

Hot



Scoop

HotScoop Shovel Logo by Larry Rose

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

November 1998

MUSEUM NEWS

VOL X NO XI

>>>Volunteer of the Month<<<

The VoM for October is Steve Kostelak. We recognize Steve for his efforts in organizing volunteers, clean up at Campo and his work on MOW with Allan Dillane

Congratulations from all of us, Steve! The VoM will be selected at the combined Operations-Services meetings with input from the superintendents.

>>>Christmas Party<<< Pat Blackmore

The December 7th staff meeting will now be a Christmas Party for staff and whoever wants to come. We will be adopting a family for Christmas so please bring canned food, warm clothing, etc. Start time: 6:30.

>>>Campo News<<< Pat Blackmore

Wow! That about says it all for this past Saturday Nov. 7th. Thanks to all who contributed to our hugely successful day. We had 350 on Miller Creek, 224 on Tecate and 32 for the dinner train. Spectacular, it makes me very proud!

>>>Director of Campo Operations<<< Denby Jones

It has come to our attention that locks are either being forced or cut to gain access at Campo. This practice shall cease immediately. Locks are placed to control assets belonging to specific departments, not hoard material. If you need something, make arrangements with the Superintendent responsible. This allows you to get what you need, if available, and allows the Superintendent to replace his stock as needed. **The cutting or forcing of locks will not be tolerated!**

Fred Carnathan has accepted the position of Machine shop Foreman. He will be responsible for all of the machinery in the carbarn, acquisitions, and de-accessions of machinery. Any questions concerning the use of the machinery will go through him. Any acquisitions of machinery must be presented through him for approval first.

Car Barn Space

Track three in the car barn (the one with the pit) is for locomotive servicing and repair only. Do not block the track with forklifts, machines, or what have you. Both ends of the track must be clear so locomotives may move in and out to gain access to the pit for inspections. Nothing is to be disassembled on either end of track three without express permission of the mechanical Superintendent or the Director of Campo Railroad Operations

>>>Qualification Board<<< Lew Wolfgang

Evaluation Forms

The training evaluation forms for the various operating positions are routinely collected from the Campo Ops office to be tallied for the Qual board and for inclusion in your service record file. Please note that the chairman of the Qual Board is responsible for collecting the evaluation sheets. If he doesn't get the sheets, he can't petition the Board to certify you when you're ready.

These evaluation sheets are important. If you don't trust the **Operations Office**, feel free to do with them as you wish, but you **HAVE TO GET THEM TO ME TO BE RECOGNIZED!!!!** You may send them to me at my home address, or address them to me in **care of the business office**. Just make sure that I get the forms. Note that asking someone else to put them into your service record may prevent me from logging them appropriately.

I know for a fact that some of you have undergone training for which I have no record. If you think you are ready for qualification but haven't heard anything from the Qual Board, please contact me and I will indicate exactly what the records show.

Operations Job Prerequisites and Policy

The Museum's Qualification Board has established the training requirements and prerequisites for all the various Museum operating positions. This policy, established in conjunction with the Training Superintendent when the Museum first came under the FRA's jurisdiction, has been updated several times over the years. The policy has been published in previous issues of the HotScoop and is a part of the Trainman classes given by the Training Superintendent. It is the responsibility of the Qualification board to insure that the established policy is implemented in a fair and consistent manner.

There isn't room in this issue of the HotScoop to publish the policy again, but it is hoped that it will appear in December. If you would like to see the policy before then, please contact the business office.

>>>Safety Corner<<< Lew Wolfgang

As the fire season wends its way to a close, we now have the time to sit in idle contemplation of things more mundane.

One aspect of Campo that we should be thinking about is rain and what it does to open containers of oil. Recall that oil floats on water. Thus, a bucket half full of lube oil will empty all of its oily mess onto the ground if it rains enough. Believe me, in Campo it rains enough! Please, don't leave open containers of **ANYTHING** lying around Campo, either indoors or outside. There is a waste oil tank on the south side of the Carbarn just waiting for your hydrocarbonaceous effluent. Another barrel inside the Carbarn awaits your solvent residue. Please use them.

It is also time to check for 55-gallon drums of product left outside in the rain. The water will puddle on the top. If the water level covers the bung, temperature cycling will tend to draw the water into the drum even though the bung is tight. When you have to leave a drum outdoors, be sure to tip it in such a fashion that water can't collect on top.

