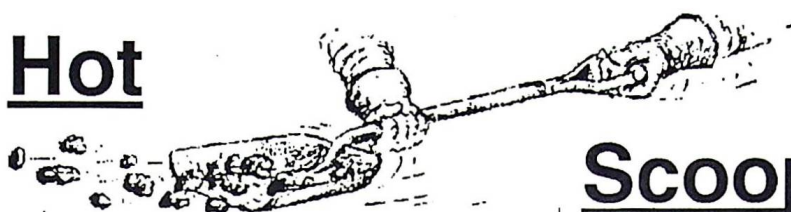


Hot



Scoop

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

August 1998
VOL X NO VIII

INDEX

<i>Museum News</i>	1
<i>Operations Staff Minutes</i>	2
<i>Volunteer Manual</i>	2
<i>Training Corner</i>	3
<i>Steam Chest</i>	3
<i>MOW Trailer</i>	3
<i>Looking Ahead</i>	4
<i>BackCountry BackGround</i> ..	5
<i>Depot Talk</i>	5
<i>Calendar</i>	6
<i>Museum Dates</i>	6
<i>Timecard</i>	Inside Cover

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MUSEUM NEWS

Lew Wolfgang



New Hotscoop Editor

Museum member Randy Houk has agreed to shoulder the burden of editing and publishing the Hotscoop starting in September. Randy, splendid fellow that he is, will be able to get the Hotscoop to you on time. This has always been a goal of mine, alas, a goal that has been increasing hard to reach as claims on my time proliferate. Randy may be reached via email at hok@train.sdrm.org, article submissions may be sent there or to hotscoop@train.sdrm.org.

Starting with this edition of the Hotscoop, approved minutes from the monthly Operations Staff meetings will be presented. The minutes of each meeting are approved at the next scheduled meeting and thus will lag by one month. Randy will schedule the Hotscoop mailing so that the minutes for the previous month will be included in the current month.

Campo barbecue

President Glen Rider and the Board of Trustees are hosting an all-hands barbecue at the Campo Depot on October 10, 1998 at 4:00 P.M. These barbecues have always been a lot of fun and present an opportunity for everyone to re-acquaint themselves with the Board and other members. Be There or Be Square!

Volunteer of the Month

In order to recognize the outstanding efforts of our volunteers, the Museum has started a Volunteer of the Month program. Prizes will be awarded as available. The VOMs for July are Jack O'Lexey and Allan Dellane, who won two tickets each for a harbor tour and a brunch cruise. Congratulations, guys!

Jack was recognized for his many efforts to enhance the interpretive experiences we give to the public. Jack recently received his Conductor rating (with Tecate quals) and has been assisting the "Tuesday" team with various operations restoration efforts. He was instrumental in returning the first hospital car to Tecate service and for its accelerated restoration.

Allen was recognized for the outstanding job he's been doing as RoadMaster. Allan's enthusiasm and organizational skills have been recognized far and wide, including the FRA! Our line is looking better than it has for many years.

The Volunteer of the Month will be selected at the combined Operations - Services meetings with input from the Superintendents.

Saturday Tecate Trips

Well, our goal of starting weekly Tecate trips had to be slipped to October. If all goes well, we should soon start training Museum crew members and have them qualified to operate all-museum trains. Yes, we will be able to operate from Campo to Tecate with our own people, once the details are ironed out with the Mexican Railroad administration. We will have to assume the maintenance responsibility from Campo to Division, look to the RoadMaster to provide new volunteer opportunities in maintenance of way work. The Executive Director and Staff have considered the volunteer comments regarding cancelling Miller Creek operations on Saturdays and have decided that the Museum should continue running Miller Creek at this time. Thanks for all your input, it is appreciated and needed.

Dinner Trains

The office has had a flood of requests for Dinner Train tickets, and thusly has added two more trips, October 24 and November 21. It seems as if the radio advertising is paying off.

Freight Operations

There is nothing new regarding Museum freight operations as of this writing (August 25). As mentioned in the minutes below, SD&IV continues to operate under an extended agreement with F&M.

Article Submissions

Randy Houk, the new Hotscoop Editor, has requested that article submissions be presented to him in computer readable format. Please don't send him typewritten pages, since they may have to be manually retyped, consuming much time and effort while generating errors and greatly increasing the "fluster" factor. E-mail submission is preferred, but floppy disks are acceptable. If you don't have a computer, perhaps this is a good time to purchase one. I hear that an acceptable, brand new system may be had for about \$600. You might even be able to persuade your accountant that it is an income tax deduction. (don't take my word for it, your mileage may vary....) The editor may include a typewritten submission directly if appropriate.

San Diego Railroad Museum Operation Staff Meeting Minutes July 6, 1998

(transcribed by Terri Gregory)

Meeting called to order at 1830.

