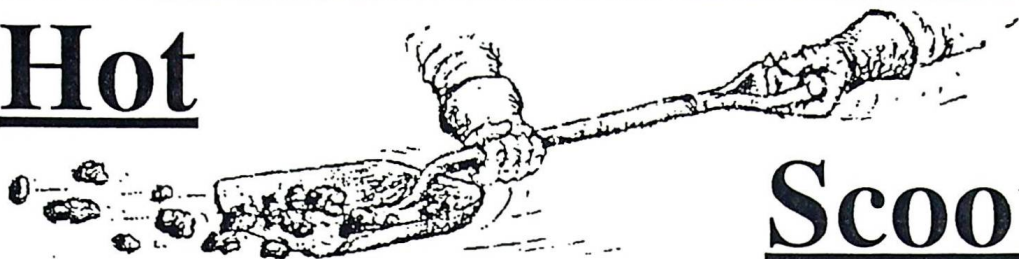


Hot



Scoop

JANUARY 1993

VOLUME V, Number 1

DIRECTOR OF OPERATIONS REPORT

Denby Jones

The holidays will probably be over when this is received, but I hope every one of you had a Merry Christmas and a very happy New Year.

What is going on at Campo?

Weed control: Jack O'lexy is ramrodding weed control on the line west of Campo to Division. He is organizing a work train to go down every weekend. Minimum crew is three — conductor/brakeman, engineer and fireman. If you want to help, call Jack at 283-8009.

UP and Amtrack Coaches: Mike Reneau and Maryanne Thompson are organizing a work party to put these cars in service for the winter. This will take cleaning, replacing windows, and in the case of the UP coach, replacement of a wheel set. Their target date is for Sunday, January 10th. Call Mike Reneau at 466-5402 if you can help.

Steam team: Working on 2353, progressing nicely. If interested call Richard Dick, 276-2222.

Ted Kornweibel is setting up another lettering party for the wooden reefer. All are invited, except yours truly, I know where my talents aren't. Contact Ted at 461-0098 for more information.

Speaking of inviting, Mike Reading is inviting all interested parties to assist him with the ongoing maintenance of locomotives and rolling stock. Seriously, this is a tremendous task. Without the train crews and mechanical people, we would lose our major source of income in a hurry. So learn how to change brake shoes, adjust brakes, service locomotives and do major repairs. Contact Mike at 277-5168.

Steve Wade (Facilities), in conjunction with the Restoration Department has some projects on the line that will be truly beneficial. If you are curious, and would like to help, contact Steve at 469-8029.

Dave Slater, 222-5442, can always use help on No. 1820, and Dick Pennick, 463-2276 is looking for help with the cosmetic restoration of No. 104.

Paul Westover is always looking for persons to help with track maintenance. Paul can be found at 272-3523 (message) or 581-3821.

That is the menu for the month, and if you are looking for something to do, pick a number and dig in.

Again on a serious note, I would like to thank each and every one of you for the time and effort you have put in over the last year. Through your efforts, even though at times the money situation has been lean, our Museum is growing. We have some tremendous opportunities ahead, both in Campo and San Diego. But it will not happen without you, so see you in Campo.

Denby

OPERATIONS

Mike Reneau

Since last month things have changed quite a bit, not at the Museum, but for me. I now have a full time paying job. Only two minor problems: 1) it's six days a week, 2) it's from 3:30 p.m. to 12:00 a.m. or 2:00 a.m. This is going to make it nearly impossible for me to be at Campo very much or at Staff meetings. Don Livesay has said he would help by doing my duties when I am not there. I ask that you give Don all the help that you can.

Repair to Demo Equipment

Last month I informed everyone that I planned to start a program to repair, spruce up, and perform general upkeep in January. Now is the time to get started. The first two cars to be done will be 5601 and the U.P. Chair cars. Clean-up will start at 9:00 a.m. on January 10th, a Sunday. Equipment needed will be rags, buckets, brooms, glass cleaner, vacuums, extension cords, etc. These cars need to be cleaned for use on the Miller Creek train when it goes to Tecate.

Any work that is not completed on the 10th, can be done on the 17th. I plan to be there as early as possible. The more people that turn out to help, the faster the work will go and the more that will get done.

There is an Operations meeting planned for January 20th at 7:00 p.m. The meeting will be chaired by

Maryanne Thompson and Don Livesay. Bring your ideas, suggestions, complaints, etc. to the meeting. The meeting is open to all members of the Operations Department, non-department members, and anyone who wants to help in Operations.

Weed Clearing

Weed clearing is proceeding at a good rate from Campo to the Border. Additional volunteers wouldn't hurt in this project. If you can help, please show up around 9:00 a.m. Try to bring your own tools if you have some. Also bring a lunch.

