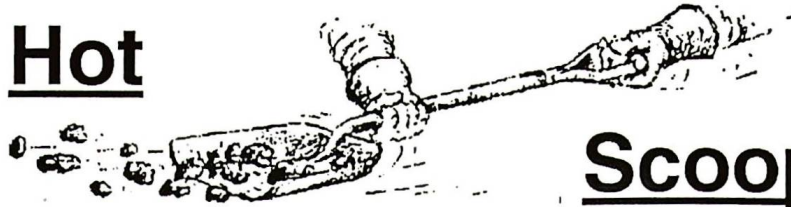


Hot



Scoop

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

June 1998
VOL X NO VI

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MUSEUM NEWS

Lew Wolfgang



Win Mott Steps Down.

Win Mott, the Museum's executive director, has decided to resign his position and move on to a new phase in his life. Win says that he has achieved most of the goals he set out for himself when he assumed the position of executive director, and it is now time for him to seek new challenges. He will be available on a part time, consultant basis until December 1998 to help ease the transition to new Museum leadership. Win and his wife Micki will be moving to Mimbers, New Mexico (close to Silver City).

Pat Blackmore Assumes Executive Director Position

The Museum's office manager, Pat Blackmore, has been appointed by the Board of Directors as the new Executive Director. Pat has extensive knowledge of the workings of the Museum and is ready and eager to lead us into a new and exciting era. Pat is even taking a crash course in Spanish so that she can better represent our interests in Tecate.

Saturday Tecate Trips

The Advisory Staff and Board have decided that the time is right for the Museum to set the goal of establishing weekly Saturday Tecate trips. Weekly service is hoped to commence in September and continue on a year-round basis. To conserve volunteers and equipment, it is anticipated that the Saturday Miller Creek excursions will be terminated except on Steam Weekends.

This goal is arguably the most significant event for the Museum since the start of the Miller Creek excursions. Staff realizes that there are many details to be worked out before weekly Tecate ops can proceed, and asks that we all chip in and help with the planning and implementation. Please talk things over with your Superintendents and let them know of your concerns and ideas.

The potential benefits for the Museum are significant if things go well for us in this endeavor, let's all pull together and make it work!

Burning Tree takes over Gift Shop

Jim Buel and his "Burning Tree" restaurant in Boulevard have taken over the responsibility of running the Campo Gift Shop and of providing on-board train services and catering.

Jim is a railfan and has the same goals and desires as we do to see the

Museum move into a new era of self sufficiency. Jim also is a first class chef, as is proven by his catering of Win's Hail and Fairwell party and June's Dinner Train. He fired up the stove in #1509 and prepared as fine a gourmet dinner as we have ever seen in Campo!

However, there seems to be an element that is unhappy about Jim's working with us. To that element, please realize that Jim is here at our invitation to help us improve the railroading experience we give to our guests. If Jim can find profit in working with us, rest assured that the Museum will profit too. Certainly there will be startup glitches, but please help to provide constructive advice and assistance during this transition period. We don't need innuendo and backstabbing, what we need is your help and support.

A personal note from Lew

It is frequently said that the Museum "belongs" to the volunteers. In my opinion this is true in every sense of the word. The Museum IS of the volunteers, BY the volunteers and FOR the volunteers. (gee, that sounds familiar...) The Advisory Staff and Board of Trustees have been tasked with the management of the organization so that our goals and mission may be accomplished. Note that the goals and mission were established by the volunteers.

Management has to make decisions and implement policy in a timely fashion, they can't poll the membership each time an issue needs resolution. Thus, communication is important, Management has to inform the volunteers of what is going on and the volunteers need to communicate to Management their concerns and desires. If you, as a volunteer, are unhappy about how things are going, the correct course of action is for you to become involved. Talk to management, make suggestions, try to help. Innuendo and rumor spreading are counter productive and just lead to low morale and ill feelings. Remember, we are all friends and we all need each other to achieve our common goals.