Attendees: Blackmore, Jones, Reneau, Wolfgang, Braginton, Baker, Borstadt, Miles
Guests: Gregory, Dick, Pickering, Semelsberger, Gallagher, C. Pennick, D. Pennick, Redding, McVeagh, Retz, Getz, Gilbert, Buel, Kerr

Pat Blackmore opened discussion as to the new format of the meeting. Pat will chair the Operations Staff Meetings, and representatives of both Operations and Museum Services will be in attendance at both Operation Staff and Museum Services Meetings. Representatives of both divisions will verbally confer with Pat on a weekly basis as to the need for a mid-week Executive Meeting with the Executive Director, Operations Staff and Museum

Services represented.

Minutes from June 1, 1998 were reviewed. Mike Reneau moved that they be approved with a second from Denby Jones. The minutes were approved with R. Borstadt abstaining.

Weekly Tecate Trips beginning in September was then discussed. The following is a listing of discussion topics and ideas:

Train Staffing - Crew requirements - Docents and Guides (4 people) for the Brewery Tours. Jim Baker had polled 42 individuals (foamers) on the Internet as to their opinions and availability to staff additional Tecate trips. Only 11 responded. Not many were eager to assist on the Tecate trips and not do the Saturday Miller Creek trains.

Opportunity to utilize the Tour Industry Students that Tony (formerly of 5 Star Tours) works with. This would provide education, training, and experience for the students that wish to be in the tourism industry and relieve or ease the burden of staffing on the Museum Volunteers.

Denby made a motion that was seconded by Mike Reneau that we enter into an agreement with Tony to utilize and train some of the students on a trail basis and the availability and number of students would also be a consideration. Motion approved.

Campo considerations - canceling the Saturday Miller Creek trains and what to do with the customers that come to Campo. Discussion of docents, re-enactor's, shuttle to the other Museums and development of a customer friendly atmosphere in the Campo area. Area for artifacts, displays, self guided tours, additional cars for touring, customer convenience and signal display and other items were discussed.

Two separate groups were identified as customers of the Museum.

- 1) Tourist mainly interested in the event of Tecate
- 2) Railroad enthusiast interested in the Museum, History, and Train ride.

Consensus was that the Campo environment required a build-up and a focus on customer satisfaction. This would be needed prior to canceling the Saturday Miller Creek trips especially.

Potential gross income for additional trips to Tecate from September to December could reach 14K.

Steam could assist in covering the staffing for Saturday's and should follow the published schedule that is in place. Hospital cars could be finished and put into service as open cars. Also flat cars could have fencing added and be put into service.

Basic items that are required:

- 1) Crew for two trains (Tecate and Miller Creek)
 - 2) Equipment to support both trains
 - 3) Campo Interpretation build-up and customer service improvements.
 - 4) Increases in expenses must be analyzed
- Next item of agenda was the possible Start-up of a "For Profit" Freight Service between Tijuana and Tecate. Railtex has informed the Mexican government that they do not wish to

continue operating the freight service between Tijuana and Tecate as of August 1, 1998. Railtex has since received a 3 month extension. The plan that has been proposed is that on an interim basis the Museum take over the 'turn key' operation.

Precedence has been set by another Museum that does 'For Profit' freight work - The Wisconsin Central.

The embargo will begin on August 1, 1998. According to Mike Ortega, sales and marketing for SD&IV.

F & M will be contracted with to do the track maintenance.

Benefits:

ownership of 5 miles from Campo to Division
Additional visibility

SD&IV providing a turn key business

Concerns:

Cannot let the trains stop - Mexican business will hire trucks and the lost business may never be recovered

Other groups might be bidding for this contract

If another group gains the contract, the T & T right of way will go back to MTDB and will have to contract through them.

Denby asked for a vote of confidence. Lew Wolfgang made a motion to continue advisory assumption for fact finding of the freight 'turn key' operation on an interim basis. This motion was seconded by Mike Reneau and approved.

Discussion as to a name for the operation followed and the best suggestion was S. D. & Arizona Railway. No motion was made at this time.

Mike Reneau concluded with the topic of "The General". This movie will be shown on August 3, 1998 at 8p.m. in the Organ Pavilion at Balboa Park. This would normally be the night of the next Operation Staff Meeting. Denby made a motion to move the Staff meeting to August 10 so everyone could attend the concert. Lew Wolfgang seconded the motion and it was approved.

The meeting was adjourned at 1945.

Action Items:

- 1) Continue fact finding on the Freight 'turn key' operation
- 2) Discuss with Tony the possibility of utilizing the students for our Tecate trips on a trial basis
- 3) No decision was made on the Saturday Tecate Trips

Carried Action Items that were not stasured:

- 1) Status of California Western Swap of #46 for an Alco RS3 diesel - Denby
- 2) Budgets due by September - all
- 3) Status of Air conditioning in 1509 and the Perry - Sweetwood

(editors note: Our thanks go to Terri Gregory for the excellent job in taking and writing the minutes)

Volunteer / Employee Manual

Bob Miles, Trustee

The Volunteer / Employee manual is ready for distribution. The manual has been in development for more than a year. Every

Trustee and Superintendent has been given the opportunity to contribute to the creation and development of the manual.

