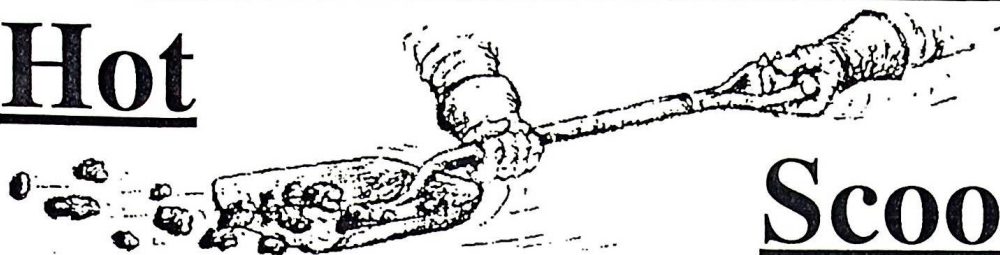


Hot



Scoop

March 1993

VOLUME V, Number 3

DIRECTOR OF OPERATIONS REPORT

Denby Jones

I would like to start this column with something all of us should know: **"WE RUN EVERY WEEKEND, SATURDAY AND SUNDAY, AND THE FOLLOWING MAJOR HOLIDAYS:**

**MEMORIAL DAY
LABOR DAY
FRIDAY AFTER THANKSGIVING**

Apparently a customer called up last weekend, had a nice conversation with someone in the Depot, and was told we would be open Monday, President's Day. Needless to say she was very irate after she drove over 60 miles, arrived for her train ride, and no one was there. Can't say as I blame her.

Publicity like that we do not need. When you are dealing with the public, either on the telephone or in person, never assume (makes an ASS out of U and ME) anything. If you don't know, find out or better

yet turn the contact over to someone who does.

Jack O'lexy is coordinating our weed control and work trains. We are using the trustees from the honor camps and are providing work trains every Saturday. We need an Engineer, Fireman and Brakeman for these trips. However, the work train does not take precedence over the Miller Creek run. It will be staffed first. So please contact Jack or myself if you can help.

The wheel set has been changed on 576, and it is ready for operation. **Ross, Stan, and Jimmy Hammel** have been putting a lot of time in on 2104. They have the louvers off of it and are freeing them up. This last weekend they worked on the diverter valve, and we are planning on giving it another test run this next weekend. This locomotive has a few quirks, so engineers check with **Mike Reading, Mike Reneau**, or myself prior to operating this locomotive.

Timbers are in place in the inspection pit. Steve has laid the rails across and is shimming up to them. We hope to have it in operation soon.

There is still lots of work to do with mechanical. No. 576 is done, but that is just the start, so contact **Mike Reading** and lend a hand. Let's get our equipment up to snuff.

There has been some discussion on the applicability of the running brake test when leaving Miller Creek.

All you engineer and conductor types check Rule 914 in the old book, and 915 in the new rule book. Pretty much takes the guesswork out.

See OPERATIONS REPORT - Page 2.

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

OPERATIONS

REPORT — Continued

All of you Operations types need to make sure you have your qualifications card on your person when you are operating on Monday, and that it is current for the position you are filling.

We have had a lot of rain lately, and are expecting more, so be careful out there. It is easy to slip with all the mud, and easier for passengers to slip boarding the train. So be especially watchful and careful.

That's it for now, so see you at Campo, .

Denby

EDITOR'S COLUMN

Carol Westover

This column will be a surprise to some, but not to others who have heard whispers that I am relinquishing my position as Editor for the HOT SCOOP. Well, it's true. My last issue will be the May edition.

I have enjoyed producing the HOT SCOOP and will truly miss the work and the interaction between the members and departments.

You may wonder at my reason for leaving. I had wanted to resume working with terminally ill patients at San Diego Hospice, but a new

challenge has presented itself. Once again I will be working on a newsletter (as a volunteer), but this time it will be to help develop and produce a newsletter for a local Crohn's Disease support group. (Crohn's Disease is an Inflammatory Bowel Disease that afflicts thousands of people all over the world.)

Thus this column and an open request for volunteers (there's that word again!) to step in and take my place at the keyboard. If anyone has any interest in gaining experience in desktop publishing or producing a newsletter, please give me a call at 272-3523 (answering machine) or 581-3821. .

Carol

OPERATIONS DEPARTMENT

Maryanne Thompson

At the January Operations meeting, our new plan for an operations maintenance program was outlined. As everyone is aware, there is a lot of work on the demonstration train that needs to be done on an ongoing basis. Superintendent Reneau wants to institute a plan where all Operating personnel (engineers, firemen, conductors, brakemen, and trainmen) help with routine maintenance on a quarterly basis.

