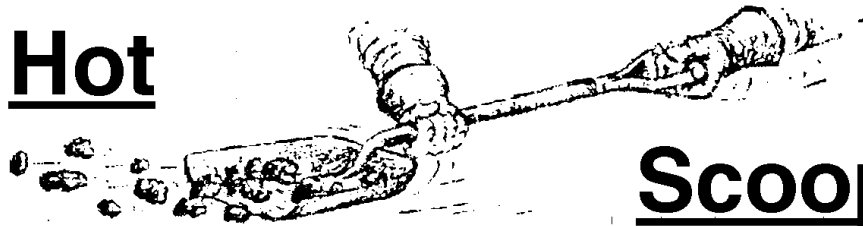


Hot



Scoop

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

January 1998
VOL X NO I

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HotScoop Shovel-Logo by Larry Rose

CAMPO NEWS

Lew Wolfgang

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Regrettably the HotScoop is late again this month, but at least this time I can blame it on the Holidays.

Well, it has been an interesting month at Campo. The Museum hosted Santa for two weekends with Jim Friedlan once again serving above and beyond the call of duty. A special Campo Appreciation Christmas Train was run (complete with Christmas lights) on the evening of December 20. This event was created and produced by Terri Gregory and was such a success that I'm sure it will become a Campo tradition.

Hobo Joe reported on the interesting Tecate trip we had on December 6 in the Report, so I won't go into that again. Hobo Joe also has volunteered to report the monthly staff meetings. Look for his articles in this and future HotScoops.

My thanks go to all the volunteers who have helped this past year and continue to serve our Museum and its mission. Happy New Year!

News Flash

MTDB and the SD&IV, in conjunction with our Museum and the Town of Tecate, piggy-backed a Christmas gift donation event with our regularly scheduled Tecate trip on January 10. The 1509 and an SD&A coach were reserved for the 47 volunteers and musicians who with the assistance of Museum volunteers made this event a spectacular success. At least 3,000 children were given gifts by the Three Wise Men on the platform of 1509. 2,100 toy bags were distributed, along with candy and oranges once the toys ran out. An additional 200 blankets were distributed to families as well.

I can't praise all the volunteers who helped with this event enough! Imagine handling that many kids and families in less than three hours without a hitch. The event was covered by Channel 12 and all the Tecate city fathers were in attendance. The good will generated will benefit the Museum in the future (no stones were thrown at the train this time) and the children will have memories to last a lifetime. This is what our Mission is all about folks, and I hope that we can make this an annual event too.

SP #2353

The Steam Team is expecting to fire #2353 in January for shakedown testing and axle tramming. Let's all wish the Steam Team success in their work. Even better, chip in and lend them a hand!

If you've ever wanted to work closely with those Stalwart Stewards of Steam, this is your big chance.

Schedule Change

Commencing on January 3, 1998 the Miller Creek Demonstration Trains #1 will depart Campo Depot at 11:00 A.M. Train #3 will continue to depart at 2:30 P.M. This schedule change will allow additional time for the walking tours on those days when we have only one trainman on board. The crew will also appreciate the additional time for lunch between trains.

Gift Shop Hours

The official hours for the Campo Gift Shop are from 10:00 A.M. to 5:00 P.M. The employees and helpers are scheduled around these hours and thus are not subject to change unless circumstances warrant. However, we also have to remember that we have a responsibility to our visitors. If it is known that the Miller Creek train #4 is running late, the Conductor should make arrangements with the Gift Shop to remain open until the last walking tour is back before closing. If the Gift Shop has to close before the tour returns, provisions should be made to leave the rest rooms open.

Conductors; this is up to you to arrange. Your responsibility to your passengers doesn't end until they have all safely returned from the walking tour. If you can't wait for them, delegate someone else to take your place.

Tour Guides; it is your responsibility to make sure the Conductor knows that you have returned with the last tour and that no visitors remain in the yard. Remember, the safety and comfort of our guests is everyone's responsibility.

Switch Keys

Operations Superintendent Mike Reneau requests that whoever has the brakemen's switch keys to please return them. Someone probably brought them down the hill by accident.

SAFETY CORNER

by Lew Wolfgang

HAZMAT INSPECTION

The Museum had its annual County Hazardous Materials inspection on Tuesday, 6 January. While we came out better than we have in past years, we were slammed on a couple of items. The most significant is that we can no longer burn our waste lube oil in locomotive #2353. While it is possible to obtain a permit from the state for this usage, the application process is long and expensive. It will save us money just to have the waste lube oil disposed of by a recycler. But remember, if our waste lube oil is contaminated by solvents, the cost for disposal goes through the roof! So be careful to keep solvents and paint cleaners out of any container used to collect oil. It is permissible to add diesel, hydraulic oil and kerosene to the lube oil, but nothing else.