The Volunteer / Employee Manual documents many of the San Diego Railroad Museum policies and procedures regarding ethics, conduct, appearance and responsibility. Many of these policies have been implied or conveyed verbally in the past. The Manual establishes these policies in written form and eliminates day to day interpretation. The manual also defines the Museum's liability and requires Volunteer / Employee acknowledgment of Museum and personal liability responsibility.

The President of the Board of Directors of the San Diego Railroad Museum, Mr. Glenn Reiter, directed, at the July 1998 Board Meeting, that the Manual be distributed to all active members and employees immediately. Volunteers / Employees will be required to acknowledge receipt, by signature, of the Manual within thirty (30) days of actual receipt. He further directed that any person who fails to meet this requirement may be jeopardizing their opportunity to participate in activities conducted, performed or associated with the San Diego Railroad Museum or affiliates.

The Superintendents and Foreman will be distributing the Volunteer / Employee Manual to the active volunteers during the next couple of months. Remember, once you have been presented your copy of the Manual, you have thirty days to sign and accept the agreement.

FROM THE TRAINING OFFICER

Jim Baker

The following paragraphs are excerpted from an incident report filed recently with the Qualification Board. A cut of cars consisting of USAF 2104, the power; GE 80-tonner 7285, dead; and a hopper car, was being moved from Track 1 in the upper yard to Track 8 in the lower yard. This report was written by the Brakeman.

"We started to move the remainder of the cut back to Track 8. As we moved East, I was walking about even with the middle of the cut, far enough away from it that the engineer could see any signals I might give (I did not have a radio). The 3-way switch had been cleared, and the locomotive (2104) was starting through the next switch, when the engineer stopped. He said that something didn't feel right, and had noticed an unusual amount of rocking of 7285. I looked at the wheels on the engineer's (north) side of 7285, and they looked ok to me. The inboard (east) wheel of the trailing (West) truck was going through the switch frog. I signaled him to proceed, and within a partial turn of the wheel, it climbed the frog and dropped on the ground, outside of the rail.

"As soon as I saw that it was climbing the rail, I signaled a stop, but the move was so short, it was too late. I walked around to the other side of the train, and saw that the other wheel on that axle had dropped to the ground inside of the frog's guard rail. "In retrospect, if, when the engineer had asked me to see if I could see find the cause of the unusual rocking, I had also looked at the South side of the train, I might have seen the problem.

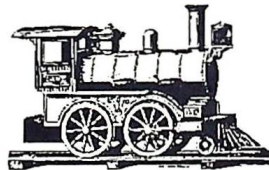
There was a very obvious dent in the West end of the guard rail. The wheel flange of the South wheel had apparently climbed up here. This probably would have been fairly obvious, had I looked. When we made the final move, this wheel probably dropped inside the guard rail, forcing the North wheel over the frog and onto the ground. However, I don't know if we would have been able to do anything to fix the problem at this point. But, since I did signal the engineer to continue the move, the final responsibility for the derailment must rest with me."

Much effort was spent by Jack O'Lexey, Tony Neece, Bob Nickles, and Paul Lannen to attempt to rerail the locomotive using blocks and rerailing frogs. This effort did not work. A call that evening to crane operator Ed Massey resulted in his quick agreement to come out first thing the next morning to use our rail crane to rerail 7285. With the assistance of Allan Dillane, Rich Warner, and Steve Kostelak, along with Tony Neece and Don Pope, the engineer and fireman/brakeman scheduled for 2104 on Miller Creek that day., we got 7285 rerailed in about 1 hour's time. Many thanks to all who helped out.

Allan Dillane examined the derailment area and noted that the track on this tight curve was well out of gage, and the tie was not properly supporting the joint at the point of derailment. His people lifted the rails between the 3-way switch and the frog at the next switch East (the point of derailment). The upper yard will be inaccessible until this section of track is relaid.

Lesson to all: If something doesn't seem right, TAKE THE TIME TO CHECK IT OUT!

Confession: The Brakeman that wrote the above report was the Training Officer.



THE STEAM CHEST SP-2353 Status update

Bob Miles

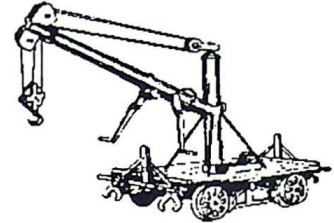
Both injectors have been reworked and should be more dependable. A contract has been let to remove and replace the Crown bar staybolts. This work will begin on Aug. 22. We were asked to rotate the two blow downs 90 degrees to outboard to prevent eroding the road bed. This is neither practical or possible, so Allen Dillane, MOW Supt., has agreed to lay some ballast on the Main in the vicinity of the Depot so we will quit eating up the bed. All other areas for blow down have ballast in place. If the Stay bolt work goes well and without major problems, we should be ready to operate on schedule.

A note of sadness - Richard Dick has elected to withdraw from the Steam Team. He hopes to be able to assist at times as a Firing Instructor. Dick has unselfishly and freely given his time, money and knowledge to the museum over the past ten years. We sincerely hope that this is not a goodbye.

