

Hot**Scoop***HotScoop Shovel Logo by Larry Rose*

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

OCTOBER 1998

MUSEUM NEWS

VOL X NO X

>>>Volunteer of the Month<<<

The VoM for September is Art Paget, who for years has manned the La Mesa Depot. He and his wife will receive 2 brunch tickets on the *Hornblower*.

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

>>>Campo News<<< Lew Wolfgang

--- Display Building Update ---

Don Getz reports that the new Display Building's fire sprinkler system is finally functional. The system was pressurized and leak tested with no problems evident. Don says that the next step is to arrange for the final County inspection, after which we can start laying track! Don hopes that the money we saved by doing the sprinkler installation ourselves can be spent on cement slab work inside the building. **Good work, Don!**

--- Board Barbecue ---

The Board of Director's Campo BBQ was held Saturday Oct. 10th, and by all accounts was a success. Featured were *Patrick Trampus* and the *Saddle Tramps* C/W band, ribs, chicken, corn, and Chris Ward homemade ice cream. Chris provided one of his mechanical marvels for the ice cream production, a single cylinder, "popper" engine with a belt and gear driven ice cream churn. OSHA would have had a fit with all the flying machinery, but it was a wonder to behold! This BBQ was funded by donations from the Board Members and we all owe them a round of applause for a good time.

>>>Director of Campo Ops<<< Denby Jones

On days when the museum is operating steam, the locomotive will be at the depot coupled to the train by 10AM. The engineer will attend the safety meeting. If there is a mechanical problem the Superintendent of Operations will be notified in time to put a Diesel on the line, and the steam engineer will operate the Diesel.

>>>Safety Corner<<< Lew Wolfgang

--- Your Momma don't come to Campo ---

Yes, it's true for most of us, Mom doesn't come to Campo. She's not there to pick up after us after we foul our nest. She's not even there to nag at us for being so messy. As Tony writes elsewhere in this HotScoop, the problem has gotten to the point of being a safety issue.

Folks, we just have to try to keep Campo a bit cleaner. It is a simple matter to just pick up after ourselves after the day's work. After all, since we were the ones just working on a project, we are the ones who know where the tools came from, what the scrap is, what should be saved and what should be thrown. First, is it fair to ask someone else to clean up after us? Second, that person who finally does clean up may end up throwing away your one and only precious geartican.

Remember, we invite the public in to see our facility, a clean workspace is a favorable reflection on our organization and ourselves.

--- Radio Etiquette ---

With the increasing number of Museum members using the hand-held radios at Campo, it is time once again to remind everyone of proper radio usage. Be sure to identify yourself first, followed by whom you are calling. Use the term "over" to indicate that your transmission has completed and that you expect a response from the called station. Use the term "out" to indicate that no further response is expected. Always repeat back a transmission regarding movement of equipment or operational instructions. In particular, listen to see if a conversation or radio controlled movement is in progress before starting your transmission. I've had the experience of controlling a coupling movement by radio when someone else cut in to talk about hog futures, or something. The engineer couldn't hear my transmissions regarding the number of cars to a joint, so he stopped the movement until we could regain communication. This is why the cleared distance to move is always given when controlling movement via radio. If communications are interrupted, the engineer must stop within one half the distance specified in the last successful transmission. If you have any questions about using the radios, be sure to ask your superintendent to help you. That's why we are there.

>>>FROM THE TRAINING OFFICER<<< Jim Baker

Recent new certifications include Sandy Schussler and Dianne Roberson as Brakemen, and Ken Kahan, Dick Pennick, Craig Spingola, and Paul Broer as Speeder Operators. **Congratulations!**

Rule of the Month: Rule 1.54 (SP Safety Rules) Riding on Car or Engine, 3rd para., "When moving over a street or highway crossing, do not ride on sill step, lower rung of ladders, leading end of engine, caboose steps or vestibule steps of cars."

This rule is especially applicable in Tecate, because of the numerous street crossings near the depot. There are 5 crossings just to the east of the depot, and, depending on how the engine runaround will be done, 3 or 5 street crossings to be made then. Brakemen, this rule makes things very different from our usual practice in Campo or Miller Creek, when you would be riding on the point. Either ride in the cab, on the trailing running board of the engine, or walk across the street, after you or the police have stopped all traffic, and it is safe to walk. Conductors, don't stand down on vestibule steps until the train has crossed the last street before the depot.

