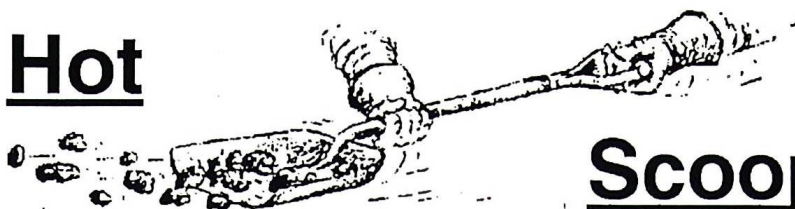


Hot



Scoop

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

December 1993
VOL V NO XII

INDEX

<i>Director of Operations</i>	1
<i>Safety Corner</i>	2
<i>Operations Department</i>	2
<i>Interpretation Department</i>	2
<i>Restoration Department</i>	3
<i>Calendar</i>	Front Cover
<i>Network News</i>	3
<i>Phone Numbers</i>	5
<i>Special Events</i>	5
<i>Timecard</i>	Inside Cover

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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

Another reminder for our Engineers. Thursday, Dec. 2 and Tuesday Dec. 7 are the dates for the rules test. Thursday will be in the Library and Tuesday will be in the Museum Office. Tests will start promptly at 6:30 p.m. If you fail the test, you will have three more chances to pass it. However, all testing will be completed by January 31, 1994. **IF YOU FAIL TO TAKE THE TEST** on the prescribed dates, and have not made previous arrangements, you will be removed from service until the test is satisfactorily completed.

Our annual operating evaluations will be conducted by Vince Cipola on Saturday, Dec. 11, 1993. Trains will start running at 8:00 a.m. All current engineers are required to be there. Again, if you fail to show up for the evaluations without making previous arrangements you will be removed from service. This may sound harsh, but Vince is under contract to the Museum, and it costs us "X" amount of dollars to bring him down for these evaluations. If you need to make special arrangements, please call me, DENBY JONES at 279-2419 between the hours of 5:00 and 9:00 p.m. Monday through Friday, or see me at Campo.

Many thanks to Thomas Lee Bragington. He has put in a lot of work, on the East lead trying to shore up that soft spot. He has also done a lot of grading to get the water to flow away from the tracks and roads to prevent the rutting that we get when it rains.

Weed Control: We are going to have to put together work parties to aggressively attack the weed problem on the main and in the yards. We will use Honor Camp work parties as much as possible, but we still need to supplement them with our labor. Even three or four people on a speeder can cut a lot of weeds during the day. But, it all has to be coordinated through Operations so someone does not pick up 1809 or 2104 on the backswing with a weed-waker! That could ruin your whole day, and might scratch the paint on the locomotive.

The museum is entering a time period that has been historically financially lean, and we have incurred major expenses this year with the track from Simi Valley, Main line tie replacement, Bearing for 2104, etc. We all need to get together to conserve our remaining resources. This does not mean just the Superintendents, who control their budgets, but everyone. Turn lights off in the Car Barn when you are finished working. Don't just walk off and go down the hill with everything burning. If you see water running, turn it off. Don't leave equipment idling for hours at a time. This holds especially true for mechanical and the locomotives. Before you go to purchase something, check our supplies and the back 40 to see if we have something that can be used. If you are requesting a P.O., have valid estimates or prices. Check around for the best price available. In a nutshell, we all have to tighten up and work together to conserve. Well, I've rambled enough. See you at Campo,

Denby

OPERATIONS DEPARTMENT

Maryanne Thompson

The ridership total for October was 1414 including the 161 who rode on the Tecate Special. Once again, thanks to all of the crew members who keep the trains rolling. Please continue to fill in the Call Board when you can. For anyone who has not taken the rules test, Mike Reneau has the test available on weekends at Campo. Engineer test dates are listed in Denby's article. Engineers will need to contact Denby to arrange for testing if unable to take the test on the given dates. Remember, all testing must be successfully completed by January 31, 1994.

The first speeder class went very well. Thanks to everyone who attended. The next class will be held on Wednesday, December 15 at 7:00 p.m. at the Santa Fe Depot. The operations department meeting will be held at the beginning of this class. For anyone needing further information, contact Mike Reneau at 466-5402 or me at 443-4418.