RING THE BELLS

Allan Dellane

"The Roadmaster reports the upper yard entrance track is now in order". A radio call like that can in no way communicate what had just happened. Engine #1809, with its large six wheel trucks, had just moved through the newly rebuilt tight curved track that provides access to the upper yard and the car barn. The first time at dead slow, then reversing, it backed through again at dead slow — not a ripple, the gauge held, the new



ties dug in and the rail didn't quiver. A quick check with all the ground observers indicated they saw no problems. Denby Jones then brought the engine through at normal speed and the track was returned to service!

Six weeks ago a big 120 ton engine was pulling the yellow 80 ton switcher through this same curve. The dynamics of their combined length and weight, the big six wheel trucks, light 60 LB rail and the old ties proved to be too much. The gauge spread, the spikes couldn't hold the rail and the rear wheels on the yellow switcher dropped through and hung up on the frog. It was Friday night and the sun had set. The crew shut the 2104 down. There would be no more switching at least till day light. On Saturday morning after a quick check it was realized that rerailing the engine would be no simple matter.

Crane operator, Ed Massey, was on the mountain an hour after he was called. He fired up the big railroad crane and hooked on to the switch engine. Everyone pitched in plus a nudge with Rich Warner's yellow tractor and a pull with the 2104 and the yellow switcher was sitting safe and undamaged on its own trucks east of the spread rail.

We were lucky! All three active engines and all the passenger cars needed to operate were safely out of the upper yard. The 1820, although not an active engine, could give us engine power in the upper yard if necessary. When the track was clear and the track crew took a good look at the damage they were sick! All 130 feet of the tight curve and its 60 LB rail between the upper yard entrance switch and the three way switch were loose. Most of the ties were bad and the others didn't look worth trying to get spikes to hold. In addition several of the switch ties and the switch alignment were bad. The track crew had fresh memories of how long it took to rebuild tracks 3 and 5 and that was in the cool of the winter! Someone casually mentioned, "There goes the steam", and it hit home that 2353 was bottled up in the upper yard six months was the rough guess.

Steve Kostelak said, "It will take longer if we keep talking", and behind him Rich Warner

picked up a spike remover and work was underway just like that. Steam team members Paul Lanan, Bob Miles, Larry Williams, Tony Neece, Allan Andrews, Jim Baker and Dick Hobson who also serves as our Mainline Track Foreman gave great support when they were needed. The metal wizard crew of Dick McIntyre and Bob Haney solved some problems that would have otherwise stopped the project. The track saw rebuilt by Allan Dillane proved its worth and the help of Chris Ward, Fred Carnathan, Brian Brewer, Jim Lundquist and new member Darren Ape-daile helped make the difference.

Six weeks and it was finished! The curve was eased, 90 LB rail replaced the 60 LB, the entrance switch was improved, new ties were laid down and the grade was raised and leveled. The Track Crew was standing tall and proud! Behind them in the upper yard the engine crew of the 1809 was finishing up the interrupted switching assignment. This is what being a volunteer is all about! A job well done!

LOOKING AHEAD

Observations

by Allan Dillane

With the passing of the hot summer season and the reopening of the upper yard we need to focus on some present and future challenges. These are the responsibilities of the various superintendents but they are mentioned here to let all volunteers know of the opportunities open and to encourage each individual to be part of our solutions.

STEAM TEAM

September 26th is less than a month away. Many jobs take special skills but many can be done by a willing hand ... some jobs are dirty. That's steam! Every weekend is crucial. Some weekdays have been scheduled. If you can help call Bob Miles at 280 8529. Just showing up and wanting to work sometimes doesn't work out because everyone has a job and can't be spared to make you welcomed with our deadline facing us.

MECHANICAL

We have two diesel engines down. Ross Brian will be here the first week of December to take charge of the reassembling of the Alco. If you have some mechanical experience and would like to experience working on a railroad engine this may appeal to you. It is basically a nuts and bolts job but not for a novice. 3873 is an electrical problem that will require removal of the main generator. Although not a novice job, getting the hood off and some other preparation work can be done by those with limited railroad experience. The parts for the green forklift are on hand and Stan Paulson will be putting it back together hopefully the first weekend in September. Some of this job will be grunt work ... those are not bicycle tires that need to be man handled.

Call Allan Dillane at 582-4264 who serves as phone contact for these projects. We are organizing a maintenance team to regularly service our ground support and MOW equipment. If you have ever worked on your

own car you will not find this activity difficult. Call Paul Broer at 444-0590 if you are interested.

RESTORATION

Railway Post Office Car continues to be our priority project. Most of the exterior work has progressed to the point that this winter we will be working in warm and dry conditions. Much of the work ahead of us will need people who like working with wood and have a care for detail.

It is not arduous work but it is time consuming. Both men and women can experience the pleasure of crafting and restoring wood and metal fixtures to their original function and grandeur. Call Ted Kornweibel at 461-0098 for schedule and opportunities.