The county inspector also found an open 5-gallon container of oil in the north forty. This practice has got to stop. If you have to use an open container to collect oil please, by all means, properly dispose of it when you

are finished. Don't rely on your friends and co-volunteers to pick up after yourself. Allan Dellane is in the process of planning a covered area for our new and used oil products. Be sure to check with him if you have any ideas or would like to help with the project.

Another reminder is in order that it is flatly illegal to bring waste lube oil to Campo for disposal. While it is legal to transport 20-gallons (in 5-gallon containers) to a certified recycler, we are NOT a certified recycler. Politely turn down any offers for donations of waste oil. We can accept NEW products, since they aren't considered hazardous waste, but secure authorization from the business office or the safety officer first.

My thanks to those members who helped clean up for this inspection.

MEXICAN EXCURSIONS

As many of you have seen (and possibly done) there is a temptation to toss candy and what-not to the kids as our excursion trains proceed through Mexico. While the kids love the practice, it is actually very hazardous. It encourages the kids to lunge toward the train and to possibly slip under the wheels if they stumble. We all want to be friendly to our neighbors, but we have to be safe about how we do it. Waving and smiling should be sufficient, and if you want to donate, start saving now for next year's Tecate Toyland Express!

SPEEDER OPERATIONS

by Allan Dellane

"The faster you go the behinder you get" goes the saying. The opening sentence of last month's report should read the same, "both of the large speeders are out of operation". Paul Broer and Craig Spinola were able to get both operating but sadly they still are having their break in troubles. The G 1 is unsafe. On its first run it became clear that the hand throttle needs to be replaced with a foot throttle. When we approached the La Posta road crossing we found that if you closed the throttle down the engine quit and if you put the clutch in, the engine raced. In the resulting confusion, the speeder ran into the crossing without any warning. Thank heavens none of the locals were out driving that early! In the Before Operations Inspection it was determined that there were no red light on either end and apparently there has never been any. If the Operations Superintendent and the Roadmaster have these kinds of problems you can understand why we have yet to give any speeder lessons to the uninitiated.

The G 2 continues to have motor-mount problems. After operating the car out on the mainline under load the engine sags and rubs against the oil pan. We thought we had cured this problem but it has returned. In addition we need to complete the body work. With the holidays over we will attempt to get the S 1 going again. Jim Brown has volunteered to take on this project.

All of these problems would be considered small if they were your only car and it was parked in your warm garage at home. To fix each of these in Campo it takes at least three

weeks if we are lucky and six weeks if we have a life outside the museum. Those of you who are patiently or impatiently waiting to start your speeder training take heart! We really care that you have a safe and reliable piece of equipment to operate.

MAINTENANCE OF WAY

by Allan Dellane

Thirty-seven new ties are in the ground! A damaged rail was replaced! A large rock was broken up and cleared from the track below the Stone Store. The right-of-way and the yard sprayed for weeds and twenty-eight hundred ties from Pendleton unloaded. It feels good to report that mainline maintenance has taken a step forward. Yet it is to early to say that this will occur each month, although we have hopes. It is important for all to recognize that these occurred in a safe, timely and efficient manner. It is also important to know that it took hours of preparation to pull it off and this over Christmas week.

Behind the scenes we have to recognize the efforts of Director Win Mott, MTDB Roadmaster Charlie Coval and his crew, Steve Kostelak and Allan Dillane. Out on the mainline when it came to getting the work done, what we had hoped to be a crew of eight turned out to be a crew of twelve! We left Campo only four minutes late, did the job and cleared the main two minutes early! An interesting hitch occurred that almost threw us for a loop was when we found out that old SP and Santa Fe rail joint holes are different. With Chris Ward's help it was quickly solved! We sure would like to see the guys who next have to change out that rail . . . so what's new on the old SD & A? The crew that pulled this off included Track Foreman Steve Kostelak, Jason Dooley, Marian Flores, Rod and Alma Gilbert, Jim Brown, Bruce Semelsberger, Brian Brewer, Mike Reneau, Eric Dill, a visitor and Hobo Joe.

