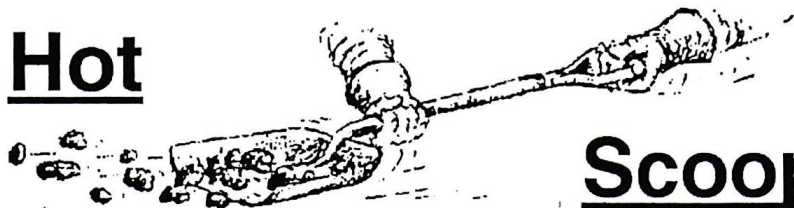


Hot



Scoop

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

March 1994
VOL VI NO III

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92101

DIRECTOR OF CAMPO OPERATIONS

Denby Jones

68 DAYS !!!!!

That is the number of working days that we have before November and the 75th anniversary celebration of the San Diego and Arizona Railroad. Needless to say festivities are planned, starting with a proposed trip from Campo to the Santa Fe Depot pulled by 2353. Sounds good, but what do we have to do to make it happen? Glad you asked that question -----

Locomotive 2353: First we have to finish the locomotive, Larry Williams and company.

Coaches 250-254 (lackawanna cars): Side bearings have to be shimmed, trucks and brakes need to be worked on, C.O.T.S on all the cars, roofs need to be sealed, seats and windows need to be repaired, vestibules need to be welded and they need to be buffed out.

Santa Fe 1509: Truck needs to be finished, restoration needs to be finished.

Locomotives 1809 and 2104: At least two 92 day inspections each during this period. Brakes and wheels need to be done on the Perry. And, concurrently, tracks 7 and 8 need to be graded and installed, earthwork completed for the new display building, Museum main has to be moved, and the Building erected. Facilities needs to complete the projects that they have started, i.e . shower, offices, siding etc., and bring the Depot up to snuff. (It may belong to SD&IV but we use it.)

Mix in a few extra tasks like the new locomotive 7285 (that was the that it carried when it served with the army), moving the Jacumba cars, complying with the rest of the Major Use Permit, and still staffing the display train and special trips, we have a pretty full plate.

We are taking a very close look at all the ongoing projects, and we may ask that some of them be put on hold until after November so we can devote maximum effort to the task ahead.

We can accomplish this program, but it is going to take a maximum effort on all of our parts. So contact Larry, Steve, Mike, Jim, Ted or Myself, let us line you up with a project and lets hiball.

See you at Campo,
Denby.

OPERATIONS DEPARTMENT

Maryanne Thompson

The ridership total for December was 554. As usual, December was a very slow month for operations. The ridership total for 1993 was 18,948 including all of our special trains. For your comparison, the ridership total for 1992 was 21,380 and for 1991 was 22,229. All of these totals are including our special trips. Anything you can do to improve our ridership would be appreciated, so anytime you can, put out the word about the Museum and our weekend excursion train. The ridership total for January was 1,231. This total was up considerably from last year when we had to close for a weekend due to rain. It was a great way to start the year. As always, I would like to thank all of the crew members who keep the trains running. A very special thanks goes out to Denby Jones, Don Livesay, Pete Sheakley, Jim Wilson, Wayne Van Mourick, Steve Wade and Mike Reneau. These guys dropped what they were doing on January 1st and high-tailed it out to Campo to operate a train for all of the folks who showed up. You're the greatest!!!!

For those of you who haven't heard yet, we are acquiring a locomotive from Camp Pendleton. This one is smaller than 1809 but larger than 7485. (As Mike Reneau said---it's bigger than a bread box but smaller than a tank!) Once on line, it will be used both on the mainline and in the yard for switching.

The first round of speeder class is over and "hands-on" orientation will be on Saturday, March 5th, at 9:00 a.m. at the car barn. Anyone who is unable to attend, should contact Mike Reneau to make other arrangements. Also, anyone from the speeder class who has not completed the rules test, please contact Mike Reneau at 466-5402 or see him on weekends at Campo to arrange for testing. If there is anyone else who is interested in speeder class, please contact Maryanne Thompson at 443-4418 or Mike Reneau to let us know.