OPERATIONS

Our ridership continues to improve overall with the result that more trains are being scheduled. This in turn will increase our need for crews. We welcome Al Brill as our newest engineer. When you look at our proposed operating schedule you will appreciate that additional new personnel in all positions will be needed. Please encourage your friends and acquaintances to become involved. Refer them to Jim Baker 670-7441 and remember that he has a brakeman/speeder operator class scheduled at Campo October 31st. Although adjustments can be expected, we are looking to add five trains a month. This will mean we will need staffing for up to 14 trains. Soon the Tecate Wine Trains and the Tecate Specials will have SD&A engine crews. We will also be responsible for track inspections and fire speeders to Division. Real progress has been made on the SD&A 350 (Yellow Hospital Car). Thanks to Jack O'Lexey, Thomas Lee Braginton, Mike Retz and others the interior of the car is all but finished being painted. It sure looks good! Paul Broer and Allan Dillane are committed to installing the rest rooms. We need volunteers to help prepare and paint the inside of the baggage car. These two cars are important to our expanded service. Having two cars with restroom facilities is a must. The fact that we can add 54 revenue earning seats in the 350 is a real bonus. The far sightedness of Bill Niedrich and Paul Bortell in funding these two projects are greatly appreciated. These two projects are rare in museum history. The funding is available but the volunteer help --- men and women are now needed.

MAINTENANCE OF WAY

We have weathered two FRA inspections that have resulted in reasonable improvement requirements and compliments on our mainline maintenance. The summer heat and the demands for priority track work in the upper yard has seriously reduced our mainline efforts this last three months. We have gained significant experience in general track repair and maintenance but we suffer from consistency of purpose

when we look at the overall mainline track



needs. It is this factor that the FRA seems more concerned with than quantity. We believe that we can achieve this by developing a pattern of work days built around specific job needs on a monthly basis. The rough proposal is shaping up like this: Alternate workdays would be either Wednesday or Thursday and each week would specialize in one area of repair such as 1) Joint bar bolt tightening, 2) Tie replacement, 3) MOW crane projects to remove rock and old rail and ties from the right of way, 4) Erosion and drainage control. The fifth week would be used for maintenance of equipment. The Saturday morning efforts are limited by the 10 AM Tecate departures and the 11 AM Miller Creek departure. This time (1 1/2 to 2 1/2 hours) will concentrate on switches and the Campo yard limits. Emergencies will throw all this planning out the window and we will do it yesterday (HA!). Work in the Museum yards will continue as planned. A) Replace track 14 and install the second switch into the lower yard. B) Link up and install switch 13 from the second lower yard switch. C) Lay track 13 up to the new display building so as to be ready to lay track on into the building when the Interpretation Department is ready. D) Link up and install switch 12 to switch 13. E) Lay track 12 into the new display building if the Interpretation Department is ready. F) Install track 11. There are a number of other projects on our list such as getting the bridge crane on its wheels and rebuild more of the upper yard track. These will be tackled in their turn or when our priorities are changed for us.

BACKCOUNTRY BACKGROUND

by Mike Retz

As I said last month, these articles are designed to give trainmen and docents some insight into the history of the Campo area, but hopefully all who read it will find it interesting. In this month's column, we start on a multiple part story of Camp Lockett and the units assigned to it. Many thanks go to Jim Hinds who allows its reprint here.

Prior to the Japanese attack on Pearl Harbor - December 7, 1941 - America was on the brink of entering the war raging in Europe where the German army was in command. The country was mobilizing rapidly. The selective service (draft) was activated, all state guard units were placed under federal jurisdiction, American industries were converted from peacetime to wartime production and plans were developed to protect the nation's vital communications links. As part of the overall plan to protect the country, the Army was assigned the task of protecting the international borders, particularly the boundary shared with Mexico.

Some military strategists believed that while the nation's coastal defenses were adequate to repel aggression, an enemy could land an invasion force in Mexico and attack the US anywhere along the border. Since the Army had no forces along this border in California, it decided to build a military base. Several important factors may have influenced the Army's decision to locate that facility in Campo. Undoubtedly, the community's proximity to the border - about a mile - was an important consideration. The port of

entry for the San Diego & Arizona Eastern Railroad, the only direct east-west rail link between San Diego and the rest of the nation, was another factor. In the event of war, the threat of sabotage would necessitate the stationing of troops at various tunnels and trestles. In addition, Campo was near Morena and Barrett dams, valuable sources of fresh water for San Diego and its booming military-industrial complex.

The military facility that was built in Campo was named after Colonel James Lockett (1855-1933) who commanded the 11th Cavalry from 1913 to 1919 and was twice decorated for gallantry in action during the war in the Philippines. Planning the camp was an enormous task and was assigned to the engineering firm of Kistner, Curtis and Wright. The initial plans called for the construction of 132 buildings to accommodate 1,568 men and 1,668 horses. Military records indicate that because of San Diego's booming defense industry, nearly all the skilled civilian workers employed to build the camp were imported from Los Angeles. Consequently, contractors were forced to pay substantially higher wages. Nevertheless, the government was willing to incur higher costs because, with the war looming on the horizon, the camp was considered vital to the nation's defense. By the end of the summer, 1941, the civilian work force had reached nearly 1,000. The need for workers created many opportunities for local residents. While the camp was under construction, the 11th Cavalry was stationed nearby.

