. I grab a bucket of feedwater treatment (chemicals that reduce scaling and rust inside the boiler) and climb up over the tender and head to the hatch. The water level is now less than a foot from the top, and I dip the bucket and mix the chemicals with a loose piece of pipe. Pouring the mixture into the tank, I head back to the cab and check the water column. Forty pounds of steam, and the glass is now showing about a half an inch of water. I open the main feed valves from the tender, and pull back the lever on the fireman's injector. Using a feedwater injector is a tricky business; you must pull the handle back and watch the overflow pipe beneath you for water, so you will know when the injector is primed, then pull all the way back on the handle to start injecting water through the feedwater pipes into the boiler through the check valves, which are mounted on the front of the boiler, where the water is cooler, and where the feedwater won't cold-shock the hottest parts of the boiler, near the rear. Right now, I get only steam from the overflow pipe, which is what I expect. The residual water in the pickup lines is far too hot to inject, (since the injector works on a temperature differential, the cold feedwater causes the steam to condense, producing a vacuum, which is then used to force water into the boiler under pressure), so I close the overflow valve on the front of the injector and open the handle, which causes the steam in the injectors to be forced back through the four inch water supply line to the tender, pushing the residual water in the feed lines back into the tender, and producing a massive amount of bubbling in the tender. I can feel the tender dancing under the force of the backflow. I shut off the injector, and cool water from the tender rushes back into the feed lines. Fifty-five pounds on the steam gauge, and I reopen the overflow shutoff valves, prime the injector, and open it all the way. Cool water rushes into the boiler along its three inch diameter feedlines, in the process sounding like the "toilet of the Gods" as my friend Mark likes to call it. The steam gauge stops its steady advance, as I am putting too much cold water into the boiler for it to recover at such a low pressure, but the water level is rising. When it reaches 2/3 of the glass, I shut the injector.

I can now busy myself with other details while steam continues to build. I grab a stick of grease, and walk around the engine greasing the main rod bearings. As the chore is completed, I look at my watch, and realize it is nearing 10 AM. Back in the cab, the steam gauge is approaching 100 pounds, nearly enough to move the engine if need be, but there's nearly an hour left. I adjust the burner, blower, and firing valve, and climb up to the engineer's seatbox. I open the steam feed to the mechanical lubricator, and adjust the flow to the air compressors' feed line. I reach up to the steam turret, and open the feed valve for the air compressors. This action is rewarded by an immediate chorus of thumping and hissing as the air compressors start their pistons and begin driving air into the main reservoir for the brakes and power reverse. I check the water glass, note that it is back down to a half glass, and start the injector on the engineer's side. I climb down out of the cab and shut the drain valves for the air compressors, and watch them run for a few seconds. There is about 200 pounds of reciprocating mass in each compressor, so it's important to keep an eye on them so that if there is a problem, they can be shut down before they do some serious damage. I go around and shut off the various air drain valves as well. Back in the cab, I open the valve for the electrical generator, causing a jet-like whine as the turbine that drives it spools up. The lights in the cab come on, as well as the headlight, and I can at last cast free from ground-based power. The water glass is full, and I shut off the engineer's injector, and watch as the air pressure comes up in the brake system and main reservoir. Steam pressure is approaching 130 pounds, and I open the cylinder cocks and set the brakes. To warm the cylinders, I open the throttle just a hair, allowing steam to travel from the throttle valve in the steam dome, through the dry pipe inside the boiler, and through the valves to the cylinders. I exercise the power reverse to admit steam to both sides of the cylinders, and then set it back to neutral and close the throttle. I hear a splashing sound at the rear of the tender, indicating that it is now full. I step down, and shut off the valve, the climb up the rear ladder to stow the hose and close the cistern hatch. The locomotive is now ready to move. I climb back into the cab and blow a short blast on the whistle, a prearranged signal that lets the crew for the first run know that she is ready. Steve and Mark show up, and I make a big deal out of turning the locomotive over to them. My job is finished, for now. I am dead tired, unwilling to even expend the effort to climb down out of the cab. Steve and his crew begin to move the engine out into the sunlight, as I wonder why I put myself through this every third Sunday. I am standing in the gangway as we roll out of the building with the bell ringing, and I see a little girl

with her hands over her ears, mouth in a little O, halfway hiding behind her father, and I am reminded.