The next Operations Department meeting will be on Wednesday, March 16th, at 7:00 p.m. at the Santa Fe Depot. This meeting will be **MANDATORY** for all Conductors. All other operating crew are encouraged to attend. Any Conductor who is unable to attend this meeting, please notify Superintendent Reneau

Gaylen Dyreng

Lew Wolfgang

It is with great sorrow that I have to report to you that Gaylen Dyreng passed away Saturday morning, March 5, 1994. Gaylen suffered a heart attack and died at the EMT station in Campo.

Gaylen, a long-time Museum member and ex employee of the San Diego and Arizona Eastern Railroad, was a wealth of railroad lore and was a true asset to our organization.

I first met him when he gave me a class in motorcar operation in 1989 and some of my fondest Museum memories are of him. He was always a pleasure to work with and I count him as one of the few true gentlemen that I have met in my life. I will truly miss him.

Gaylen is survived by his wife and Museum member Carol Dyreng. Let's all do what we can for Carol in her time of need.

Services will be held at the Glen Abby Mortuary in Bonita at Noon Thursday, March 10, 1994.

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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

News from Heflin

Greetings:

Although most of you are accustomed to receiving this before Christmas, here's the fashionably late annual George Heflin update letter. As most of you know, I moved to Portland in March to continue my work with Rail Ventures. When not on the road, I would work on the railcars in the shop that maintains them while renting a bedroom from the shop's operator, Ken Keeler.

It was in this unlikely place that I met Jennifer Camille Carlson. Before you say "Oh boy, here he goes again," I would like to say that I never dreamed of anyone better suited to spend my life with. We both wish we had met a long time ago. For obvious reasons in my case, neither of us is in any hurry to be married (you can breathe your sigh of relief now.) I have given her a ring to promise that when we are both more than ready, we will join together forever. Plus, she already liked trains when I found her! Now I ask you, how could I pass that up?

In November, after five-and-a-half years and 250,000 miles of railroading, I decided it was time for a change. I would like to thank everyone in the private railcar business, especially Mr. John Kirkwood of Rail Ventures, for their generosity, fun, and friendship that one rarely finds in the workplace.

I have joined the Banquet Department of the Heathman Hotel in Downtown Portland. This gem of 1927 elegance has 150 guest rooms, and is the kind of place I hope to stay for years to come. Best of all, it doesn't roll around the country. Now, I can spend more time with Jennifer and sleep in the same place every night.

In December, that place changed to a new apartment in the eastern suburbs of Portland. I can now be reached at 19100 SE Burnside Road, Gresham, Oregon, 97233 with a phone number of (503) 666-6062.

My Christmas wish came true in 1993. I got a few days off from work and flew Jennifer and I to San Diego to be with my family. It was great to see everyone, but it was too hot so we rushed back to the Northwest before we melted like snowmen. Here's hoping that 1994 is looking as bright for you and yours as it is for me.

George Heflin

Trip Report Capitol Ltd.

Jim Baker

Monday morning, alarm goes off at 0420! Mondays are bad enough, but at this hour, yuck!. Boss's girl friend drops him off at my house at 0450, and I drive the 2 of us to a parking garage in downtown San Diego; shuttle takes us to Lindbergh Field for an 0620 AA flite to Chicago. Uneventful, on-time flite in a maybe 25%-loaded 757. AA didn't make much \$ on this one.

Took the "L" from O'Hare to "The Loop." Nice ride, but being from CA, I wondered what would happen to all those old brick buildings (just before we went underground) if there ever was an earthquake in Chicago. Got off at the Washington Blvd. Station, and walked a few blocks west to our company's office in the "Northwestern Atrium Mall." Great day for a walk; sunny, low 70's. Turns out

that this "Mall" is really the Chicago & Northwestern Station! Our office is on the 31st floor, and looks right down on the train shed. Great general view, and especially good of all the rail traffic. Nobody in our office is a rail fan either. What a waste.

