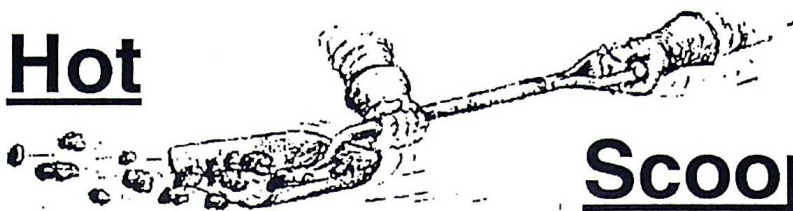


# Hot



# Scoop

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

March 1998  
VOL X NO III

## INDEX

|                         |              |
|-------------------------|--------------|
| Annual Dinner.....      | 1            |
| #2353.....              | 1            |
| SD&IV Borrows Loco..... | 1            |
| Timecards.....          | 2            |
| Ross Bryan.....         | 2            |
| A Note From Denby.....  | 2            |
| Potty Training.....     | 2            |
| Safety Corner.....      | 2            |
| Training Update.....    | 3            |
| Rule of the Month.....  | 3            |
| New Curtains.....       | 3            |
| Calendar.....           | 3            |
| Timecard.....           | Inside Cover |

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San Diego, Ca.  
92101

HotScoop Shovel-Logo by Larry Rose

## CAMPO NEWS

Lew Wolfgang



### Annual Dinner

Pat Blackmore at the office reports that the Annual Dinner date has been changed from March 12th to March 19th. Invitations will be sent soon but you may call the business office for early reservations.

|           |                     |
|-----------|---------------------|
| Location: | Bali Hai Restaurant |
| Time:     | Cocktails 6:00pm    |
| Dinner    | 7:00pm              |
| Awards    | 8:00pm.             |

Ticketlets for couples are \$45.00, singles \$25.00

### Locomotive #2353 Returns

Locomotive #2353 was fired up for the first time since last spring on February 21, 1998. She led the Miller Creek Demonstration train on the 22nd to the delight of the passengers, including a troop of Boy Scouts. The Steam Team reports that very few problems were encountered during the shake-down cruise. #2353 is scheduled to lead a special "Trains Unlimited" charter from Tecate to Miller Creek on March 21. The trip begins in Tijuana at 8:30 A.M. and will be lead initially to Tecate by SP #3873. There, after a lunch-time layover, #2353 will pick up the consist for the rest of the trip to Miller Creek, then back to Campo. The passengers will return to San Diego via motorcoaches. Please note that this trip is NOT a Museum event. Trains Unlimited is chartering the train and is solely responsible for ticket sales and reservations. It has been suggested that Museum Members be given an opportunity to dead-head down the hill, but unfortunately, the logistics for this are unworkable.

### SD&IV Borrows #3873

The San Diego and Imperial Valley Railroad has arranged with the Museum to borrow locomotive #3873 for a short period of time. They have booked a large unit-train for delivery to Tecate and needed the extra power that the Museum has available. This is being mentioned now only as a preemptive strike against rumors. The loan agreement was handled through the Business Office and the Museum will be compensated

appropriately in kind. Please note that we can only benefit from a close and friendly relationship with the SD&IV, we are glad that we can be of assistance.

### Timecards

One of the duties that a volunteer has is documentation of the time spent in helping the organization. These records are used by the office as supporting data in grant applications. Many granting organizations want to know the level of volunteerism before they will fund a non-profit. To this end, please find a timecard sheet with your Hotscoop. Please keep track of the time you spend volunteering for SDRM in the spaces provided. There is no set schedule for turning in the timecards, but once per month would be reasonable for an active volunteer. A drop box will be provided for the forms in the Car Barn and the Operations Office. The forms may also be mailed or delivered directly to the Business Office. You may also email the information directly to Pat at "office@train.sdrm.org".

### Ross Bryan

Ross Bryan is a seasonal volunteer who helps us at Campo during the winter months. He has been instrumental in getting the engine rebuild for locomotive #2098 under way, as well as helping with numerous other Campo projects. He will be leaving again within a week or so and we should give him a round of applause for his efforts. Mike Retz is organizing a farewell dinner for Ross on March 7. Alas, this probably will not reach you by then, but be sure to thank him personally if you have the opportunity. See you next fall Ross!