WANTED - Assistant Training Officer. Help teach classes, prepare curricula, administer tests, keep records, etc. Prefer person with at least one year's experience on train crew. Great pay and benefits; same as the Training Officer!
Contact Jim Baker at 670-7441 or baker@train.sdrm.org.

>>>Safety Alert<<< Tony Neece

With all the work going on out at Campo the hazard of tripping and falling likely striking ones head on something hard/sharp has become rather extreme. It is getting very difficult to walk through the car barn or yard without stumbling over something or getting your feet tangled in some banding etc.

It would be one helluva good idea if we all became more conscious of the danger. Getting so involved in trying to accomplish our goals that we let housekeeping go is asking for a serious accident. One day this WILL hurt someone, probably seriously. Ties left close to the tracks, trim or tools piled around switch stands are examples of a very great hazard to those engaged in switching operations. It is really to the point that switching after dark should be forbidden. I have had the sad experience of stepping off a car while switching after dark, and in spite of having a lit lantern, slamming into a black oil drum that had been left next to the track.

Using the sidewalks inside the car barn that lead to the marked fire exits as a storage area for tools, etc., is unacceptable, both to the fire inspector and to anyone that respects the safety of our visitors.

Having a big cleanup effort occasionally just isn't a safe practice. Work must be stopped each day soon enough to clear away material, tools and scrap that present a hazard. Folks, we all realize that no amount of progress on a project is worth getting someone seriously injured. Lets all pitch in to keep open pathways indoors free of cables, tools etc laying on the floor or jutting out, and to keep stuff in the yard stacked neatly away from the track and switch stands. EVERY DAY, that is. Remember that Rich Childs badly broke his leg when he stumbled over something while carrying a heavy tie. Had Fred Carnathan stumbled when trying to evade the door falling from the reefer, he surely would not have survived. As it is, his injuries still plague him.

Work Safe! Tomorrow is another day; try to be here for it!!

>>>SD&A Station Signs <<< *Jim Lundquist*

I have been working my way west down the railroad replacing the station signs with double blades just like the original SD&A signs. I've completed Miller Creek, which I will try to relocate in the middle of the siding if I can (hard rock), the yard limit sign at Miller Creek, and Clover Flat. Currently in the works are signs for Brown Dog and Barrett. More are still to come, with Sport Curve, among others, awaiting donated poles from Wally Barber. I will continue west to Division with station signs. It takes me a long time, working when time is available between events with my kids. Thanks to Larry Rose for lettering them.

>>>La Mesa Octoberfest<<< *Roy Pickering*

Thank you to everyone who helped at this year's Octoberfest: Bruce Semelsberger, Laura and Kevin Emery and Laura's mother, Mike Richards and his kids Dorothy and John, Bob Underhill, Roy Pickering, Pat Blackmore. We raised about \$600 this year for the library. Way to go, gang!

>>>STEAM NEWS<<< *Karla Von Huben*

Following the first day of the Fall steam operations, during locomotive shut down, the student fireman accidentally dropped the fire. He attempted to relight off the bricks and subsequently got a gas build up in the firebox. When the gas ignited there was a hell of an explosion and flash back. The fire shot through the open peephole in the fire door clear to the forward wall of the tender. Unfortunately one of our most experienced fireman happen to be standing in the wrong place. His clothing caught fire and he received first degree burns on his wrist and upper arm. The good side of this tale of woe is that he was wearing long sleeves and cotton clothing. Had he been wearing a short sleeve shirt or clothing containing synthetic fibers, his injuries would have been far more severe. It can not be over emphasized, when working around any of our equipment, wear the proper protective clothing and devices. NAPA don't offer exchange body parts for the human being. Accidents can and will happen, don't become a victim.

>>>Operations<<< *Jack O'Lexey*

--- Locomotive 92 Day Inspection ---

Each Locomotive we use regularly must have a 92-day inspection performed on it. Even though we may only use a Locomotive 24 of the 92 days we still need to inspect it.

We have to check the fluid levels in the engine, battery, water, oil and lubrication. Batteries have to be washed and connection points tightened and corrosion removed. We have to check the water level in each cell. During the summer when it's hot the batteries lose the most water.