Since we are just getting started, the first quarter will go until June 30. Between now and

then, all operating crew are requested to put in one workday of 4 to 6 hours. We will have scheduled, supervised workdays, alternating Saturday one month, Sunday the next month. You can sign up for your workday when you return your call sheet to **George Boggs** or **Mike Retz** or you can call and let us know that you will be available. Our next scheduled days are Sunday — March 14, Saturday — April 3, Sunday — May 16, and Saturday — June 26. If none of these days are convenient, call and let us know and we'll make arrangements for you to work on an individual project.

There will be a project for everyone. Those who are mechanically included will have the opportunity to help with things such as 90 day inspections, brake work and wheel set changes. For those of us less inclined, there will be everything from washing windows, window latch repair and/or replacement, greasing of seats, mopping floors, washing and waxing the outside of the cars and varnishing the armrests and window sills. Once we get into the dry season, one of our big projects will be to repair and seal the roofs of the Lackawanna cars. As some of us know from sealing the Peary, this sounds a lot harder than it is. It actually goes quite quickly with 3 or 4 people. I think everyone will agree that our demonstration train is what is currently keeping the Museum going, so let's put some effort into this and get the train looking sharp for the public. .

See OPERATIONS on Page 3

OPERATIONS - Continued

If you have any questions regarding this program or to sign up for a workday, please contact **Maryanne Thompson** at 443-4418, **Michael Reneau** at 466-5402, or **Denby Jones** at 279-2419.

The windows of the Amtrak car, #5601, were replaced on January 23 and 24 by **Dick Pennick**, **Wayne Van Mourick**, **Karla Von Huben** and **Larry Williams**. They also finished the cleaning of the car and the car was put into service on January 30 and used for Miller Creek. Thanks so much to these people for the work they did!

Work on the pit is slowly progressing. Base timbers were put into place on January 31. Hopefully the pit will be functional soon.

On Saturday, February 6, we had another Operations workday. **Mike Retz** and **Jim Baker** worked on repairing and replacing window latches on two of the Lackawanna cars. **Mike Reading**, **Mike Panger**, **Denby Jones**, **Michael Reneau**, **Maryanne Thompson**, **Dick McIntyre**, and **Duane Leal** worked on #576, getting the truck out for wheel set replacement. It was a full day with some setbacks along the way. Next is to get the wheel set changed out and then get the truck back under the car and get it rolling. It should be operational by February 27 to use on the Miller Creek train.

Thanks to **Dave Slater** for the spark arrester/rain caps that are now on #1809. They were made for #1820 but thanks to Dave they will

stay on #1809 and he'll have new ones made for #1820, courtesy of **Dick McIntyre**.

Ridership for January was 839, which included 244 who rode the Tecate trip.

The next Operations meeting will be on Wednesday, March 17 at 7:00 p.m. at the Santa Fe Depot. Bring your questions and comments. Hope to see you there. 🐾

Maryanne

SAFETY CORNER

Lew Wolfgang

As you all know, we deal with potentially hazardous situations on a daily basis at Campo. We all need to be aware of the problem areas and to avoid trouble before it comes knocking at our door or on our heads. It is the mission of the Safety Corner to inform you of those problems that I have discovered or that have been reported to me by other members. If you are concerned about what you think may be a hazard, you owe it to yourself and to the rest of us to report it to me. Feel free to call me at any time at any of the following numbers:

553-3106 Work (Answering machine available)
286-1333 Cleaners
662-0790 Home

If I am not at any of these numbers, I am probably on my way to one of them.

Ear Protection

(Noted by **Dick Pennick**, I think.)

There used to be a saying "noisy as a boiler factory." Guess what we have at Campo? In the old days workers in boiler factories didn't care about losing their hearing. After all, they didn't have CDs of "Madonna" at home to listen to at the end of the work day. Well, now-a-days we have ear protectors to save our hearing from those particularly noisy operations, such as needle-gunning, grinding, sand-blasting, etc. Please use them, there is a dispenser in the Car Barn by the Bell & Whistle room and in the Operations office.

Brake Shoes as Skates

(Noted by **Gaylen Dyreng**)

Of all the things to use as a makeshift skate, a brake shoe should be the last on your list. They will not properly "wedge" under the wheel and may be ejected at great speed like a monster tiddlywink. **Mike Reading** has purchased a new supply of skates and chocks, so there should no longer be a need to use improper hardware. The skates should be used under passenger/freight wheels and the chocks under locomotive wheels. Remember, the runaway you prevent may be your own! 🐾

Lew

SD & AE #104 REPORT

Dick Pennick

With humble apologies to any potential volunteers on this project, December was a real bust for any productive work, and January was not a whole lot better.