>>>STEAM LOCOMOTIVE CAB OCCUPANCY<<< Pat Blackmore

Scope: To set the San Diego Railroad Museum Policy concerning the occupancy of all Steam Locomotive cabs at any time the locomotive is in operation. Operation is defined as any time preparations are being made to set a fire, whenever there is a fire in the fire box and for a period of one hour after a fire has been extinguished.

Background: All San Diego Railroad Museum steam locomotives use petroleum products as fuel. Petroleum becomes a highly combustible gas when heated. The combustible gas is used to generate steam when properly managed. However, there is the ever-present possibility that gasses will accumulate in the firebox and ultimately ignite creating an explosion known as a **FLASHBACK**. A flashback can range from a minor flare up in the firebox to a catastrophic explosion causing major damage to the locomotive and loss of life to those in and near the locomotive.

Policy: To minimize the potential for personnel injuries the following rules apply:

- a. No more than five (5) persons shall occupy the cab at any time.
- b. An adult must accompany children between the ages of 6 and 16.
- c. Children under the age of six (6) are not permitted in the cab at any time.
- d. Children under the age of 10 will not be permitted in the cab during excursion operations. An adult must accompany children between the ages of 10 and 16 riding in the cab during an excursion.
- e. All occupants of the steam locomotive cab must be attired in clothing made of natural fibers. Clothing made of synthetic fibers is not permitted.
- f. Minimum required clothing for cab occupants are:
 - (1) Long sleeve shirt.
 - (2) Full length trousers. Skirts are not permitted.
 - (3) Leather gloves. Gauntlet length is preferable.
 - (4) Eye protection.
 - (5) Footwear. Boots or high top shoes are preferable. Thongs, slippers, athletic shoes made of synthetic fiber are not permitted.
 - (6) Hearing protection.

>>>Maintenance of Way<<< Allan Dillane

Mainline Track Foreman Dick Hobson reports a slow but successful hiring and training program for our new track crew. Our funds are limited and the pay is limited. The result is that our crew has limited experience and requires a great deal of supervision, patience and careful training. The results have been positive but "bumpy". As part of their training the crew has under taken to up grade the Campo Depot Yard. They now have over 270 new ties in the ground. The passing track is bumpy but that is the result of a need to replace so many ties and the "learning curve" of the track team. In track work "We do it over and over again until we get it right". Throttle jockeys will get a thrill but those are good ties under those rails now so if you hold the speed down you are more than safe!

On the Division section we have reballasted, tamped, tightened joints, replaced or reset approach ties and laid protective gravel over the abutment approaches to the Hwy 94 overpass at MP 60.96. We have begun our annual drainage and culvert inspection starting at the border because this is our first year to be responsible for its upkeep. So far we have identified only one plugged culvert but brush and drainage is as usual a general problem.

We have tightened joint bars in the Clover Flats area and respiked, reballasted and respiked the East section of Sport Curve.

Yard Track Foreman Steve Kostelak is unhappy with Rich Warner. He complains that Rich, being retired, gets to do all the fun things during the week so that when Steve (a working man) gets there on Saturday, Rich wants to "get to work". Apparently it's working. During the week Rich has laid out and pulled up the new Museum Main switch twice. He will now "let" Steve come up and complain about how little he gets done during the week and then the two of them will turn too and "get it done!"

The wooden flat cars have probably made their last journey. Ed Massey, Richard Dick, Bob Haney, Dick McIntyre, Rich Warner and others moved them from blocking the relocation of the new Museum Main out to the East Lead. We now have about a fourth of the material previously stored in the lower yard relocated to the East Lead. The rest must go before we tie-in the new main. A start has been made in rebuilding the loading ramp at the end of track #8. This is part of the MOW emergency response plans but will be needed when we move heavy equipment out on the mainline and to the borrow pit as part of our mainline ballasting and drainage efforts. Thanks to Bob Haney, Chris Ward, Dick Cupp and Dick McIntyre the final touches to completing the remounting of the Santa Fe bridge crane has been accomplished. We are sorry that so many of you missed the show when Ed Massey picked the bridge crane up off the ground and set it on to its trucks but come on out and get a picture of it.