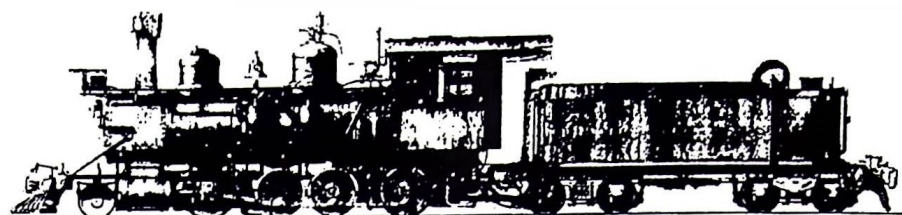
I'd like to wish everyone and their families wonderful, memory filled holidays. See you at Campo!

INTERPRETATION DEPARTMENT

Rich Borstadt

December is traditionally a low visitor month for the Museum, but we want to be sure each Visitor that does make the drive to Campo gets the most enjoyment and information possible.

We also are offering a unique experience for a selected few (limit 40) to make a train trip in quest of "What Cowboys Do for Christmas." Sunday, December 19 we will take a special



9:30 a.m. train to the Legacy Ranch (new name for the old Phinn Spencer Ranch on Miller Creek) for a champagne brunch and special tours of the elegant ranch house and other ranch buildings. Those on this trial \$30 trip may return on either Train No. 2 (1:00 p.m.) or Train No. 4 from Miller Creek that afternoon. You'll learn more at the Ranch about the exciting possibilities there for the Museum, but book your slot or those for friends or relatives fast; the 40 places will be filled quickly. More details on those possibilities will come in future issues of Hot Scoop.

Thanks to all who helped with the first visit of the First Memorial U.S. Cavalry and Butterfield Stage re-enactment groups at Campo, November 6 and 7. The "battle of the army payroll" went well and we learned a number of things to aid in future such events. The re-enactors enjoyed their appearance and would like to explore another event next spring on others beyond.

The Interpretation Department extends a wish for the happiest of holidays for all who help with and enjoy the labors and rewards of effort on behalf of our Visitors.

Calendar

December 1

Interpretation Department Year-End Business Meeting

SF Depot Office 7:00 p.m.

December 2

SF Depot Site Committee CCDC 4:30p.m.

December 5

Border Country Museum Association Trail Project Planning Meeting, Mountain Empire Historical Society Board of Directors Meeting, Stone Store Noon

December 11

Amtrak Party, Santa Fe Depot 2:00 p.m. to midnight

December 15

La Mesa Depot Centennial Planning Committee La Mesa Depot, 7:00 p.m.

December 19

What Cowboys Do for Christmas Holiday Brunch and Tour of legacy Ranch, 9:30 a.m. Departure Campo Depot ATSF Horse/Express Car Mobile Exhibit Hall Workday 10:00 a.m.

December 25

Christmas Saturday- NO OPERATION

January 1, 1994

New Years Saturday- NO OPERATION

... and don't forget Santa Trains during December.

SAFETY CORNER

Lew Wolfgang

Here are some more dates for the CPR class at Grossmont Hospital:

Dec 13, 6:00 p.m. to 10:00 p.m.

Jan 15, 8:00 a.m. to 12:00 p.m.

Jan 20, 9:00 a.m. to 1:00 p.m.

Jan 24, 6:00 p.m. to 10:00 p.m.

Feb 12, 8:00 a.m. to 12:00 p.m.

Feb 21, 6:00 p.m. to 10:00 p.m.

Feb 25, 9:00 a.m. to 1:00 p.m.

You may select a class date that is convenient for you. I think this will work better than trying to get everyone in one place at one time. There is a requirement that your payment of \$20.00 be at Grossmont at least one week before the scheduled class date, so don't procrastinate.

Once again, the class title is Basic Life Support. The training is provided at the Cardiac Training Center, Grossmont Hospital. Send your name, class title, requested class date, your address and a daytime phone number to: Cardiac Training Center, Grossmont Hospital POB 158, La Mesa, Ca. 91944-0158.

All SD&A Conductors and SDRM Staff members subject to Sunday duty service will be required to provide a certificate of CPR training by March 1, 1994. Show evidence to Lew Wolfgang, Operations Superintendent Michael Reneau, or Crew Caller George Boggs.

Of course, anyone may attend and are encouraged to do so. You never can tell when you may be called to use your life saving skills, the life you save may be your wife's or your child's.