Spent the afternoon meeting with our Chicago people, then at about 4:30, headed for Union Station, 3 blocks away. At this hour, of course, it looked like the whole world was trying to pack into the place. We got into the waiting room just as a very heavy-duty lady was shouting, "Everybody except passengers for train 30, SIT DOWN! Only Train 30 passengers onto the platform."

We had tickets for Bedroom E, in Car 3001; it was the first car we came to. We were the last car on the train. We were greeted cordially by our Car Attendant, Walter Knox. I tossed my bags (grips?) into the room, then got off to check out the consist. We had, in order, 2 F40 locos, 2 mail cars, 2 baggage cars, 4 coaches, a lounge, a diner, and 2 sleepers. A dome car is advertised, but there wasn't one. I asked the Conductor, and he said, "There isn't one? I thought we were going to have one today. We haven't for several days, but I saw several in the yard this morning, and thought surely one was for us."

Went back to the room, and joined the Boss. Mr. Knox came in and explained all the details of the car to us. Asking when we wanted the beds made up, we told him that since we were going to have dinner at the 8:00 (second) seating, he could make up the beds during that dinner hour.

[I was thinking that I've never been in one of these "Heritage" sleepers before, when I realized that it was a car just like this one (maybe even the same one) that my family had in Dec. '59 when we took the B&O from DC to Chicago. That was quite a trip. Road bed was in poor shape, and the engineer's train handling wasn't much either. Such jerking and banging around! The conductor was so drunk that the Pullman Porters finally locked him up somewhere where he couldn't do any further damage.] Since Boss wanted to type up notes from this afternoon's meeting on his notebook computer, and since the view was probably better, we headed for the lounge car to stake out a table before the crowds arrived. Not necessary. Lounge was maybe 25% full at its highest occupancy the entire trip. I don't think there were very many passengers; most of the roomettes seemed empty. Never got around to going forward to check out the coaches.

The lounge was ok; had a pretty stale odor, but I got used to it. Each of us got a beer, and started going over our notes. At precisely 5:10, our departure time, our Chief of Onboard Services came on the PA and said we would have to hold for a few minutes. He also announced that the only place smoking was permitted was the very

front coach (Hooray!) and to please not use the toilet while the train was in the station. (When's the EPA going to get after AMTK about this?)

We departed at 5:11. Great! Who can complain about a 1 minute delay? Got maybe 1/4 mile out of the station and stopped. Saw car men walking alongside and looking under the cars. Must have had a dragging brake or something. Finally under way again in about 25 minutes; cleared Ft. Wayne Jct. at 5:40. For the rest of the trip, we didn't make up any of this time, nor did we lose any more. We were consistently 20-30 minutes late for all stops (Actually I can't say for those between 11 pm and 7 am; I was asleep).

We spent most of the rest of the evening in the lounge; actually a pretty dead place, but the view was better than in our room. Even the rust belt looks pretty decent after dark.

At 8:00 we went to the diner. We shared a table with a couple from Australia, who were touring the US for about 6 weeks. Had a very good steak dinner, with cherry cheesecake for dessert. The service was good, and the staff quite attentive. The Chief of O.B.S., and the dining car steward each asked how the food and service was; the waitress checked several times. The Australians said that this was a very pleasant surprise; they had just arrived in Chicago on the Desert Wind/Zephyr, and said that service was terrible. The diner people on the Zephyr were totally snotty and rude, and just threw the food at them. The only thing I thought a bit strange was that at the end of the meal, the steward came by, looked at our chits, and said we each owed him \$3.00 (tip?).

After dinner we went back to our room, and sure enough, our attendant had the beds all made up for us! Walked to rear end of our car and watched the track roll out from under us. There was just enough light to make the tops of the rails gleam in the darkness. A great, relaxing sight. Went back to the lounge until we departed Toledo at 10:47, and went to bed (remember, our biological clocks are still on Pacific time).

