

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

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

SEPTEMBER 1998**MUSEUM NEWS****VOL X NO IX**

>>>Campo barbecue<<<

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

>>>Volunteer of the Month<<<

In order to recognize the outstanding efforts of our volunteers, the Museum has started a Volunteer of the Month program. Prizes will be awarded as available. The **VoM for September is Dianne Roberson**. Dianne is appreciated for her pleasant and continuously positive attitude, and she recently received her brakeman rating. Diane chose 2 Wild Animal Park tickets, and the office paid for her BRAKEMAN pin. **Congratulations from all of us, Dianne!** The Volunteer of the Month will be selected at the combined Operations-Services meetings with input from the superintendents.

>>>Campo News<<< *Lew Wolfgang***Historic Milestone!**

We finally started operations to Tecate with Museum-only crews on September 5, 1998. We have the efforts of Win Mott, Pat Blackmore and SD&IV's Fred Byle to thank for this long awaited opportunity. Also factored into the Metropolitan Transit Development Board's approval were the outstanding efforts of the Museum's MOW division under Allan Dillane. We now have the MOW responsibility from Campo to Division, at the International Border.

It is now possible for the Museum to commence weekly excursions to Tecate. This is great news for us since the increased revenue will allow the organization to move forward with many of its development projects. I can remember when we had to remove our "Brakeman" hat devices on excursions outside our 8-mile Miller Creek territory, and now we can operate to Mexico on our own.

However, with the increased opportunity come the increased crew requirements to man the additional movements. We will need renewed dedication and effort from all of our operating and MOW volunteers to make a success of this endeavor. If you've been volunteering one day per month, please consider two days per month instead.

THE MUSEUM NEEDS YOU!

Don't be afraid to volunteer for the Tecate trips, we need the help of everyone. If you are involved with the Excursion Committee or Maintenance of Way, or serve as Trainmen, Brakeman, Motorcar Operator or Engineer, we need your increased dedication. If you are not yet involved but are thinking about it, please contact any of the staff members for further information on how to become a "Tecate Professional"!

Rumor Central*Who's in Charge?*

There is a current rumor making the rounds that the Museum's Executive Director is responsible only for keeping the books and arranging for advertising. I'm sure that you will be relieved to learn that Pat Blackmore IS the Executive Director and that she IS in charge. Her jurisdiction includes Campo, La Mesa, and other endeavors that the Museum may become involved with. Both Rich Borstadt (Museum Services Director)

and Denby Jones (Museum Railroad Operations Director) report to Pat. So let's put this one to rest, Pat is in charge.

She makes HOW MUCH?

Another current rumor has it that Pat is earning \$280,000 per year in her capacity as Executive Director. Pat, while being flattered that some think she is worth this much, laughs at how stupid this rumor is. Pat said that if she was making this much we wouldn't have a locomotive shortage, she would buy a few of them for us out of petty cash. Believe me, Pat is earning less than she deserves.

Huge Tecate Trains

Also heard in Campo is that we are going to stage a ten-car passenger train to/from Tecate. No one knows where this gem came from, but it's bogus.

As usual, when you hear something unbelievable at Campo, it probably is. Please report any "Really Stupid" rumors to your superintendent.

>>>Safety Corner<<< Lew Wolfgang

Fire Backpacks

The Museum now owns six fire control "back packs", thanks to the efforts of MOW Foreman Allan Dillane. We now have enough for each of the Fire Speeders and one for each excursion train. Conductors, please insure that your train has a properly serviced backpack whose location has been identified to your crew during the morning safety meeting. The preferable location is at the downhill end of your train, since we are at greatest risk when the locomotives are working going uphill.

Signing In

The Museum has a requirement that members who are on-site at Campo outside of the normal weekend operating hours sign in at the front gate. This allows Thomas Lee to keep track of everyone for safety reasons. If you are working in the North Forty, for instance, and a stack of crossties falls on you, you might have a long wait for someone to rescue you if no one knows you are out there. The sign in sheet is attached to the "Welcome" booth next to the front gate.

