



HotScoop Shovel Logo by Larry Rose

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

April 1999

MUSEUM NEWS

VOL XI NO IV

>>>Air Brake Maintenance Policy<<< *Denby Jones*

In the interests of safety and to ensure that the brakes on all equipment are working properly and according to specification, the following personnel are the only ones authorized to perform maintenance, installation, or removal of air brake valves or pneumatic components of any locomotive or piece of rolling stock belonging to the San Diego Railroad Museum. This includes active equipment, equipment under restoration or repair, out of service equipment and equipment on static display. This pertains to the pneumatic components only and does not include shoes, adjustment, etc.

Ken Kahan	Michael Reneau	Stan Paulson	Lew Wolfgang
Ross Bryan	Tony Neece	Gary Sweetwood	Geoffrey Scheuerman
Denby Jones	Mike Redding		

Any other persons desiring to work on the pneumatic portion of the air brake systems will do so under the direct supervision of one of the above listed personnel.

Under no circumstances will any components be removed from the equipment on static display, or equipment out of service without the written permission of the Director of Campo Railroad Operations; and that written permission slip will be entered in the permanent history record of the specific equipment.

Keys to the air brake room will be issued to Ken Kahan, Mike Reneau, Gary Sweetwood, Lew Wolfgang and the Director of Campo Railroad Ops.

Ken Kahan will be in charge of the air brake room, and all cleaning, adjustment and repair of air valves.

Again this is a matter of safety, and your cooperation is appreciated.

Denby Jones
Director of Campo Railroad Operations

>>>Tunnel #3 damage blocks Tecate line<<< *Allan Dillane*

Al Pearson is a member that can tell you that track work is full of surprises. Al has been involved with the Museum for some time. He heard the call and volunteered to do some track work. On April 8th he changed his schedule and joined Dick Hobson, Richard Warner and Allan Dillane to replace ties at a Tecate washout.

Running west into Mexico on a speeder was great! Crossing the lower Campo steel bridge and running tunnel #4 was unlike anything you ever experienced on a train. Entering tunnel #3 1/2 around a curve gave the crew no forewarning of what lay ahead. In the dark of the tunnel, dust and then the smell of smoke became stronger the further into the tunnel they went. Dick Hobson slowed the work speeder and then stopped as they broke through into the daylighted section short of tunnel #3. There before them with smoke still rising from the rubble laid tunnel #3 east portal in ruins.

Rich Warner (a retired California Highway Engineer who has worked on burned tunnels) was impressed. All the tunnel supports were gone and the fallen roof now was a pile of rock at least 20 feet high. Standing as high as he could go and peering through the smoke he could make out light at the other end. The tunnel as a rough estimate was blocked by 1600 cubic yards of material but not plugged. The rock in the walls and roof that was exposed showed the effects of the hot fire. The rail had moved under the impact of the falling rock. Because they were in the day lighted part of the tunnels, the crew made no effort to hike around to see what the other end looked like.

Latest reports indicate that FNM plans to open the tunnel and that Mike Ortega of the SDIV has asked that no Museum equipment or personnel enter the area. This seems wise from our viewpoint because unsupported tunnels are dangerous and burned ones are doubly so!

>>>Washout at KP 63.5 on 3 April 1999<<< *Randy Houk*

Conductor: Randy Houk Engineer: Jack O'Lexey
Fireman: Mike Edwards Brakeman: Sandy Schussler
Trainmen: Mike Retz, Bob Schussler, Carol Dyreng, and Ann McVeagh

We departed Campo for Tecate at 1003 with #1820, four SD&A coaches, baggage #6700 and 227 passengers. At a time of 1115 at KP 63.5 (about 2 miles east of Tecate) fireman Edwards called for engineer O'Lexey to immediately stop the train, so Jack "plugged" it. Since we were moving fairly slowly (perhaps 10mph) the emergency brake application was sudden, but not too rough.