Oil in the engine needs to be checked. If you ever look at the oil it looks very black. Oil in my car never gets that black. From time to time we send oil samples to have them analyzed. One time the results told us about a repair we need to do on an ejector line, fuel was leaking into the oil. Lubricate speedometer on 1809.

We have two sets of fuel filters. Primary fuel filters are cloth and very hard to find for 1809. Secondary fuel filters are metal spin-on type and we seem to be able to get them readily. Each set of fuel filters consists of two. When we first got 2104 we had a lot of problems with dirty fuel. REMEMBER our Locomotives run on FUEL, not gas. Including 2353 runs on fuel.

Water levels are for cooling and have coolant added to the water. We have to buy it by the drum not by the gallon of antifreeze. Our current locomotives all have brass bearings and have to have the journals checked each time we use them. Water levels checked and oil levels check daily. On the Diesels they have governors that have oil, if the level is too high or too low they can cause trouble too.

There are lights all over a locomotive. Besides the headlights you have number boards. Have you ever looked in the corners of our locomotives, it looks like a round almost fish eye. That's called a classification light. It has three aspects: white means train is running extra, green indicates a second section is following, and red indicates it's the rear of the train.

You ever looked at the locomotive and see an F that stands for Front at the long hood. Now days all the fronts are on the short hood. Most steam locomotives had the boiler to the front, and this carried over to some of the early Diesels. Having the long hood forward offered a perceived higher level of safety to the engine crew. Land minds were also considered a threat to military engines. With this in mind, sometimes they would push a flatcar ahead of them for protection.

Step light, lights inside the long hood, short hood, inside the cab for Engineer and Fireman each have lights. Warning lights, but if you can't make them come on how do you check them? You can't over heat a locomotive to make the light come on, you have to go to the relay and activate them. We did find the hot red light out one time. Our locomotives don't have ditch lights.

Brushes, I can tell you how many brushes a diesel has all over it. The main generator 10 or 12 rows in sets of 6 all around it. We changed those on 1809 once and I could barely reach the bottom two rows. Standing in the pit on a 6x6 on my tiptoes I could barely reach them. Only the end of the same generator is a set of 3 brushes like ignition brushes if you have an old car.

We have six traction motors, and they each have 4 or 5 sets. The only way to look at them is to get the engine over the Pit. We can't quite get 1809's front trucks over the pit and still walk into the pit from one end. Parked perfect over the pit requires crawling under the front step for one or the back step for the other. Once the plate is removed you need light, sockets and elbow grease. They need to be blown out to clean the dirt away.

Wheel size and flanges are measured. Coupler heights are measured and lubricated. Couplers are never painted so if any cracks appear they can be seen. There are plates on each end of the engine and are supposed to be 4 inches above the rail. Steps have a set height too.

Grease, each engine has a place to grease each axle and it's called a crater. We put two 10" bags of grease in each hole, three axles each truck. If anyone would like to help do a 92 days inspection let me know.

>>>Wine Train Report<<< Jack O'Lexey

On Sept 5, 1998 Sue Ann and I decided we should go on a Wine Train Trip. We arrived at Santa Fe station before 7:30 a.m. Buses depart about 7:38 a.m. We arrived at Campo just after 9 a.m. with three buses. Several people used the rest rooms and waited for the train. Mike Reneau was running around working on the breaks after getting the radio wire repaired in 1809. We left late, stopped again for a few minutes. I didn't have my radio to find out why. I didn't care since I was on a trip to relax. I couldn't have been any help even if I knew why.

We arrived in Tecate about 11:25 a.m. several people took pictures next to 1809. Most of the people loaded onto Buses and at 11:35 a.m. we headed south out of Tecate. We were able to see a part of Tecate I hadn't seen before. We went past two swim clubs said to be built by the Government. One had some water slides. The road south is narrow and rough at times. We traveled over rolling hills into valleys and after 50 minutes arrived at Domecq, our first Winery. We had a tour of the big building used for curing the wine. First in barrel, then large tanks and finally in bottles. It was warm but not too hot. We went into the most important wine tasting room. Everyone picked up a glass (we were not allowed to keep any glasses) there were several wines 8 or more to taste. Of course we could buy up two cases if we wanted. I didn't find a sweet wine I liked, so I bought none. Sue Ann bought two. Everyone went out side waiting for the rest to finish buying their wine. We arrived late, left even later. We traveled about 5 minutes to a very nice restaurant. They served a very good and filling meal and you paid extra for your drinks; beer was \$1 and margaritas were \$2.

