Hot Scoop

HotScoop Shovel Logo by Larry Rose

A publication dedicated to San Diego Railroad Museum volunteers

October 2000 MUSEUM NEWS VOL XII NO X

<<<EXECUTIVE DIRECTOR'S NOTES>>> *Rich Borstadt*

Several major events regarding Staff positions over the past month have required shifting of assignments and will require more over the next month or so. Jim Lundquist has returned to his duties as Facilities Superintendent pending mediation in the matter of his disciplinary action.

I am in receipt of the resignation of Gary Sweetwood as Mechanical Superintendent due to increased time demands in ramping up Carrizo Gorge Railway, Inc. to full operation and in response to some concerns being expressed for potential future conflict of interest as the Desert Line Alliance moves forward to reopen the SD&A. I have appointed Darren Apedaile as Acting Superintendent of Mechanical, effective immediately.

Sadly, I am also in receipt of the resignation of Lew Wolfgang as Superintendent of Operations for the Museum. He has some issues in light of some of the current controversies, plus time demands from family obligations that have caused him to step down. For immediate chain of authority, while we consider how to cover these responsibilities for the longer term and for future growth of the Museum, I am appointing Mike Edwards as Acting Superintendent of the Operations Department. Mike will continue to cover his present responsibilities, while providing the broader authority we require for the coming weeks of operation.

I request and know that all of you will help these gentlemen with their assigned responsibilities over the next few weeks as some changes are forged to grow and strengthen the Museum for the future.

Yet another sad note, Jack O'Lexey has chosen to resign the position of Safety Officer of the Museum for personal and procedural reasons. He has done an excellent job for us with the HAZMAT inspection and getting us into closer compliance with their rules and with CDF fire prevention guidelines. He will now be able to devote more time to on-going rolling stock and other projects in which he is engaged for the Museum. Hopefully, we'll be able to corral him into volunteering for another key Staff position in the not-too-distant future. This means we need a new Safety Officer. If you have suggestions for a candidate, or think that you can devote the time to it, have an interest in broadening your knowledge and techniques for resolving Safety issues, and have been around the operational side of the Museum for long enough to have a general idea of our requirements, please contact me to discuss your candidate or interest in the position.

We also have need of someone to assemble and edit the next interim newsletter, as Jack's school demands preclude him from serving in that capacity for the next issue. Please contact the office if you feel you have the skills and would like to help pull this next issue together.

Restatement of Longstanding Museum Procedure

We very recently had an incident which has brought great grief to the Museum. We must work with the Metropolitan Transit Development Board (MTDB) as owner of the railroad on which we operate. Our contracts also require a relation of trust between the Museum and the San Diego & Imperial Valley Railroad (SD&IV) which holds freight rights on the line, which are superior to our own passenger rights. To avoid

confusion and misunderstanding, it is essential that the lines of communication are clear between the Museum and these organizations. Standing policy has been and is that ALL contact with either of those organizations is initiated and conducted through the Executive Director or President of the San Diego Railroad Museum, with others becoming involved by invitation to address any specific issues or actions as required. This type of restriction to assure clear communication is a standard practice in business and industry, at large.

It has been a standard of this Museum for many years. Flagrant disregard of this procedure has resulted in our having to cancel the fall visit of Motorcar Operators West and several excursions into the Carrizo Gorge for the Anza Borrego Foundation. We almost lost the ability to operate the motorcar and railbus runs on the first-Sunday-of-the-month on the Coronado Branch, that we initiated this summer in cooperation with the Electric Railway Museum, Carrizo Gorge Railway, Inc., SOHO, SD&IV, MTDB, and the City of National City. The Museum has been set up to suffer a crippling insurance burden, has lost prestige and credibility, lost several thousand dollars of immediate income and a major chunk of fall-season revenue, and been placed in a vulnerable position for litigation. All of this has happened because a few of our members saw fit to ignore procedure and common sense and went directly to the MTDB, entering into discussions which undermined sensitive ongoing negotiations that will determine this Museum's future, even survival. Through this breach of ethics, our road to recovery has been unnecessarily extended and great harm has come to us. We must each take responsibility to see that this never happens again and no longer to tolerate subversive activity that undermines the Museum's recovery.

