



HotScoop Shovel Logo by Larry Rose

A publication dedicated to San Diego Railroad Museum volunteers

November 2000

MUSEUM NEWS

VOL XII NO XI

*** Executive Director's Notes *** *Rich Borstadt*

Staff Structure Change per Board Action

Per the wishes of the Board of Trustees expressed at the October 24, 2000 meeting, the Museum is altering its Staff structure to create two additional positions at the Director level. The first position is that of Director of the Campo Complex, whose responsibility and authority will be to manage and supervise activity at the Museum's Living History and Operations Center in Campo, California. I am pleased to announce the appointment of Jim Polloreno to that position, effective immediately. A detailed revision of the organization chart and a job description to reflect this change is in preparation and will be released following approval of the Board of Trustees. Some departments will fall under his direct line of authority, but ALL departments and projects that alter the physical elements of our Campo facility are subject to his review and determination of project timing. His duties will be to coordinate all projects at the Campo location to be certain that all departments affected are involved and that projects move forward to the standards adopted by the Museum and applicable regulations of the outside agencies with which the Museum must comply.

The second new Director's position is an elevation of an existing position to that level, Director of La Mesa Depot Museum. Jim has been occupying that position with great success for some time now and will continue in that capacity along with his new Campo duties until a replacement can be found for La Mesa. If you would be interested and would like to apply or have suggestions for a good candidate, please contact the Executive Director weekends at Campo or through the Museum's business office.

The other two Directorships are as previously setup but with a slight change in title to better reflect their spheres of authority. They are Director of Museum Services and Santa Fe Depot and Director of SD&A Railway. The former slot continues in charge of the public programs and collections elements of the Museum's mission and includes management of the office and library physical plants. I will continue in that capacity while the future of the Executive Director position is being defined and/or until a suitable candidate becomes available to fill the position.

The Director of SD&A Railway position includes responsibility and authority over the functioning railroad aspects of the Museum's mission operating over the SD&AE right-of-way at Campo and elsewhere. This includes the Rail Operations Department, Mechanical Department, Yard and Track Department and operational liaison with mainline MOW and external rail agencies. This is essentially the Director of Railroad Operations position that has been vacant since Lew Wolfgang's resignation. Mike Edwards is appointed to this position effective immediately and will continue in his duties as Superintendent of Rail Operation Department while the organizational structure is being refined.

I know you will all work with these talented individuals to make this new structure work to find solutions to some of the communications frustrations we have faced in the past.

Resignations and Appointments

I am in receipt of and regretfully accept the resignation of Jim Lundquist from the position of Superintendent of the Facilities Department of the Museum. He has decided that he cannot follow and support the directions set by the elected and appointed leadership of the Museum and that his time should be devoted to other activities, though he will complete the right-of-way signage project that is currently in work.

If you have interest and time available to devote to this position or know someone who would make a good candidate, please contact the Executive Director. The Facilities Department will administratively fall under the new Director of Campo Complex so, pending appointment of a new Facilities Department Superintendent, individuals working on Facilities projects will report directly to Jim Polloreno.

Business Office Volunteer Need

We have a desperate need for volunteers to help cover whole or half days each week at the Museum's Business Office. Since we have eliminated some of the paid staff to economize and gain ground against current bills, we have inadequate coverage to help with the basic logistic and clerical support of the organization. If you or someone you know can commit to help keep the office open during business hours, 9 to 5, Monday through Friday, please have them contact the office. Orientation will be provided and any skills they can bring will be greatly appreciated.

Availability of Minutes of Staff Meetings and of Board of Trustees Meetings

We have been posting the minutes of the Board and Staff meetings of the Museum at Campo in the Ops Office and the Car Shop for several months, now. Unfortunately, they tend to walk away and not be put back for everybody to read as desired. We will continue to post them, but be aware that Trustees and Department Heads are provided with copies and can share the information with you. Please see them, if you want to check on something or see a copy of those documents. They are also available in the Museum's Business office for consultation during the week.