About an hour into the trip, I started noticing a telephone line running along the road. The poles for the wire were made out of rail about the size of the track used by the train that used to run at General Dynamics park in Kearny Mesa. You can see holes at the top for joint bars. We left late from lunch and arrived at the next winery, Cetto. We toured the plant that was making wine. We loaded onto our buses and were driven to the wine tasting area. The large patio area overlooked the whole valley. We could see the other winery. I still did not find a wine I liked. Oh well!

The last winery also sold olives by the jar for a dollar and \$6 for a gallon bucket. They of course sold olive oil. We loaded up afterwards and headed back to Tecate. We arrived after dark and had about an hour for dinner. But since lunch was about 3 PM I only wanted some ice cream and we went to the bakery. One bus went back to Campo for those who preferred to drive to Campo and the other two headed back to San Diego. We arrived Santa Fe Depot 9:15PM.

I think every volunteer should take the opportunity to go on a wine tasting trip. Everyone volunteers his or her time. We are having an appreciation day for everyone. An additional appreciation day could be one of these trips. CALL PAT AT THE OFFICE.

Another reason for going on the trip, now I can better tell customers going to Miller Creek or Tecate what a wine tasting trip is all about. I had a great day; everyone going on these trips is warned about the long day. If you haven't gone to Tecate one time, you should go at least once so you can tell our customers on the Miller creek train about the trip. If you ever want to go on the trip come to Campo any day I am conductor. I can always use an extra hand on board. Or even just go and help with the brewery tour. The most important thing I learned on the trip was we need to have the train ready to leave when the buses arrive at Campo. We need to be able to have the people get off the buses right onto the train and leave ahead of schedule if possible. If we leave late their trip will be behind schedule all day.

>>>BACKCOUNTRY BACKGROUND<<< Mike Retz

How the 28th Cavalry Came to Campo (Part Two)

We continue this month with the story of the 28th Cavalry Regiment. Again, thanks to Jim Hinds for letting us print his material.

The 28th Cavalry completed its basic training on June 21st. Afterward, teams from the 4th Cavalry conducted an inspection of each troop. Results of these inspections were excellent and the regiment was allowed to proceed into unit training.

Recreational activities for the men at Camp Lockett focused on the camp's main post, where members of the 28th Cavalry utilized the post theater and the regiment's officers utilized the camp's officers' club near the main gate to the camp. Formal and informal recreational activities and facilities also were available in the regimental area. There was a service club run by Zora Bank, whose mother ran the main post service club. In addition, there was a swimming pool, post exchange and chapel in the 28th Cavalry area.

A theater was located in the regimental area but it was not used as a theater, but as a classroom. William Bell, who as a lieutenant served as the Regimental Information-Education Officer, recalls giving a lecture in this building and conducting an I&E quiz. Initially, Bell had served as the 1st Squadron's S-2/3 officer. While he was the regiment's Special Services Officer he had put together a couple of shows that were held in the natural amphitheater located behind the regiment's headquarters. The most famous person to appear at the regiment's natural amphitheater was Sergeant Joe Barrow, who as the world's heavyweight boxing champion was known as Joe Louis. He appeared in the 28th Cav. area during a visit to Camp Lockett.

The men were able to get away from Camp Lockett on pass and go to major urban areas. San Diego lay but 50 mi. northwest of Camp Lockett and was easily accessible. Farther to the north was the thriving city of Los Angeles with all of its vast array of diversions, pleasures and temptations. Both cities were visited by the 28th Cavalry.

In July, the 4th Cavalry Brigade's commander, Brigadier General Thoburn K. Brown, called for a full mounted review of his brigade on Saturday, July 4th. This was to be the 28th's first mounted review, and it was also the first time that the entire 4th Cavalry Brigade had been together as a unit.