All of us who have trouble handling a hoe should give Mainline Track Foreman Dick Hobson a special thanks for working with the spray rig. He rode shotgun so we know what got sprayed from the Old Stone Store to Miller Creek. He then moved the rig into the yard and sprayed every spot he could reach. He wanted to be sure that any photo buffs would have a shot of the 2353 without the weeds in their way. The spray used in the yard was a special donation from Rich Warner and his son Rod.

Two special guys who saw a need and followed through were Bob Miles who beat some sense into a rock that had taken three men to ease off the mainline. The resulting small rocks and a "little sweat" eliminated that problem. The second was Jim Brown who had heard several people complain about the large number of old batteries scattered around. His solution was to make two trips to town with his truck and trailer and then turn in a check for \$200.00 from Broding's Battery Warehouse. Just to keep things going Bob Miles has undertaken the task of gather up all the old oil, solvent and used oil filters around. Not to be out done, Steve Kostelak has declared war on the "treasures" that have been laying around the yard. Look out gang, Yard Track Foreman who takes pride in their work don't appreciate

those who don't clean up their mess. All joking aside, a clean work area both inside and out will make our EPA inspection go smoother.

MOW PROGRESS REPORT FOR DECEMBER

by Allan Dillane

TRACK #3 Out of order. The 60 LB rail in the curve has been pulled and the area cleared. The 90 LB rail has been identified and the trim is being gathered. The ties for the bridge crane have been cut and the 136 LB rail to be used has been identified. Tentative schedule to move the bridge crane is now set for January 21-22.

TRACK #5 Tied in and spiked down. Tamping and leveling is dependent upon location and loan of a builders sight level. We had planned on Al Keevil to handle this job but he is still recovering from a slight stroke. Dick Hobson has volunteered if Al is not available and the steam team has agreed to do the tamping chores.

LOWER YARD We need to lay only two more sections of rail to complete track #10. The area is cleaner than its been for months but we need space in the north forty to store the excess switches and rail. The drop-off between track #6 and #7 continues to deteriorate. If the rains come as predicted then track #6 should be cleared and condemn until a wall is built. It is the loss in solution of the natural binding material in the soil that will turn the DG into coarse sand that will cause the problem. The falling away of the bank occurs only after the real damage is done.

MAINLINE Thirty-seven #1 ties have been laid and a damaged rail has been replaced. A large rock on the line below the Stone Store was removed and broken up.

MOW NEEDS In addition to the needed repairs to the speeders we need of at least ten qualified and available speeder operators now! Without speeders and operators we can not have access to our worst track or support the track crews who are available to do track maintenance. In addition we need to own a powered track saw and drill plus a road worthy front-end loader. The access road between Sportsmen's Curve and MP 73 should be cleared and maintained immediately. We need to own or have ready access to a rubber tired back hoe and a safe and efficient ballast car. Serious efforts need to be made to involve the appropriate authorities to open up the burrow pit with a siding and permanent end and side loading dock. Should we be faced with a wash out like the one in Mexico or another damaged rail at this time we will need to shut down.

VOLUNTEER OPPORTUNITIES

by Steve Kostelak

Volunteer Coordinator

Switch and Signal Foreman. Responsible for yard and mainline switches, both Highway 94 signal gates and to advise on the storage and inventorying of the long forgotten signal equipment in the rail storage yard. Suggested qualifications; is a brakeman or is interested in this area of railroad equipment and history. Some mechanical and electrical ability is desirable.

Right-of-Way Signs and Marker Foreman.

Responsible for the placement and maintenance of all right-of-way and yard rail-way signs and markers. Suggested qualifications; some skill at lettering and sign making. Can be done at home. Likes the public to see their work.

MOW Rail and Equipment Storage Yard Foreman.

Responsible for the organization, identification and inventory of all maintenance-of-way materials. Suggested qualifications; likes to operate the forklift and has a knack for bringing order out of chaos. Computer skill and access is desirable.

MOW Projects Coordinator. Works with the Roadmaster and the Volunteer Coordinator to help visitors, new members and old members to find simple, quick and needed current projects. These projects should give these volunteers an immediate sense of accomplishment and hopefully encourage them to become valuable and successful members. Qualifications; trainmen experience and meet-the-public skills would be helpful. A senior citizen or handicapped capped person who is free to talk and visit with people would be ideal.

Interested individuals should call Allan Dillane at 582 4264 or catch him most Saturdays at Campo.

DATES, TIMES AND OPPORTUNITIES TO REMEMBER

by Steve Kostelak

Saturdays at 9 AM Yard track activity. Track #3 replacement and laying rail for the bridge crane.