>>>Qualification Board<<< Lew Wolfgang

There have been some questions about how the Museum's Qualification Board works. The organization of the Qualification Board is specified in the Museum's submission to the Federal Railroad Administration for our authority to operate. It is outside the scope of this note to reprint the entire submission, but it is available from the office or from Jim Baker.

In general, the Qualification Board is responsible for ensuring that the Museum's operating crews are qualified for the positions that they occupy. Please note that while any Museum member may seek certification for any ops job classification, they must meet specified training and time-in-service requirements. Further, the position of engineer is filled by invitation only.

A candidate for engineer training is selected after evaluation of their operating record and service history. The board is careful to select candidates based on objective criterion and the requirements of the Museum. Please note that the Board is not a "clique". The members serve on the board by virtue of their positions within the organization. Whoever holds these positions are asked to serve on the board:

Director of Campo Operations	Operations Superintendent
Training Superintendent	Safety Officer
Staff Training Engineers	Crew Caller Steam Foreman

As chairman for the Qualification Board, I invite any questions or comments about how the board operates. You may call 662-1963 or 203-2560 anytime. I may also be reached via email at <wolfgang@train.sdrm.org>.

>>>Operations<<< Jack O'Lexey

On Sept. 5, 1998 Lew Wolfgang became the first Engineer not working for SD&IV to operate one of our engines to Tecate. Denby qualified him to instruct other engineers to run to Tecate. Sept. 19 Lew trained Randy Gibson, one of our instructors, to operate to Tecate. All of the instructors will be trained first.

The biggest problem running to Tecate is learning the territory and being ready for anything at 6 major street crossings. We do have police protection at the crossings most of the time. Sometimes we don't. Even with police protection, blowing your horn long and hard and running slow just isn't enough. I saw a lady who looked 80 years old just keep walking right in front of the train. Denby had to go into emergency. If people think they can make it across nothing stops them, including old ladies.

We now have our tracks all the way to Division MP 60. This will mean more track work. On Sept. 19 Randy Houk made his second run to Tecate. He assisted taking tickets and worked with the Brakemen with switching. Mike Edwards was our Brakeman and instructed Greg Perrin with Dianne Roberson observing. Everyone did his or her job without any problems. Randy made two very good boarding announcements. The Trainmen were Carol Dyreng, Herman and Beverly Hodges and Dave Johnson.

If you haven't read my article about my Wine train experience, I'll say it again, "Everyone should go to Tecate and on a wine train trip just so you can tell our customers the information they ask." Two people asked Dianne about the wine train and I was able to tell them everything they need to know and I told them what a great trip the wine train was. If anyone wants to go on a trip to Tecate as a Trainman, Brakeman or observer, you are always welcome to arrive the morning of the trip and let me know; I have no problem. We need more Conductors, and Brakeman can get training and evaluations by going to Tecate. Call or e-mail me if you like.

>>>MOW UPDATE<<< Allan Dillane

A. The 94 East RR Xing has been cleared of brush and the drain along the "Old Mill" fence opened by CALTRANS to the benefit of all. Water will now drain off Hwy 94 along our right-of-way and into Campo Creek. This will reduce the chance of a washout and our trains (especially our speeders) will be more visible to the road traffic and will measurably reduce the risk of accidents. A big THANKS is in order for Pat Jackson and his Boulevard CALTRANS Road Crew!

B. We have replaced 35 ties in the Depot Yard as part of a major upgrading of the mainline and its adjacent passing track in that area. This project will stay a number one priority until finished. This effort is being handled by our new track crew, Eric Jenkins and Pablo Gomes.

C. Rich Warner has torn out track #14 (Museum Main) and completed the preliminary grading. The first section of upgraded rail will go in next. From that point on we have three challenges:

1. Install the switch that will lead from the museum main into tracks 11 - 13.
Installing a switch is a time consuming and exacting process.
2. Move the two wooden flatcars that are in the way of the new main. We are open to suggestions but at this time the best option appears to be to build a snap track in the east lead area and move them there temporarily.
3. Complete the museum main or track #13. Readiness of the display building will determine which is first. We welcome the revitalized efforts of the Interpretation Department and the Museum Board through the efforts of Don Getz to move ahead with the completion of the Display Building.