Training for the 28th Cavalry was continuous and the regiment utilized training facilities over the entire 7,108-acre Camp Lockett Mil. Res. Since the establishment of the camp, training facilities had been continuously added to the camp. Some training outside the boundaries of the military reservation was undertaken also.

One area in which Camp Lockett was deficient was its lack of rifle ranges. Former Troop C Sergeant Fred Jones relates that they did no live rifle firing at Camp Lockett, although he does recall dry-firing with his rifle on the camp's pistol range. When it was time for them to fire for record they were taken to Seeley to fire the ranges there, but he stated that no one qualified at Seeley because of the effects of the heat radiating off the desert floor. When it was time for the men to return Lieutenant Charles G. Barrett of Service Troop took trucks to Seeley to pick up the troops for their return to Lockett. Jones says that they were next taken to Camp Callan just north of San Diego where they bivouacked.

According to Loveless' previously cited diary, the 28th Cavalry used the ranges at Camp Callan and Camp Lockett for proficiency in both rifle and pistol (Jones says pistols were at Camp Lockett) during August and September 1943. The regiment completed its M1 rifle firing at Camp Matthews, the Marine Corps rifle range, which was located adjacent to Camp Callan. Approximately 95% of the regiment qualified.

Subsequently, at a regimental review on October 7th, General Brown reviewed the regiment and presented awards to Corporal Edward Lewis, Troop B, for being high shot marksman as a selectee, to First Sergeant Lee Thomas for being high shot of all the first sergeants in the regiment in rifle marksmanship, to Staff Sergeant John Butler, platoon leader of the 3rd Platoon, Troop B, for having the platoon with the highest average qualification in rifle marksmanship, and to Staff Sergeant Nolan Duncan, platoon leader, 1st Platoon, Troop B, for having the platoon with the highest average qualification in pistol marksmanship.

Not all of the activities of the regiment during the summer of 1943 were of military origin. During the summer, the regiment was used as firefighters in a series of wild fires that occurred that season. In both the 28th and the 10th Cavalry Regiments an officer and an NCO from each troop attended a one day firefighters course. These fires, which always seemed to occur on weekends, were hard, dirty and dangerous to fight. Just how dangerous everyone learned in early October.

On October 2, 1943, a wild fire was discovered burning along Cottonwood Creek in the Cleveland National Forest northwest of Camp Lockett. An 80-man Marine Corps force from the corps' Pine Valley Training Camp was committed to the fire at mid-day. By 2:15 PM three Marines had burned to death, 77 others had been injured, as well as two Forest Service men who were directing the Marines. The 4th Cavalry Brigade was then called in to fight the fire and both its regiments were committed.

During this fire, Colonel Burnett told his S-4 office, Major Loveless, "Sid, other than an ammunition supply, this is the best logistical training you could have for combat." Loveless at the time was busy supporting the troops fighting the fire. On October 3, a member of the 10th Cavalry died in the fire, but the 28th's luck held through the fire and the regiment suffered no fatalities. In total, the 5-day fire burned 16,000 acres and cost 10 servicemen their lives.

During the last week of Oct. 1943, XVIII Corps sent a test team to examine the 28th Cavalry. These examinations were to determine where the regiment stood in proficiency as compared with other Army Ground Force units. The results were satisfactory and the 28th Cavalry was allowed to continue with its next training phase.

By December 1943, decisions were again being made by the war department that would have a major impact on the 2nd Cavalry Division. Starting with the premise that it needed personnel for service units, and there being no definite commitment for a cavalry division that could be foreseen, the 2nd Cavalry Division was viewed as a candidate for conversion. Ironically, suitable employment had been found for the white 1st Cavalry Division when it was dismounted in February 1943. That division was sent to the Pacific where it fought as infantry. The Army decided to ship the black 2nd Cavalry Division to North Africa where the division was broken up and its personnel used to form service units.

On about January 12, 1944, the 28th Cavalry was alerted for movement. Immediately, measures in all sections, troops and detachments were initiated. Combat serviceable clothing and equipment was drawn in order that the regiment could move on "ready day". The Inspector General from III Corps, under whom they were transferred prior to Jan. 12, made a full inspection of the regiment's administration and found the 28th Cav. to be in very satisfactory condition. At this time, the regiment was dismounted.

