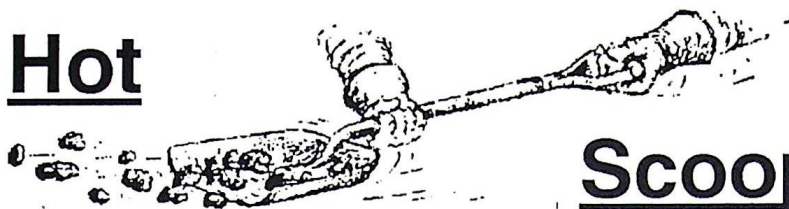


Hot



Scoop

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

April 1998
VOL X NO IV

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The HOT SCOOP is published by the San Diego Railroad Museum.
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HotScoop Shovel-Logo by Larry Rose

CAMPO NEWS

Lew Wolfgang



As you are probably aware of by now, #2353 is back in service! She led a special Trains Unlimited excursion from Tecate to Miller Creek on March 21 and had three regular Miller Creek operating days since then. Agreements with the California Division of Forestry have been made regarding cinder suppression screens. The existing smoke-box screens were modified and an additional stack-screen added by Dick McIntyre, Con Bellis, Richard Dick, Bob Haney, Dick Kupp and Larry Williams. The modifications were tested on the weekend of April 12 and appear to function without adding excessive draft back pressure. Our thanks go to Dick and company for their efforts.

Fire Season Begins

CDF has pronounced the start of Fire Season for the Museum. This means that we will have to provide fire-speeders behind every Miller Creek train until the rains of next winter return. If you would like to become involved with speeder operations please give Allan Dillane a call. Allan has set up a fast-track for volunteers to become speeder qualified, so this is your big chance!

Fire Suppression Class

CDF will be giving the Museum another class in wildland fire suppression on Saturday, June 20 1998. The class will get started at 0800 to not interfere with the Miller Creek excursion. This class was very well attended last year and made a good impression on CDF, showing that we are concerned with fire safety. I hope that we can get similar participation this year. An added bonus will be "free dough-nuts" to all who attend. See you there!

Operations Responsibilities

Saturday's dinner train was almost canceled because one of the scheduled crewmen didn't show up for duty. Fortunately, a substitute was found at the last minute, but this incident illuminates that when we agree to fill an operations position, we have a responsibility to show up or to give sufficient advance notice so that a replacement may be located. Remember, only you can keep the trains running....

Trains Unlimited

The Museum hosted a special excursion from Tijuana to Miller Creek on March 21 for Trains Unlimited. I presented this trip report to the Foamers Email list on the 22nd and include it here to bring you up to date.

Trains Unlimited Trip Report

Dear Foamers,

I was the conductor for the first leg of the Rails Unlimited charter on Saturday and thought I'd bring you up to date on all the fun we had.

In general, things went well, and I think that most of the 210 passengers enjoyed themselves. The weather was nice, if maybe a bit chilly towards the end of the day. The complicated schedule was subjected to a number of delays that reduced the number of photo runbys however. We left Tijuana only 10-minutes late, with two diesel runbys scheduled before our arrival in Tecate. SD&IV engineer Mario reported that he was having difficulty maintaining track speed due to wheel slippage on the climb up to Redondo. The first runby at the wig-wag Redondo crossing was canceled in favor of the second one at the top of the balloon loop. We stopped to debark our passengers at the top leg right where you have an excellent view of the lower approach to the balloon and the tangent track coming up the hill. Mario backed the consist all the way through the balloon and onto the tangent approach. Our passengers spread themselves over about 10 acres of hillside to witness as fine a diesel runby as seen by the eyes of man. We then proceeded to Tecate and arrived about 5-minutes before the scheduled.

The Rails Unlimited tour director shortened the Tecate layover to 90-minutes in order to save time for later runbys, alas, the restaurant scheduled to feed all the passengers was late in getting started and we were delayed until our originally scheduled departure time of 1345. #2353 was swapped with #3873 at Tecate with no problems.