At times it seems as if we are coming under an increasing barrage of new rules, regulations, requirements, certifications, tests, etc. I just ask you to remember that it is all for a very good reason. If you are receiving this newsletter you have demonstrated by your own actions that you are a believer in the mission of our Museum and that you work and sacrifice for our cause. Remember that we aren't just playing with toys, these are real trains, real passengers, real children that we are dealing with. We owe it to ourselves, the rail preservation movement and our passengers to operate in the safest manner humanly possible. So let's keep up the good work!

Well, it's time once again for our monthly lesson on chocks and skates. While we are getting quite good at placing skates, it seems we are sometimes lax in removing them at the

proper time. I can just hear you thinking to yourself now, "Gee, whose job is it anyway to check for skates?" I have the answer: "EVERYONE'S". Even if you are not directly connected with a movement, it is your duty to keep an eye open for problems and to stop the train if necessary.

Certain crew members are singularly responsible for insuring that a movement is ready to commence, however. They are the Conductor and the Engineer. Before ANY movement is made, the responsible Conductor and/or engineer MUST make sure the equipment is ready to be moved.

Maybe what we should have is a contest to see who can submit the best acronym to help us remember to remove the skate. Something like "RCAS", Remove Chocks And Skates. Or how about "FYCFYE", Forget Your Chock, Forget Your Employment". Maybe "CRASH", Check Regularly All Skates, Honey. You get the idea. I will accept acronyms and select the best to be engraved on signs and placed next to the reverser lever on all our locomotives. Perhaps we should tattoo the acronym on engineer's foreheads too. Give me a call at 553-3106 days if you have a good one.

That's it for this month. Best wishes for a Happy Holiday! And remember our motto: (I know, corny, but do you have a better one?)

If you have safety on your mind,

You may call at any time!

Daze 553-3106

Nites 662-9019

RESTORATION DEPARTMENT

Ted Kornweibel

Thanks to all those who have been helping out on AT&SF 1509, both the mechanical folks working on the trucks, and those working on the interior restoration (some have been doing double duty). There is still a lot of touch-up sanding and painting to be done on the interior; any willing hands should contact Ted Kornweibel at 461-0098 for work schedules. A good detective is needed to check out all the pipes in the galley to see if there are leaks. And the new windows will soon be ready for installation, and that will be a big job. Help! Call Ted!

Another periodic reminder: the FGEX reefer is a restored museum artifact that is being temporarily used for paint storage. Take off your greasy work gloves before opening the car, or wash your grimy meat-hooks, so that you don't dirty the exterior paint; we've had to clean it too many times already. Remember, leave no empty paint cans or lids or other litter in the car. Put all materials on shelves, not on the floor of the car. The table inside the car is for work, not for "storing" paint or solvent cans that you were too lazy to shelve in their proper locations. Also remember, NOTHING is to be leaned up against the exterior of the car.

NETWORK NEWS

Selected articles culled from the Internet's Usenet system are presented for your

edification and further enlightenment. The Museum

makes no claim as to accuracy or appropriateness of any article and is included for your entertainment only.

◆◆◆

From a brochure of a car rental firm in Tokyo: When passenger of foot heave in sight, tootle the horn. Trumpet him melodiously at first, but if he still obstacles your passage then tootle him with vigor.

◆◆◆

From: rogerm@fc.hp.com (Roger Mitchell)

Subject: Re: steam loco throttle question

"Locomotive Up to Date" is correct regarding the practice of running super-heated



locomotives in this manner. If you try this with a saturated steam locomotive you'll end up with a bucking bronco as saturated steam is much less compressible. To get the best efficiency on a super-heated locomotive it is important to keep the pressure and temperature of the steam to the cylinders as high as possible. On saturated engines the throttle and cutoff need to be adjusted for the smoothest operation at the desired speed for peak efficiency. Saturated steam when compressed turns into water, which is incompressible. The 6 inch to the foot scale 2-6-2 that Alex Schneider and my self built on the Timnath Northwestern Railway is super-heated and can be run at any desired speed including stopping and reversing smoothly with the throttle wide open using only the reverse lever. It is also equipped with a Walschaert valve motion. The big attraction to the Baker motion in this country in the later days of steam was it's maintainability. All wearing surfaces were of easily made and replaced round pins and bushings. Links and linkblocks for the Stephenson and Walschaert motions were much more difficult to machine. The valve motion delivered by the Baker gear was very similar to that of the Walschaert gear. The time you don't run with the throttle wide open is running down hill. The usual practice in the mountains out here in Colorado is to hook the Johnson bar a few notches in reverse and add a enough steam to keep from sucking cinders down the exhaust nozzle. This helps retard the locomotive going down hill and also helps keep the steam cylinder oil spread in the cylinders, maintaining their proper lubrication.