Qualifications Board Makeup

With recent changes as reported by Chairman Don Getz, the current makeup of the Qualification Board for SD&A operating personnel is:

Don Getz- Engineer Instructor and Chairman of the Qualification Board
Randy Houk- Engineer Instructor
Mike Reneau- Engineer Instructor
Jim Baker- Training Officer
Randy Gibson- DSLE
Dwight Koller- Steam Foreman
Mike Edwards- SD&A Director
Darren Apedaile- Mechanical Superintendent

Sprint PCS Tower

Sprint/PCS digital phone service personnel were at Campo the last week of October to conduct field strength studies and select a site for a new tower in the series they are installing to provide service through the border country. They have chosen a location on our property near the fence line along Sheridan Road and just south of Rail Buff Bluff. This is exciting news for the Museum as it will provide an additional reliable communications link for our rail operation and finally make mobile phone service accessible to our Living History Center location. The other exciting aspect is that they will pay us \$800 per month for the privilege, landscape the small compound to our liking and provide several of the phone accounts for our use as a promotional tradeout. The site is expected to be operational within a year with agreements and regulatory approval already under way.

Bunk Trailer Redeployment as Exhibit Trailer

Per the proposal made by Jim Polloreno to the October Staff and Museum Services meetings, the former bunk trailer that has been lying essentially dormant near the Depot is in process of being reoriented and renovated for use as an exhibit space for the enjoyment and education of our visitors. It will have handicapped visitor access and will provide an additional activity for our guests. It is expected to be completed and open for this function by the Cinco de Mayo weekend event being produced by Dick Pennick for the Spring.

Boxcar Theater Floor Refurbishment

If you have not been inside the Boxcar Theater recently, take a peak. Thomas Lee Braginton has recently completed refinishing the floor in it and also the floor in the kitchen of the office/residence of the Depot. They are beautiful. You might never have suspected the old car floor had it in her, but one glance will show what a dedication to quality work and a little TLC can achieve. This is the sort of attention to quality execution of a job that we should all strive for in our projects. Kudos to Thomas Lee.

New Railroad Entity

The Ferrocarril Peninsular del Noroeste de Baja California is now a reality. Final signings the last week of October make this the only legal operating railroad entity in Baja and the prime contender for operation of the Tijuana y Tecate right-of-way. The State of Baja was just officially handed control of that trackage by the federal government of Mexico and is about to announce the selected operator for the line. Ferrocarril Peninsular del Noroeste is the Mexican company formed by Carrizo Gorge Railway, Inc. and Mexican financial interests for the purpose of railroad operations in Mexico, including operation of the Museum's tourist and demonstration trains. The name speaks to the existing rail line's location on the Baja peninsula and to future potential for extending the rails from Tecate into the Port of Ensenada. This is a portent of exciting things to come for the Museum.

Proposed Tank Car Acquisition

A proposal has been made to acquire a 10,500 gallon capacity roller bearing tank car for the purpose of acquiring fuel in bulk, greatly reducing the cost of fuel. Given the current trend in fuel prices, this will be a tremendous boon to the Museum, especially if we can consummate some bulk donations rather than purchases. We have been offered such donations in the past but were unable to take advantage of them because of lack of a tank car of sufficient capacity and equipped to clear interchange.

Proposed S2 Locomotive Donation for Resale

An S2 locomotive located in Long Beach has been offered for donation to the Museum by its owners in Illinois. It has solid bearings and is not an item for our category-1 preservation collection. However, since it would be a private-donor and not a government surplus acquisition and is ideal for basing in Mexico for backup support and switching operations, acquisition for revenue sale to Carrizo Gorge and provisional Museum use is being considered. Watch for Campo posting of proposed acquisition for details and make comment.