As we proceeded up the hill towards our first scheduled steam runby, about .5 miles west of tunnel #3, Denby started having trouble with wheel slip again. The uncertainties with the Mexican concession have resulted in minimized ROW maintenance and an abundance of crushed weeds on the rail-head. Crushed weeds are about as slippery as graphite, and Denby found himself losing traction to the point where he not only could not go forward, but he was slipping while sliding backward! #3873 was brought up from behind and provide a shove to get through the weedy area.

The passengers were then deployed on a hillside and the consist backed around a curve

and out of sight. Alas, wheel slip again delayed the proceedings until #3873 could lend a hand getting started, then dropping off while still out of sight of the passengers. #2353 was magnificent and produced an excellent photo-op-smoke-cloud right on queue to the delight of the assembled throng. The Mexican Army also watched the runby and were very friendly with our passengers, even though they were armed to the teeth with assault rifles.

Our next schedule runby location was just east of the Division Tunnel, inside the US. Passenger deployment proceeded apace and all 210 were spread out over 5-acres of hillside when we receive word from Campo Depot and the Customs Service that under no circumstances were we to stop inside the US before clearing Campo. Bummer. My most difficult and frustrating time in service to the Museum now unfolded as I had to round up all the rail fans and tell them that the high point of their entire trip was canceled. The Museum office had secured approval for the runby location, but apparently the request got lost somewhere in the bureaucracy. Proceeding with the runby against orders was not an option. A group of Museum photographers, previously dropped off, also set off sensors in tunnel #4 and alerted the Border Patrol. We then proceeded directly to Campo to clear customs and service #2353.

A Word To The Wise

Border tensions are rather high at this point in time, smuggling activity is peaking and there is a lot of political visibility. Thus, we can not trifle with the authorities at the border. The area around Division is rife with sensors and you do not want to be there without confirmed prior arrangements with Customs and the Border Patrol. You want to mess with the Mexican Army even less. While they were friendly to a train load of railfans, they would be rather annoyed by railfans walking into their country unannounced. They are also very heavily armed.

A crew change at Campo preceded the start of the rest of the tour itinerary. Two photo runbys at the feldspar mill went well and the train was last seen by this writer heading up the hill to Miller Creek.

So while it was a frustrating day for us, it was successful enough that the tour operator started making plans for next year. The lessons learned by the Museum are fixable and should a repeat trip occur next year I have no doubt it will be completely successful.

The day was capped for me seeing a small Tecate girl pulling on the whistle cord of #2353 and seeing her face as she discovered she could make it "talk" the way Denby does. That's what we are all about, folks.

Regards, Lew

Denby Speaks

There has been an ongoing discussion, both in person and on the Foamers mailing list, about all the things going wrong with our Museum. Denby recently posted this message to the list to try and put things in perspective. I couldn't have said it better myself and so it is reproduced here with Denby's permission. (Lew)

Subject: Campo

I set here and read the frustration in the writing. And you know, if we, and we is a collective term, put as much energy into finding what is right, as we do in finding what is wrong with this organization our appraisal might be entirely different. First of all, this museum did not just jump out and grab any of us. We came to it, with all of its faults. We have been operating trains since when, 1986? Our safety record betters most of the class one railroads. Time and again professional railroaders compliment our crews on their attention to detail and the professionalism that they display. Jim, you should take notice of that, as it was your training that allowed this to be. Mike Reneau is mentioned as being negative, but can you imagine operating without him? He is up there every weekend, performing tasks that a lot of us would not touch. They are definitely not on his preferred task list, but someone has to do it. The steam team complains about this or that, and probably a lot of their complaints have good cause. But, we have eight miles of track that we can operate that steam engine on at basically any time. We don't have to worry about massive insurance rates, permission, just the cost of the fuel. Try that with 3751, 4449, or any of these large locomotives that are just sitting because no one will let them run. We all have our frustration levels, myself included, but we are only human and that is going to happen. I still believe, as I said at the first, if we put as much effort into finding what is right, as we do with what is wrong, Campo would be a much pleasanter place to be.

See you at Campo,

Denby

From the Training Officer

Jim Baker

Copies of General Order #4, dated April 15, 1998, will be available after April 10 in the operations office in Campo. This General Order DOES NOT cancel General Order #3. The rules are IN ADDITION to General Order #3, of Jan. 1, 1997.