D. It is rare that we get to reward one of our very special hard working members with a spectacular "present". By the time you read this Dick McIntyre's Santa Fe bridge crane will be on its own set of tracks riding on its own set of wheels. Much of the hard work and leadership, but mostly the vision has come from Dick himself. Bob Haney, Dick Cupp, Ed Massey, Richard Dick have supported him at every turn. Steve Kostelak has lead the effort to get the rail in place. He has nagged, threatened and cajoled everyone but didn't spare himself a moment until the track was spiked down, leveled and aligned. He was great, but Rich Warner and Al Keevil kept an eye on him and pitched in when he needed help so that he never was completely alone. The "Can do" spirit makes everyone a winner!

With the bridge crane off the dirt and out of the way, we will be able to grade and crib the 3873 hood safely when it's time to pull the main generator. The 3873 and the 2098 will occupy track 3 in the barn out of the weather. The pit will be covered over for the safety of our volunteers.

You photo fans need to get your pictures quick before this happens. Larry Owens has done a great job of getting all the lettering and signage on the 3873. When the hood comes off and the engine goes into the barn the chance will be gone for some time for a shot of the 3873 in all of its splendor.

E. Our mainline is now 14 miles long and contains 4 sidings, 3 derails, 8 switches, 1 wooden trestle, 1 steel high bridge, 1 end of a tunnel, 2 electronic grade crossings, and numerous cuts and fills. For some, this is an overwhelming task. For the MOW team it is a series of single little problems that need organization, prioritization, funds, volunteers, and the will to take the first step. Some of us are physically unable to replace ties but gathering up, sorting and cleaning track trim worth thousands of dollars can be done in spurts, individually or in groups and at times sitting down. Weeds always need liquidation. Repair and maintenance of switches, culverts, fences and speeders to name a few takes time and effort but not a great deal of strength or skill. Some of the tasks on the mainline last only 1 1/2 to 3 hours and are done with groups of 3 or 4.

When paced these jobs can be some of the most healthy and satisfying experiences that one could ask for. Only in rare cases would gender be a handicap. Two of our regulars (one 74, the other 69 with a history of two heart attacks and a bad back) have found that today, because of the varied but paced activities, they feel better physically than they did when they retired. Being a couch potato is not our idea of the good life. Come and join us in improving your physical and mental quality of life. The camaraderie, fresh air and the speeder trips out on the main are some of the simple but rewarding satisfactions you can experience. **Most of all YOU ARE NEEDED!**

F. Paul Broer and Craig Spinola have been kept busy trying to keep our speeders running and it has not been easy. Being antiques and with years of neglect this has been a tough job. They have plans to build us one with an automatic transmission which it is hoped will overcome most of the problems we have been having. Anyone with experience with 2 & 4-cylinder gas engines and would like to adopt a speeder we have just the opportunity for you!

G. With one load to go we will have all the switch ties and track trim that we stored at Camp Morena. These have come in just in time to meet our needs for the lower yard.

>>>8-10-98 SDRM Operation Staff Meeting Minutes<<< (Scribed by Terri Gregory)
Meeting called to order at 1825.

Attendees: Blackmore, Jones, Wolfgang, Braginton, Baker, Borstadt, Miles (for Sweetwood), and O'Lexey (for Reneau), Dillane.
Guests: Gregory, Retz, Buel, S. Young, Mr. & Mrs. Brill, R. Houk and Son.

Agenda was amended to include a presentation from Braginton. Motion from Jones to Approve, Miles seconded, motion carried.
July Minutes reviewed, Jim Baker motioned to approve, Miles seconded, motion approved.

Jim Baker made presentations to the following recently qualified personnel.

Al Brill	Engineer
Randy Houk	Conductor
Steve Young	Brakeman

Weekly Tecate Trips will start October 1, 1998 with the additional personnel resources of Tony's people to be trained.