House Track and Mainline MOW

The current status of Carrizo Gorge MOW crew repairs to the Museum's mainline and house track is reported elsewhere in this issue, but I would like to take a moment to introduce and thank the individual members of that crew. The lead on this professional track crew is Jose Luis Marchin. He is the assistant foreman of the Tecate track gang and has really been putting Allan Andrews and Mike Reneau through their paces on this job. Jose began as a track laborer for the Ferrocarril Nacional de Mexico in Sonora at the age of 16. He earned his expertise, influence and respect through many years of service, with credentials in track maintenance from Southern Pacific and Union Pacific, until his retirement from FNM in 1996. At that point he moved to Tecate and went to work for the T&T, where he continues to work with that crew as needed and also for Carrizo Gorge Railway and the Museum on projects such as restoring the roadbed through the daylighted Tunnel No. 3 and the present repairs and upgrade to the line to Division and our Campo Depot house track. Watching him in action is awesome. Many thanks to Jose and his stateside crew.

Library Developments

The Central City Development Corporation committee decision to award Santa Fe Depot to Museum of Contemporary Art over the joint proposal from The San Diego Maritime Museum and ourselves, for library, office, and exhibit space, is pending appeal by Maritime and Railroad Museums. It is our contention that the Contemporary Art Museum already enjoys large spaces made available to them by the City (the facility across the street from the Santa Fe Depot for example) at little or no cost and that the Depot and Baggage Building are not suitable venues for contemporary art galleries. More on the outcome as it becomes known.

***** From the Training Officer ***** *Jim Baker*

ENGINEERS NEEDED

The next Brakeman's class hands-on training sessions will be at Campo on Dec. 2 & 9. I'll need an engineer to help with "getting on and off," and making joints practice. Please let me know if you can help.

TRAINMAN'S CLASS

This class is now underway, with 10 people registered. Several of the students have already been volunteering for a while, and others are totally new. Look for us on Train 4 on Nov. 4.

BRAKEMAN / SPEEDER OPERATOR CLASS

We now have four people signed up, with room for four more. This class is 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.

ANNUAL REVIEW CLASSES - 2nd NOTICE!

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 sometime 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.

RULE OF THE MONTH

I'm repeating last month's rule, since I recently saw it violated. This was during a "double runaround" with the Brunch Train at Miller Creek. The switch must be locked during a facing point move with occupied passenger cars. Guess I didn't give enough examples.

Rule 8.8 requires that when switches are equipped with locks, the lock must be kept locked when the switch is not in use. When making any movements over these switches, the lock must be placed in the hasp; the lock must be locked when making a facing point movement.

General Order #1, under Rule 8.8, modifies the above rule to state that the lock may be left unlocked when switching in yard limits with light engines, empty freight cars, or UNOCCUPIED passenger cars. The lock will be locked during ANY movements in Mexico.

Example: When switching during the make-up of empty passenger trains at Campo Depot, the switch lock does not need to be locked during any facing point movements. However, when either a Tecate or Miller Creek train, with passengers, is moving onto the Passing Track on return to Campo, the switch locks MUST BE LOCKED. Note that this would also apply to the derail on the passing track for Tecate trains.

***** Operations *** Mike Edwards**

Our Operations Department has been very busy during the last few weeks. During the first weeks of October, we started work on our yard placement program. The purpose of this program is to utilize our yard in the best way possible. In order for the museum to operate at its fullest potential, there are three aspects that must be considered.

First, is the Museum's interpretive program. In the lower yard, we've set up our cars in separate consists so that when stories are told by our trainman, we can show all of our cars pertaining to that subject. On track #2, we have all of our cabooses. Now our guests can see all of them together on a straight piece of track. Next, on track #3, are our Diesel locomotives. This consist is made up of our Diesel locomotives that are not currently in service. With this in place, our guests can see Alco, General Electric, Baldwin, and EMD units all together. The visitors can compare their differences such as body design, paint scheme, wheel arrangement and overall size. For now, track #4 will become home to our collection of stainless steel Amtrak "Budd" cars. Our docents can discuss how Amtrak came to exist and show what some of the first Amtrak cars once looked like. The cars will all be together to highlight their paint scheme and how it looks in a full consist arrangement. Next, on track #5, is our Union Pacific display. This display consists of UP #1366, #4054, and #576. Like the Amtrak cars on track #4, this is primarily intended to show off the famous Union Pacific paint scheme and how it looks as a whole train. Track #6 is now used to store the G-10 Guard Car, which will eventually be included in walking tours. Track #7 will become home for our SD&A Boxcar, which houses our MOW tools and equipment. It will be placed against the loading ramp for storage. Our U.S. Navy rail-crane will be kept east of the boxcar. Should the need arise to use the ramp, then these cars will be moved to another location while the ramp is in use.