### A Note from Denby

As most of you know I have not been able to be at Campo for awhile, since July of 1997, so when I was able to spend a night at Campo lately, I was truly surprised at what confronted me when I walked into the Car Barn and the lounge. It wasn't messy, it was, and is still to the best of my knowledge, filthy. We want to be considered a class organization, but how can we want respect if we don't respect ourselves. And when I walked into that lounge, and used the rest room, that was EXACTLY what was communicated. I realize that customers are not in there that often, but members are, and are they not entitled

to a clean environment to relax in or clean sanitary facilities? I should hope so.

This is not pointing at one group or department, but at every one that uses the facilities out there. If every person would pick up after themselves, there wouldn't be old food on the floor, papers and magazines on the tables, dirty dishes in the kitchen, old pumps under the kitchen pass through, toilet paper spools on the bathroom floors etc. Remember, this is where we live on the weekends and we are the ones that should be taking pride in it.

'NUFF SAID,

Denby

### Potty Training

As some of you have unfortunately discovered, the toilet in the Campo Ops office is prone to clogging. If care is used when operating this device there is no reason for it to overflow and flood the area where Conductor Wolfgang changes his uniform. If, when flushed, you notice the water level approaching the bowl rim due to a hidden impediment, be aware that you can stop the water flow by manually closing the "flapper valve" in the bottom of the supply tank. This valve may be reached by removing the back cover and inserting your hand to push the flapper down and into the closed position. Don't worry about sanitation, the water in the supply tank has been unsullied by contamination and is as pure as the driven snow. Once you've stemmed the flow, a plunger may be used to loosen the referenced impediment. Thanks for your help in these weighty matters. Poems and odes on this subject will be accepted and published in the next Hotscoop.

### Safety Corner

#### A word to the wise....

FOR RELEASE: FRIDAY, JANUARY 9, 1998

ILLINOIS RAILROAD FINED \$500,000

Terminal Railroad Association of St. Louis, Mo., was sentenced on Dec. 18, in U.S. District Court for the Southern District of Illinois in East St. Louis, to pay a fine of \$500,000 for illegally discharging waste oil and solvents in violation of the Clean Water Act. Terminal Railroad also agreed to pay restitution for emergency response

costs to the Illinois EPA, estimated at \$26,073 and was placed on probation for three years. The defendant owns a locomotive cleaning business in Brooklyn, Ill. Between 1992 and 1994, Terminal's facility discharged waste oil, grease and solvents such as trichloroethylene and 1,1,1 trichloroethane from a non-functioning oil-water separator into a ditch that flows into a tributary of the Mississippi River. The case was investigated by EPA's Criminal Investigation Division and the Illinois State Police with the assistance of EPA's National Enforcement Investigations Center.

### Blue Flags

It has been observed that we in operations have been getting a bit sloppy with our blue flag usage. Rather than going over blue flags chapter and verse from the rule book at this time, consider some examples:

1. The Miller Creek train is sitting on the main with the cab manned, ready to depart. The rear brakeman wants to go under to quickly replace a brake shoe. Are blue flags required?

Answer: No. Blue flags are not required on the main when a crew member is going under. The normal "going under" signal, properly acknowledged is sufficient.

2. The Miller Creek train is sitting on the passing track with no one in the cab. A brakeman wants to go under to quickly replace a brake shoe. Are blue flags required? Answer: Yes. Now, where should the brakeman place the flags? Answer: Three flags should be placed, one on the locomotive control stand, and one at each end of the passing track adjacent to the switches. The switches must be lined away from the passing track and locked. I can just hear someone saying, "But that's a long walk! Why not just place a flag on each end of the consist?" Consider that some other crew might be tempted to spot a car, say #1509, on the east end of the passing track to get it out of the way for a bit. They don't see any blue flag because someone placed it in front of the Miller Creek consist in front of the Depot. Now let's say that due to an improper coupling #1509 gets away from the switching crew and careens down the passing track and crashes into the Miller Creek consist, after mowing down the blue flag. End result: puree of brakeman.

3. Now, how would you blue flag a car on the house track sitting by the depot? Answer: Three flags should be placed (assuming there is no locomotive in the consist), one at the west house track switch where it joins the main, one at the east house track switch where it joins the main, and one at the east end of track #14 where it joins the East Lead. I know, the East Lead is a Very Long Walk from the depot. But consider what would happen if a consist was switched onto #14 and then got away, the whole kitten-kaboodle could potentially shove all that equipment down onto the house track, trail through the track-14/house switch and totally ruin your day! Operations is currently considering installing a derail east of the track-14/house-track switch, which would ease the blue flag burden considerably. Also look for a new General order soon that will elaborate on the Blue Signal rules. Until then, stay the course....

In general, when placing a blue flag, try to consider what it is you are trying to do and how you can communicate to others that your butt is on the line.