Additional Dinner Trains will be Oct 24th and Nov 21st 1998. We will now refer to them as Dinner Trains not Full Moon Dinner Trains.

Tecate Brewery Tours.

Letter of concern from the Brewery that the Museum is not satisfying the mutually agreed understanding. Problems concern no pictures or videos, no shirts advertising other beers, not enough docents. Various options were discussed and a decision will follow.

- * More Docents
- * Man more than stations
- * Cancel tours and go to beer garden only while under construction
- * Controlled groups from Train - then tour in groups
- * Everyone meet in garden, talk from Brewery personnel and then for those who want proceed to tour
- * Meet in garden and just have talk from brewery personnel

Denby will start to train engineers for the Tecate trip. September 1st the line from Tecate to Miller Creek will be under the Museum control. Railtex (Bruce) approved the decision and Fred from SDIV will have final approval of engineers once trained. We are still waiting FNM's approval.

We will no longer be paying fees to SDIV for crew. We require additional Conductors to support the effort.

Open Issue: Liability - when we hit someone. Can we continue the police protection?

Denby has been issued one (1) switch key for the SDIV locks. This will be signed out to the conductors of each trip. It will not be kept in a common place. Brakeman training can be done on the Tecate runs as of this time.

Subject of a need for a speeder on Tecate runs. M. Pounsler of CDF will be contacted. Denby would like to have a speeder follow the entire trip and go into Tecate. If this is not an option, A. Dillane will provide an area to set off at Division if necessary.

Two (2) speeders are currently working with constant maintenance required.

DRMO - military surplus is available to non-profit groups. The following is a listing of personnel that are on the list to acquire merchandise. Dave Slater, Stan Paulson, Paul Bore, A. Dillane

Rules of obtaining merchandise.

- * Must maintain for 2 years
- * List priority and person prior to obtaining merchandise
- * Must provide specs - i.e. - Need, What it will do, Where to put it, etc.

Availability - what do you need or want, advise supervisor of proposed equipment, then let someone on list know specs. Of item (Dave Slater may be best for this), they will look for items. There is a monthly listing of items and we will get on distribution.

Calendar for 1998.

Terri presented a proposed calendar for review. An early calendar is necessary for advertising and reservation purposes. Everyone is asked to review and let Terri know

if any changes or additions are requested. This proposed Calendar will be presented to the Board of Trustees at the September meeting.
Campo issues: Security asks that everyone Sign In anytime on property Monday through Friday. He would also like a phone call. An intercom is in the works at this time.

Running loader on Hwy is a problem. Speed, not licensed, etc. A. Dillane will talk to personnel. Front end Loader is a serious problem. Concerns that it is not safe for operations. No maintenance plan in place. Jones wanted loader placed out of service at this time and no one could use. This piece of equipment is constantly utilized and would impact greatly daily operations at Campo.

Final discussion is for a 2-week extension of use of the front-end loader. Must park with a drip pan under and limit usage. During this time A. Dillane and G. Sweetwood would evaluate condition of equipment. Report at next meeting. Committee of Sweetwood, Paulson, Dillane & Blackmore will as a sub meeting define usage (both personnel qualified to operate and tasks equipment will perform) and maintenance routine and schedule required to keep in use. Report should be at October meeting.

General issues for further discussion - all equipment usage and maintenance.

Thomas Lee Presentation was provided for a new display on House Track for general public. Great effort - Some of the pieces that were suggested have been promised for other usage, and others are Category 1 equipment and cannot be utilized for this type of effort without further meetings. Referred to Museum Services Business Group for review and recommendations. No work on this effort is authorized at this time. After Museum Services review and approval, the effort will be presented to the Operations Staff Meeting for review and approval.

Cars with alternate committed usage that was discussed at this time.