Within two weeks of its first anniversary, the 28th Cavalry boarded three trains at Camp Lockett and headed east on February 10 for Camp Patrick Henry, Virginia, an overseas staging area which the regiment reached on February 15. At Camp Patrick Henry, located 13 miles northwest of Newport News, Virginia, the regiment was processed physically, its equipment was brought up to combat serviceability, and the troops were brought up to strength per current table of organization by the receipt of 243 replacements from Ft Huachuca, Arizona.

The 28th Cavalry and the 10th Cavalry left Camp Patrick Henry on March 2 and moved to Newport News where the regiments embarked on the USS General William Mitchell, a new transport on its maiden voyage, and sailed for North Africa the next day. The 28th Cavalry arrived in Casablanca, Morocco, on March 12, and was moved to Camp Don B. Passage, a debarkation staging area on the outskirts of Casablanca. The regiment then departed by train for Oran, Algeria, which was a two-day journey to the east.

The final review of the 28th Cavalry was conducted by Colonel Burnett who by this time was the 2nd Cavalry Division's acting division commander. This retreat parade on March 24 marked the end of the regiment and was led by Lieutenant Colonel Drinkert.

One week later, the 28th Cavalry was inactivated at Assi-Ben-Okba, Algeria, and personnel from the regiment were used to form the 6487th Engineer Battalion. Seven years later, on December 12, 1951, the Army disbanded the 28th Cavalry. The 28th Cavalry's campaign credit is European Theater without inscription.

>>>9-14-98 SDRM Operation Staff Meeting Minutes<<< (Scribed by Terri Gregory)

Meeting called to order at 1830.

Attendees: Blackmore, Jones, Wolfgang, Baker, Miles (for Sweetwood), Reneau, and Dillane. **Guests:** Gregory, Pickering.

August minutes were reviewed and Denby Jones motioned to approve, Wolfgang seconded, motion carries.

Agenda was approved as presented.

Concerns over the rumors. Pat discussed the rumors and our responsibility to control and stop them. The main items that need to be presented to the membership and understood are:

There is a Chain of Command in this Museum

*Pat Blackmore as Executive Director makes the final decisions on all issues.

Decisions involving Campo will go first through the Director of Campo Operations who will coordinate with Pat Blackmore.

*Pat is responsible for the care and control of the Museum.

*Lew Wolfgang will place chain of command issues in the Hot Scoop.

Other areas of concern were the very full Christmas schedule and the schedule for training all engineers on the Tecate run.

Ross Bryan and his arrival in December were discussed. Tasks to work on, can he run equipment, phone, fax etc. Denby would provide Ross with a list of tasks to perform and monitor him, the Qual. Board would again Qualify him as Engineer. Ross would not be able to utilize the Museums phone and fax capabilities in his motor home. He would, as all volunteers do, have access in the Car Barn. Any movement of equipment within the yard would be coordinated through Mike Reneau.

Weekly Tecate trips and car attendants/guides was discussed. We will begin using the guides from Tony. Terri will provide shirts for them (red w/logo), Jim Baker will provide safety and guide information and training for them.

The Tecate schedule and zone fees that we will be paying SDIV were reviewed.

The track accident in Mexico, repairs to track, and track conditions were reviewed and discussed. A temporary 10-mph speed restriction was proposed. Pat will discuss the track conditions with Fred at SDIV and solicit his recommendation for speed restriction. If the proposed restriction is enforced, the trip to and from Tecate will take about 30 minutes longer.

Allen Dillane will take 25 ties, 3 people (road crew) and inspect the track conditions on the next Tecate trip.

Concern that our customers need to be better informed by the Admin. Office over the general conditions at Campo and Tecate, i.e. rain, track conditions, derailment, restricted speeds etc.

Addition of wine train with regular train on Sept. 26, Oct. 31 and Nov 21st.

The decision was made that the Tecate passengers will be escorted into the beer garden for a talk and free beer and those who want to tour or go into town can at that point.

Clean-Up - Campo

Weeds are now under the Maintenance of Way department.

Thomas Lee needs to return fans to restrooms at the depot and have urinal repaired. Facilities Department needs to be defined as to responsibilities.

Thomas Lee is not required to do all the work, he should have a staff to assist and work under the Super. of Facilities.