<<<From the Training Officer>>> *Jim Baker*

TRAINMAN'S CLASS

The Fall Trainman's class will be held on October 23 & 30 (Monday evenings) at Cuyamaca College, and on Sat., Nov. 4, all day (10 AM - 5 PM) at Campo. The College has scheduled the Monday evenings for Room D-113, from 6:30 to 9:00 P.M. The college's fee for the class is $37.00. All Trainmen who have not taken this class, please plan to do so. Put those dates on your calendars now!

If you live in the Grossmont/Cuyamaca College District, look for registration information in their Community Learning "PREVIEW" catalog, which you should have received in the mail (don't confuse this with their regular College information which is also mailed out). If you don't live in the District, contact the Training Officer for information. Also, EVERYONE please pass the word about this class to your friends and neighbors. More crewmembers will always be needed in continuing and expanding our operations.

BRAKEMAN / SPEEDER OPERATOR CLASS

This class for is now scheduled for Nov. 14 & 21 (Tues. evenings) and Dec. 2 & 9 (Saturdays). The Tuesday sessions will meet at La Mesa Depot, from 7 to 9 P.M. and the Saturday sessions will meet all day at Campo. Speeder Operators need to take the Rules portion of the class (Nov. 14) and the first couple of hours of the Dec. 2, session. Remember, to become certified as a Brakeman, you must have first taken the Trainman's class and worked as a trainman. If you are interested, please let me know as soon as possible, so I can get the proper amount of training materials together. Fee will be $25, for a Rule Book and Basic Training Manual.

Please note that I will be out of town from Sept. 29, until Oct.17., so you will need to contact me for class information after that date.

RULE OF THE MONTH
General Order #1, CREW REQUIREMENTS.

The last paragraph of this section requires that at Campo, if the fireman's seat is not occupied, the brakeman will ride the leading end of the locomotive. Two things about this need to be clarified. First, this applies only when the locomotive is on the leading end of the train. If shoving, of course, the brakeman will be on the leading end of the consist. Second, the reason for this rule is that there is always the possibility of people wandering about in the Campo area. Therefore, this rule does not apply at Miller Creek. When cutting off the locomotive for the run around there, the brakeman may stay on the trailing end of the locomotive while proceeding to the East switch.

ANNUAL REVIEW CLASSES
In accordance with our FRA-approved training program, 2001 is a "third year," meaning that instead of a two-hour class, followed by a test, we will need to have six hours of classroom time, followed by a test. So, I will need to schedule six hours of classes for everyone some time in January.

How do you want to do this? Two 3-hour evening sessions in town, followed by the test at a third session? One all-day Saturday at Campo? Some other schedule? Please let me know your feelings. Also some suggested dates, times, & places. I'll try to base the final schedule on your input. I'm sure I won't be able to please everyone, but I'll do what I can. I really don't want to have to teach 10 sessions, either.

<<<Campo Volunteers>>> *Allan Dillane*

Starting October 14 an effort will be made to rid the space between track #9 and the bank of all the remaining junk. Dick McIntyre has been slowly removing those parts that belong to the Bridge Crane and reports that all the remaining wires, electrical fittings and wooden operators booth are junk as far as he is concerned.

Those of you that have a vested interested should tour the area and remove and store elsewhere what you think is of value. Most of the rest will go into the salvage area in the north forty but the wooden building will be broken up. The gantry cage will be moved over east of the bridge crane between tracks #11 & 12 where Mac can work on it prior to lifting into place.