The west end of #1820 stopped within 10' of a serious washout. Three ties-worth of track were insufficiently supported because of water flow from the southeast. Mike left the cab to view the damage and used the radio to inform me that "we weren't going any farther." I walked up to have a look and agreed with his assessment.

Jack, Mike and I briefly discussed our options and decided to back the train to the crossing just west of KP 64, which we did. Ann McVeagh was pretty sure that we could get some buses to pick up the passengers for the trip into town. We did not have a "Mexico capable" phone, and the radio in #1820 could not reach Campo from that distance. Ann and Mike Edwards walked to a nearby business while we backed the train. A very helpful employee named Roger at notebook maker Rundel helped Ann get in phone contact with Jaime Campa, operator of Pollo Veloz restaurant. Jaime was able to acquire the use of five buses and drivers.

The mood of our passengers was fairly upbeat. The trainmen and I kept them informed that we'd had a washout, but buses were on their way to complete the trip into Tecate. As the buses came into view we backed the consist into the seldom-used crossing so that vestibules on either side of the baggage car aligned with the concrete for easy detraining. The time was now 1215, and the process of loading the buses went quite smoothly. Everyone was told to be ready for re-boarding these same buses at 3:00 so that we could head back to Campo at 3:30. A Tecate policeman gave Ann and other crewmembers a ride into town. Ann took Mike Edwards' radio so we could maintain contact with her.

Only one couple did not want to make the trip into town, so Ann called Josh Moorehouse to meet us to take these folks back to Campo. Josh did this, and I think these people will come back again to ride to Tecate

Mike Edwards, Mike Retz and I walked back to the washout to get a good look at it. I used our conductor kit Polaroid camera to take five photos of the big hole under the tracks. Edmundo from the Mexican railway arrived to view the damage there and at another much smaller washout approx. 0.2 Km to the east. We hadn't seen the small one from the train; I got a picture of it, too.

At about 1445 I asked a Tecate police officer, who was detailed to keep an eye on our train, to take me into town. I wanted to see how the bus boarding process would go. As the police car pulled up at the square there were our 225 passengers waiting, and the first bus was just pulling in. Boarding went smoothly, and after a somewhat bumpy ride we arrived at the train. Jack and Mike decided to not block the crossing with the train, and instead boarded everyone at the east vestibule. At the rate the buses were arriving this technique worked well.

We departed eastbound at 1536 with #1820 pushing us all the way back to Campo. I stayed on the vestibule with the radio sending car length and direction info to Jack. We arrived at 1642 and two INS officers walked through the train. We then unloaded, and I received no negative comments from passengers.

I'm happy with the outcome of this trip, but its success was made possible only by the outstanding contributions of the following folks:

Mike Edwards, for spotting the washout in time for Jack to stop us.

Jack O'Lexey, for responding quickly to Mike's request for a stop.

Ann McVeagh, for calmly and thoughtfully knowing how to go about calling for help.

The fact that she speaks Spanish is very important.

Jaime Campa, for getting us the buses and drivers. He made several phone calls.

Tecate Police, for getting the crewmembers into town, and providing security.

Tony Ynclan and his group for helping with crowd control in Tecate.

Mexican track workers repaired the washouts within a week's time!

>>>Annual Dinner<<< *Jack O'Lexey*

If you weren't there Last light you missed it, the Annual Dinner was a big success. There were about 90 people at the dinner and that's more that I can remember in a long time. The lot of people came early and when they arrived Pat personally put a lei around each person's neck. We sat with 10 people per table and could look out across San Diego Bay and look at the city lights. We ate a great meal and after the meal Mike Gerdes presented the tape he and his wife shot for KPBS some of it was uncut and we saw three shots of 2353 going over the high bridge.

We saw a shot of 2353 in Mexico going into tunnel 4, the international tunnel. The camera crew was standing in the middle of the tunnel right over the track and were in 2353 went through the tunnel. They got blasted by the smoke and it clouded up the lens on the camera. We also saw in the shot of 2353 going over the small bridge just before the stone store. Mike even had a shot of 1820 going over the high bridge operated by Randy Houk and I was the fireman.