Areas that should be under Facilities department include but are not limited to: Grounds; Gardening; Grading; building maintenance and repair; restrooms; supplies for depot, train, and car barn; a department representative who can be available on Sat. and Sun. is required. Some items may require hiring someone to accomplish.

Concerns over the mess left by volunteers in the Car Barn Kitchen and restroom area. We must do a better job of cleaning up after ourselves or the privilege of having the kitchen may disappear.

Bob Miles and Pat will place a notice in Hotscoop and give us 30 days to prepare.

Hospital Car (350) needs a generator and Bathrooms. The hope is that the Hosp. Car can go to Tecate and the Baggage Car would continue to service Miller Creek and Dinner Trains.

Jan 10th will be the day for the Christmas trip to celebrate the 3 Kings in Tecate and give gifts to the children. This will be on Sunday and is not a revenue trip. Pat will assist in finding a 'Santa' to work with Jim Freidlan during the season.

Tecate Engineers: The engineers' cards will now read Campo - MC and/or Campo-Tecate. Several issues were discussed including the need for engineers who are willing to work, responsible operating records and judgement. The Qual. Board will be asked to let volunteers know what the make-up of the board is, and some of the things that the board looks at including performance, safety, willingness, and attitude.

The first batch of engineers that will be qualified for the Tecate run are Jones, Wolfgang, Reneau, Gibson, Getz, Williams.

Roy Pickering presented some fundraising opportunities.

Cookbook of volunteer's recipes and a gift collection catalog.

Please get the cook book recipes to Roy ASAP for inclusion in the book.

Upper Yard - Depot - Maintenance of Way

Track limit restrictions within depot area

Mile Post 63 speed limit

Keep sports curve restriction at this time

Work to continue Mon. - Fri. on Campo to Miller Creek line.

Employee manual will be ready at next staff from Bob Miles and Pat.

Front-end loader (working on it) not leaking at this time, if we utilize it for grading the problems will continue. The issue will be monitored and discussed later. Meeting adjourned at 2010.

Action Items:

Lew Wolfgang to put Rumor control and Chain of Command issues in Hot Scoop.

Pat to let Ross Bryan know of restrictions as to phone, fax, tasks etc.

Terri Gregory to provide shirts for the guides for Tecate

Jim Baker to provide safety and guide information to guides for Tecate

Pat to discuss with Fred the speed restriction and track conditions

Pat to find 'Santa' to assist with Christmas duties

Bob Miles and Pat to have employee manual ready for distribution.

Carried Action Items that were not statused:

Air conditioning for 1509 and Perry

Hospital Car (350) - status for restrooms, generator etc.

>>>Article Submissions<<<

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.sdrm.org is preferred, but floppy disks are acceptable.

>>>November 98 Dates of Note<<<

2	Campo Ops. Mtg.	15	"SD&A Day - Nov. 15, 1919"
7	Brakeman Class @ Campo	17	School Days
7	Dinner Train	21	Dinner Train
7/8	Steam	21	Tecate/Wine Trip
14	Tecate Trip	24	Board of Trustees Mtg.
8	Report Deadline	26	Thanksgiving Day
14-23	Copper Canyon Trip	27	Miller Creek
14	Tecate Trip	28	Tecate Trip
14	Brakeman Class @ Campo	28/29	Steam

>>>PHONE NUMBERS and e-mail<<<

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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

Facilities, Thomas Lee Braginton.....	478-9344	@train.sdrm.org
Director of Museum Services, Rich Borstadt..	294-9321	borstadt
Research, Bruce Semelsberger.....	264-7282	
Director Railroad Ops, Denby Jones.....	279-2419	jones
Deputy Railroad Ops, Lew Wolfgang.....	H-662-1963	wolfgang
Chief Trainman, Mike Retz.....	466-8808	retz
Safety Officer, Lew Wolfgang.....	H-662-1963	wolfgang
Library, Roy Pickering.....	462-3392	pickering
Operations, Mike Reneau.....	466-5402	
Operations Assistant, Jack O'lexey.....	274-4449	olexey
Restoration, Ted Kornweibel.....	461-0098	kornweibel
Steam, Bob Miles.....	280-8529	bob
Training, Jim Baker.....	670-7441	baker
RoadMaster, Allan Dillane.....	582-4264	dillane

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