2098
New member Bob Hill reports that progress in getting 2098 back together again is progressing well! Following ALCO engine maintenance and repair manual specifications all 12 cylinders have been repaired and are in good shape. They are ready to go back in the engine. The next step is to get 12 liners ready and then lap the tops of the cylinders so the two can be put together. Lapping is one of those jobs that cannot be timed. They will be done when they are done. Accuracy is a must or you will have it to do all over again. Bob wishes to thank all those who have helped to keep all the parts together especially Fred Carnathan, Tom Walker, Dwight Koller and Dave Slater. Bryan Ross did a great job tearing down the engine. Bob is finding all the parts so far and they are going back together fine. Bob is a Maintenance Supervisor at the San Onofre Nuclear Generating Plant and will have to stop work for a few weeks shortly because of his job requirements. He reports that there is something special about putting an engine the size of the 2098 back together.

Santa Fe Bridge Crane
Some of you have not been paying attention. Dick McIntyre, Bob Haney and Dick Cupp have been quietly working on the bridge crane. They have the electrical redone in the hoist carrier. Before the end of October they have hopes of lifting it into position.

MOW In The Yard
The track team made a special effort to go out on the main to retamp the east approach to the trestle for the movie shoot on September 11th. and to ensure the safety of the 2353. The tamper broke down and they had to push it the mile back to

the yard. The nature of that beast is to want to stand still. It has no coast in it at all! They replaced a broken joint bar on track #14 and continued cleaning up around the switches. It is amazing how much junk accumulates in two weeks. Little progress on track #6 in the new building has occurred in the meantime.

<<<Editorial Opinion: Visitor Center Ideas>>> *Allan Dillane*

The membership needs to start considering what it wants to do next regarding the Display Building. We concede that all wooden cars possible need to be undercover. We also strongly believe that our most valuable and/or restored equipment should also be under cover to protect the Museum's investment. The end result should be a creditable first step display that can be added to as interest, time and money become available. The wooden cars that come to mind are the RS& S #3, D&R #4, SD&A 050, Santa Fe 1413 caboose and the restored reefer. There are several wooden boxcars and cabooses that were restored but due to lack of maintenance are now in poor shape. Space and the commitment do not allow for inside storage of all of them.

The only steam engine of value that is in relatively good shape is the Coos Bay. One of the better cared for industrial engines like the ARCO or the SD&A 7485 also would merit inside storage and care. These would add to any display.

Of all the metal cabooses, the beautifully restored SP 1061 by Dr Dan Marnell should be brought inside to stop its rapid deterioration. When finished we will have four tracks to house valuable cars under cover. Equipment stored inside needs to earn its keep. Here are some thoughts on how this can be achieved accepting the limits of funding, space and effort.

1. Empty everything from the Display Building that is not a part of an active display. Using the building for storage is a fire hazard and denies that the Museum is committed to preserving and displaying its most valuable artifacts.
2. Commit tracks #2 & 3 for a walk through tour. The cars that lend themselves to this are the Spreckles business car (SD&A 050), the Army guard car (G-10), the ATSF 1413 wooden caboose and the ATSF #74 Rail Road Post Office Car. People would enter at the east end via steps, walk through two cars, make a U-turn on a raised walkway, pass through two more cars and exit onto the cement slab to the north. There are seven sections or bays that form the north wall that lend themselves to boarding in (est. $150.00 per section). Each section could be used to tell one or more story i.e. Restoration of the 2353, Carriso Gorge story in maps and pictures, History of the Museum, etc.
 a. SD&A 050. Although not restored, it does demonstrate a work in progress. It is an authentic piece of SD&A RR equipment that we are committed to preserve and display.
 b. G-10 Army Guard Car. It is in surprisingly good shape but is filthy. Nothing has been done to it since the casey toilets were removed and the car taken out of service. It would make a tremendous display!
 c. ATSF 1413 Caboose. A really special restored piece of cared for equipment.
 d. ATSF 74 RPO Car. The primary effort of the Restoration Department. Parked outside it has begun to rust and its roof leaked but has been repaired. Although still under going restoration it would be in a location that would allow solicitation of donations to aid in its continued restoration.
3. Commit tracks #5 & 6 to the storage of our next most important pieces of equipment. Space will be a limiting factor but the following is suggested.
 a. Track #5: The Coos Bay steamer, FGX reefer #56415 and the SP 1061 metal caboose.
 b. Track #6: The RS&S #3 and the D&R #4 wooden passenger cars.
 c. If space is available then the ARCO Industrial engine and/or the restored flatcar should be squeezed in. The flat car's expensive wooden deck has been out in the weather and untreated since it was restored over 10 years ago.
4. The wide, currently dirt, space between tracks #4 & 5 should be used to display those large artifacts requiring short snap tracks or no tracks at all. This area would need to remain uncluttered so chairs could be set up for meetings and movies.