Tecate

The trip to Tecate that was planned for January 9th has been moved back to January 30th (if we get the o.k. from Mexico). In February we plan to go to Tecate again. February 27th is the planned date. In March and April, trips to Jacumba are planned, pending the outcome of the sale of the campground.

SAFETY

Lew Wolfgang

Fire Extinguishers

The Museum owns dozens of portable fire extinguishers that require re-charging and certification on an annual basis. For the past year this work has been donated to the Museum by

Earl Maschka of Municom Fire and Safety Company. By donating this service he has saved us substantial sums of money and I would like to take this opportunity to publicly thank Earl on behalf of the Museum.

But wait...there is something we can do for Earl in return!

Municom is a full-service fire and equipment company that specializes in the servicing of large commercial accounts. They handle the account for our friends at the San Diego Trolley, for example. If any of you have need of, or know of someone who has a need of, fire and safety equipment services, please refer them to Earl at Municom (SD&IV, are you there?) They have a fine reputation for doing quality work, and can be reached at (619) 239-7173.

Oil Filters

Well, it is official now. We can no longer dispose of drained oil filters in the trash. They will have to be drained, flattened, and disposed of as hazardous waste. There is currently a 55 gallon drum located by track #2 in front of the carbarn. Please use this drum to dispose of your oil filters until we can come up with a permanent facility. Just put your filters in the drum; I will drain and flatten them.

Open Holes

If any of you have occasion to dig a hole in the ground, and leave it open for any reason, please mark it

so that we don't have a member or one of our patrons falling into it. This should be common sense, but I did find an unmarked open pit this weekend. Remember that people may have occasion to walk around after dark. I know that folks should watch where they are going, but remember that they may also be chewing gum! Thus, we will have to watch out for them (and ourselves).

Thanks for your support. 🐾

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 #2

Dick Pennick

As most Museum train crew are aware, the Museum operating department has adopted the modern "General Code of Operating Rules" for operation over the SD & AE mainline track between DIVISION and MILLER CREEK. These modernized and updated rules have been adopted by virtually every major American rail carrier and many of the not-so-major ones, including the San Diego & Imperial Valley Railroad, which

operates the freight trains over the SD & AE tracks under contract to owner MTDB.

The General Code did away with the old "train order" and "clearance card" system of regulating train movements and replaced it with the more efficient "Track Warrant" system. As a result, the Museum now operates its demonstration excursion train, and all of its Extra trains, under the same modern rules as every existing profit-making railroad in the country.

The Museum's current publicity brochure, that 3-fold buff-colored handout we give to each Museum visitor, says we are supposed to be "an organization dedicated to the preservation of the nation's rich railroad heritage," we occasionally embrace programs or procedures that are inconsistent with that credo. The current Track Warrant system is one of those inconsistencies.

Track Warrants are not part of the "rich railroad heritage" we should be recreating. We're too early. But thirty or forty years from now, future generations of members can appropriately revive the "heritage" of the old Track Warrant system as a part of THEIR interpretive programs. Neither are the computers that generate the weekly Warrants a part of the "heritage." The Museum is not required to operate under Track Warrant control. The General Code can be amended to allow use of Train Orders or any other system desired. In fact, neither would be required because our trains are scheduled

and can be run under timetable authority if desired. Believe it or not, an operating timetable does exist for the Museum trains. but that wouldn't be fun because it wouldn't allow us to stage our grand "heritage" play before each train departure. In this twice-a-day historical drama, we would authentically recreate the now-extinct process of receiving and processing the "orders" for the day's runs. Visitors would watch as the telegraph operator received orders from the "DS" (Dispatcher) over the telegraph sounder on his desk in the recreated agent's office (see OBSERVATIONS #1), copying them onto "flimsies" (rail slang for train order) with an old railroad typewriter equipped with the large-size type. Then they would see him tap out a repeat of the order on his own telegraph key to verify that it was correctly received (whether or not the "operator" is actually proficient with Morse Code is irrelevant. Ninety-nine and a half percent of our visitors won't know the difference!) When the orders and attached "clearance" are finished and verified, copies would be given to the engineer and conductor at the beginning of each run. And from time to time, the crews could stage an order pickup as if Campo was a "non-origin" station by having the Campo operator "hoop 'em up" to the train crew "on the fly," using a train order hoop from the Museum's collection.

For the first three or four years of Museum train operation at Campo, "flimsies" were used exclusively for train control, and the hoop was used occasionally to add some

historical "spice." Is it time to return the "heritage" to Museum train operations?

Think about it!

FROM THE OFFICE

Bobbie Ringersma

A BIG thank you to **Chop Kerr** for buying our Christmas tree for the office, and to **Paul Westover** for delivering it. Another BIG thank you goes to all of you who donated tree lights and decorations. The tree is just beautiful and it's appreciated by everyone who visits the office. I love it! Many thanks.