General Order #3 sets a 5 mph speed limit between the Section House and the Depot, West bound; General Order #4 makes the speed limit apply in both directions.

General Order #4 adds 2 subsections to Rule 5.13, Blue Signal Protection of Workmen. A blue signal on the controls of a locomotive means DO NOT MOVE ANY OF THE CONTROLS. Blue signals will be provided with white tape on which the person placing the signal will indicate his name or the name of his group and the date.

Rule of the Month

Rule 8.8, Switches Equipped with Locks, Hooks, or Latches. When not in use, switches must be locked, hooked, or latched if so equipped. Before making movements in either direction over these switches, make sure the switch is latched or secured by placing the lock or hook in the hasp. However, when making train movements in facing point direction, LOCK THE SWITCHES EQUIPPED WITH A LOCK.

General Order #3 states that, "In regard to Rule 8.8, locking is not required within yard

limits when switching light engines, empty freight cars, or unoccupied passenger cars."

Therefore, please remember that **WHEN MOVING AN OCCUPIED PASSENGER CAR IN A FACING POINT DIRECTION, THE SWITCH MUST BE LOCKED.** This type of movement can occur on any day when we are running more than one train, such as Tecate or Dinner Train, and an occupied train must be put on the passing track at the Campo Depot.

Field Day

Stephen Kostelak

Ladies and Gentlemen after overhearing several of our guests at the museum comment on the general clutter and overgrown nature of the grounds at Campo I decided to take matters in hand and try to improve the situation. As such I would like to invite you all to a cleaning party on the 25th of April. The objective of this evolution is to remove weeds, clean along all the tracks, pickup garbage, and clean and organize the buildings. This is a major undertaking and it is unlikely that everything will get done, but every journey starts with a single step. This letter is to all members. There will be a notice in the upcoming report and I hope to get this out in the hotscoop as well. I would like to encourage you to get as many of the people in your respective groups as possible to participate. I believe this needs to be a museum wide effort with the maximum participation we can generate. If you know of any specific cleaning need please call me and I will try to work it into the plan. I can be reached at 619-498-0925 before 2pm during the week and I am at campo every Saturday from about 8:30 till about 4pm. You can also E-mail me at the Museum (kostelak@train.sdm.org) or (skosti@inetworld.net). Cleaning will commence at 8:30. If you have a gas powered weed eater please bring it as there are a lot of weeds. Also if you could bring a sturdy rake, hoe or shovel. The facility at Campo is kind of short on the kind of tools needed for this job. We will have gas and oil available. Please contact me at one of the above contact points if you plan to attend so I can get an idea of how many people to expect.

Stephen Kostelak

Volunteer Coordinator

(this was written by Jim Lundquist for the Foamers mailing list)

SD&A Extra #2353 east

Folks -

I have traveled all around the USA and Canada chasing steam locomotives - as Dr Dan, who chases them worldwide says - "The Iron Horse in its Natural Environment"! Never have I had as much enjoyment as chasing #2353 from Division to Miller Creek. With my three children and Larry Rose, we took off it das boat (86 Ford LTD wagon - my off-road monster). At Division, we found the light right, Campo creek flowing, weather great. I was amazed that the area was devoid of railfans except us, Dick Pennick and the guys making the film from the museum, Larry and crew.

We could hear Debby a while as the run-by outside tunnel #3 was occurring. Then, before tunnel #4, his whistle bounced around the mountains - that got me going. As Extra #2353 East came out of the tunnel and back into America, I started shooting 64 ASA slide film. Zoom in, zoom out as the train came across the bridge! What a site. After I shot the 24 slides, I reloaded ready for run #2 - alas, not to be. That's ok. Then only Dick, Larry and I have photos of this event! We hung around to take pictures of some dumpy GP-9E painted SP with a cab hop chasing! Yes, that look good also - but - nothing like KING STEAM!

We caught up with the extra at Campo, exposed #2353 next to that famous ATSF car #1509, then took off to the third crossing of Campo Creek, about MP 67. We had to forge the creek, which my son decided was best done making a 5 foot jump over a 10 foot creek. The sun was low, but, I believe we got some good photos with the mill in the back ground.