This is not the time or place to raise the questions as to why it has taken over 10 years to arrive at this point. The existence of the new building and the tracks laid inside today as well as the existence of the completed lower yard are there in spite of, rather than because of problems. They are a tribute to the many volunteer members who have given of their time and efforts. There are many more problems that need to be addressed but they should be treated as challenges, not roadblocks. Your input is needed and your active supervision as members is required.

The most important need now is the formation of a group of people who want to see a real museum exist. The core of this group probably should come from the many past and present Trainmen and women who have led tours. They will not be alone! Out of the weather and all in one place would be a Docents dream. People who have worked or have an interest in restoration and conservation of the Museum's assets would for the first time have a focus and a single location to express their commitment. More important they would be able to see their efforts rewarded. Nothing is more demeaning than to have to redo what has been done before because of neglect and negligence!

Editor's Note: The development of the Visitor's Center (a.k.a. Display Building) is the charge of volunteers working under the Museum Services Division of the Museum and in the Exhibit and Facilities Departments. If you support some or all of the ideas expressed above or wish to offer other ideas for its development and what should be exhibited within the new structure, you should attend and participate in the monthly planning and business meeting of that department, which is held the last Wednesday of each month, except November/December, as noted in the calendar. It is held at 7 p.m. in Solar Turbines Learning Center at Hawthorne and Harbor Drive in downtown San Diego. The next meeting is Wednesday, October 25.

<<<Disney Movie Shoot>>> *Ken Kahan*

As usual it takes about a week's worth of work for about six people to ready the steam engine including but not limited to lubrication, water, air systems, repairs and adjustments. By the way, Dwight was able to fix the injector that has been giving us fits to where it operates perfectly. With all of this work done we had a good fireup on Sunday afternoon and decided to take her out for a moonlit warm night run through yard limits. Nothing like a steam engine out in the dead of night with all the sounds it makes and the faint glow of gauges and flickering of fire. The engine ran good so we put her away for the next day.

At 7:30 AM Jim Baker and I came out to check the engine and found plenty of pressure and all else OK. We decided an 8:30 AM fireup would be fine so as to give us later operating hours. At 8:30 I lit off and Tony, Jim, Dwight, Dick P. and Doc readied the engine for a noon departure. Larry was there for backup. (I hope I named everyone).

We came out at noon to get the consist and to practice running at the trestle. Since the trestle was repaired to make it possible to do it safely, we had been requested by the production company to take runs at it from 10mph on up to 25mph with spotters around to watch both engine and trestle for any sign of problems. During practice we got to 23mph with no problems, so since the movie crew had arrived and was now setting up we took the train to the depot and hung out until we were needed.