Jim Lundquist our President when they started at Campo talked about the beginnings of the Railroad Museum, however he was interrupted with a change in program two times. Both times were to present awards to our volunteers.

THE AWARDS are as FOLLOWS

EAGER BEAVER: Darren Apedaile, Mike Edwards, Karen Pruett, Betty Conklin, Ansara Gilbert and Gabe Bradford.

SILVER SPOON Award: Jim Baker, Jim Friedlan, Dave Johnson, Bob Miles, Terri Gregory, Bruce Semelsberger, Sue Ann Taggart and Maryann Thompson.

DIRECTOR'S Award: Rich Borstadt.

Jack Stodelle Award: Roy Pickering.

Historian Excellence: Bruce Semelsberger.

Campo Depot Service Award: Terry Gregory.

Campo Community Service Award: Roger Challberg.

Special Service Award: Carol Dyreng, Rich Warner, Paul Lannen and Stan Paulsen.

Railfan of the Year went to Dave Slater for his work on restoring Locomotives. He worked for eight or more years getting 1820 restored and has been working on 1366 which you can see on track four. Dave Slater has been a member of Railroad Museum longer than I have been.

The **Gold Spike Award** went to Randy Houk for his work on our fine Web page, and if you haven't seen it you need to look at it because there are more than 40 pictures on the Miller Creek trip alone. I am told overall there are several hundred pictures on the entire Web site.

Silver Spike Award went to Jack O someone. (Ed. note: Jack O'Lexey)

Jim Lundquist finally was able to give his presentation on the history of the railroad Museum. Jim talked about several locations that they had looked at before deciding to buy the property at Campo. Some of the other sites include the salt flats in South Bay, and in Rose Canyon along Interstate 5 and Sorrento Valley. The videotape showed the gymnasium, which is now our car barn at Campo. The Gym came complete with a wood floor. They had considered building track across the floor but luckily when they tore up the floor Jim said the concrete was only two inches thick. The first two cars on the property were the 1890s cars on the east side of barn today. I've vaguely remember seeing those two cars on track 1 outside the car barn when I first came to the museum.

Then they showed collecting all museum pieces and the Shay Locomotive we sold and was picked up last year started pulling the 18 pieces of equipment into Mexico on its way to Campo. It had been estimated it would take 10 hours to go the distance. The Shay broke down by the time it got to Garcia in Mexico. 7485 pulled the equipment in groups of 2 or 3 to Campo taking a week. I remember one story about the exhaust piping getting red-hot pulling the equipment to Campo. I saw the reports on TV of the Shay pulling The Great Freight into Mexico. It took me more than a month to find out about joining the museum. When I finally got the information, I went to Campo and worked all weekend. I learned to run the old forklift. Jim did not want to talk about the old forklift last night but I ran that forklift a lot! I moved all of the barrels them a lot of junk that has since been thrown away from the present car barn to the back forty. I worked one night until 2 am moving palettes of spikes because they were ready to lay rail across the road I was using to get the back forty. Going the other way would have take twice as long.

When I first came to Campo, we had big Museum member parties and one year when the Coos Bay No. 11 had been gotten ready for that weekend we could only run back and forth on the museum main or track 14. On that day we had the train fully loaded and the Engineer probably John Ashman pulled the throttle to back and nothing happened. Later it was discovered that part of the throttle linkage had not been connected. So our little Ant 7485 would push the engine uphill and uncoupled and move away quickly. John Tooted the whistle, released the brakes and drift down the track blowing the whistle. You could hear the cylinders chug, chug, chug.