No Bah Humbug this year!! ☺

On another note, **Corrine Gallagher** is looking for volunteers for a "label party." It's planned for the week of December 28th. Those who are able to help need to call the office (595-3030) and give your name to **Bobbie** or **Corrine**. This is going to be a large mailing so we're going to need all the hands we can get. 🐾

SPIKES 'N STUFF

Paul Westover

It is apparent (and has been for a long time) that we need more track space. My New Year's Resolution is that tracks #7, #8, #9 and if possible, #10 will be completed by year's end. This represents almost 2,000 feet of new

track laid in one year. I will do my best to keep this resolution. This will only happen, however, if I can get the support and cooperation needed to make this possible. I am already planning for a major work party some time in late January (earlier if I can get some stock rails bent for the first two switches). The first goal will be to construct the first switch. Once it is finished, tracks #7 and #8 will be built very quickly. I expect to have these tracks completed by the end of April 1993.

This is the largest proposed track construction project since PSRMA moved to Campo. I am going to need a constant supply of volunteers. I will be developing a master list of volunteers for a track gang.

We still need to replace ties in the main line, which is of course, our primary responsibility as far as track maintenance is concerned.

I will be working on the 2nd weekend of each month so if you're out at Campo and aren't already committed to another project, look me up and join in. You are always welcome.

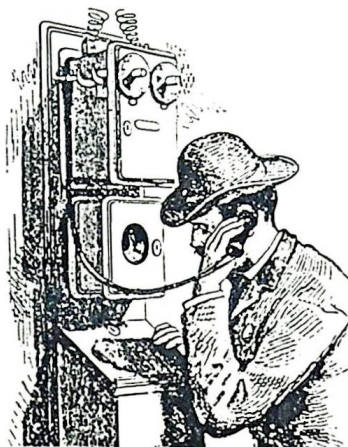
The Maintenance of Way department is a very small branch within the Operations Department. And, like all departments throughout the Museum, we are strapped for funds. Donations in lieu of labor are always accepted. You can send your donations to the Museum office marked for "Maintenance of Way."

If you are interested in being on my "Section Gang," call me at 272-3523 and I'll put your name on the list.

Thank you! 🐾

SDRM ADMINISTRATION/CAMPO PHONE NUMBERS

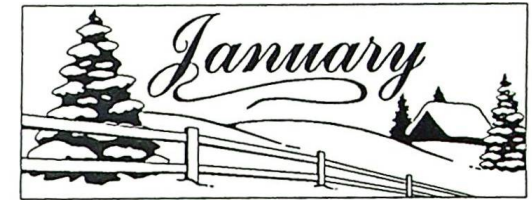
Museum Phone (Recorded Message)		697-7762
Business Office	Bobbie Ringersma	595-3030/FAX: 595-3034
Director of Operations	Denby Jones	279-2419
Executive Director	Kay Carter	265-7682
Hot Scoop Articles/Subscriptions	Carol Westover	272-3523
La Mesa Depot		465-8444
Campo Depot		478-9937
Campo Car Shop		478-9917
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
Track Foreman	Paul Westover	581-3821
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 - Steam Team Work Day	2 8:30 AM - Train Crew 10:00 AM - Library - Kettner Bl. 12:00 NOON - Restoration Mtg. - Steam Team Work Day
3 8:30 AM - Train Crew Campo	4 6:30 PM Staff Meeting	5 7:00 PM - Library Work Day Kettner Blvd.	6	7	8 - Steam Team Work Day	9 8:30 AM - Train Crew 10:00 AM - Track Work Party - Library - Kettner Bl. 12:00 NOON - Steam Team Work Day
10 8:30 AM - Train Crew Campo - Steam Team Work Day - Track Work Party	11	12 7:00 PM - Library Work Day Kettner Blvd.	13	14 7:00 PM - Steam Team Mtg. Kettner Bl. - Student Appreciation Day	15 - Steam Team Work Day HOT SCOOP DEADLINE	16 8:30 AM - Train Crew 10:00 AM - Steam Team Work Day - Library - Kettner Bl.
17 8:30 AM - Train Crew Campo - Steam Team Work Day	18 6:30 PM Staff Meeting	19 7:00 PM - Library Work Day Kettner Blvd.	20 7:00 PM Operations Dept. Meeting	21	22 - Steam Team Work Day	23 8:30 AM - Train Crew 10:00 AM - Steam Team Work Day - Library - Kettner Bl.
24 8:30 AM - Train Crew Campo - Steam Team Work Day	25	26 7:30 PM Board of Trustees Meeting Library Work Night	27	28	29	30 <i>Locate Trip</i>

Time Card

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