In the meantime some movie crew people came out and masked off Southern on our tender making us the "Pacific" railroad and masked the museum logo. (By the way since we are the operating railroad in this movie, Pearl Harbor, and static filming was done on the 3751 in LA, we all agreed that 3751 is now our stunt double!). Along about 4PM the light was right so the director called us up to staging which was around the propane tank and we began making runs at the trestle. For the next 2-3 hours we would make a run at the trestle and then back down to staging or park at the trestle moving back and forth so they could get the camera angles just right. The biggest problem was adding in white puffy steam the director wanted as we came to the trestle to cover the camera as we went by. We got it right by turning off the fireman's injector water valve a hundred yards out which when the injector is left on produces lots of steam through the overflow. But this day was so dry it still wasn't enough

steam so at around 50 yards out we opened the blowdown also and was able to satisfy the director. Dick will agree with me when I say in this case a fireman needs to grow a couple more hands. The last minute of each run produced a vision of 1-armed paperhangers in the cab.
As all of our special engagements with the engine it was fun and very interesting and we'd do it again in a heartbeat. This relatively high speed to our normal running practice in a steam engine on our line is not to be forgotten!

<<<The Trainman's Corner>>> *Bob Schussler*

Well, Trainmen, has it been warm enough at Campo? Remember, the summer uniform (Shorts and short sleeve shirt) is appropriate for hot weather. Also, drink plenty of water and keep reminding the passengers to do the same.

There's been a change in policy regarding Trainmen. As you know, we have several "professional trainmen"; those who enjoy being Trainman and have no desire to fill other crew positions. We also have numerous members who are filling the role of Trainman only as a stop along the way to becoming Brakemen or Conductors. Presently, an individual must act as a Trainman for six days on the Miller Creek run (12 trips) before he can begin his Brakeman practical observations. This has been construed by some as merely riding the train six times.

With this policy change an individual must be fully qualified as a Trainmen before aspiring to be a Brakeman. To qualify, the individual must complete the Trainman's Course given by Jim Baker. This is not new. In the past, Trainmen were required to complete the training before riding the trains. Recently, we have allowed interested personnel to become "Trainmen in waiting" until the next formal class. The next class will be given in October. More information on the class is included elsewhere in this newsletter. In addition, Trainman evaluation forms, similar to those for Brakemen, are being prepared. They will be completed by Senior Trainmen or Conductors, and will cover topics such as appearance, timeliness, train preparation and cleanup, history talks, and yard tours. Trainmen will require two satisfactory evaluations to become qualified. This policy should result in more knowledgeable Trainmen and provide a solid background for those going on to become Brakemen.

<<<Radios and Usage>>> *Roger Challberg*

SD&A Radios by Type & Number

	TYPE	**COLOR**	**#s**	**Charger**
MOTOROLA	HT 90	GRAY	1-9	gang (radio can be left in)
	MT 500	BLACK	11-19	single (radio can be left in)
	P 100	BLACK	21-29	single (not for extended chg.)
	P 110	BLACK	31-39	single (not for extended chg.)

It is important that each radio that is used is signed out so we can track down missing radios. Each radio is worth several hundred dollars, and **they are needed**. First priority for radio use is for operating crewmembers. Trainmen, docents, attendants, security, etc. should check with the Conductor before taking a radio. The assignment and use of radios is under the direct control of the Duty Superintendent, Conductor, or the person in charge of any yard or track activity.

Any problems or damage to the radio should be reported to the Conductor or a note written and attached to the radio. If you are not sure of the correct operation of a radio, please ask. For example channel 1 may not be the proper operating point for some of the radios (for example, the MT 500 model uses Ch. 3 for or our operating freq.) Where we can, we try to set up the radios with Ch. 1 on the operating freq.

As of 9-17-00, we have 4 HT 90, 3 MT 500, 6 P 100 (one has been missing for the last three weeks), and 2 P 110s, a total of 16 radios. Please help us keep the radios available by doing your part.