When we finally got use of the line to Miller Creek were ran trains at 11 a.m. 1 p.m. and 3 p.m. but we ran the trains around 25 mph. We used to run 1509 to Miller Creek and when we came down the hill and reached a speed over 25 mph the lights in the car would automatically turn on that's how a new we were up to speed. I remember one picnic we ran a sold out train to Miller Creek, and when we returned another sold out turning was waiting to board. In those days we would come in on the house track stopped the engine in front of the Depot and push the Consist back onto the Museum Main or track 14. We did not have to use of the Depot. We loaded up as quickly as we

could and did not stop for lunch and left again. Pull back out onto the House Track, do the run around then go to Miller Creek. It seems like we actually ran four trains that day because I remember the second train was for reporters and was not scheduled to leave when we did.

We had great evening and if the Gerdes are able to get the tape they shot edited for KPBS it will be shown at rail fair in June. I hope next year if you missed the Annual Dinner you will be able to come.

>>>Horse Car Restoration<<< *Allan Dillane*

RESTORATION * UTILIZATION * DISPLAY

MIKE RETZ GETS MY VOTE OF CONFIDENCE! Mike has made a difference as part of this Museums Docent Team for years. He has put in hours on the phone, participated in putting on training, getting out the Call Board, finding subs or filling in on the "bad" days when no one else has come forward, making repairs on the Lackawanna Cars, help clean up, repair roofs and has always shown a concern for the welfare and well being of our docents. He has always been an advocate of the Museum putting its best foot forward. **HE NEEDS OUR SUPPORT!**

At February's Staff Meeting he had Rich Borstadt present a plan to utilize the Horse Car as a display car for museum artifacts and place it by the depot for visitors to walk through while waiting to ride a Museum Special. Several "concerns" have been raised that have merit but none of them should stand in the way of Mike's timely proposal. Our visitors deserve to "see" something that resembles a museum. Thomas Lee's BoxCar Theater, the freight consist, and the speeder and trailer for kids were good first steps. Somewhere our donors who over the years have given things to the museum deserve to have their donations displayed. When repaired, no other facility on the mountain will be able to do a more secure job. The east house track stub is the worst piece of active track we own. A special display track parallel to it needs to be laid next to the stub so that switching the passenger display consist is not going to continually risk the artifacts and displays inside the Horse Car. Before another year goes by let's get Mike what he need's to do his job! Here's a proposed timetable that can move the job forward!

PHASE 1

- a Empty the horse car of everything NOW.
- b Support Mike in getting the floor repaired, windows replaced, the electrical upgraded and the metal work restored.
- c Rewire for 110 volt electrical power.
- d Paint the outside.

PHASE 2 (this should go on concurrently with phase 1)

- a Design, build and/or obtain display cases and store them in the new display building until needed.
- b Plan for the horse car wall display use and get its preparation done as soon as the floor is rebuilt.
- c Borrow Ted Kornweibel's stairs or obtain an alternative for visitor access.
- d Move the horse car to its new location.

PHASE 3 (to be done as soon as possible)

- a Repair the stub track and/or build a new display track so that the horse car can be safely stored and protected from unintentional banging when other cars are being switched.
- b Install appropriate electrical service at the horse cars permanent location.

PHASE 4

- a Move artifacts and displays in and set up.
- b Schedule a grand opening and make it a Docent Recognition Day!

CAN DO

The MOW Department will provide and service a generator and a heater so that work can start today! MOW is already committed to repairing the east stub track but the heavy equipment needed is still not available. A new stub track is possible but we are already committed to the Interpretation Division to build the lower yard and lay track into the new building because they want to build a temporary walk through display area there. I will personally volunteer to help clean out the horse car and move the stuff when and where it is to go. I will volunteer and participate in an ALL MUSEUM VOLUNTEER WORK DAY to prep the horse car for painting and support the painter to finish the job the next day!

Mike! This is not a dream. Your plan is do-able! I urge all the rest of the Departments to join in and more important each individual who wants something to happen to step up and support Mike BEFORE he has to ask you!