- * White Hospital Car - next in service as open air car - priority
- * 1303-Newly proposed as generator car, previously committed to J. Buel for Gift Shop
- * 1351 - Has been committed by Director of Campo as a bunk car for volunteers so they can get out of sleeping in barn - this plan for use as Gift Shop/Dining
- * RPO - Committed to spot in display building
- * Jacumba cars - fragile- concerns
- * 4054 - Dining car - exhaust is now a problem for cooking.

Meeting adjourned at 1958.

Action Items:

- 1) Status of Front end loader
- 2) Confirm utilizing the students for our Tecate trips on a trial basis
- 3) Begin training of engineers for Tecate trips

Carried Action Items that were not staturesd:

- 1) Budgets due by September - all
- 2) Status of Air conditioning in 1509 and the Perry - Sweetwood
- 3) Work with Tecate Brewery on improving tours.

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

Rule of the Month: Rule 5.13, Blue Signal Protection of Workmen

Please review this entire rule, and the section of our General Order #4 that supplements it. There has been some confusion on this rule lately, so please be familiar with its provisions. This is a very important safety rule. Let me know if you have any questions.

Plan Ahead; Annual Rule Review Classes

After getting complaints about using both the Santa Fe and La Mesa depots for classes, I have found what I think to be a better location. I have arranged for the use of classroom facilities at my church, Trinity Presbyterian in Spring Valley. The

rooms are nice, and the church is reasonably centrally located, near the intersection of Hwys 94 & 125, Spring St. and Campo Rd. Remember, all certified crewmembers (brakemen, conductors, engineers, and speeder operators) must take this class every year. Those in the most recent brakeman class are exempted. The class will be given on Jan 5, 11, 20, and 25 at Trinity. Classes will also be given at Campo on Jan. 15, 16, 29, & 30. MARK YOUR CALENDARS NOW! Details will follow in the Dec. HOTSCOOP.

>>>Hospital Car Restoration<<< Jack O'Lexey

On Tuesday July 14, 1998 6 people arrived at Campo about 9 AM to start work on the Hospital Car. Allan Dillane had already scraped much of the paint off the inside. We used scrapers and sanders on the walls, Larry Williams started sanding the ceiling. Some left by noon, the rest worked until 3 PM. We were able to get everything sanded up to the walls curving to the ceiling.

Thomas Lee and his wife came along toward the end and helped scrape and feather the edges we missed. Don Getz scraped around the windows and walls. Dave Finney ran a sander wearing out sandpaper faster than I could get it ready. Mike Retz worked on the east end walls of the car, and washed part of the ceiling.

Most important Mrs. Lee made large pitchers of Ice Tea for the workers. It was hot, but there was a nice wind blowing. Randy Gibson has been putting boards into the windows of the two Jacumba Cars to keep the rain out. He came to help after his work was done. Preserving these old cars is important; thanks, Randy!

Since that day Thomas Lee has gotten some help from a local resident working for minimum wage painting the inside of the car. They washed and sanded the rest of the ceiling. Early September it still needed one more coat of paint inside. When the painting is completed, Allan Dillane will put two rest rooms in the area where there are not windows. Thomas Lee will install metal windowsills. They will have wood sills on top of the metal so they are not too hot.

The holding tank has diesel fuel in it; we will drain possibly 20-year-old fuel into #2353. Then we'll wash the tank with soapy water. Mike has been working on the brakes. On the last trip to Tecate the brakes had a problem releasing during a brake test. They worked all right while running.

My next project will be washing and painting the Baggage Car ceiling. For anyone interested we will be working during the week. We have a possible two months left before bad weather. Then we will work on the walls and floor.

I do plan to work on the other Hospital car, getting the inside painted first and fix the floor. We will eventually get the outsides of the car painted; the color still needs to be decided. Some say white for the Hospital cars, other say green to match the consist. If anyone wants to help please call me at home or send e-mail.

>>>LIBRARY FUNDRAISER COOKBOOK<<< Roy Pickering

Won't you help us, please? We have decided to publish a community cookbook filled to the brim with the best recipes from the best cooks in our community - and we need your favorite recipes! The best news of all? All of the profits from the sale of the cookbooks will go into our treasury for our current fundraising project. These 6" x 9" cookbooks, with plastic comb binding, will most definitely become a cherished keepsake on your kitchen shelf!