A persistent thread of innuendo that I have heard since 1989 or so, is that the Office is careless with the funds of the Museum. There has never been any evidence of this, but the rumors have

long legs. Let's finally put this one to rest. Treasurer Chop Kerr reports that we have passed our second annual audit. This means that a Certified Public Accountant has examined the Museum's books and records and has found no problems or irregularities. This is proof positive that the Office is doing their job for us, the volunteers. This fact should also help with our grant application process, since large donors want assurances that their donations will be properly managed as per their wishes. Win, Pat, Chop and others all deserve our thanks for achieving this significant goal. Thanks for listening to me. Lew

Safety Corner

Lew Wolfgang

Passenger Safety when Boarding

While the rulebook doesn't explicitly cover every detail of train handling while passengers are in the process of boarding, we need to remember that their safety is our first concern. Common sense should prevail. Recall that we should always use redundant "layers" of safety. For instance, the train should not be held only with the locomotive independent brake when passengers are boarding or are "going under", as when they cross behind the train after a photo runby. Rather, both the independent and train brakes should be used. Thus, if one should accidentally be released, the other will save the day. Conductors, please call for a 20 pound set whenever passengers are at risk and the train is not sitting on hand brakes and a skate.

Fire Extinguishers

The most frustrating event you will ever experience is grabbing a fire extinguisher to put out a fire only to find that it is empty! Please, if you have to use a fire extinguisher, bring it down to the ops office and pick up a fresh one. Let me know so I can keep tabs on our usage and call for a servicing trip if necessary. Remember, even if you only partially discharge an extinguisher, consider it as being totally discharged. The powder prevents the valve seat from sealing and the unit will quickly loose its charge all by itself.

FRA Report

Denby

If you did not know, last month we were visited by Dudley Turner from the FRA on a surprise inspection. He looked at our locomotives, track, procedures and records.

He was impressed with our adherence to safety, level of training, the upgrades in our track and our general operation. He was not impressed with the out of date blue card in 2104. (His first comment to me was "do you have your checkbook ready?")

I want to thank all of you. This was indeed an FRA inspection with all its possible ramifications, just like the ones we get down at SD&IV, not just a quick look. I am proud of all of you. You all are doing an excellent job. We knew that already, but Dudley's visit just substantiates it.

Thanks again for a job well done, Denby

Note: Dudley also commented favorably on the significant work being performed on our right of way by Allan Dellane, Steve Kostelak and all the volunteers. Well Done, folks! -Lew

FROM THE TRAINING OFFICER

CERTIFICATIONS

The Qualification Board recently certified the following people to the positions indicated:

Mike Edwards - Brakeman
Allen Jones - Brakeman
Ken Kahan - Steam Fireman
Jim Baker - Steam Fireman

Carol Dyreng - Motorcar Operator
Congratulations to all of them. All positions required lots of study and hard work.

FALL BRAKEMAN'S/ SPEEDER RULES CLASS

This class is for training new brakemen, and the classroom portion will cover the operating rules, etc. for speeder operators.

I thought I'd try something new this time: If you are interested in taking the class, let me know when you'd like it scheduled. Tentative dates I've set up are Oct. 21 & 28 (evenings in La Mesa for classroom training) and Oct. 31 & Nov. 7 (all day at Campo). If other dates would be better for you, let

me know. If we can find some dates where everyone who wants to take the class can make it, I'll change the schedule accordingly. However, please get your dates to me by Aug. 1, so the dates can be finalized in the Museum Calendar.

Here are the constraints: The class enrollment will be limited to 8 people. The class must be 20 hours long; 4 hours classroom and 16 hours hands-on. The classroom portions must be completed before the hands-on starts. The classroom sessions could be at La Mesa Depot (weekday evenings) or at Campo (weekend evenings or day time). I am not available to teach the first Monday, or second Tuesday evening of the month, nor any Thursday evening. The Campo hands-on sessions should not be on a day when there will be both a Miller Creek and a Tecate Train. I am not available on Oct. 10 (Trainman's Class). The class should start no earlier than Sept. 9.

Late addition from the "Training Officer:" Cuyamaca College has just confirmed the dates of the Fall Trainman's Class: Sept. 23 & 30, 6:30 to 9:00 P.M. at Cuyamaca College, and all day Oct. 10 at Campo.