The 11th Cavalry was organized at Fort Myers, Virginia, on March 11, 1901. It was deployed to the Philippines during the winter of 1902 and returned to the US two years later. From 1906 to 1909, the regiment was in Cuba as part of the Army of Occupation. It returned to the US in time to participate in the inaugural parade for President William Howard Taft. Afterwards, the 11th Cavalry moved to its new station at Fort Oglethorpe, Georgia (a post it would occupy until 1918). For eight months during the Mexican border troubles of 1911 (see last month's HOT SCOOP), the regiment was quartered at Fort Sam Houston, Texas. Following Pancho Villa's attack on Columbus, New Mexico, the regiment, along with the 10th Cavalry (Buffalo Soldiers) became part of General John J. Pershing's Punitive Expedition in 1916.

In 1919, the 11th Cavalry was transferred to the Presidio of Monterey in California, the place it would call home for the next 21 years. During this time, the regiment had troops at Camp El Campo in Campo (1918-1920) and at Camp Hearn (1919-1931) in Imperial Beach. The regiment kept busy with horse shows, training and maneuvers. In 1940, it took part in the 4th Army maneuvers at Fort Lewis, Washington. As part of the Army's protective mobilization, the 11th Cavalry transferred from Monterey to Imperial and San Diego counties in November, 1940, where temporary tent camps were established at Seeley and Lake Morena. The regiment and 1st squadron were at Seeley; the 2nd squadron camped near the present-day park entrance at Lake Morena. The influx of hundreds of men and

horses was quite a spectacle for the tiny community.

According to local sources, most residents applauded the army's arrival. Locals were delighted that the military permitted civilians to use the medical facilities set up to minister to the soldiers' needs. In addition, Saturday became movie night when the Army invited civilians to view first-run pictures at the camp.

During the summer and early fall of 1941, the Seeley contingent of the 11th Cavalry conducted maneuvers throughout San Diego County. By early October, construction at Camp Lockett had reached the point that the 2nd Squadron (Lake Morena) could move into its facilities. The rest of the regiment left Seeley on December 9 and reached Campo the following night, completing a 3 day march in 2. When the Japanese attacked on December 7, more than half of the Seeley camp had been dismantled and practically everything that could be moved had been sent forward to Camp Lockett. Immediately following the attack on Pearl Harbor, rumors began to circulate that Japanese forces had landed on the Mexican coast. Camp Lockett was put on alert and security was tightened.

At the request of the SD & AE Railroad officials, the 11th Cavalry was dispatched to secure strategically important tunnels and bridges. The guards along the border were doubled and redoubled. Fearing a possible air attack, Camp Lockett was blacked out at night. After several days, the rumors about the invasion proved to be unfounded. Nevertheless, the soldiers continued to patrol the border and provide security for the numerous military supply trains destined for San Diego.

Guarding the dams and highway bridges was another war-time mission assigned to the 11th Cavalry. In 1942, the regiment was also given the mission of guarding the Otay Mountain Radar Site. The overall objective in transferring the regiment to Campo had been achieved: the troops were on the border when war came and were in a position to react to any threat instantaneously.

DEPOT TALK

Mike Retz

Whenever a group of people gather near the depot, waiting for train-time, it is a good time to give them a little history of the Campo area. We all have a general knowledge of the cavalry base, the gun fight, etc., so I put together a little piece that kinda puts them all together in a 30 minute talk. Use what you want, but remember that it is all new to our guests, and most of them are amazed at how much history there is in the Campo area.

HISTORY OF CAMPO

The history of the Campo area has to start with the Kumeyaay Indians, who had this area to themselves until the white man came along in the 1800's. The Kumeyaay, whose name means Indians of the Oaks, were semi-nomadic, acorn gatherers. By that we mean that they had permanent homes, but at different times of the year they would go

quite far in search of food. As far as the ocean in the west for sea food, the desert on the east, and 50 miles either side of the border. In case any of you aren't familiar with the geography of Campo, we are within a mile of the Mexican border. (Point out the high voltage power line on the hillside south of the depot. Next to the power line tower is a clearing in the chapparel. In the middle of that clearing is a monument put in by the National Park Service that says "this is the southern terminus of the Pacific Crest Trail. From this point, it is 2627 miles to the Canadian border." And the trail is open all the way.) The main influx of white settlers came in the 1860's due to the Civil War. Many came as a way out of serving in the Confederate Army. These ranchers were fairly new to Texas, having come from somewhere back east after Texas gained Statehood in the 1840's. In other words, grandpa and grandma weren't buried in the north 40. So it wasn't very hard to move again in an attempt to find new grazing land that was not in the Confederacy. Some of those ranchers came as far west as Campo before they found this valley that not only stayed wet all year, but had a climate that allowed year-round grazing. Needless to say, the ranchers' fences did not go over very well with the Indians and many conflicts arose. The Indians, however, were not citizens of the US, so they were unable to claim any land or buildings as their own. Soon, starvation and disease all but wiped them out.