#### Tag and Lockout

From time to time we may have the occasion to tag an electrical circuit, machine or equipment. This tag (and lockout) is an indication to others that it may be hazardous to energize or operate said equipment. This tag is not to be ignored, lives may be at stake. The person placing the tag should indicate the date, defect, and name so that others may properly diagnose and repair the defect. If a tag is removed, the person who placed the tag should be notified and informed of the status of the repairs. Tags should be removed only by qualified individuals who have full knowledge of the defect. Note that you don't have to be a qualified individual to place a tag. You only need to be concerned about some aspect of the tagged device as it relates to safety. Tagging should be reported to the Facilities Superintendent, Thomas Lee Braginton, or the Safety Officer, Lew Wolfgang.

This isn't only common sense folks, it's the law. Ignoring a tag could leave you personally responsible if something happens and someone is injured.

#### Training Update

by Jim Baker

1) The next Brakemen's class will be May 13 & 20 at La Mesa Depot, and May 30 & June 13 at Campo. The class will be limited to a maximum of 8 people. The prerequisite is 12 days as a Trainman prior to certification as a Brakeman.

Contact Jim Baker at 670-7441 or baker@train.sdrm.org for further information.

2) By now all certified crew members should have taken the annual review classes and tests. Those who have not done so prior to the Qualification Board meeting on March 10 may have their operating privileges suspended by the Board.

#### RULE OF THE MONTH:

RULE 6.32.7 (SP) "Motioning Vehicles at Grade Crossing. Employees must not motion vehicles to proceed over grade crossings."

It is possible that a signal to a vehicle to proceed could be interpreted by the engineer as a signal for him to proceed. Therefore, unless it is known to the flagman that there will be some delay on the part of the train, vehicles, once stopped, should not be signaled to proceed. Also, once one vehicle is stopped, it is safer for the flagman; oncoming vehicles can notice a stopped vehicle easier than just a flagman. There have been several reports of brakemen signaling vehicles to proceed; this is not a safe practice.

#### Thanks for the Donation

by Terri Gregory

For those people who spend time in the Car Barn I am sure you have noticed the new curtains in the dining room. The curtains are a donation from Jean and Fred Carnathan. Their donation has made the lounge a bit more comfortable and enjoyable. Thanks for your generosity.

#### Calendar

##### March

|                            |                                      |
|----------------------------|--------------------------------------|
| March 12th Annual Dinner   | Ann McVeigh                          |
| No Dinner train this month |                                      |
| March 14 & 28th            | Tecate                               |
| March 17th                 | School Days                          |
| March 21st                 | Special Charter for Trains Unlimited |
| March 22nd                 | Steam Day                            |
| March 24th                 | Board of Trustee                     |

March 28th

Meeting  
La Mesa Depot  
Rummage Sale

#### April

April 4 & 18

Tecate Trips

April 11th

Lunar Limited  
Dinner Train

April 11, 12, 25, 26

Proposed Steam Days

April 11-19

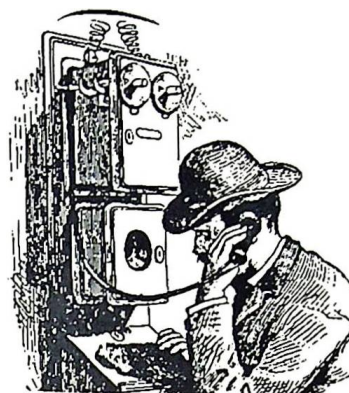
Copper Canyon trip

April 21st

School Days

April 25

Proposed Star Gazing  
Trip



#### PHONE NUMBERS

##### SDRM ADMINISTRATION

|                                       |          |
|---------------------------------------|----------|
| Museum Phone                          | 697-7762 |
| Business Office, Pat Blackmore        | 595-3030 |
| Business Office Fax                   | 595-3034 |
| Hotscoop Editor, Lew Wolfgang         | 553-3106 |
| La Mesa Depot                         | 465-8444 |
| Campo Depot                           | 478-9937 |
| Campo Car Shop                        | 478-9451 |
| Campo Caretaker, Thomas Lee Braginton | 478-9344 |

##### DEPARTMENT HEADS

|                                            |            |
|--------------------------------------------|------------|
| Facilities, Thomas Lee Braginton           | 478-9344   |
| 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 |
| Director of Fire Services, Bill Walker     | 599-1247   |
| Chief Trainman, Mike Retz                  | 466-8608   |
| 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                        | H-670-7441 |

## SDRM TimeCard

[illegible]