The west end of track #8 is used to house our collection of steam locomotives. As in the other consists, our guests can compare the different steam engines in our collection. The east end of track #8 is used for general storage such as the Horse Car, the *Commandant*, etc. Tracks #9 and #10 are to be used for projects such as car repair, restoration, and storage. At this time track #11 is being used to store some hopper cars. This track will later be used as a locomotive service track. Engines that are in service and kept outside will be parked here. Tracks #12, 13, & 14 will be used as leads to the car barn. During steam operations, these tracks can be used for fire up and shut down as well. Track #1 will be kept clear. It will be used as a second run-around track. In addition, it will become our yard access from both the East AND the West. Having this track clear will also allow more flexibility in our schedule. This is not a permanent set up. Special circumstances always arise. When they do, we will use the tracks as necessary.

The second aspect is the operations. In past times, movements in the yard were often very difficult and time consuming. This was due to a combination of things. Every move was complicated by speeders in the way, broken couplers, cars with bad wheels, etc. In order to cut down on these problems, we set up the yard in the following way. The cars/locomotives that are either not being used, or do not have working couplers, or do not have working air brakes, have been placed in positions so that they don't need to be moved unless they are specifically needed. The cars that we do use occasionally, i.e.: UP #576, AMTK #5601, ATSF #371, SP #1061 are located at the east ends of these tracks. This way, when the need for one of these cars arises, the crew can quickly and easily go in and get the cars out with ease. The third aspect is how the museum uses the yard. It is important that when operating, all employees must keep these aspects in mind. Our yard cannot be used as a parking lot. Every piece of equipment has a place. That place exists for a specific purpose. That purpose is so that the museum can function to its highest potential as an operating railroad.

When cars or equipment are needed for a specific reason such as maintenance or restoration, the project leader or designee will need to get authorization from the Operations Director or his designee. Then, a switch crew will be dispatched and the cars or equipment will be moved accordingly. This is to be a VERY SIMPLE AND FAST PROCESS. This is not a permanent setup. As our museum changes and grows, our yard will do the same. Remember, our goal is to be able to operate as a safe, effective, and efficient operating railroad and a presentable, quality railway museum.

***** Mainline M. O. W. Report ***** Allen R. Andrews

The Carrizo Gorge Railway, Inc. track crew has been working on the Campo Depot house track and the main for six weeks, now. On the house track, 2/3 of the rotten ties under the west end have been replaced. The rest are in non-critical areas and shouldn't cause problems for current usage. In response to concerns raised by SD&A Director Edwards, after he observed the rails moving around under the passenger equipment, we switched our attention to the east end of the track on October 9. Alan Dillane, Supt. Steve Kostelak and the Yard and Track Crew have cautioned about the poor quality of the track in this area for some time. What we found proved that their concerns were well founded.

While strings of up to nine rotten ties in a row were found on the west end, the east end harbored 15 rotten ties then two good ones, then 17 more rotten ones in the worst spot. (As you may be aware 5 bad ties in a row is the maximum allowed by FRA for active track before it is condemnable.) Due to time constraints we decided to replace only the 4 ties on either side of each joint if they were bad. In this way, we were able to address the most vulnerable spots on the siding in a timely manner. We got a great boost on October 10 when Rich Warner came out in a pelting rain with his Ford tractor and dug removal pits alongside the track for us to get the ties out from under the rails. As the ground is very hard in that area and the ties are at or below grade, we had been slowed by the necessity to dig a deep trench at each replacement spot to pull out old ties and insert new ones. Thank you very much, Rich!