The Roadmaster reports that all materials for switches stored at Camp Morena by the Engineers have been relocated to the "north forty". Without these the last three switches in the lower yard could not be laid. The construction company contracted to replace the two Hwy 94 RR Xing gates and rail have begun storing material in the main parking lot and plans to start the job in early November. We loaded the black flat car with most of the trash ties as part of the MOW safety and clean up efforts. This effort will eventually clear all track 4 feet either side of the outside rail (6 feet in curves). The only exceptions will be in the upper yard where work on equipment is in progress. We then ask work crews to keep their materials tidy and within 6 feet of the piece of equipment under going repairs. This will normally allow movement of ground equipment within the work area.

Blow downs by the 2353 has created some positive discussion and enlightenment. Dripping water is something we will have to live with. It is our understanding that standing still blow downs, except at the 2353 parking area next to the barn are not necessary. Blow downs are apart of good maintenance and are encouraged anywhere on the mainline while moving. The Campo Depot Yard and the Miller Creek Run-a-round are NO BLOW DOWN areas. If a standing blow down area is needed for some reason 2 4x8 sheets of plywood can be laid along each side the engine by the Steam Team as a temporary solution. This is probably one of those subjects that will require continued discussion as our collective knowledge and understanding expands. Engineers might make note that blowing down in roadcuts splatters mud back on the engine and equipment and steam fills the next car behind where the passengers are riding. In terms of the best show for photos, east or west bound either side of Hwy 94 East and west bound approaching La Posta road and on the straight stretch at MP 66 west bound just be for you reach the speeder shed stand out. Anywhere either side of the trestle should give the public spectacular shows from Sheridan Road and Hwy 94.

The month finished with a planned general clean up. Too many things were going on, so we canceled and innovatively put together a demonstration of the Museum's emergency response plans. This was a cooperative effort between the Operations, Training and MOW departments. It began unannounced with the Roadmaster calling for a radio check with Campo Dispatch. We had radio communications 5x5. 1809 was warming up on the West House Stub Track getting ready to hook on to the Tecate Special consist. The MOW team was in the lower yard deciding how to proceed with construction of the new switch. The training for the new brakeman/speeder class had just got under way. #2104 had just fired off in preparation for its role as headend for trains 1-4 to Miller Creek.

1809 is underway and moves through the open D-rail switch at dead slow onto the ground. Campo dispatch is notified and the Superintendent of Operations arrives and takes charge. A quick check indicates that that no serious problems exist. The SO asks the Roadmaster to gather the necessary equipment and to activate the MOW response crew. The SO reports the problems, his findings and recommendations to the Director of Camp Operations and the Museum Executive Director. The quick conference call results in a plan and authorization to proceed.

1809 is removed as engine for the Tecate Special and the 2104 takes its place. The Tecate Special departs. The yellow switcher is activated and assigned to handle the Miller Creek consists. The MOW team moves in with its equipment and sets up for re-railing the 1809. Engineers and brakemen come and go as needed from other important jobs they are doing about the museum.

Meanwhile a track inspection to Miller Creek locates dirt bikers on the right-of-way and the Sheriff is notified. The Tecate Special has now reached MP 62 and reports cows on the right-of-way. Campo dispatch gets on the phone and begins checking on property owners to be sure the cows are gone before the Tecate special returns in the afternoon. Now train #1 departs for Miller Creek. A new radio antenna installed two weeks ago is undergoing testing. The engineers of both outward-bound trains are reporting as they pass each milepost.

All the time these activities are going on there are teams in the upper yard cleaning the 2353's boiler, another doing touch up work on the Fairbanks Morse new paint job and still another working on the RPO car.

Back at the D-rail train crews, MOW response team, other Museum volunteers, and even lots of visitors focused their attention on 1809. The Brakeman/Speeder students were treated to a first hand view of what their class was really all about! Although rerailling is a standard procedure there are almost always glitches. Getting down on your hands and knees and even on your belly is hard, dirty work! The trick is to use just the right amount of wood blocks together with positioning the reraillers in the right spot and then using the engine to do the hard part. An engineer with a light, but sure touch on the throttle and a brakeman with eyes on both sides of the engine at once can make this job look easy! Three hours and the response team had the "old girl" back on the rails and all went to lunch. The engine crew did a careful inspection and then moved 1809 to the east end of the yard. There a more careful inspection was made and the engine declared ready to headend trains #3 and #4 to Miller Creek for the afternoon.

The day ended with clean up at the D-rail area, the Immigration Inspectors checking the Tecate passengers, switching for the Sunday consist and closing up shop at the barn. The Special THANK YOU from the Superintendent of Operations closed out the day. Good Iron too all and to all a safe trip home!