Word got out to others living in Texas that Campo was a wonderful place for ranching, and more Texans moved into the valley. By 1870, the area was known as "Little Texas". Soon, there was a demand for supplies and a general store was opened. Known today as "The Gaskill Brothers' Store", the original building was wood. The stone building that you drove past just before turning into the railroad museum was built later, in 1885. Much has been written about the Gaskill brothers, Silas and Lumen. They were involved in a bloody gunfight at the store in 1875 in which they were both wounded. Details of the gunfight are available at the stone store museum. The gunfight was probably the last exciting non-railroad thing that happened in Campo until World War II. Some of you may be old enough to recognize those buildings as an old Army base. They are the last remnants of what was Camp Lockett, the last cavalry base built for the US Army. There are about 40 remaining buildings of the several hundred that were here during the war. Among the cavalry regiments that were here was the famous 10th Regiment - the Buffalo Soldiers. An all-black unit that dated to the end of the Civil War. Much of the west was opened to settlement after the Civil War with the help of the Buffalo Soldiers, although you probably didn't read about them in your history books in school. That's because they were black and blacks didn't get credit for such things. The 10th Regiment moved into their new base at Campo right after Pearl Harbor's bombing. The purpose of the cavalry was to protect the southern border. Without this protection, Forces from either Germany or Japan would be able to land in Mexico and walk across the

border into the US. Another reason for the cavalry was to protect the railroad's tunnels and bridges. By 1944, it was thought that an invasion through Mexico was no longer a threat, so the cavalry was no longer needed at Campo. The troops were moved out and absorbed by other units in North Africa, and the history of the Buffalo Soldier came to an end. The base, however, survived as a hospital. It was renamed Mitchell Convalescent Hospital and became a place for GI's who lost an arm or a leg or were just shell-shocked, to get their lives together. They were taught how to function without that arm or leg. Others were given training on various trades that they could practice after discharge from the Army.

While it was a hospital, it was also a POW camp. Being on the west coast, you might think that there would be Japanese prisoners here. Not so. They were Germans and Italians captured in the North African campaign. Twice as many Italians as Germans. Funny thing happened - the prisoners arrived before the fence around the POW compound was completed. Some people say it was never completed. By the time the Italian prisoners arrived here, Italy was just about out of the war. So, security for them was never tight. Many of them were excellent masons. If you drive around the old base, you can see many things that they made of stone - gutters, steps and retaining walls. A piece of such a wall is right over here by the drinking fountain. If you look closely, you can see where one of the prisoners wrote in the wet mortar that was meant to be the back of the wall, and so, out of sight. It says, "1945 POW Italia". Germans were watched a little closer. They were used primarily in the hospital. There is a story told here in Campo about the only two prisoners that escaped from the base. They were Italian and they went south into Mexico. Ten days later, they turned themselves into the Mexican authorities and asked to be returned to the POW camp at Campo. There are also stories in Campo about Italian prisoners that were "lent" to area ranchers to do the work normally done by young men who were serving in the armed forces. The biggest complaint that the Italians had about the base was the lousy pasta served by the Army. Any of you men who have served in the US Army know exactly what they were talking about. The food in the Army hasn't improved very much since those days. After the war was over, all the POW's were returned to Germany and Italy, the last leaving by early fall, 1945.

By early 1946, most of the GI's were finished rehab and returned to their homes. The government saw no further use for the base, and returned the thousands of acres it had leased from local citizens back to their owners. The property that was purchased, along with the buildings on it, were gradually turned over to the county. The local high school, Mountain Empire, located near present day I-8, was now too small, so 3 classroom building and a gymnasium on Sheridan Road were selected for the new high school. In time, even these building were considered inadequate, and a new high school was built on Buckman Springs Road. Those of you that drove down from I-8, passed by it. That left

the classroom buildings and gym here on the base as surplus. The classrooms buildings were torn down but we, the RR museum, bought the gymnasium. That is the reason we are here, and in a way, why you are here today.

Speaker's Bureau

Chop Kerr

Presenter Needs Material

Updated visuals are needed for a program to be presented in late September 1998.

The old 35mm slide show is becoming a little dated and needs new material in order to stay reasonably current with Museum activities.

I would like to borrow for use (and duplication) slides covering all happenings, I.E., Miller Creek operations, Tecate trains, the recent Rails Unlimited Charter, right-of-way work, track work on the main and yard, rolling stock maintenance and restoration, specials in and around the Campo Depot, La Mesa Depot, the Research Library and Santa Fe Office, training sessions, etc. Any and All Museum activities will be appreciated.

Last but not least, well produced and edited video of any activity, especially steam ops, are needed. What have you got?