But by the time you read this, even with occasional Saturday stints at the office, the project should return to a somewhat normal schedule. I will be on site generally on alternate weekends, but since the rest of the STEAM TEAM is in a somewhat slack period right now with the 2353 project, some of the personnel have shifted to the 104 project to hopefully bring it to completion by sometime this summer. The main tasks right now are finishing the needle-gunning and air-chiseling on the tender and trucks. I would like to jack up the tender and roll the trucks out one by one to make it easier to work on them. Once a surface is properly prepared, it should be coated with a good coat of Rustoleum primer, which I understand has been donated. It might be a good idea to take up some suitable brushes with you to be sure you have them available. Paint usually requires an ambient air temperature of at least 65° for proper adhesion, so be sure to follow the manufacturer's recommendations. The locomotive needs the same work, and there's plenty of that to do. So have at it, with my blessings and appreciation.

Museum member **Gay Bedall** recently donated several new air chisel retainer springs, so this handy tool can again be put to use. The new ones work fine. **Bedall** earned the Museum more than \$600 last year by laboriously removing the copper and brass from some of the electric motors salvaged from our SD & A coaches and selling the booty for scrap.

Arrangements are being made to construct new cab windows through **Larry Williams** and the Palomar College crew. Recently, the tender was separated from the locomotive to facilitate the metal work on the front of the tender and other chores. I am still working on several leads for donations of paint and painting, and hope to have some good news soon.

Recent volunteers (that I'm aware of) have included **Wayne Van Mourik, Duane Leal, Shane Tucker, Dick Nelson, and Ray Lethbridge**. If you would like to help, make donations of money or supplies, or provide leads on possible donations, please call me at 463-2276 evenings. Check the #104 job sheet upstairs in the STEAM TEAM office for a listing of the primary tasks remaining and any additional notes I need to pass on to volunteers.

I appreciate your help, and I firmly believe this rare engine, the Museum's oldest, will one day run again. 

Dick

The following article is offered as part of the HOT SCOOP's editorial policy to accept articles written by members and volunteers that deal with subjects related to the operation of the Museum. Again, please keep in mind that the opinions expressed are those of the author and not necessarily that of Museum Staff or members of the Board of Trustees.

DEACCESSION OR ADAPTATION?

Bill Schneider

One of our museum's greatest assets is the variety of its approximately 87 pieces of rolling stock. Within that collection, we have some very important "sub-collections" that we should not overlook for their value in "telling the story" of railways, trains, and how they were used and affected our country and region.

These include industrial railroad and military railroad equipment (with a special thanks to **Bill Niedrich** for much of the latter), and cabooses. They are not "all alike!"

Occasionally, someone will suggest that we ought to get rid of some of our non-regional rolling stock. But even those pieces tell a story! Can we find another saddletank switcher like E.J. Lavino # 10?  See DEACCESSION on Page 5

DEACCESSION - Continued

Where can we locate a small, wood, center-cupola caboose like C&O #90751? And we'd love to have "local" passenger cars on our museum trains instead of the ex-Lackawanna ones, but they're not available at prices we can afford.

A few years ago we "deaccessioned" and sold our narrow-gauge steam engine from Mexico because it was unlikely we'd restore it, and don't have slim-gauge tracks. But if we'd restored it cosmetically, it could have told the story of the 36" lines, and been used to remind visitors about our status as the only international railroad in the country.

Recently another "deaccession" has been proposed. As *HOT SCOOP* readers may know, there's a possibility we may be able to purchase a Missouri-Pacific transfer caboose (and won't that send Norm Hill into orbit?!).

We've sought a transfer caboose for a long time, and a MoPac car could help round out the "southwest" part of our collection. Funds are short, so it's proposed to sell Santa Fe caboose #2286 to pay for it.

The interior of #2286 is bare: no floor, furnishings, or walls. It's been inoperable since donated to us in 1982, due to major frame damage. And we're not likely to have funds or time to undertake the major job of fully restoring it. Because our goal is to be an

operating museum, this caboose is deemed expendable.

BUT — is it really of no use to us? Last month I got to thinking about how we'd plan and arrange the downtown San Diego display building we expect to move into by late 1997. And I thought of a way to use #2286, before I heard of the proposed sale.

Why not truck #2286 to San Diego, roll it into the baggage/express building on snap-track, and use it as an exhibit room inside the SDRM display building? Photos, plans, and other caboose artifacts can be placed on its walls and inside it, and in the area around it in the building. It's already been gutted by the museum, so all it really needs is to have new flooring and a new paint job and lettering.

This would give our display building the flavor of a full-sized and very popular-type "artifact," would make excellent use of the classic lines of its exterior, and would not require taking an operable caboose out of our Campo collection. And — it's a Santa Fe car, which makes it the perfect choice for display at the Santa Fe Depot!