We would like to have 3 or 4 of your favorite recipes as soon as possible. We will select one or more of your recipes to be included in our cookbook; your name will even be printed in the cookbook with each of your own recipes!

Please print carefully or type your recipe and send to me. If you would return your recipes to us within the next week or two we will be able to consider your recipes for inclusion in our cookbook.

We are anticipating a great demand for these cookbooks, so we want to be certain we are ordering enough cookbooks. It would help us immensely if you would indicate below how many cookbooks you want us to reserve in your name ...remember, if you don't reserve your copies now, we may not have a cookbook for you!

RECIPE CATEGORY

☐ Appetizers, Beverages	☐ Vegetables	☐ Breads, Rolls
☐ Main Dishes	☐ Desserts	☐ Other
☐ Soups, Salads	☐ Miscellaneous	

RECIPE TITLE _____

INGREDIENTS (Please use these abbreviations: c., tsp., Tbsp., pkg., qt., pt., oz., lb.)

METHOD _____

Submitted by: _____

Please reserve _____ copies. Signed _____ Phone Number _____

Thank you so much for participating in our fundraising efforts.

Roy Pickering 1050 Kettner Blvd.
 Director of Libraries San Diego, CA 92101
 619-462-3392 rpickering@home.com

>>>Carbarn Lounge<<< Lew Wolfgang

It has been noted by the Safety Officer, and others, that sanitation in the carbarn lounge and kitchen is not high on the list of Campo priorities. The unsavory environs were a topic of discussion at the September Operations Staff meeting. While all in attendance agreed that the problem exists, a satisfactory solution was not at hand. One Draconian suggestion required closing the lounge and kitchen to convert them into a tool crib.

In the end, the solution lies with all of us who use the facilities in the carbarn. If you make a mess, please, clean up after yourself. If cleaning up your own mess is unpleasant, imagine how it feels to other volunteers! Contrary to popular belief, it is NOT Thomas Lee's job to clean up the restroom. Thus, our options are:

1. Hire a sanitation engineer.
2. Close the facilities (eat at the Old Oak).
3. Clean up after yourselves.

NEWS FLASH!

An unconfirmed report was received from the MOW Foreman that the errant facilities have been cleaned up! If this is true, it is our duty to maintain the facilities to the degree that we all deserve from now on.

>>>BACKCOUNTRY BACKGROUND<<< Mike Retz

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

During the summer of 1942, the War Department decided to reactivate the 2nd Cavalry Div. at Fort Clark, Texas, as of Feb. 1943. The division, less the 4th Cavalry Brigade, had been deactivated July 15, 1942, at Fort Riley, Kansas. A unique force in the segregated Army of World War 2, the division had been half-black and half-white.

The War Department, moving to meet its need for additional armored and motorized divisions, looked at the 2nd Cavalry Div. as a source of personnel for a new armored division. The division's white components were relieved from the 2nd Cavalry Division, assigned to the 9th Armored Div., and redesignated. In turn its black 4th Cavalry Brigade remained active as a separate unit when the division was deactivated.

Prior to the division's deactivation, the 4th Cavalry Brigade had been transferred to stations in California and Texas. The brigade and its 10th Cavalry were transferred to Camp Lockett, California, where they relieved the 11th Cavalry. The 9th Cavalry was sent to Ft. Clark, Texas, where it relieved the Texas Nat. Guard's 112th Cavalry. In Calif., the 4th Cavalry Brigade was assigned to the Western Defense Command's Southern Land Frontier Sector; in Texas, the 19th Cavalry was assigned to 3rd Army.

