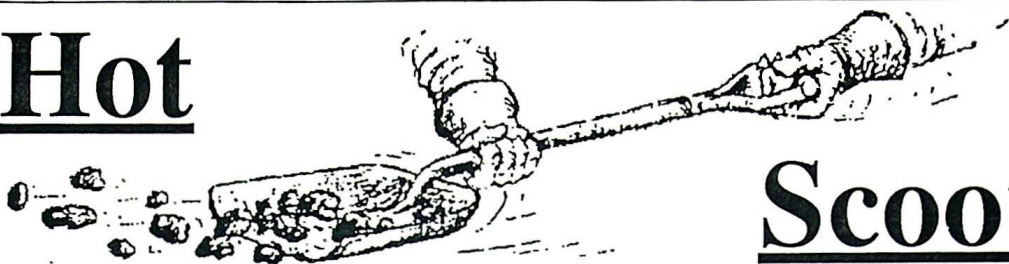


Hot



Scoop

FEBRUARY 1993

VOLUME V, Number 2

DIRECTOR OF OPERATIONS REPORT

Denby Jones

Well the rains have diminished (I really hate to say gone — they might come back), but they have left us a legacy. Mud, holes, washouts, ruts and a definite appreciation of what Mother Nature can unleash. We were extremely fortunate at Campo. We had minimum damage to our buildings and equipment (so far), but extensive damage to our parking lot and roads.

Maybe this is a good time to set back, look at the situation and wonder "Is there anything we could have done to prepare for this?" What can we do as a matter of course to minimize damage when another series of storms like this last one passes our way again?" Maybe we can inspect our rolling stock more often, or better yet on a regular basis, to ensure that roofs are sound and windows are secure or boarded up properly. We might juggle our priorities to ensure that our buildings are secure and tight. Believe me, the time to beat storms like we just had is before they get here.

These are not criticisms, but over a period of time we tend to become complacent, and accept things as normal that may just be a temporary

condition. To me, it is just like riding a motorcycle, when you think you have got it licked, it turns around and bites you right on the A—. We need to remember that our facility at Campo is basically unattended five days out of seven, so when we leave after the weekend, we all need to check and make sure that equipment and material is stowed properly, windows and doors are closed on rolling stock, locomotives, and buildings, and the facility is properly secured.

So what's going on at Campo? Well, there are a lot of ruts and holes to be filled, and there is siding to be hung. Work is progressing on #5601 and #576, the AMTRAK and UP coaches. **Mike Panger** and **Mike Reading** can use help with mechanical. **Ted Kornweibel** can use your artistic talents on the wood reefer, and **Dave Slater** can use help on #1820. The **Steam Team** can always use help and **Paul Westover** can give you a good workout on track and roadbed.

Whatever you decide to work on, be extra careful. We can always replace a piece of equipment, but we can never replace you. So play it safe, and I'll see you at Campo !!

Denby

OPERATIONS

Maryanne Thompson

Superintendent Reneau is continuing to work 3:30 PM to midnight. For right now, only Monday through Friday, so he may be out to Campo on a more regular basis again.

The Ridership total for 1992 was 21,318. That is 1,003 less for the entire year than in 1991. January is off to a very slow start. Due to the heavy rains all operations were suspended for January 16th & 17th. Hopefully things will pick up once the rain stops. Remember that we are running to Tecate on January 30th and February 27th. Spread the word about our special trips and for Miller Creek.

Continued on Page 2

OPERATIONS - Continued

I would like to thank everyone who pitched in on our work day on January 10th. Even though the weather didn't cooperate, we still accomplished a great deal. No. 576, the UP Chair car, is clean enough to change out the one wheel set. Thanks to **Denby Jones, Dave Slater, Larry Williams, Pete Sheakley, Mike Reading** and **Gaylen Dyreng** for switching the car into place over the jacking pads. No. 5601, the Amtrak car, is just about clean also. It just needs a final vacuuming and sprucing. We do need to replace some windows on it, so hopefully that we'll be able to be done soon. I want to send a special thank you to all who have helped so far with this clean up and fix-up project: **Jim Friedlan, Alan Dillane, Jon Vikander, Ashley Anderson, Tim Reeves, Michael Reneau, Rich Borstadt, Ross Robinson**, and **Ross's** friend the glass man, who cut the glass for the windows and gave instructions for installation.

The next Operations meeting will be February 17th at 7:00 PM at the Santa Fe Depot. **Don Livesay** and I will continue to chair these meetings for Superintendent Reneau. Our next Operations work day at Campo will be on Saturday, February 6th, beginning at 9 AM. Planned projects are change out of the wheel set on the UP car and window replacement on #5601 or any other operations projects that are deemed necessary. If you can help out give me or Denby Jones a call.

For anyone needing to contact me, I have a new phone number. It's (619) 443-4418. Please make a note and place the change in your roster. I have an answering machine so you can call anytime.

See you at Campo! 🌲

SPIKE'S 'N STUFF

Paul Westover

The tracks to Miller Creek rode the storm quite well with the damage limited to a couple of small rocks on the rails. The line to Division (Border), however, did not fare as well. There are two "lakes" of water along the tracks. These lakes are quite large, one being 7-8 ft. deep and the other 5 ft. deep. These "Great Lakes of Campo" were created by plugged culverts!

A large boulder, nearly a ton in size, was discovered at M.P. 61 (just East of the Highway 94 underpass). The boulder was obstructing the track and will have been removed by the time you read this.

I can't do all of the work without the help of others like: **Steve Wade, Al Brill, Mike Panger, Mike Reading, Jim Cook** and **Denby Jones**. They were a big help to me this past month and for that I thank them.