THIS IS CAMPO DISPATCH

Dick Cupp has pulled through while all the rest of us have bitched, made do or just thought that was the way it was suppose to be. Campo Dispatch is now able to operate at full power! "Line of sight" will still give us dead spots but he thinks these will be reduced. Next time you see him, give him a pat-on the back!

After the dust settles and all of you have time to test Campo Dispatch's new capabilities he plans to see if we can make some more improvements. Tentatively they are as follows:

- a. Complete a track chart to identify the radio dead spots from Tecate to MP74. MOW will need to get the 1/10 mile markers in to improve reporting accuracy.
- b. Research the Museums authorized repeater site 1 1/2 mile south of Hwy 94 on Terra del Sol Road. It is our hope that this site may help us reach into Tecate which is now in a "dead spot".
- c. Look into the possibility of moving our antenna both for location and height. This will require coordination with the FCC, and if successful a change in our radio license. This will be a time consuming process unless we hire a company to do it. In any event this is many months away in "museum time".

>>>Operations<<< Jack O'Lexey

Switch stands

Saturday night Oct. 24th I was riding back from Miller Creek on the dinner train about 9:30 p.m. and we were approaching Campo Junction. Of course when you're approaching Campo junction attention is focused on whether or not you have good iron or bad Iron. We were approximately 1/8th mile from the switch. Engineer Mike Reneau said he could tell that we had good iron from that distance simply by looking at the handle on the switch stand. The switch stand at Campo Junction has reflective tape wrapped around the handle, and with the headlights from the engine you can easily see the handle. The handle when properly aligned is facing east.

I suggest that all brakemen and engineers know the location of every handle in the locked position on the mainline. Allan Dillane and I discussed several ideas on how to mark the switches to see them at night. In the meantime you should look at mainline switch stands. Allan may be putting some reflectors on the upper square portion of the switch stand.

>>>La Mesa Depot<<< Roy Pickering

This year the City of La Mesa will have it's annual Christmas event Dec. 11,12,18, and 19. The Library crew will once again put up lights on the depot and decorate inside. We will have the depot open all four evenings and have hot cider, hot chocolate and candy canes for the kids. The city has carolers, carriage rides, Santa, craft booths, food booths, and lots of activities for the kids. If you would like to help light the depot and or greet visitors please call Roy Pickering at 619-462-3392. This has proven to be a very positive and fun event so stop by and say hello.

>>>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 seafood, 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 chaparral. 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 also 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 WW 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 with 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, was gradually turned over to the county. The local high school, Mountain Empire, located near present day I-8, was now too small, so a 3-classroom building and gymnasium on Sheridan Road were selected for the new high school. In time, even these buildings 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 classroom 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.

>>>10-5-98 SDRM Operation Staff Meeting Minutes<<< (Scribed by Terri Gregory)

Meeting called to order at 1832.

Attendees: Blackmore, Wolfgang, Baker, Borstadt, Miles (for Sweetwood), and Reneau
Absent: Jones, Dillane.

Guests: Gregory, Retz, D. Pennick, A. McVeigh.

Minutes from September were discussed and a question as to whether or not Ross Bryan was qualified last year as an engineer. Terri will check with Denby and correct that statement if required. Motion for approval of minutes was made by Wolfgang and seconded by Baker. The minutes were approved with possible correction as noted above.

Agenda Additions to the agenda were made at several points during the meeting.

- The Mill Tours
- New Years Eve Part Train for 12/31/99
- Management in the yard - customer safety - communication
- Jim Baker wished to address Certifications at the picnic and the usage of 1509 for his training class.
- Employee manuals

Agenda was approved and modified. (Miles made the motion, Borstadt seconded)

New Years Eve 1999 was discussed. Several corporations have expressed interest in chartering the train for a special event. The conscious of the meeting was that:

- Yes we could find crew to work on that Friday
- A comfortable number of people would be 200
- A large price would be charged
- Bus transportation would be a must - from company to Campo and return
- This would not be available to the general public - Corporate Charter only

Pat discussed the beneficial results in the weekly meeting with Denby Jones, Rich Borstadt and Pat Blackmore to discuss the current activities going on in the Museum.

Maintenance in yard - safety - communication of work

Concern since the notification as to specific date etc. of work to dig trench was not shared with the various areas of staff. Safety concerns of walking tours, parking for volunteers, display areas and cohesive interpretations concerns were discussed. The general disarray of the area was also discussed.