This was the situation when the War Department decided to reactivate the division, but not consolidate it at Fort Clark. Instead, the 4th Cavalry Brigade and its 10th Cavalry would remain at Camp Lockett. With the absence of the previously assigned white units, new black units were to be assigned to the 2nd Cavalry division. Consequently, the 27th and 28th Cavalry Regiments were constituted on November 10, 1942, in the Army of the United States, and assigned to the 2nd Cavalry Division. Both regiments would be brigaded with one of the division's two veteran cavalry regiments. At Fort Clark, the 27th Cavalry would be brigaded with the 9th Cavalry in an all-new 5th Cavalry Brigade. The 28th Cavalry would be brigaded with the 10th Cavalry in the 4th Cavalry Brigade.

The division was to be filled as it had originally been in 1941. The new Cavalry regiments were to be cadred by personnel from veteran cavalry regiments in their respective brigades. In turn, they would be filled with selectees coming directly from reception centers. These new cavalymen were to receive their training within their regiments.

To command the 28th Cavalry, the Army selected 47-year-old Colonel Edwin M. Burnett, who saw service in World War 1, and was commanding the Cavalry School's Horsemanship Department at Fort Riley. Burnett, with 26 years of active service, had first served as an infantry officer before transferring to the cavalry in 1928. His military schooling included Command and General Staff School, 1937; Infantry School, 1921; Cavalry School, Troop Officers' Course, 1930; and Advanced Equitation Course, 1933.

A special 2nd Cavalry Division course was conducted at the Cavalry School from January 11 to April 1, 1943. Attending the course were Colonel Burnett; LtCol. Edward J. Drinkert, executive officer; Captain Arthur K. Thompson, S-2 officer; and Major Willard W. Kilbourne, S-3 officer.

Because Camp Lockett had been built for only one regiment in 1941, the Army's decision to retain the 4th Cavalry Brigade at the camp meant its facilities had to be doubled to accommodate the 28th Cavalry. A new cantonment area, stable area, and veterinary area had to be built, as well as additional utilities and roads. Whereas standard World War 2 mobilization construction was used to build the camp, the Army now utilized a simpler theater-of-operations construction.

At Camp Lockett, the site of the new cantonment area lay on land the Army was leasing from Etty L. Leach and Manuel Ortega. The stables and veterinary areas were built adjacent to like facilities on government owned land. When the selectees arrived, some construction remained to be done in the cantonment area. The men completed this building and cleared their own dismounted parade field. In total, 136 buildings of all categories, including 3 hay sheds, 24 stables, 7 blacksmith shops, a veterinary clinic and a motor pool, were built.

On February 25, 1943, the 28th Cavalry was activated at Camp Lockett and the 2nd Cavalry Division was activated simultaneously in Texas. The 10th Cavalry provided the 28th Cavalry with a cadre of 153 non-commissioned officers. As fillers, the regiment received 1,397 selectees - drawn from eastern and mid-western service commands. The 28th Cavalry received 300 men from the 2nd Service Command, which encompassed New Jersey, Delaware and New York; 170 men from the 3rd Service Command, which encompassed Pennsylvania, Maryland and Virginia; 600 men from the 5th Service Command, which encompassed Ohio, West Virginia and Kentucky; 327 men from the 6th Service Command, which encompassed Illinois, Michigan and Wisconsin. At a formation on March 26, 1943, Colonel Burnett greeted these men and told them briefly of the job

to be done winning the war. The basic training started on March 29th. As his regiment started the long, tedious task of training that would turn raw recruits, many never having been around horses before, into cavalymen, Colonel Burnett went to Fort Bliss, Texas, to select horses from the dismounted 1st Cavalry Division.

to be continued next month

>>>Article Submissions<<<

Please submit articles in pure text (.txt) or MS Word (.doc) format. Please don't send typewritten pages, since they may have to be manually retyped. E-mail submission is preferred, but floppy disks are acceptable. E-mail to hotscoop@train.sdrm.org.

>>>October 98 Dates of Note<<<

2-4	Octoberfest	17	Tecate Trip
3	Tecate Trip	20	School Days
3	Dinner Train	24	Tecate Trip/Steam
5	Operations Meeting	25	Steam
10	Tecate Trip/Steam	28	Museum Services Meeting
10	Trainman Class @ Campo	31	Tecate Trip
11	Steam	31	Brakeman Class @ Campo

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