I let the Boss have the lower bunk. The upper was quite comfortable and I slept pretty well, something I usually don't do the first night in a strange bed. Nice gentle rocking motion, but, of course, with welded track, no clickety clack. The only problem was that someone in the car was smoking, and the "ventilation" system was picking up the smoke and blowing out the ceiling vent near my face. So much for enforcement of the no smoking policy. I slept well enough that I wasn't awakened at any of the 5 stops we make during the rest of the night.

Woke up at about 6:30, got dressed without waking the Boss, and went back to the rear of the car again. Just getting light, we appeared to be in the mountains, with

deciduous trees in full fall color. Just as I was wondering where we might be, we entered a tunnel. As we exited, I could read the name over the portal, "Sand Patch." For sure, I now knew where we were.

Went to the diner for breakfast; food was good, but the service wasn't as good as dinner. The same waitress I had for dinner said, "Yeah, waddaya want? OK here it is." No check on how things were, not even to bring more coffee. Nothing from the Steward or Chief of O.B.S.

Went to the lounge car again. Like last night, practically deserted. Beautiful view coming down the hill to Cumberland, although a little dark for taking good pictures. The sky was solid overcast. In the yards around Cumberland, noticed that there were propane tanks sitting near switches. These for fires to thaw out switches in winter?

Again, very pretty country from Cumberland to Harper's Ferry. Took quite a few pictures, but I'm thinking they won't be too good because of the low light. The Chief of O.B.S. came by, and asked if I would like him to take a picture of me in the lounge. Nice of him to offer, but I figured an inside picture would be way too dark. I think I did get some good shots, however, as we crossed the Potomac as we departed Harper's Ferry.

Arrived in the DC yard at about 11:25, and proceeded onto the wye. I went to the rear of the car, and the conductor had the door open so he could access the conductor's valve on the tail hose hanging on the gate. (Exactly like SD&A's set-up.) Sounding just like we do on the SD&A, he said into his radio, "Conductor to engineer Amtrak xxx, clear to back 10 car lengths." Acknowledgement from engineer. The conductor was explaining to a little boy who was standing there that the engineer would have to stop in 5 car lengths, if he didn't hear further from the conductor, when we could hear the brakes start to apply. "Conductor to engineer Amtrak xxx, clear another 10 cars." And so on, until we had backed all the way in on our assigned track in Union Station. Arrival time, 11:30.

We have a 2:00 meeting at a regulatory agency, so we are now back into the modern "real" world; walk through beautiful, busy Union Station, catch a cab to our hotel, and the train ride is definitely over. After two more days of meetings with a trade association, and another regulatory agency, it's time to head for home. This time, unfortunately, its cab to National Airport and a packed M80. My seat is in the midst of a group of about 30 German teenagers, who are headed home after a 3-week visit to the US. Oh, don't I wish I was back in that quiet lounge car again?

SDRM TimeCard

[illegible]

3/7/94 2:31 pm

March 1994

wolfgang@rigel

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1 1900 Library	2	3	4 Steam Team Workday	5 Steam Team Workday 0830 Train Crew 1000 Library 1300 La Mesa Depot Op
Steam Team Workday 0830 Train Crew 1300 La Mesa Depot Op	7 1830 Staff Meeting SFD	8 1900 Library	9	10	11 Steam Team Workday	12 Steam Team Workday 0830 Train Crew 1000 Library 1300 La Mesa Depot Op
Steam Team Workday 0830 Train Crew 1300 La Mesa Depot Op	14	15 1900 Library	16 1900 OPS Meeting	17	18 Steam Team Workday	19 Steam Team Workday 0830 Train Crew 1000 Library 1300 La Mesa Depot Op
Steam Team Workday 0830 Train Crew 1300 La Mesa Depot Op	21 Hotscop Deadline 1830 Staff Meeting SFD	22 1900 Library	23	24	25 Steam Team Workday	26 Steam Team Workday 0800 Tecate Special 0830 Train Crew 1000 Library 1300 La Mesa Depot Op
Steam Team Workday 0830 Train Crew 1300 La Mesa Depot Op	28	29 1900 Library	30	31	February 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	April 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

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



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