Finally, the key to all of the track problems created by the rains is DRAINAGE. Without proper drainage, rains will continue to undermine the track and create hazards. Clear culverts and ditches are the best precaution for future rain storms. 🌲

Editor's Note:

The following article is part of a series of articles which will offer Museum member's personal viewpoints on subjects within the Museum. Articles will be published in a sporadic fashion as space permits. The opinions expressed are those of the author and not necessarily that of Museum Staff or members of the Board of Trustees.

OBSERVATIONS #3

Dick Pennick

OBSERVATIONS #1 has evoked some interesting comment. Most that has come to my attention has been supportive of my basic premise. And I hope these comments are just the tip of the iceberg. But as I have said before, whether readers agree or disagree with OBSERVATIONS is unimportant. What counts is whether or not my humble ruminations stimulate thought and discussion among our members.

In this OBSERVATIONS, I will talk about another aspect of the

OBSERVATIONS #3 -

Continued

Our tour docents are more informed about the history, environment, and lore of the Campo area and the SD & A Railway than ever before. And their knowledge of the Museum and its collections would put many of the "old-timers" to shame.

Armed with all of this information, it seems inconceivable that any visitor could possibly leave the Museum without knowing everything he or she ever wanted to know about us but were afraid to ask. But therein lies the problem: are we giving them too much information?

Several years ago, I was braking on the Miller Creek run when the #1509 observation car was a regular part of the consist. Once we were underway, one of the Trainmen that day walked into the venerable car, introduced himself to the travellers assembled there, and then proceeded to enumerate — ad nauseam — every minute detail about the train locomotive.

The key question here is: who really gives a —! Unfortunately, "railroad Buffs," as we would define the term, are a minority in world society (surprise!). If we were forced to rely solely on railfans to ride our trains, we would have ceased operations long ago for lack of patronage. As a result, few of the riders in #1509 that morning had even a remote interest in most of what this well-informed and well-meaning Trainman had to say. And if it scared away a few of those riders, or confirmed lingering

rumors that railroad fans were a bunch of "yahoos," then the Museum was the loser that day.

I wish I could say this was an isolated incident. But we have all overheard this scenario replayed in various forms many times since, all by sincere and well-meaning Museum volunteers. To some, it must seem like a no-win situation: if we give our visitors too much information, we bore them to death; if we give them too little, we're not fulfilling our educational function.

So where does that leave us? On your next tour, try these three commandments:

1. Thou shalt be genuinely FRIENDLY.
2. Thou shalt know that LESS IS BETTER.
3. Thou shalt remember the GOLDEN RULE.

FRIENDLY: Be sincere, genuine. Think of each visitor as your friend without being gushy or intrusive. Treat them with respect. Try to make each one feel that you are genuinely delighted that he or she chose to visit our Museum rather than the Wild Animal Park on this day. Treat them as you would a guest at your home (they are, after all, a guest at our Museum).

LESS IS BETTER: Most people retain only a small percentage of the information they receive through their ears. A lot of what

we tell our visitors is forgotten by the time they leave the premises, if not before, so what we DO say is very important. Talk briefly about a small selection of the items in the Museum collection that you feel might have broad general interest in your group, not detailed specifics about little-understood mechanical systems or dry historical facts.

Choose your information carefully and ask for questions often. The number of questions is often a gauge of how well your group is paying attention or how interested they really are in what you are saying. If someone wants more information, he will ask. Otherwise, keep moving.

GOLDEN RULE: Be aware of your tour group's needs. I noticed a Trainman one chilly winter day delivering an extended dissertation to a small group of shivering adults and children outside our Car Shop. He was so involved in his discourse that he failed to place himself in their shoes. He would have made instant friends of each of these visitors — and possibly some new members as well — if he had recognized their needs and moved them quickly into the warmer confines of the Car Shop. Communication ended the moment they began to think more about how cold they were than about what this Trainman was saying.

Friendship, Less is Better, the Golden Rule.

Think about it!

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
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	553-3106
Steam Department (Acting Supt.)	Bob Nichols	583-0531

SDRM CALENDAR OF EVENTS



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1 6:30 PM Sta $\Rightarrow$ Meeting	2 7-10:00 PM - Library Work Night Kettner Blvd.	3	4	5 - Steam Team Work Day	6 8:30 AM - Train Crew 9:00 AM Winter Car Workday 10:00 AM - 4:00 PM - Library - Kettner Bl. 12:00 NOON - Restoration Mtg. - Steam Team Work Day
7 8:30 AM - Train Crew Campo	8	9 7-10:00 PM - Library Work Night Kettner Blvd.	10 7:00 PM Trainman Training Class Kettner Blvd.	11 7:00 PM - Steam Team Mtg. Kettner Bl. - Student Appreciation Day	12 - Steam Team Work Day	13 8:30 AM - Train Crew 10:00 AM - 4:00 PM - Library - Kettner Bl. 12:00 NOON - Steam Team Work Day
14 8:30 AM - Train Crew Campo - Steam Team Work Day - Track Work Party	15 6:30 PM Sta $\Rightarrow$ Meeting	16 7-10:00 PM - Library Work Night Kettner Blvd.	17 7:00 PM Operations Dept. Meeting	18	19 - Steam Team Work Day HOT SCOOP DEADLINE	20 8:30 AM - Train Crew 10:00 AM - 4:00 PM - Steam Team Work Day - Library - Kettner Bl.
21 8:30 AM - Train Crew Campo - Steam Team Work Day	22	23 7-10:00 PM - Library Work Night Kettner Blvd.	24 7:00 PM Interpretation Dept. Meeting Kettner Blvd.	25	26 - Steam Team Work Day	27 8:30 AM - Train Crew 10:00 AM - 4:00 PM - Steam Team Work Day - Library - Kettner Bl.
28 8:30 AM - Train Crew Campo Steam Team Work Day						

Time Card

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