Contact me at 619-670-7441 or jimbaker@cts.com

Jim Baker, Training Officer

Rule of the Month:

General Order #3, General Instructions, Skates & Handbrakes.

"All trains will be put on a skate when they will be parked at the Campo Depot for 15 minutes or longer or any time left unattended. Trains will not be held by the independent brake only. Train brake and/or hand brakes will be used. Hand brakes will be released only when the crew is aboard the train."

We had a close call recently because of a possible violation of this rule. The train moved into the depot area just at boarding time, so the train was not skated and handbrakes were not set. The train brakes were not set either. The engineer, forgetting that the train was not skated, released the independent brake during passenger boarding, and the train moved West, about 15 feet. Fortunately, no one was actually stepping onto the train at the time, and an alert trainman prevented people from trying to

board the moving train.

Engineers: If the train is not skated, the train brakes must be applied if movement is not imminent or if passengers are boarding.

Conductors: If the train is not going to be skated, remember to call for a 20 lb reduction, and receive an acknowledgment of equalization before boarding passengers.

Trainmen: Remember that there is always a possibility that the train may start moving while loading passengers. Be ready to immediately stop the boarding process if this ever happens.

Safety note for Trainmen

Mike Retz

Last Sunday, at the end of the train ride, two young children slipped coming down the steps of the car. Luckily, I was able to catch them and no injuries ensued. This week, I hope to get a little non-skid paint on the step edges. The point is, we must all be ready to catch people if they slip on the steps. Young boys seem to be the biggest problem, but we must be alert for everyone. Some trainmen stand at the base of the steps with their hands in their pockets or are holding onto the grab bar during unloading. We must stand there with our arms outstretched, ready to assist all. True, men do not want to be touched or helped while they are coming down the steps. That does not mean we can't have our arms out and ready. Be observant of each person's feet, if you see that he or she is stepping on the edge of the step and not the flat part, say something, and at the same time be ready to make a catch. An accident involving injury may not only ruin our whole day, it may ruin our whole museum.

BACKCOUNTRY BACKGROUND

by Mike Retz

Last month we talked about the years leading up to WWII and why Campo was selected for an Army base. We also covered the history of the 11th Cavalry. This month we'll do the war years and the transition from the 11th to the 10th and 28th Cavalry. Again, my thanks to Jim Hinds, who allows us to use the info in his book "Military Presence in the San Diego

Backcountry". By the way, this and other books on the area are available at the Stone Store.

In addition to their military duties, the soldiers at Camp Lockett found time for other pursuits, some of which brought them in contact with the civilian population. In April 1942, the regiment took part in several social events in the Imperial Valley. The most significant were the International Desert Cavalcade at Calexico-Mexicali and the Palm Springs Victory Spring Festival.

While stationed at Campo, Major Kern M. Copeland met and eventually married Dorothy Cannon, and Mabel (Coleman) Moffitt met her husband when he was there. According to Mrs. Moffitt, her husband "used to ride the countryside on maneuvers. On one ride, he saw me and dismounted to chat. Later, a romance developed." No doubt the Copeland and Moffitt stories were the exception to the rule. When compared to the thousands of young men stationed at Lockett, there were simply not enough single women to meet, unless, that is, a soldier wanted to pay for it.

Officially, the Army had a negative view of prostitution, which stemmed not from moral grounds but rather from medical concerns. The spread of venereal disease in the military was such a national problem that Congress attempted to regulate prostitution by prohibiting it within a reasonable distance of military establishments. As with all large army bases, however, prostitution at Camp Lockett was clearly evident. The best known whorehouse in the area was approximately a mile or two west of the camp. According to local sources, the house was not only popular with soldiers but was also frequented by some area residents. Reportedly, on weekends when the demand was the greatest, prostitutes were brought in from San Diego to Campo where they plied their trade under the oak trees just beyond the confines of the camp. Several of the establishments were widely known and well patronized.

In addition to the illegal activities that flourished as a result of the base, Camp Lockett afforded other employment opportunities. Durin

hundreds of civilians were employed throughout the camp. Men found jobs as firefighters, custodians and painters. Women were employed as clerks in the post exchange, hospital and bank.