As of October 25, the house track is stabilized with 138 ties having been replaced. Having a rail turn over under the Peary, the 1509 or any part of the freight string is now very unlikely, even though we are getting into a rainy period. The crew will continue to change the remaining rotten ties as our schedule permits.

Out on the mainline, we have been working primarily to the west of Campo Depot, although we have done some minor ditch work up near Brown Dog. Down at MP 64, we replaced one rail and five ties. At MP 63, Chicken Ranch Curve, 66 ties and seven fractured tie plates, plus numerous rusted away spikes. We are currently 2/3 of the way through the curve. Also, just west of the depot, we had to replace 47 tie plates and all the spikes on a 100-foot stretch of the main line. They were all on the south rail and had corroded so badly that many of the spikes and tie plates had fragmented just below the rail base. This lead us to suspect that,

at some time in the past, there was a caustic chemical spilled there from a leaking tank car or some other such source. The rain would have washed such a spill down into the DG around the tie plates and the upper parts of the spikes, and this is precisely where the corrosion has taken place. The ties seem not to have been affected. We continue to work on the main to the west and, when the critical areas there have been taken care of, we will start working eastward from the Depot toward Miller Creek.

***** PacBell Plugs the Museum ***** *Dick Pennick*

Some of you volunteers in the East San Diego County area have already noted that the latest East County edition of the PacBell Yellow Pages features a color photo of our EMD MRS-1 No. 1820 with a string of cars at Campo. The photo, taken by Kevin Burke, shows the consist sitting on the east end of our Campo House Track, not the world's most flattering shot. It shows no people, no kids, no activity of any kind, and the train is not even in service! I wish commercial photographers would consult with the Museum in advance so that we could suggest to them colorful and exciting subjects and locations! This is not the first time we have graced the cover of the East County edition, so guess we "shouldn't look a gift horse in the mouth", as they say!

***** President, Executive Director visit OERM ***** *Dick Pennick*



On October 7th, I had the pleasure of introducing Museum President Arn Hunsberger to our sister railroad museum to the north, the Orange Empire Railway Museum at Perris, Calif. in Riverside County. Executive Director Rich Borstadt also tagged along, although this was not a first visit for Rich, who maintains regular contact with OERM operatives.

The day was highlighted by OERM's Fall Swap Meet, and although rain threatened, none fell, making for a very enjoyable and informative visit. If you have never attended one of their successful swapmeets (March & October), you have missed an opportunity to find almost anything in the world involving trains, from models to books and railroad collectibles. Arn

found a couple of old SD & A and SD & AE annual passes for his collection, and another vendor had an original SD & A Trainman's lapel pin, of a style slightly different than the one given to me by a former SD & A passenger conductor years ago.

I arranged for Arn to hook up with OERM's current president, Tom Jacobson, an L.A. attorney, and John Smatlak. Smatlak, like some of our own "hardcore" volunteers, wears many hats: Vice President of Collections; chairman, Collections Management Committee; Conservation Foreman; Project Manager; and member of the Board of Directors. We didn't ask what he did in his spare time.

Thanks to Tom and John giving us generously of their time on this day, our President was able to view OERM's fixed plant, discuss storage, operation and restoration, as well as administrative issues, and get in-depth answers to his many questions. It was an excellent opportunity for Jacobson's San Diego counterpart to broaden his knowledge and understanding of the operating railroad museum business.

OERM, originally the Orange Empire Trolley Museum, was founded in 1956 and purchased approx. 20 acres of farmland 4 miles south of the town of Perris on the long-abandoned original right-of-way of the California Southern Ry., San Diego's original rail connection to the outside world. The original purpose was to preserve examples of the L.A. basin streetcar systems that were fast disappearing by that time. They were very successful with this effort over the years, and eventually broadened their scope to include the entire railroad industry. Today they advertise themselves as "The West's largest operating railway museum".