Roger Mitchell, President and Master Mechanic, Fort Collins Municipal Railway

◆◆◆

From: grn@crunch.commodore.com (George Robbins) Subject: Re: steam loco throttle question

In article <2brhl1\$20c@hpscit.sc.hp.com> daven@hppcih51.dic.hp.com (Dave Nelson) writes: > In article <CGA5rz.68n@fc.hp.com> ,

rogerm@fc.hp.com (Roger Mitchell) writes: > On saturated engines the throttle and cutoff need to be adjusted... I've seen the word cutoff used in this context and I have a sense of what it is, but I doubt I really fully understand it. Would you be so kind as to provide an explanation? I'm particularly interested in how a cutoff setting is related to speed as well as why a figure of 85% is often cited as the value used in calculating an engines maximum power.

To get technical, the short term power produced by the locomotive is controlled by the average pressure of the steam pressing against the piston (mean effective pressure). There are two ways of controlling the pressure, one is the use the throttle, which operates as a pressure reducing valve, the other is to change the amount of steam admitted to the cylinder by altering the time that the valve is open.

In the throttle case, there are losses due to the friction of the valve, and expansion/cooling of the steam at the valve. By changing the valve open time, these losses don't occur with the only downside being that when the locomotive is stopped or moving slowly, there are long periods when no valve is open so you jump between no and full torque, causing slippage.

The valve gear on the locomotive is adjustable so that steam can be admitted to the cylinders for the whole stroke or just some fraction. Much of the elaboration of valve gear was intended to get quick, full and precise opening of the intake valves, since the time they are partially open also causes throttling and opening too soon or unequally between sides causes uneven running.

To get back towards your question, the long term power output is limited by the steaming capacity of the firebox/boiler/fireman divided by the efficiency. The efficiency is basically determined by the percentage of steam energy (well really coal) that is expended across the piston, which amounts to the difference in energy (aka steam condition or thermodynamic relation between steam pressure and temperature) between the boiler steam and the exhaust steam, less throttling and other losses. In the practical sense, the 85% cutoff is probably taken as a sustainable condition under normal loading. With a longer cutoff, you are just starting or would have to slow down or throttle back to maintain boiler pressure, with a shorter cutoff, you would not be able to maintain speed under load or on a grade.

In American practice, the cut-off is controlled by a lever on a notched quadrant. On older locomotives, this was the Johnson bar, a long lever where the engineers muscles shifted a portion of the valve gear against weight and motion, later a smaller lever controlled a power-assisted reversing gear. When starting, the lever is thrown fully in the direction of motion and the engineer manipulates the throttle to start the engine and then starts working the lever back towards the center as the train accelerates. (other countries preferred wheel/screw operated gear)

If the speed/load/grade allows operation with the throttle fully open, the engineer can adjust

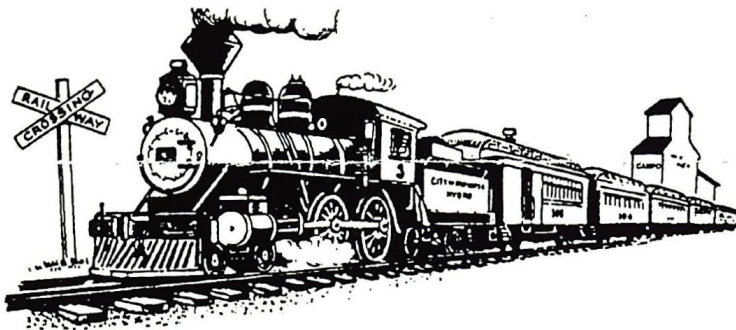
the cut-off to maintain speed, otherwise the cutoff is set to some intermediate position that allows smooth and efficient running and speed will be controlled by the throttle.