Mike Reneau, Steve November, Dick Cupp, Arn Hunsberger, and others have been very helpful in obtaining donations, paying for or programming, getting broken radios fixed, etc. If you have any leads on donations of radios, we need Commercial VHF radios (handhelds or mobiles) capable of operating In the 160.000 MHz range. We hope to have some mobile radios available for installation in the speeders with outside antennas. Thanks to Dick & Arn, we have a heavy-duty, base station in the depot office and a base radio installed and operational in the upstairs office of the car barn. Dick worked over both of these radios and got them installed. Any questions or comments please call Roger Challberg 619-478-5768 or challberg@sdrm.org.

<<<MUSEUM 2000 FINANCIAL SUMMARY>>> *Rich Borstadt*
Greater detail is available from Board of Trustee members and the Museum Office.

AGED DEBTS (as of September 26, 2000)

Current	1-30	31-60	61-90	>90	Total
1,258.14	3,182.52	3,006.35	2,574.38	81,679.86	91,701.25

INCOME (Year to Date): $250,837.75

Source	%	Source	%
MOW Income	25.19	Membership Dues	4.93
Campo Operation	23.37	Events	4.74
SD&A/T&T Excursion	13.49	Donations - Restricted	4.10
Production/Rental	9.53	Donations - Unrestricted	2.29
Desert Line Alliance	6.35	Exhibit	4.02

EXPENSE (Year to Date): $263,140.78

Area	%
General Administrative	33.29
Railroad Operations Division	29.39
MOW Costs	22.47
Museum Services Division	14.75
Mechanical Maintenance	0.10

PROFIT AND LOSS COMPARISON: Jan 1 - Sept. 26

	2000	1999	$ Change	% Change
Net Income	-11,349	-58,033	46,684	80.4

<<<Call for help>>> *Lew Wolfgang*

Board member Charlie Coval has volunteered to coordinate the production of a small book that would highlight and publicize the Museum. The title will be "SDRM - Steaming into History" and would document our history, projects, goals and vision for the future. The book will be of interest to our local community and on to the State and National levels. It would sell the Museum and would be comfortable reading not only to the rail buff but also to others who would want to know what part the railroad played in developing the area. Charlie is looking for typewritten pages on the following subjects. The topics are not limited to these, so information on your special interests would also be appreciated.

SDRM	History of the museum
SDRM	Tracking Ahead
Steam	The SDRM Steam program
Restorations	What the museum has done, what we want to do in the next 25 years
Track	Tracking the history of the SD&AE (Include the war years)
Excursions	Miller Creek, Tecate, Coronado Branch, Carriso Gorge, Speeder runs
Activities	For Groups, For Children, The Christmas Train (Three Kings Train)
Equipment	Living legends. (Locomotives, Post Office car, Etc.)
Buildings	Engineering Marvels and Bridges

Photos for each of the subjects are also needed. This sounds like an interesting project with direct benefit to the Museum, let's all chip in and give him a hand!

<<<Brake Test Bench Fundraising Update>>> *Dick Pennick*

More good news! I am happy to report that the fund-raising goal to bring our brake test bench up to operational status has achieved its goal, with $1020 collected from 13 members. In this case, "13" is definitely not an unlucky number. The largest single contribution was $250. The contributors were: Dwight Koller, Jim Baker, Randy Houk, Dick Pennick, Arn Hunsberger, Don Getz, Darren Apedaile, Steve November, Greg Perrin, Ed Couch, Robin Becker and Vern Cook. Wow! A humble "Thank You" to each and every one of these generous members!

<<<Spring Festival & Old-time Days>>> *Dick Pennick, Steering Committee Chairman*

Planning is moving forward for this big community-wide fair, to be staged at our Campo Operations Center next May 5-6th.

The Festival Steering Committee has met regularly for the past several months formulating the scope and action plan, and working sub-committees are being formed as this goes to print. These sub-groups, which will be responsible for developing and implementing the various details required to make this event a success, cover Community Liaison, Activities/Events, Advertising/Promotion, Graphics, Souvenirs, Facilities, Site Security, Finance, Communications, and Staging. We are staffing up these sub-committees now and we need your help. Obviously, events like this aren't created in a vacuum. It takes lots of willing hands.