We enjoyed the two photo runbys, then took off for Jim's rock in the middle of Miller Creek. Now that is almost better than sex! With just enough light to see an outline of the train, we heard and watched the steam locomotive come up the hill for the next 12 minutes! We slid down the hill, purchased cokes and snacks from the baggage car (it was past dinner time), jump into the cab for a look-see, caught it back at 94 and drifted along side #2353 until the mill. TERRIFIC! GREAT DAY! I am still pumped up.

First, I am proud of all the work everyone has done over the years - mine and yours. That day/night made it all worthwhile. Yes, even Larry Rose was smiling - and these days - that's hard to do. Second, it was just plain FUN!

Congratulations to EVERYONE involved - for the past 20 years!

Now - take it from one who's been there:

GET out and fan yourselves. Why so few people watching this go down? Don't you enjoy trains? Take a break and enjoy yourselves. The RPO, building, loader, diesel, weeds, ties, paperwork, ... will be there when you get back! Please allow yourselves to HAVE FUN with your hobby. If you don't, you'll burn out.

Again, Congratulations to everyone. Here's one happy boy!

Jim (^_~)

BACKCOUNTRY BACKGROUND

by Mike Retz

Starting in this issue of the HOT SCOOP, I will be running a series of short articles about the SD&A Railroad and the Campo area. Although these are designed to give the Trainmen additional information to pass on to the tourist, I hope it is interesting enough for all to read.

In the following article, Jim Hinds sums up the military events of 1911 that took place on both sides of the border. Keep in mind that the SD&A was under construction at this time between Redondo and Tecate (MP 21 to MP 37). Although there were minor skirmishes during May and June of that year,

the railroad was not damaged. This was probably due to the patience and cool heads of those in charge of construction as well as railroad management.

IT HAPPENED IN 1911

During the winter of 1910-1911, there occurred an event that foretold a future permanent military presence in San Diego county that remains intact to this day. In March of that year, President William H. Taft ordered the United States Army onto the Mexican border. In response to the president's orders, 20,000 American troops started patrolling the Mexican border between Brownsville, Texas and San Diego. The Army sent a Provisional Infantry Brigade to San Diego County, owing to the fact that the coast artillery troops stationed in San Diego were of insufficient strength to undertake the entire border patrol in San Diego County alone. The Pacific Fleet was massed in San Diego Bay. And a provisional Marine Corps regiment was hurriedly assembled and shipped to San Diego. Though the revolutionary crisis in Mexico that precipitated this movement of troops onto the border would end, and the Army would be withdrawn after only five months on the border, the military would be back to stay in just three years!

In 1910, a revolution, led by Francisco I. Madero, was started against Mexican President Ponifiro Diaz. The movement of US troops onto the border was to enforce United States neutrality laws, with the primary objective being to stop the flow of weapons and supplies being smuggled into Mexico from the US. In Baja California, where the Madero revolution had not penetrated, a revolution was started by Ricardo Flores Magon, whose forces captured Mexicali on January 29, 1911.

The military forces stationed in San Diego in 1911 were both Army and Navy forces. As of yet in the twentieth century the military had not established outlying bases away from the proximity of San Diego Bay. The key Army facility in San Diego was Fort Rosecrans that had been established in 1899, on the 1300 acre 1852 Point Loma Military Reservation. Fort Rosecrans was a harbor defence fort, armed with 10-inch, 5-inch, and 3-inch Seacoast guns. Directly across the channel from Fort Rosecrans, and on North Island's Zungia Shoal Tract, was Fort Pio Pico that had been established in 1901. Fort Pio Pico was the first military facility on North Island and it was armed with a battery of 3-inch Seacoast guns. The fort was a sub-post of Fort Rosecrans. Except for caretakers staying at the fort, soldiers from Fort Rosecrans rowed across the channel daily to man Battery Mead. In downtown San Diego was the venerable old San Diego Barracks, which had been established in 1850. The barracks was also a sub-post of Fort Rosecrans.