The inertia of the train, the stored thermal energy in the boiler and the portion of the firebed that is immediately combustible allow these changes to take place on a fairly leisurely basis, the trick is for the engineer and fireman to anticipate changes in load conditions so that you hit a hill with full boiler, high pressure and a hot fire and can maintain schedule. Get behind and you have low pressure, have to add water which lowers pressure more and your fireman has a fire that has too many clinkers or too much green coal and not enough heat. Either you will creep up the hill or stall and have to either retreat and try again once you've sorted out your problems or split the train and take the hill in sections. On a busy line, dispatchers and management will not be happy.

♦♦♦

From: pierson@cimcad.enet.dec.com (dave pierson)

Subject: Bermuda Date: 21 NOV 93 12:36:42
So. "somebody" wants to go to Bermuda.



YOU want to go to Altoona.
Well, take heart.

The following is transcribed from:

The Bermuda Railway Trail provided by a friend recently returned from those shores...

What was the Bermuda Railway, and why did it die? The answers are full of interest.

The earliest records of the proposal to establish a railway in Bermuda are dated 1899, and were prepared by the Public Works Department for the Government. Even then, because of the difficulty in persuading people to sell their land, the proposed route was essentially along the coast.

Nothing happened, however, until 1922, when the Bermuda Parliament agreed to permit the building of a railway. Local investors were skeptical, so the company that was formed was forced to turn to private speculators in England to raise the capital investment of 100,000 pounds.

Forced to lay the track as near the shore as possible in many areas, the railway engineers found themselves having to resort to bridging the water in places, and, in fact, one tenth of the entire 21 miles of track was carried on 33

trestle bridges, sixteen of which crossed over water. Naturally, swing bridges were required, as well as several long tunnels, passing loops and unmanned crossings.

By the time the railway was finished and officially opened in October, 1931, the investors had had to find one million pounds, a fortune by any standards, and the Bermuda Railway had earned the unenviable reputation for being the most costly railway, per mile, ever built. The rate of construction, two and a half miles per year, was, coincidentally, the slowest ever achieved.

The important thing, however, was that it was finally completed. Bermudians and visitors alike were then able to swap the dusty coral roads and the awkward movement of the horse-drawn carriage for the smoother running of the diesel-powered Bermuda Railway, with its wicker chaired first class and benched second class carriages. Even the cyclists saved their strength by placing their machines in the guards van and riding to town in style.

The Second World War, unfortunately started the Demise of the Railway, since it brought increased use by military forces that

flooded the Island, and yet prevented the operating company from obtaining the spare equipment that was needed for essential maintenance. By the end of the war, the rolling stock and equipment were in a sorry state. The government acquired "Old Rattle & Shake" for one hundred and fifteen thousand pounds.

Faced with a million-pound repair bill, the Government decided to sell the Railway Lock Stock and Barrel to British Guiana, now Guyana. Bermuda, on the other hand, was falling under the spell of the motor car and hardly missed the Railway's passing.

In the 17 years that the Bermuda Railway operated, there was not one fatal accident, apart from the odd cow. Fourteen Million passengers were carried four trillion passenger miles in that time. The investors lost their shirts, and Bermuda was left with 21 miles of scenic right-of-way, a sentimental reminder to many people of the "good old days."

(The never DO mention the gauge...)

The pamphlet includes maps of the walking trail that cover most of the RoW, in 6 or so sections.

♦♦♦

From: jmb@ukc.ac.uk (Mike Bremner)
Subject: Channel Tunnel test running

I find it difficult to obtain hard news on progress towards the opening of the tunnel from the railway press. I have read, for example, that fifteen of the shuttle locomotives, and all the freight shuttle vehicles, have been delivered. Since all I've ever seen at Cheriton, in visits up to a month or so ago, was a couple of freight shuttle vehicles, I assume that the terminal at Coquelles must be rather crowded. Anybody seen it recently?

However, I took a brief trip down to Cheriton and Dollands Moor earlier today and, as I arrived above the terminal, a complete freight shuttle was waiting at one of the loading platforms. After a few minutes it started (very slowly, for the first couple of hundred yards or so) and moved off into the tunnel. As far as I could see (it was misty at the time, and I was watching through binoculars) some of the vehicles were loaded.

There was no sign of the Eurostar test train which, according to the latest "Modern Railways", should now be engaged in daytime test runs between Swanley and Dollands Moor. Its test programme is well behind schedule because it has been restricted to night-time tests because the traction component which is supposed to cut power if it detects a danger of interference with signalling systems is proving a little too sensitive and has a tendency to cut power at breaks in the live rail.