Possibility of utilizing track 1 for an interpretation display was discussed. The display would assist the docents with something to talk to and this would be a safe area for the public. This was considered to be the best solutions at this time. Rich Borstadt and Mike Retz will put together a plan and forward to Mike Reneau to see if we can implement these changes.

Jesus Garcia Day was reviewed. This event will be a smaller fall event than originally planned. Rich B. will give a final briefing at the next meeting. So far there will be a regular Tecate trip we will call the "Jesus Garcia Special", a display in the box car, and docent discussion in the courtyard.

Uniform policy was reviewed. The new employee manual does address this issue and Pat instructed Bob Miles to amend that portion to reflect the conscious of the meeting.

- Black pants, white shirt, tie (bow or fore and aft), pillbox hat, black shoes.
- No shorts are permitted
- Bib overalls are permitted for the cab crew (engineer and head Brakeman)
- Vest and jackets are optional

The Museum will continue to provide the name badges for volunteers and arrangements will be made so that crew can purchase uniform items at a reduced cost. These will include: hats, SD&A pins, Trainman Pins, Brakeman Pins, Switchman Pins, Conductor Pins, buttons and the unique Conductors' hat.

Bob Miles would put together an article for the Hot Scoop and Terri will include what items will be for sale, cost, and where to obtain. Terri's listing will also be available in the Ops. Office at Campo.

Crew requirements and progression were the next item discussed. A meeting between Pat, Denby, Lew, Mike Retz and Rich Borstadt was held on 10/5/98 during the day to discuss the crew availability and minimum requirements. A copy of the minutes from that meeting is attached. General outcome was that we will at this time continue an

all volunteer crew. This issue may be re-visited in the future. The minimum make-up of the crew was also reviewed and discussion followed with many options and opinions. Questions of FRA issues were raised and will be reviewed. The idea of a monthly crew was also discussed. This crew would sign up for a month and perform their tasks on all trains that month. The issue is forwarded to the Qual. Board for review and policy.

The tour at the Mill was discussed. Jack O'Lexey has put together a plan for a train to drop off passengers at the Mill for a tour and then to pick them up and bring them to the Museum. Various aspects of this idea were discussed and the decision was made that on 10/10/98 we would again try this event. Jack is responsible for the crew to facilitate the event, diesel locomotive will be used, we will cut out the bridge stop and tour on this day. Pat also mentioned that she has approval for us to put a siding at the Mill (Truck Museum).

A question of the new gates for highway 94 was raised. Pat is checking on the status. The issue of communicating schedule changes in advance was raised. Early notification of plans to change or modify the schedule (both daily schedule and calendar events) is necessary. This gives all concerned a chance to review their plans, make adjustments, raise concerns or obtain the proper materials to support the change.

Employee manuals were handed out and discussed. It is important that all Supervisors issue the manual and ask that each person sign and return page 7. Terri will have a folder at the ticket office if you wish to drop them off. We are sure that there will be many questions, and concerns should be directed to Pat directly. Many of the items within the manual address safety issues as well as a cohesive general standard for all at the Museum.

The meeting was adjourned at 2036.

Action Items:

- 1) Terri to check with Denby for Sept. minutes corrections
- 2) Rich Borstadt and Mike Retz to propose plan for Track 1 display
- 3) Bob Miles to provide amendment to uniform section of the employee manual and inclusion in the Hot Scoop
- 4) Terri to provide listing of uniform articles for sale

Carried Action Items that were not statused:

- 1) Status of the new gates

>>>December 98 Dates of Note<<<

2	Museum Services Business Mtg.	12	Tecate
5	Dinner Train	12/13	Santa Train
5	Tecate	15	School Days
7	Campo Ops. Mtg./Christmas party	18/19	La Mesa Open House
11/12	La Mesa Open House	19	Tecate
12	Campo Christmas Special	19/20	Santa Train

Please submit articles in pure text (.txt) or MS Word (.doc) format. Please don't send typewritten pages, since retyping may be required. E-mail to hotscoop@train.sdrn.org is preferred, but floppy disks are OK.