Alternate activities; Track #10 completion, moving excess track material out of the lower yard with crane, fork lift and speeder equipment. Steve Kostelak, Foreman Meet at track #3 near bridge crane.

Saturdays at 8 AM Track inspection and maintenance assignment for assigned speeder operator and crew. Allan Dillane, Roadmaster Meet at the three way switch across from the speeder area.

Saturdays and alternate Sundays at 9 AM Scheduled maintenance and repair for speeders and MOW equipment. Opportunities to get one-on-one instruction, experience and training. Call Allan Dillane 582 4264 prior to Friday to indicate your interest.

SPECIAL WORK DAY, MONDAY, JANUARY 19 (national holiday) This is a special effort to finish laying Track #3, the rails for the bridge crane and then setting its wheel trucks on the new rail in readiness for Ed Massey to lift the bridge crane.

Selected Tuesdays at 9 AM Maintenance work on the Lackawanna Cars. Check with Randy Gibson or call Mike Retz at 466 8808.

Thursdays at 9 AM Mainline track work, North Forty fork lift moving jobs, emergency speeder repairs, steam engine maintenance and/or continuing renovation of the SD&A 350 (yellow hospital car) to an open air car to pull behind the 2353. Contact Dick Hobson (760) 765 3399, Mike Retz 466 8808, or Allan Dillane 582 4264 if you are interested.



UNOFFICIAL LOWDOWN

according to Hobo Joe

Staff Meeting January 5, 1998 Members present: Dillane, Jones, Reneau, Wolfgang and Executive Director Mott. Visitors: Dick, Miles, C. Pennick, R. Pennick, Retz. and Hobo Joe by the front door.

Dillane reported: Current status of track #3; Rails removed.

Realignment of track #3 and laying of limited bridge crane rail on schedule. Lifting of bridge crane still possible for January 21-22. Mainline; Thirty-seven #1 ties laid, debris cleared from rail near Old Stone Store, damaged rail replaced at MP 71.2. Dillane reported that in his opinion that the bank between track #6 and #7 is failing. Track #6 will not safely support the storage of a locomotive much longer. He reports that planning is underway using available resources to solve this problem. MOW needs for regular maintenance and emergencies are: Ten qualified speeder operators, reliable speeders, opening of access road between Sport Curve and MP 73, ready access to a backhoe, a road operable front-end loader, access to the burrow pit with an in-place ramp or ready source of DG for erosion control and washout repair, availability of a safe and reliable ballast car to transport enough DG to make a difference, a power operated track saw and rail drill. Dick volunteered \$100.00 to start a track saw purchasing fund (est. new \$1600.00 or used \$800.00). Dillane requested someone be appointed to make immediate changes in the North Forty so that track storage can be expanded and access improved. Dillane was appointed to the responsibility with instructions to coordinate closely with other Superintendents but accomplish the changes ASAP. Staff directed Dillane to approach the Army Engineers regarding their clearing the access road in cooperation with the Boarder Patrol and the availability of excess 90 and 110 LB rail.

Win Mott reported that 2700 ties had been delivered and to expect that many again in the next few weeks (in the North Forty?). A review of the scheduled Tecate trips was made and a May 9th date was added. The March 21st scheduled run from Tijuana and Miller Creek should include steam at least between Campo to Miller Creek if possible. This is the National Tour Group of Trains Unlimited. A suggestion from the Baja California Tourist Bureau suggests that if their Survey of Southern California warrants it, the Museum run Tecate trains every Saturday throughout the year. Discussion pointed out that our equipment and staffing limitations would likely mean we would run to Miller Creek only on Sundays. A plus for this would be that track crews could access the mainline all day on Saturday for tie replacement and maintenance. Some track work would be needed between the lower Campo Creek Bridge and the Old Stone Store before regular runs started.