♦♦♦

From: jbrandt@hpl.hp.com (Jobst Brandt)
Subject: US Rail Safety

Fail-safe Train Protection (by Don Phillips, Washington Post)

Trains collide an average of almost once a day in the United States, sometimes causing deaths, explosions and hazardous spills, and the federal government is increasing pressure for fail-safe controls that the rail industry has been researching for more than a decade but has not agreed how to fund.

The urgency is largely the result of two deadly head-on crashes -- one in which seven commuters died near Gary, Ind., in January and the other in which five crew members were killed when two freight trains collided at high speed in Kelso, Wash., two weeks ago.

1690 crashes in 6 years

>From 1987 to 1992, the Federal Railroad Administration recorded 1690 train collisions -- head-on, rear-end, and in the side. Most resulted from human error, the likely explanation for the Kelso accident.

Current controls on U.S. rail lines generally are based on technology developed in the 1930s and have no provisions for crew mistakes.

Train ran a signal

Developing and deploying a fail-safe system being studied would cost billions of dollars. Instead, railroads have relied on educating employees about safety and on increasingly strict enforcement of rules, resulting in a 56 percent decrease in yearly accidents since

1981. Collisions declined from 315 in 1990 to 207 in 1992.

"I think it is time for something to happen," said Carl Vogt, chairman of the National Transportation Safety Board, which first called for a fail-safe system in 1975, when a Texas & Pacific Railway train ran through a signal and plowed into a standing train.

The Kelso wreck occurred shortly after midnight, causing a seven-hour inferno, melting metal and forcing authorities to close nearby Interstate 5. The main Seattle-Portland rail line was blocked for days.

Crash not explained

Investigators said the signal system and train brakes were working and that a locomotive "black box" indicated that the southbound Burlington Northern crew was awake and manipulating controls almost to the point of impact. But for unexplained reasons, the train ran two consecutive restrictive signals, and no emergency brakes were applied before it struck a northbound Union Pacific freight.

The incident attracted the attention of Transportation Secretary Federico Pena and came seven days after Federal Railroad Administrator Jolene Molitoris met with rail industry leaders to discuss progress on industry research into Automatic Train Control Systems (ATCS). Last year, Congress ordered a rail agency report, due in July, on whether federal regulation is needed.

Stop system flawed

"I think it's coming to critical mass now," Molitoris said recently. She said she wants to develop a comprehensive industry-government program to promote rail technology. The signal system most often used on well-traveled main lines allows dispatchers to throw switches remotely and change signals to tell train crews what to do. No matter how sophisticated the technology, it relies primarily on human interaction.

In the 1940s, expensive systems were developed to stop a train automatically if it ran a red signal, but those have been deployed only on heavy-duty lines such as Amtrak's Northeast Corridor and do not always work. Amtrak's Colonial was rammed at Chase, Md., on Jan. 4, 1987, killing 17 people, because it had passed a signal safely before being struck by a Conrail locomotive that ran a switch on an intersecting track.

As conceived by researchers, the new system would take control of a train if a crew even appeared to be making a mistake. It also could enforce speed limits automatically, preventing accidents such as the derailment in Boston Dec. 12, 1990, of an Amtrak train that entered a 30 mph curve at 76 mph.

The story is accompanied by a picture of the Kelso wreck showing fire fighters in the midst of mangled locomotives burning in unnatural angles of repose.

◆◆◆

From: jbrandt@hpl.hp.com (Jobst Brandt)
Subject: Eurostar TGV Problems
Eurostar News (from RGI, Nov 93)

Commissioning of the 300 km/h Eurostar TGV's has gone well in France, but delays are building up in Britain because they are only permitted to run under power during night possessions between Flokstone and Ashford.

The power cars are fitted with interference current monitor units (ICMU) which trip the main circuit breaker if they detect 1.5 A at 50 Hz lasting for 0.45 sec in the 750 VDC traction supply. This ensures that the 50 Hz track circuits do not 'lose' a train and clear signals protecting it because its inverters supplying the AC traction motors have inadvertently injected this frequency into the rails.

The trouble is that whenever a power car draws an arc from the third rail, it generates all manner of frequencies including 50 Hz, causing the ICMU to shut off power. This happens rather frequently where there are gaps in the third rail. It also happens to DC motored trains, but as they are not fitted with ICMUs, nobody worries about the effect on the signalling.