In 1942, the War Department decided to increase the Army's armored and motorized divisions. After only seven months at Camp Lockett, the 11th Cavalry was committed to the new 10th Armored Division at Fort Benning, Georgia. In late June, the dismounted 11th Cavalry started an incremental transfer to Fort Benning. The 11th Cavalry's S-2 officer transferred custody of documents and records to an advance party from the yet-to-transfer Headquarters Staff and Headquarters Company, Southern Land Frontier Sector.

The end of the 11th Cavalry's tenure at Camp Lockett signalled the beginning of more dramatic events in the area. Not only did the government have plans to expand the camp, but the Army intended to station approximately 3,000 black soldiers there. Coming at a time when racial intolerance was the rule rather than the exception, one might expect trouble. In Campo, the reaction to the news was certainly tempered by the fact that there were hardly enough residents to mount any real opposition. Besides, there was a war to be won. One could not discount the fact that the camp was a boon for the local economy. Black or white, the soldiers were using the same green money.

The 11th Cavalry was relieved at Camp Lockett by the 4th Cavalry Brigade, which consisted of the 9th and 10th Cavalry regiments. The 9th, however, was transferred to Fort Clark, Texas, to relieve the Texas National Guard's 112th Cavalry Regiment. On February 25, 1943, the 28th Cavalry was activated; upon being filled with selectees (draftees), the regiment undertook to train its new men. Meanwhile, the 10th Cavalry continued its normal mission of guarding the border, tunnels, bridges and radar sites. It was not until July 24th that the entire 4th Cavalry Brigade was assembled as a unit. General Brown called for a full mounted review.

Camp Lockett cavalrymen

fought a series of wild fires during the 1943 fire season. These soldiers, along with a force of Marines stationed at Pine Valley, were utilized in fighting four major blazes that ravaged 25,000 acres of the Back Country. The brigade threw its full resources against the deadly 16,000 acre Hauser Canyon fire of 2-6 October, in which the 10th Cavalry lost one man and the Marines lost six. The San Diego Union reported, "The flow of injured into the Camp Lockett Hospital became so heavy that the Red Cross field director sent an urgent appeal to San Diego for nurses' aides, surgical dressing and medicines."

Life as a soldier at Camp Lockett was not all work. The troops were allowed passes for weekend jaunts into San Diego and Los Angeles. Live entertainment was brought to the camp. In 1943, Joe Louis, the heavyweight champion of the world, put on a boxing demonstration for the troops. There were two swimming pools at the camp plus a theater that provided entertainment.

The War Department, foreseeing no need for a cavalry division, decided to convert the 2nd Cavalry division to service units. By January 1944, the War Department was fully committed to shipping the 2nd Cavalry Division overseas to North Africa for disbandment and to using its personnel to form other service units. The 4th Cavalry Brigade was alerted for overseas movement. On January 27, 1944, General Brown relinquished his command; three days later the brigade left by train for Camp Patrick Henry, Virginia, an overseas staging area. The 10th and 28th Cavalry Regiments followed. On February 28 the brigade sailed for North Africa, arriving March 12. There, after being active for more than three years, it was inactivated on March 23, 1944. This also brought to a close the 78 year history of the Buffalo Soldiers, although the name - 10th Cavalry - would reappear many times on into the 1990's. Not, however as horse soldiers!

Dates of Note

6/20/98	Tecate Special
6/24/98	Museum Services
6/27/98	Wine Tasting Trip
7/4/98	Lake Morena Fun Days
7/6/98	Campo Ops. Mtg.
7/11/98	Full Moon Dinner Train
7/18/98	Tecate Special
7/21/98	School Days
7/22/98	Museum Services
7/25/98	Wine Tasting Trip
7/28/98	Board of Trustees Mtg.
8/3/98	Campo Ops. Mtg.
8/8/98	Full Moon Dinner Train
8/8/98	Tecate Special
8/8/98	Report Deadline
8/18/98	School Days
8/22/98	Wine Tasting Trip
8/26/98	Museum Services

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SDRM TimeCard

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