We need to be imaginative when it comes to designing our display center, and we need to find new ways to use what we have, rather than get rid of it.

Remember, too, that this ATSF #2286 was displayed for 10 years outside the ex-Santa Fe/California

Southern depot in National City — the first railroad station in the county!

We also should remember all the work museum members put into this car in 1983-84. Bunks, tables, and benches were added, and it was beautifully repainted and lettered in 1984. It was later stripped out, supposedly to prepare it for possible future restoration. Later, it was decided to use it as an educational classroom, display car, or art gallery, and its exterior paint faded away.

I do want to see us get a transfer caboose, especially a MoPac one! But I have serious reservations about selling off Santa Fe #2286 to get it, just because it's inoperable. I believe #2286 deserves a better fate, and belongs with our museum. 

Bill

CLARIFICATION

It is not our policy to edit articles slated for publication in the *HOT SCOOP* and Bill makes an excellent argument with his regard for the Museum and its goals very evident. However, in this case, a clarification is necessary. I have never been one to get rid of anything without a lot of thought (you should see my garage!) but I do feel that the staff and board have acted in an extremely responsible manner in determining how and what equipment we can effectively care for and restore while relating

the rich story of railroading to our visitors.

In the best of all possible worlds, the Museum could, I am sure, determine an excellent use for every piece of equipment we own. However, budget constraints will always be with us as will lack of space, and hard decisions must be made as to what we acquire and what we deaccess. In this case, #2286 does not have the interpretive value that the transfer caboose will perform. Several other cabooses in our collection fulfill Santa Fe #2286's role more adequately, and can be restored to Museum quality. Plans DO call for the display of a caboose at the Santa Fe Baggage Building for all to enjoy. However, staff and Board made the decision that it is more beneficial to display one of our best restorations rather than one that is stripped and will never be able to meet our excellent restoration standards.

The acquisition of the transfer caboose and deaccession of AT&SF #2286 was proposed by Ted Kornweibel and the Restoration Department. (It should be noted that Ted was one of two men who worked so hard on 2286 initially.) Deaccession was done according to prescribed procedure in anticipation of the Board's adoption of the draft Deaccession Policy. The proposal was posted at Campo with the request that all input be directed to department superintendents. Staff discussed final approval at their February 22nd meeting and the proposal passed unanimously with no dissenting feedback. On staff's recommendation, Board's Executive Committee met on February 24th and passed the proposal to acquire and deaccess. Staff and Board have operated in full compliance with Museum policy.

Kay Carter, Executive Director
and
Denby Jones, Director of Operations

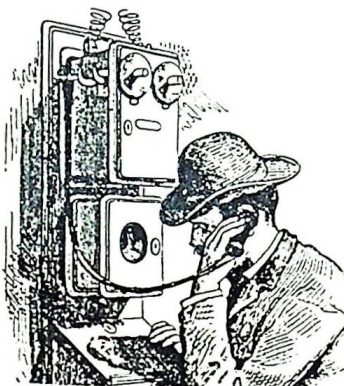
CALENDAR OF EVENTS



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1 6:30 PM Staff Meeting Kettner Blvd.	2 7-10:00 PM Library Work Night Kettner Blvd.	3 7:00 PM Wild West Days Planning Campo Community Center	4	5 Steam Team Work Day	6 8:30 AM - Train Crew 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/Guide Course Kettner Blvd.	11	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	15 6:30 PM Staff Meeting Kettner Blvd.	16 7-10:00 PM Library Work Night Kettner Blvd. 9:00 AM March Student Appreciation Day Campo Depot	17 7:00 PM Operations Dept. Meeting	18 6:30 PM Steam Team Meeting at Richard Dick's 2552 Deerpark (276-2222)	19 Steam Team Work Day Rail Buff Bluff Trail Scout Campout Campo Yard 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 10:00 AM AT&SF Horse/Express Car Exhibit Hall Prep. Campo Yard	22	23 7-10:00 PM Library Work Night Kettner Blvd.	24	25	26 Steam Team Work Day 1st Quarter PSRMA Business Meeting SDRM Library Kettner Blvd. Bill Schneider - SDRM Rolling Stock Collection: A San Diego Cultural Resource	27 8:30 AM Train Crew 10:00 AM - 4:00 PM Steam Team Work Day Library - Kettner Bl. 8:00 AM Crew Briefing - Campo Depot Jacumba All-Day Excursion
28 8:30 AM Train Crew Campo Steam Team Work Day	29 6:30 PM Staff Meeting Kettner Blvd.	30	31 7:00 PM Interpretation Dept. Meeting Kettner Blvd.			

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

Time Card

[illegible]