>>>RIGHT-OF-WAY THOUGHTS<<< *Allan Dillane*

You have all been kind with your positive comments and recommendations regarding our right-of-way. Thank you! The credit needs to go to Larry Rose, the Gilbert Family, Larry Owen and Jim Lundquist when we talk about signage. If you haven't ridden the train lately you should. The green and yellow permanent slow order signs, the refinished and beautiful station signs like Clover Flat and Brown Dog, and recently the new signs at Dog Patch and Sport Curve. More are on the way. We even have two of the mainline switch targets renewed to bright red! What a breath of fresh color and creative interest they have stirred. Your input and help are needed.

The milepost signs are a case in point. Some are missing, they are on the south side between Miller Creek and Campo but are on the north side between Campo and Division. Some are on old railway telephone poles, made out of old railway ties or the sign itself is missing from the pole. All are ugly and need repair. Because of costs, repair considerations, materials available and labor involved our present thoughts are to use 60 LB rail. These would be painted white with the base facing and parallel to the track on the south side.

The mileage numbers would be painted vertically in black on both sides of the web and on the base. MP for milepost would be added only on the base side. The negative is that they are not as eye catching and as easily seen. The plus is that they are virtually bullet proof, weigh only about 140 LBS each and there are no shortage of cost free materials. The other thought is to duplicate what they have in Mexico. Add "wings" to the top of the rail and paint the mile post number on them. The negatives are they require special metal that is individually bent for effect, takes a lot more work and are subject to bullet holes. The positive is that they are more attractive and can be better seen. We will put up samples of each and will consider any other suggestions for possible adoption. We need volunteers to do the work. Is this something you can help us with? Milepost markers are an important and essential part of a well-run railroad.

Switch stands and targets. We have three problems with them. Both targets and stands need painting and numbering. They need to be made more visible at night and they need to be serviced on a regular basis. Numbering is a special problem. The designation needs to be understood by anyone and can be seen at night. Our current thoughts are to use reflective numbers and use mileage designations. Does anyone see any problem with this? The switch next to the Section House is a sample of what we are thinking. We need someone to adopt a switch. Paint it, number it, lube it and keep it clean. The track crew would adjust or repair it.

Making switches more visible at night is an interesting problem. You want to see it but you don't want to confuse it with other lights and objects. The question in an engineer's mind might be "is the switch handle down and locked in place". In the depot yard there are five switches and two kinds of D-rails. Theoretically, if you can't see the target then the switch is aligned and locked to the main. MOW is reluctant to charge off doing something that is not a general railroad practice or until all brakemen and engineers have given thought to what is being considered. Talk among yourselves and share with Jack, Denby, Lew and Randy. MOW will take stock in the fall and go from there.

>>>LOWER YARD AND THE DISPLAY BUILDING<<< *Allan Dillane*

Each of you need to visit the lower yard! The piles of "stuff" are gone. Tracks #11 and 12 are set out half way to the new building. Rich Warner, Steve Kostelak, Mark Henderson, Al Pearson and Ken Hansen have been busy! Don Getz is back in town so if he can get a backhoe you can expect to see track inside the building in May! Getting it spiked down, the ballast delivered and spread will be the next challenge. We haven't had a member's only barbecue and shindig in years. Wouldn't it be neat if we could get it all together, some display cars and exhibits up and have Stan Paulson visit for the day? If we all pitch in, step up and pick a job and encourage our buddies we can have a blast on the 4th of July or at the latest, on Labor Day. The Steam Team could run the 2353. We could have speeder rides and maybe velocipede races. Just think of all the lies and tall stories that can be told about all those who aren't there. There are so many great people and memories of past accomplishments it would be great! Why not park the "Ant" on track #11 and hang a big bow on her. She came to the rescue when there was a need and helped to make all this possible! Don't just sit there, stop talking, DO SOMETHING! Ted Kornweibel needs help with the RPO Car. The Steam Team needs to shine the bell. MOW needs help in driving spikes. The cars that will go on display need cleaning and freshening up. Who is good at bulletin boards, is artistic, can use a hammer and saw? Who has the experience to put together food for 600 people? Jim Newland and Rich Borstadt are looking for help and ideas! We can't do everything nor do we have a lot of money, but we do have a cause! **CAUSE IT'S TIME!**