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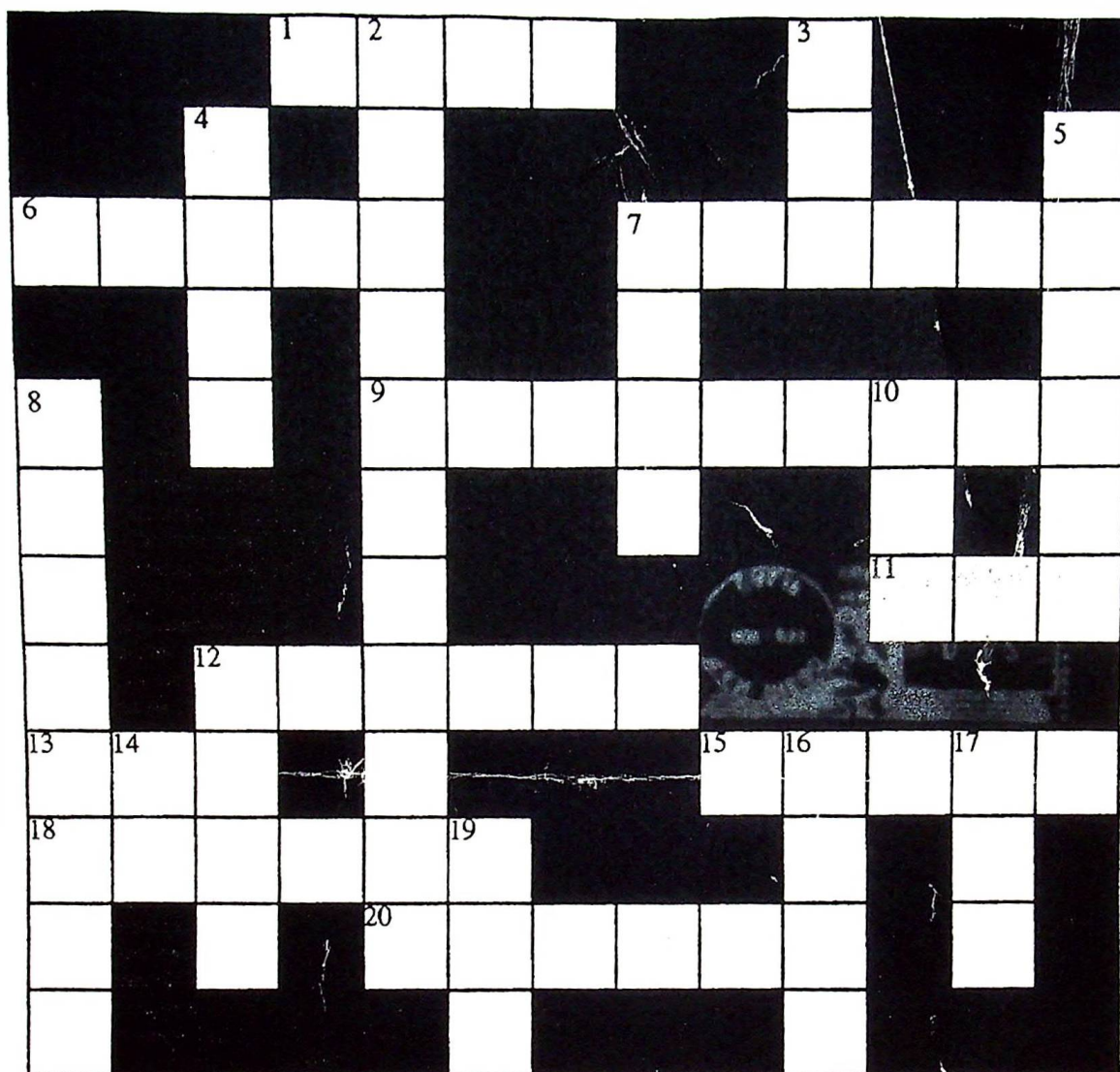
bcb

baker

dillane

Please send address changes to:

San Diego Railroad Museum
C/O Santa Fe Depot
1050 Kettner Blvd.
San Diego, CA 92101



ACROSS CLUES

1. Steel guideway
6. Steering truck
7. Crummy penthouse
9. Guide for piston rod
11. Carriage or wagon
12. Projecting edge or rim
13. FRA counterpart
15. Bogie
18. Bad order
20. Compression ignition

DOWN CLUES

2. Mr. Mallet's idea
3. Triple valve condition
4. ____ hand
5. Adhesion improver
7. Outer covering
8. Gauge of trucks on MRS-1
10. EMD predecessor
12. Switch intersection
14. As Required (abbrev)
16. Prescribed guide for conduct
17. Mobile control room
19. Zero