Planned for this event are plenty of good food, live music, numerous community, individual, organization and commercial booths, kids' activities, historical displays and demonstrations, re-enactments, steam train shuttles to the Stone Store Museum and the Motor Transport Museum, speeder rides, shop tours, and much more. May even have a special stamp-collector's event in our newly restored RPO car.

We have seven months left to plan this, but the time will go quickly. Community groups are already setting up their calendars for next year, so we need to get invitations and registration packets in their hands as soon as possible. If you know of potential commercial sponsors for this event (they don't have to be in the Mountain Empire community; money is money!), or potential participants to whom we should send invitations, give me a call at (619) 463--2276, e-mail me at **pennick@sdrm.org**, or grab me out at Campo and I will follow up.

In the meantime, you are all invited to the next meeting of the Steering Committee, **Wednesday, October 11th, 7 p.m. at the Solar Turbines Community Room.** Come help us do this up right, and bring **YOUR** ideas with you. If all goes as we hope, we expect 1000 - 1500 visitors over the 2-day weekend. We may decide to make this an annual event!

<<<La Mesa Depot Report>>> *Jim Polloreno*

The season for the Thursday night car rallies at the La Mesa Depot has come to a successful close. **Total gross sales are $4,673.19, Net sales 2,037.74.** It was a fantastic effort by all. In no particular order here are the folks who made it possible: Sandy and Bob Schussler, Judy Craig, Elaine and Don Getz, Dianne Roberson, Megan Jansa, Ann McVeagh, Dick Pennick, Duane Dubke, Jack O'Lexey, Seth Miller, Bruce Semelsberger, Roy Pickering, Ian Bulger, Jim Lundquist, Bob Nickles, Darren Apedaile, Mike Edwards and me. We all had a lot of fun, raised money for a new shingle roof, attracted passengers for our excursions, received new members and volunteers, and made friends with the community. The next season begins in April 2001. Thank you all!

Coming Events at La Mesa: Octoberfest 6,7,8th ;Model Train & R.R. Collectibles Swapmeet on December 9th; and "La Mesa Village Christmas" dates to follow later. If you would like to participate in any of these please let me know.

<<<Web page update>>> *Randy Houk*

I have added new photos of Sue Ann Taggart, Randy Gibson, Jim Polloreno, Tommy Batts and Jennifer and Kathy O'Brien at http://www.sdrm.org/gallery/people/. I've also made improvements to the SD&A and Campo Facility pages at http://www.sdrm.org/gallery/. If you have a photo that you think should be on our web page, whether it's a volunteer I don't have represented or some piece of history that belongs there please send it to me! If you can't scan it mail it to me and I'll do it!

<<<Year 2000 Dates of Note>>>

	October	**November**	**December**
Staff meeting (1900 at Solar)	2	6	4
Campo to Tecate	7,21,28	4,18,25	2,16
School Train	17	21	19
Brunch Train	8,22	5	3
Dinner Train			9
Steam Team meeting (1900 at LM Depot)	12		
Trainman class	23,30	4	
Brakeman class		14,21	2,9
Board meeting (1830 at Solar)	24	28	
Museum Services business meeting	25		6
Deadline for HS articles	**28**	**28**	**28**

<<<Article Submissions>>>

Please submit articles in pure text (.txt) or MS Word (.doc) format.
E-mail to hotscoop@sdrm.org is preferred. Send address changes to the editor.

<<<PHONE NUMBERS and e-mail>>> **Web page:** http://www.sdrm.org

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Operations, Mike Edwards	(619)417-8970	edwards
Safety, vacant		
Restoration, Ted Kornweibel	(619)461-0098	kornweibel
Mechanical, Darren Apedaile	(619)589-1966	apedaile
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Diesel, Darren Apedaile	(619)589-1966	apedaile
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Trainmen/Guides, Bob Schussler	(619)698-1458	schusslerb
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