— Phil Jern — pjern@chinet.chi.il.us —
PROFS: CHGVMIC1(PJERN)

This was originally posted by Greg Ramsey in May 1988.

The Following was submitted by George Bates in the May 1988 issue of the Los Angeles Live Steamers.

THE TESTIMONY OF BOOMER BILL

There had been a railroad accident in which several people were injured. Some lawsuits resulted and in the trial of the first case, the attorney for the defense had as one of his principal witnesses an old "boomer" brakeman. After properly identifying him and establishing his status as a witness, the attorney said: "Now Bill, I want you to tell this jury all you know about this alleged accident. Where you were and why you were there; where the other members of your train crew were, and what they were doing, where the train was located and all other facts and circumstances in connection with the affair. Just turn right to the jury and tell them the whole story in your own words."

Bill was rather embarrassed and looked doubtfully at the Judge, who nodded to him and indicated he should proceed. Bill switched his quid over into the other jaw, turned to the jury, and told this story:

"We was heading' south with 456 - 32 loads and 10 empties and we had a meet order with 2 for 149 at 4:15. There was a dynamiter in drag and it looked like we was goin' to stab 149 about 15 but the bronco quit buckin' and the hogger wheeled them, so we got to 149 at 4:10. We went in on the cold end of the passin' track and closed the gate, drifted down to about ten lengths from the south target and grounded the kettle. The hoghead got down and went greasin' her ankles and the tallowpot was in the cab hustlin' diamonds. Cap was back in the crummie shufflin' tissues and the hind-shack was in the doghouse bullin' a Yahoo that was dead-headin' on a Zulu outfit. Me, I was sittin' on the pilot waitin' to twist the monkey's tail and head out on the main when 2 cleared.

I seen her comin' through the cut and she was workin' steam and puttin' up a feather. Hogger cut off at the limit board and she come in greasin' at about 25. When she passed the target, the ponies split the switch and she took the siding. The hogger big-holed her but she jumped the rabbit and took the country.

I seen a smash was comin' and joined the bird gang. I hit the cinders yellin' "Spread yer wings, fellers." and when they came together, I was on the other side of the main scratchin' gravel. I dodged into

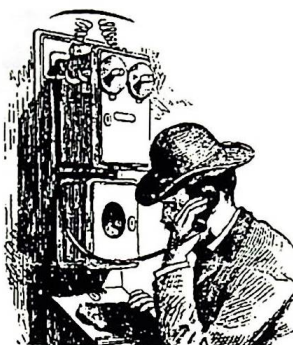
the palace and told the brass pounder to tickle the Supe and tell him we had two on one spot and there was Hell to pay."

The above is an actual account of testimony from a trial handled on behalf of the AT&SF by Attorney Luther Hudson.



SDRM Administration/Campo Phone Numbers

Museum Phone (Recorded Message).....		697-7762
Business Office	Bobbie Ringersma.....	595-3030
Business Office Fax		595-3034
Director of Operations	Denby Jones.....	279-2419
Executive Director	Kay Carter.....	265-7682
Hot Scoop Editor.....	Lew Wolfgang	662-9019
La Mesa Depot.....		465-8444
Campo Depot		478-9937
Campo Car Shop		478-9917
Campo Caretaker	Thomas Lee Braginton....	478-9344
Campo Gift Shop	George and 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
Motorcar Foreman	Chris Leenknecht	268-3433
Restoration Dept	Ted Kornweibel	461-0098
Safety Officer.....	Lew Wolfgang	662-9019
Steam Dept (Acting Supt.).....	Richard Dick	478-5527
Electric Railway Division.....	Dan Marnell	582-6737