The Navy's presence in San Diego in 1911 consisted of two small facilities on Point Loma. The oldest facility was the Coaling Station which was established in 1904 at La Playa, on 360 acres of Fort Rosecrans. The other facility was the Navy Radio Station, Point Loma, which was established in 1906.

Responding to President Taft's order sending it onto the border, the Army entrained a Provisional Infantry Brigade in San Francisco and hastened it to San Diego. The 1650 man strong brigade was composed of the Army's 8th and 30th Infantry Regiments. Upon their arrival, the troops were deployed to the border where they took up station at Campo, Tecate, Delzura and Tijuana (San Ysidro). Over all, the Army was patrolling the border in San Diego County from Jacumba to San Diego.

On March 24th, Magon's forces from Mexicali attacked and captured Tecate, Mexico. During the first day's fighting, an American soldier, stationed across the border in Tecate, California, was shot through the neck by a stray Mexican bullet. The next day, a battalion of Mexican troops reached Tecate and defeated the rebel forces, who then retreated back to Mexicali. From Dulzura, a detachment of American troops patrolled southward through the Marron Valley toward the border.

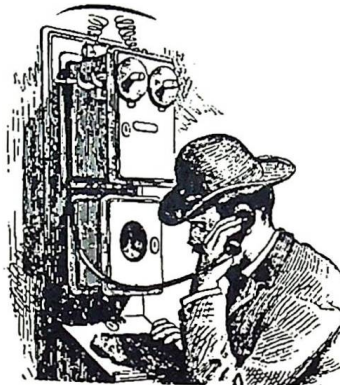
Finally, on May 8, 1911, the rebel army's attack on Tijuana started. The rebel forces, with Mexican citizens in the minority, consisted of radicals, drifters, adventurers and criminals from the US under the command of Caryl Ap Rhys Pryce. Pryce was a Welch soldier of fortune, who had served in the British Army in both India and South Africa. Pryce's army captured Tijuana on the 10th of May. But in June, Pryce, sensing their cause was lost, deserted his army and in his place an American Marine Corps deserter named Jack Mosby was elected commander of the rebel army. Within Mexico at this same time the political climate had changed. President Diaz had made peace with Madero and resigned the presidency of Mexico. But in Baja California the climax to the Magon revolution pitted Mexican Federal troops against Mosby's rag-tag rebel army. On June 22, 1911, a force of 560 Mexican troops marched northward from Ensenada on Tijuana. Mosby, with a force of 155 men, engaged the advancing Mexican troops on the approach to Tijuana, north of the hot springs. In a three hour battle, Mosby had 30 of his men killed and was put to flight in defeat.

For the American troops on the US side of the border, came the task of taking the surrender of the rebels as they fled unceremoniously across the border to the safety of the United States and interment at Fort Rosecrans.

Following the battle of Tijuana, and with the internal affairs in Mexico stabilizing following the resignation of Diaz, the US started reducing its military strength in San Diego. By the end of July 1911, the troops were off the border. But this five month deployment foretold of what the future held for San Diego. For the Mountain Empire, the year 1911 marked the reentry of the Army into this region of San Diego County following a 35 year absence. In the nineteenth century, the Army had been very active in the Mountain Empire, especially during the pre-Civil War period following the Mexican War.

Museum Dates

4/18/98	Tecate Trip
4/21/98	School Days
4/29/98	Museum Services Business Mtg.
5/2/98	Tecate Trip
5/4/98	Campo Ops. Mtg.
5/9/98	Tecate Trip (Lunar Limited Cancelled)
5/9/98	Steam
5/10/98	Steam
5/13/98	Brakeman Class @ La Mesa Depot (Contact Jim Baker to register)
5/16/98	Tecate Trip
5/19/98	School Days
5/20/98	Brakeman Class @ La Mesa Depot
5/23/98	Steam
5/24/98	Steam
5/26/98	Board of Trustees Mtg.
5/27/98	Museum Services Business Mtg.
5/30/98	Brakeman Class @ Campo
5/30/98	Santa Barbara Special
5/31/98	Santa Barbara Special



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Safety Officer, Lew Wolfgang	H-662-1963
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SDRM TimeCard

[illegible]