Chairman Jones referred to the meeting notes and cover memo from Larry Williams regarding the Steam Team. Jones indicated that many good points were raised, but that some topics of the meeting were inappropriate. He noted that the proposed resignation effective January 15, 1998 of Steam Foreman Bob Miles was at the heart of the problem. Jones indicated that this resignation has not been accepted and Bob will continue to act as Steam Foreman and as such the Steam Teams representative to Staff until further notice. In his role as Director of Operations Jones indicated he has found himself in the difficult position of searching for a replacement for a person he feels is still the best choice for the job. This preliminary effort was intended to be discreet until the situation had crystallized enough for this to become general knowledge. That it has become general knowledge and the resultant disruption of the smooth running of the steam team was not his intention. To date he has not found anyone that meets his requirements and who will also agree to attend staff meetings. Steam team meetings are always appropriate when discussing topics regarding on-going work. Discussions regarding personnel and other matters that require Staff approval should not be discussed as part of a public meeting and with notes published in a manner that could be inferred to be official Staff or Museum remarks or decisions. Operating dates are clearly in this category. Funding to operate, time to properly market steam-operated trips in a timely manner, the existence of a reliable working steam engine and a careful study of all the conflicts that can impact a successful steam schedule require a level of communications far beyond the intended limits of a team's focus. This in no way suggest that a team's concerns are not of vital concern to Staff and that decisions should be made without a teams input. The bottom line is that the Executive Director, Director of Operations, the Steam Team Foreman and the Staff should have been made aware in advance and correct information made available to the meeting chairman. This situation has its positive side. All volunteers at Campo need to know what's going on. Rumors or incorrect facts create dissension and chaos. The selection of representatives to Staff need to be more than good workers or knowledgeable of their teams focus. They need to be leaders, managers, dedicated, committed, knowledgeable, and willing to attend staff meetings to ensure their teams voice is heard in a timely and meaningful manner. The efforts of Larry Williams to bring this lapse to our attention is appreciated. The comments and efforts of Richard Pennick to communicate the steam team's concerns were ably accomplished. The Director of Operations will continue to work closely with Bob Miles to act on his wishes but now more than ever, convince him that he is the best person for this job. Jones feels that he has the steam teams best interests at heart, that he has the management skills needed and the willingness to attend staff meetings to represent the steam team. As of today no dates for steam operations has been approved. This decision is a high priority with Staff. A tested, ready to operate engine, clear team communications with the

Staff through its Foreman, defined source of funding and operating criteria are needed. Then a calendar can be set and a marketing plan can be implemented. It is not the Director of Operations intent to put a schedule together that can not be funded, will fail or have to be canceled. It is his intent that this schedule is the building block for successful steam schedules for years into the future! To do this the steam schedule must clear more than it costs to implement.

Wolfgang reported preparations for the upcoming HazMat inspection to be completed. We still have problems with spills. The cost of clean up is significant. In comparison preventive care is far and away the better method. The need and solutions to providing an enclosed safe storage building was discussed. A \$200.00 check for getting rid of the old batteries by Jim Brown was accepted with thanks.

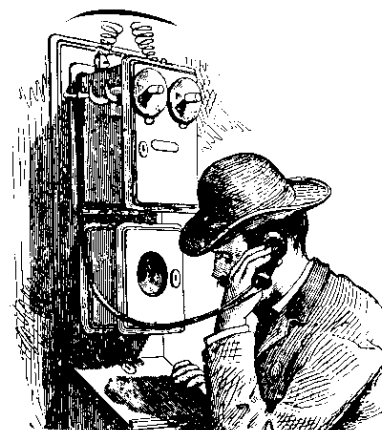
DATES of NOTE

January, 1998

1/5/98	Campo Ops. Mtg.	
1/6/98	19:00-22:00	Rules/Safety/Brakes/ Eng. review A
1/7/98	19:00-22:00	Rules/Safety/Brakes/ Eng. review A
1/10/98	Tecate Trip	
1/12/98	19:00-22:00	Rules/Safety/Brakes/ Eng. review A
1/14/98	19:00-22:00	Rules/Safety/Brakes/ Eng. review B
1/19/98	19:00-22:00	Rules/Safety/Brakes/ Eng. review B
1/20/98	19:00-22:00	Rules/Safety/Brakes/ Eng. review B
1/20/98	School Days	
1/21/98	New Member Orientation Mtg	
1/24/98	Crew Test	
1/24/98	Tecate Trip	
1/25/98	Crew Test	
1/25/98	Super Bowl	
1/26/98	Crew Test	
1/27/98	Board of Trustees Mtg.	
1/27/98	Crew Test	
1/28/98	Museum Services Business Mtg.	

February, 1998

2/2/98	Campo Ops. Mtg.
2/7/98	Tecate Trip
2/8/98	Report Deadline
2/14/98	Lunar Limited Dinner Train
2/14/98	Valentine's Day Special
2/17/98	School Days
2/19/98	Trainman Class @ Cuyamaca College
2/21/98	Tecate Trip
2/25/98	Museum Services Business Mtg.
2/26/98	Trainman Class @ Cuyamaca College
2/28/98	(Tentative) African American Heritage Day



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Safety Officer, Lew Wolfgang	H-662-1963
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