August 1993

7/28/93 5:17 pm

wolfgang@rigel

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 Steam Team Workday Rich Borstadt, Duty Offic 0830 Train Crew 1000 Museum Assoc. m 1200 M.E. Historical Soc 1300 La Mesa Depot Op	2	3 1900 Library	4	5	6 Steam Team Workday	7 Steam Team Workday 0830 Train Crew 1000 Library 1300 La Mesa Depot Op
8 Steam Team Workday Ted Korweibel, Duty Offi 0830 Train Crew 0900 RR Colectors, Bue 1300 La Mesa Depot Op	9 1830 Staff Meeting SFD	10 1900 Library	11 1900 Trainman Class St	12	13 Steam Team Workday	14 Steam Team Workday 0830 Train Crew 0830 Track Maint. Day C 1000 Library 1300 La Mesa Depot Op
15 Steam Team Workday Richard Dick, Duty Offic 0830 Train Crew 0900 HorseCar workday 1300 La Mesa Depot Op	16 1830 Priorities Meeting.	17 1900 Library	18 1830 Operations meetin	19	20 Steam Team Workday	21 Steam Team Workday 0830 Train Crew 1000 Library 1300 La Mesa Depot Op
22 Steam Team Workday Mike Reading, Duty Offi 0830 Train Crew 1300 La Mesa Depot Op	23 1830 Staff Meeting SFD	24 1900 Library	25 HotScoop Deadline 1900 Interp Dept meetin	26	27 Steam Team Workday	28 Steam Team Workday 0830 Train Crew 1000 Library 1300 La Mesa Depot Op
29 Steam Team Workday Lew Wolfgang, Duty Offi 0830 Train Crew 1300 La Mesa Depot Op	30	31 1900 Library			July S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	September S M T W T F S 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

Month view by Calendar Manager



Briefing Note No. 5

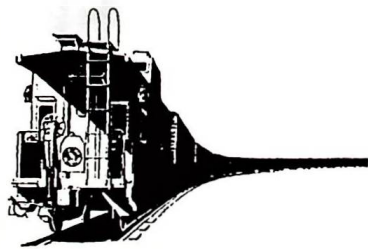
Museum Vocabulary

Artifact	An object that has been used or formed by human agency
Collections	The object holdings of the Museum
Collection	A group of objects having a common donor, structure or purpose
Conservation	The application of technology and technique to neutralize the ravages of time and environment on an object in order to effect its preservation
Conservator	Protector. One who is a specialist in the technology and techniques of artifact conservation
Curator	A guardian. One who is charged with responsibility and authority for protection, care and supervision of use, especially of an object or objects in a museum collection or a particular subject of study.
Curatorial	Of or relating to the duties, responsibilities, and expertise of a curator
Demonstration	A participatory exhibit that recreates in part or completely an historic experience for a visitor, effectively providing blended information, operational, cultural and emotional context (As in <i>demonstration</i> train)
Excursion	A trip for museum visitors staged with revenue production for the Museum and participant enjoyment playing larger roles than the informational/historical/cultural aspects (still present)
Interpretation	Explanation and the telling of stories using the objects and/or information held by the Museum to meet the Museum's educational purpose and goals
Maintenance	(See preservation) Those actions performed upon or on the behalf of an object on a <i>regular</i> basis to prevent its deterioration, so that a visitor to the Museum at any point in the future will experience it in the same condition as one would encounter it today. This includes informational, mechanical and cosmetic properties.



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Living History	Environmental theater. The dramatic recreation of some slice of another era and/or its events, so that the visitor may participate and experience it in order to better understand the past
Media	Artifacts that preserve language and/or image information over time; documents such as manuscripts, books, files, computer discs, audiotape, videotape, photographs, laser discs, periodicals, slides, motion pictures, newspapers, etc.)
Museum-	The Pacific Southwest Railway Museum Association, Inc. and its operating entities
museum-	An entity that preserves and uses objects in order to educate future generations about the details and development of some aspect(s) of a culture(s), also, the methodology developed to do so and physical facilities devoted to the purpose
Preservation	The prevention of damage, loss or change over time to the properties of an object, including the information it provides, in order to ensure its existence for future generations
Restoration	The returning of an historic object to its appearance at an earlier point in its existence in order to enhance its story values to the Museum (contains mostly original materials and features of the object with a small proportion of new materials and workmanship substituted for missing or deteriorated attributes)
Reconstruction	The process of building a facsimile of an object from new materials with few or no original historic parts. . . or the use of a similar object cosmetically disguised to appear as the original object (Recreation), also, the product of this process.
Staff	The primary, day-to-day administrative leadership of the Museum consisting of those currently defined as Staff in the Bylaws, Policies and the Staff Procedures Manual of the Museum (Publication 6-12) and empowered to vote at the regular General Staff Meeting.



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Suggested Reading

6-4 *STANDARD NOMENCLATURE*, PSRMA Media, San Diego, 1992. This publication contains a more complete glossary of the Museum's official standard definitions from which the above are extracted.