Their property is roughly square, on essentially flat land, so they are not hindered by area or topographic constraints as we are on the 8+ acres we own at Campo. However, they do not have the luxury of being able to operate their trains on a regular basis out on the "main line", as we do. And we should never take this tremendous opportunity for granted. As a museum, we did not become land owners until October, 1980, although we had begun collecting historic rolling stock as early as 1966 (Santa Maria Valley Railbus #9 was our first rail vehicle, donated to us by the late Sam Berkowitz, a Santa Maria, Calif. junk dealer).

Certainly one of the most impressive features of the OERM complex, besides the many indoor equipment-storage barns and a completely-equipped brake shop, is the Ward Kimball narrow-gauge collection. Kimball, a retired Disney animator and animated film producer, gave OERM the bulk of his small but significant private collection of 36-inch gauge locomotives and rolling stock from long-gone Western railroads, and provided additional funds for the improvement of the site to properly house and display the rare equipment. Included is a large, approx. 75' x 150' carbarn complete with three tracks and a concrete floor. Nearby, OERM crews are finishing up the final stages of construction on an all-wood exact working replica of an 1880's "gallows"-style hand-operated turntable. By itself, this turntable represents an amazing historic recreation, funded by Kimball, and an example of the kinds of things that can be done when the resources and the will are present. It has to be seen to be believed.

Their next big swapmeet is the first Saturday in March next year, but now is a good time of the year to pay a visit to our northerly neighbor. And be sure to stop in at their well-stocked gift shop.

The San Diego Railroad Museum thanks Mr. Jacobson, Mr. Smatlak, and the Orange Empire Railway Museum, for taking the time to host our very enjoyable visit.

***** Our Grand Lady of the Rails, 4-6-0 #2353, needs your help! ***** *Dick Pennick*

Many of you have seen our Ten-wheeler #2353 in the Campo Car Shop recently. She looks a little naked, now that the metal boiler jacketing and insulation has been removed. Even the backhead of the boiler in the cab has been stripped and most of the firebox firebrick removed.

All of this work was required in order to prepare the engine for its 5-year inspection, including an extensive set of new thickness measurements on the boiler shell and calculations of the stress limits allowed. This information will be used to prepare a new "Form 4" for the Federal Railroad Administration (FRA) so that, hopefully, we can continue to operate the old engine another 8 years before we will have to tear it down again. If we do not submit this new Form 4 to the FRA by January 18th next year (2 1/2 months away), along with our request for "Special Consideration", we will not be able to operate the engine after January, 2002 without a total flue replacement.

Ultrasound techniques will be used to determine the shell thickness at hundreds of locations on the boiler and firebox. These values will then be given to a mechanical engineer, who will develop the calculations for the Form 4. While the engine is out of service, a long list of additional tasks will be addressed on the engine, tender and running gear to make it roadworthy for the start of the 2001 steam season next March. Although many of the tasks involved with this work will be done by our Steam Team volunteers, many more, and a number of new or reworked parts, will need to be paid for. The Team will work hard to secure donated parts and labor wherever possible, but these are never guaranteed, and the funds must be in place to fill in wherever necessary.

Steam Foreman Dwight Koller has presented to the Museum's Board of Trustees a "worst case" projection of the costs involved to complete all of the required work. The total bill is estimated to be almost \$16,000. Although the cost of the ultrasonic work is expected to be donated, the estimated fee for the engineering calc's could run several thousand dollars.

Given the Museum's current financial situation, no funding is expected to be forthcoming from the General Fund. So, it's time again to pass the hat, just like we did in 1986 to finance the movement of the engine from Imperial Valley to Campo! Approximately \$23,000 was raised to get this engine to Campo.

Now the old girl needs our help again for the next leg of its journey. A special fund-appeal flyer was prepared for handout at our booth at the recent Poway Trainfest. Although this flyer was designed primarily to target the general public, a copy has been included with this issue of Hot Scoop for your use.