>>>Del Mar County Fair<<< *R. Lamar Scheuerman*

The recent "incident" south of Chicago has renewed interest in Operation Lifesaver. As the Museum representative to Operation Lifesaver, I have frequently manned a table at different events containing OL, SDRM, and Amtrak handouts. OL is planning on having a table at the '99 Del Mar Fair from June 16 to July 5, in the infield. There is also an N scale modular group that will have a set-up along the midway, and will let them have a display rack for their (and our) handouts. Dave Finney has frequently helped me at these tables, but we could use a lot more volunteers. The payoff is several extra tickets, so a significant other can be enjoying the fair while a museum volunteer mans (persons?) the table. The shifts are 3 hours long, 10:00 AM to 6:00 PM, a cheap price to pay for several free admissions. Contact me at (619) 466-6500, or Len Rubidoux at (760) 944-1761, or (619) 920-4050 about scheduling. The really important days are Kids' Day and weekends. Wearing a "penguin" outfit helps attract attention.

>>>**Jim Baker Presentation**<<< *Bob Schussler*

Jim Baker, our Training Manager, was the featured speaker at the February meeting of the Society of Logistics Engineers (SOLE). This international organization is composed of engineers and technicians specializing in the support of operating systems. Activities include system design, maintenance, supply, testing, technical publications, transportation, and disposal. Jim arrived at the meeting in full regalia, including his bib overalls. This undoubtedly surprised the other guests in the restaurant not attending the SOLE meeting. Jim's topic was Steam Locomotive Maintenance, a subject not only pertinent to the Society's charter, but interesting in its own right. As we all know, Jim is both a knowledgeable and an interesting speaker. His presentation was an unqualified success, and gave the museum good visibility in the logistics community. Bob Schussler, past Chapter Chairman, presented Jim with a Certificate of Appreciation to add to his extensive collection.

>>>**Arrival At The Depot**<<< *Mike Retz*

This is from a 1990 paperback called "Yesterday in San Diego" by Arthur Ribbel.

It was a grand trip by train from Nebraska to San Diego in 1915 and it was made even grander by alighting at the new, magnificent San Diego Santa Fe railroad station.

The memories of that trip have been refreshed many times by visits to the old Spanish-colonial style depot on Broadway and Kettner Boulevard. It was, indeed, an imposing and elegant edifice then, and it still is, and is included in the National Register of Historic Places. Its domes still glow in the sunlight, the old solid oak benches in the waiting room look sturdy and clean, its striking ceiling rises high and handsome, luggage carts still rattle over spotless and level bricks, and people still hustle to the familiar call of "All aboard!"

But men dressed more formally in 1925 than they do now. They wore suits, felt hats, maybe high shoes, white shirts, ties and possibly a vest with a gold rope chain athwart the chest, one end anchored to an elk's tooth and the other to a thick gold watch. His waist bulge might not have been a paunch, but a money belt.

The ladies didn't appear with bare heads, wearing tank tops, slacks, sandals or tennis shoes, as some do now. Their dresses were long and full, their blouses up to the throat, shoes were high and their hats were weighted down with stacks of feathers, ribbons and bows, berries, flowers and for true elegance possibly a small stuffed bird.

Painted now, and with other renovations to spruce it up, the depot looks a lot like it did in 1915, when it was built to conform to the Spanish architecture of the Panama-California Exposition, a showcase like the train station of this sun-splashed Eden by the sea. By itself, the depot was a hardy and gladsome welcome to the wondering transients from the East and Midwest; by itself, a noble promise of a better life in the sun. Each step, each detail of that day, when a snow-harried prairie family stepped into the San Diego depot, was written large in their diaries and engraved in their memories.

One diary read: "Left Omaha via Union Pacific for San Diego at 11:55 a.m., Oct. 21, 1916. Snowing. "Arrived in San Diego via Santa Fe at 6:30 a.m., Oct. 24, and went to the Knickerbocker Hotel. Sunny!"