The Class 465 Networker EMUs also suffered from excessive ICMU tripping until the settings were adjusted. But these have a DC bus line within a four-car unit so the outer collector shoes are 75 m apart. Although Eurostars are nearly 400 m long, there is no bus line and shoes will only span a 15 m gap -- arcing is thus more frequent.

Doubtless the Eurostar ICMUs will be altered when the engineer responsible has plucked sufficient courage. But this leaves an interesting question unanswered: what happens when the conductor rails ice up and prolonged arcing occurs? Because last winter was unusually mild, and few of them were in service, Networkers have yet to encounter such conditions.

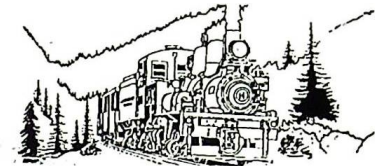
SPECIAL EVENTS

Lew Wolfgang

Operation Red Block (AMTRAK) is having a Christmas Show on December 11, at the San Diego Santa Fe Depot. The party will start at 3:00 p.m. and run until midnight. Dinner will be served from 4:30 to 9:00 p.m., consisting of Turkey, Ham and all the trimmings.

For the children, there will be plenty of games to play and Santa will be available to hear their wishes! A puppet show will also be staged. Bring a wrapped gift for a child and mark it for age and gender. Then, at 7:00 p.m. the adult games will be rolled in! Craps tables, 21 tables, Roulette Wheel and Putting Green are among the attractions. Also, there will be a disc-jockey to dance to, various bands, comedians and an adult puppet show.

Museum members are invited, cost is only \$3.00 for adults, and \$1.00 for children under 12. Give the Museum office a call for reservations as soon as possible if you would like to attend.



PHONE NUMBERS

SDRM ADMINISTRATION CAMPO

Museum Phone.....	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
HotScoop Editor, Lew Wolfgang.....	553-3106
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, Rich Borstadt.....	294-9321
Research, Bruce Semelsberger.....	264-7282
Chief Trainman, Mike Retz.....	466-8808
Mechanical, Denby Jones, Mike Reneau acting	
Ground Support, Mke Panger.....	263-4439
Library, Roy Pickering.....	462-3392
Operations, Mike Reneau.....	466-5402
Motorcar, Chris Leenknecht.....	268-3433
Restoration, Ted Kornweibel.....	461-0098
Safety, Lew Wolfgang.....	662-9019
Steam, (acting) Richard Dick.....	276-2222
Electric Railway, Dan Marnell.....	582-6737

11/30/93 1:03 pm

December 1993

wolfgang@rigel

Sun	Mon	Tue	Wed	Thu	Fri	Sat
November M T W T F S 1 2 3 4 5 6 8 9 10 11 12 13 15 16 17 18 19 20 22 23 24 25 26 27 29 30	January S M T W T F S 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		1 1900 Interp Meeting SFL	2 1630 SFD Site Meet, CC	3 Steam Team Workday	4 Steam Team Workday 0830 Train Crew 1000 Library 1300 La Mesa Depot Op
Steam Team Workday Rich Borstadt, Duty Office 0830 Train Crew 1300 La Mesa Depot Op	6 1830 Staff Meeting, SFC	7 1900 Library	8	9	10 Steam Team Workday	11 Steam Team Workday 0830 Train Crew 1000 Library 1300 La Mesa Depot Op 1400 Amtrak Party, SFD
Steam Team Workday Ted Kornweibel, Duty Office 0830 Train Crew 1300 La Mesa Depot Op	13	14 1900 Library	15 1830 Ops Meeting, SFD	16	17 Steam Team Workday	18 Steam Team Workday 0830 Train Crew 1000 Library 1300 La Mesa Depot Op
Steam Team Workday Richard Dick, Duty Office 0830 Train Crew 0900 Legacy Ranch Tot 1300 La Mesa Depot Op	20 1830 Staff Meeting, SFC	21 1900 Library	22	23	24 Steam Team Workday	25 Merry Christmas NO OPERATIONS
Steam Team Workday 0830 Train Crew 1300 La Mesa Depot Op	27	28 1900 Library	29	30	31 Steam Team Workday	

Month view by Calendar Manager

The Hot Scoop
San Diego Railroad Museum
1050 Kettner Blvd.
San Diego Calif. 92101



(December 1993)



ROY L. PICKERING
5350 BALTIMORE DR #55
LA MESA CA
91942