I need material to put together a 90-minute presentation.

If you can help, please call Chop at (619) 291-4787

Thanks, Chop

Dates of Note

9/5/98	Tecate Wine Trip
9/8/98	Report Deadline
9/9/98	New Member Orientation
9/14/98	Operations Meeting
9/15/98	School Days
9/19/98	Dinner Train
9/22/98	Board of Directors Meeting
9/22/98	Trainman Class
9/23/98	Museum Services Meeting
9/26/98	Tecate Trip
9/29/98	Trainman Class



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La Mesa Depot	465-8444
Campo Depot	478-9937
Campo Car Shop	478-9451
Campo Caretaker, Thomas Lee Braginton	478-9344

DEPARTMENT HEADS

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Director of Museum Services, Rich Borstadt	294-9321
Research, Bruce Semelsberger	264-7282
Director Railroad Ops, Denby Jones	279-2419
Deputy Railroad Ops, Lew Wolfgang	H-662-1963
Chief Trainman, Mike Retz	466-8808
Safety Officer, Lew Wolfgang	H-662-1963
Library, Roy Pickering	462-3392
Operations, Mike Reneau	466-5402

Restoration, Ted Kornweibel	461-0098
Steam, Bob Miles	280-8529
Training, Jim Baker	670-7441
RoadMaster, Allan Dillane	582-4264



James "Jim" Hamill 1921-1998

The SAN DIEGO RAILROAD MUSEUM has lost another of its own. James Hamill, Museum Life Member #17, passed away on May 10, 1998, the 129th anniversary of the completion of America's first transcontinental railroad. He was 77.

The Museum's long-time restoration "hard core" will miss Jim's dedication and willingness to help with almost any task that needed doing.

A native of Pennsylvania, Jim graduated from Haverford College, Haverford, PA, class of 1943. He met and married Mimie, his wife of 51 years, after WWII and in 1958 came west to San Diego with their growing family. Jim and Mimie eventually had six children. He retired from General Dynamics in the 1970's and by 1981 had discovered the Railroad Museum. For that chance encounter, the Museum shall be forever grateful.

The Museum had recently purchased the Campo property from the County at public auction, and was in the process of converting the site to a public museum. A condition of the purchase required that the site be open to the public within two years of the close of escrow in October, 1980.

Jim jumped in with both feet, as well as a couple of calloused hands not unaccustomed to hard work. He helped a small but determined group of Museum volunteers convert an old Army gymnasium into a car shop and lay track in the Museum's new "yard". When we finally had enough track of our own on the property, Jim was involved with helping to put together "Great Freight I" in 1983, when the Museum hooked up our Lima Shay #3 to a long string of antique rolling stock at San Ysidro, destined for Campo, 65 track miles to the east. That two-week, non-stop, round-the-clock marathon, conducted entirely with Museum volunteers over a common-carrier railroad, was one of the most amazing events in the Museum's history, before or since.

When the Museum began operating its Demonstration trains over the tracks of the San Diego & Arizona Eastern Railway between Campo and a new Museum siding called Miller Creek at MP 72.5, it was soon obvious that passenger cars with openable windows would be a necessity during the east-county summers. Suitable cars were found in a New Jersey scrap yard, and the Museum purchased 6 of them for \$2000 apiece. But by the time they arrived in San Diego, vandals and thieves had ruined the seats and stolen much of the original hardware.

Undaunted, Jim virtually "adopted" the cars we now refer to as "the Lackawanna cars" and spent most of the next three years painstakingly bringing them back to usable condition. The Museum owes a great debt of gratitude to Jim and the other volunteers for helping to provide us with our "bread & butter" cars.

Once we had most of our growing rolling stock collection all in one place, Jim was always to be seen lending a hand with whatever needed to be done. And that list was a long one. He coordinated weed-abatement programs using Honor Camp inmates; he journeyed up the coast to Ft. Bragg with other Museum volunteers to make our priceless 2-6-6-2 Mallet articulated steam locomotive ready for its journey to San Diego; he helped install the easterly connection from our yard to the SD & AE mainline, which we now call the "East Lead". Santa Fe Library-Buffer car #1303, S.P. Hariman car #2693, AC & Y outside-braced boxcar #3024, and our U.P. caboose all benefitted from his efforts. One of Jim's last major projects was the beautiful re-restoration of our venerable Santa Fe observation car #1509.

Wherever you are now, Jim, I hope all of those scrapped cars and locomotives of long ago are there, too, because they will once again find someone who cares.

The family has suggested that donations in Jim's memory be made to the Museum to help support some of the many projects he was involved with. One project I know he would approve of is the urgently-needed repair and painting of our work-horse Lackawanna coaches, which are beginning to show their age. An endowment fund to help keep these cars rolling would be a fitting tribute to Jim Hamill's hard work and dedication on their behalf.

The Museum thanks those who have already made memorial contributions in his name, and expresses its deepest sympathy to his family.

Dick Pennick

SDRM TimeCard

[illegible]