It was love at first sight between the immigrants and the ornate depot. Everything looked regal, even the restrooms. Its magnificence enhanced the excitement and the lively vibrations within the newcomers. The opulent depot prepared the settlers for the grandeur of the Exposition in Balboa Park.

Although the depot looks much the same now, there is something big missing, a vacancy, an emptiness in the air. Gone are the steam locomotives, the burly and impressive stars of the Age of Steam, those brawny fire-eating iron monsters with the thunderous snorts. Chafing for the gallop, the locomotives bellowed out their blasts and rolled out of the yards headed for the open country.

Small boys, whose sharp eyes caught every detail of the railway and depot, remembered for life the heraldic names of the various cars of the trains. Nor would lads ever lose from memory the images seen from the train windows: signal lights flashing at night, telegraph poles rushing past, villages, desert, shacks along the right-of-way, a coyote slinking into the brush, seas of corn, cattle, cowboys, people waving, funny little depots, on-rushing scenery, a panorama of America through train car windows, like stereoscopic views sent back home.

For almost 100 years, the railroad station was the main feature of most communities in America. To many town and city people of bygone eras, the railway depot represented the status and wealth of their community, in addition to its cultural and moral standing. Pride, civic esteem, prestige and love went into the building of those old depots. These emotions still have meaning to any San Diegan who takes time to walk to his depot at the foot of Broadway to eye the lofty magnificence of the old place - especially to those who remember and once tingled to the thrill of arrival here.

>>>**The Kosovars need our help**<<< *Lew Wolfgang*

You have probably been following the tragic plight of the Kosovar refugees. They are experiencing reality now that we in this country can't imagine in our worst nightmares!

Pat Blackmore, our Executive Director, has started a fund drive to try to help in any way that we can. She has donated \$100 of her own money and challenges YOU to match her concern. All money collected will be donated to the Red Cross and earmarked for the Kosovars.

I (after checking with Mrs. Wolfgang) will match Pat's \$100 and hope that you do the same.

Please note that this is not an official Museum fund drive, it is just friends trying to help other human beings in need. Please give Pat or Kay a call at (619) 595-3030 to pledge your support.

>>>**May 99 Dates of Note**<<<

NOTE: Tecate trains run every Saturday.

1,2	Steam
1	Dinner Train
3	Operations meeting
15	Dinner Train
18	School Days
26	Museum Services meeting
29,30,31	Steam

>>>**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 OK.

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

SDRM ADMINISTRATION

Museum Phone (La Mesa Depot).....697-7762
Business Office, Pat Blackmore.....595-3030
Business Office Fax.....595-3034
Report Editor, Marna Hartjen.....(760)489-1353
HotScoop Editor, Randy Houk.....672-0111
Station Master, Terri Gregory.....280-8529
La Mesa Depot.....465-8444
Campo Depot.....478-9937
Campo Car Shop.....478-9451
Campo Caretaker, Thomas Lee Braginton..478-9344

@train.sdrm.org

office

report

hotscoop

gregory

DEPARTMENT HEADS

Facilities, Thomas Lee Braginton.....478-9344
Director of Museum Services, Rich Borstadt..294-9321
Research, Bruce Semelsberger.....264-7282
Director Railroad Ops, Denby Jones.....279-2419
Deputy Railroad Ops, Lew Wolfgang.....H-662-1963
Crew Caller, Mike Retz 466-8808
Safety Officer, Lew Wolfgang.....H-662-1963
Library, Roy Pickering.....462-3392
Operations, Jack O'Lexey.....274-4449
Restoration, Ted Kornweibel.....461-0098
Steam, Bob Miles.....280-8529
Training, Jim Baker.....670-7441
RoadMaster, Allan Dillane.....582-4264

@train.sdrm.org

borstadt

jones

wolfgang

retz

wolfgang

pickering

olexey

kornweibel

bob

baker

dillane

Web page: <http://www.sdrm.org>

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Please send address changes to:

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