The most critical need at this time is sufficient funds to cover the bill for the engineering calc's in December. The rest can be spread out over the next few months, if necessary. We have set up a separate restricted account for all 2353 donations, which total about \$1600 to date.

Your help is needed now! To assure that we keep the Age of Steam in our future for the people of San Diego County, please take this time to send a check or charge card. Or better yet, offer a "matching" or "challenge" grant! Be sure all checks and other donations are clearly marked "San Diego Railroad Museum -- 2353 Fund". All contributions should be sent to the Museum, attention: Steam Team. **Thanks for your help!**

***** Museum 2000 Financial Summary ***** *Rich Borstadt*

The financial reporting cycle is now on a full-calendar-month basis, rather than the variable, mid-month basis dependent on the Board of Trustees meeting date. Here are the complete September figures. Greater detail is available from Trustees, Department Heads, and the Museum Office.

AGED DEBTS (as of September 30, 2000)

Current	1-30	31-60	61-90	>90	Total
6981	\$2260	\$2503	\$2481	\$72,988	\$87,212

INCOME (Year-to-Date): \$252,388

Source	%	Source	%
MOW Income	24.5	Membership Dues	4.8
Campo Operation	24.0	Events	4.7
SD&A/T&T Excursion	13.7	Donations - Restricted	4.0
Production/Rental	8.7	Donations - Unrestricted	3.2
Desert Line Alliance	5.8	Exhibit	1.9
		Other	4.1

EXPENSE (Year-to-Date): \$267,554

Area	%
General Administrative	30
Railroad Operations Division	55
Museum Services Division	15

***** Octoberfest ***** *Roy Pickering*

Thank you to all who helped at this year's Octoberfest at the La Mesa Depot. Thanks to Bob and Sandy Schussler for helping to set up. Thanks to Bruce Semelsberger, Laura and Kevin Emery, Laura's brother and sister-in-law Bill and Del Marie, Laura's niece Melodie, Bob Underhill and Roy Pickering. We started at 8 AM, locked the doors at 7:30 PM and came away with a \$380 profit.

***** Editorial Comment: A VOTE FOR THE SD & AE ***** *Dick Pennick*

Election Day is coming Nov.7th. If this issue of Hot Scoop reaches you before then, those of you in the 52nd Congressional District will have an opportunity to cast a vote for the future of the San Diego & Arizona Eastern Ry. over the mountains to Plaster City and beyond.

Finally, there appears to be a serious challenger to the long-entrenched Rep. Duncan Hunter, who makes no apology for his adamant stand against re-opening the rail line, claiming the Border Patrol sees the train as a vehicle for illegal immigration and drugs. Hunter has consistently blocked Federal funding for re-opening the line. James Goldsborough, writer for the San Diego Union-Tribune, commented recently that "Hunter's current energies are spent trying to block the East-West railroad project, with which San Diego is trying to revitalize its Port by linking it to the east".

Now Craig Barkacs, a civil-litigation lawyer and professor of International Business at USD, has come forward to challenge Hunter, saying "his supporters want a congressman who will work to improve relations with Mexico and who will back the border train", according to a recent Union-Tribune article.

A number of our members met Mr. Barkacs at a recent event in El Cajon and were impressed that finally there appeared to be a worthy challenger to the incumbent congressman.

***** Web page update ***** Randy Houk

Roy Pickering has done a wonderful job on the SD&A History page at <http://www.sdrm.org/history/sda/>. He has created an index of over 2500 employees found in our archives, with photographs and biographical information for many names. **Well done, Roy!**

I have added new photos of Alma and Rod Gilbert, Ken and Nathan Kahan, Jim Baker and Melissa Taylor at <http://www.sdrm.org/gallery/people/>. 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! Also, if you're receiving this via U.S. Mail and have recently gotten **E-mail**, please send an email to hotscoop@sdrm.org so we can add you to the 'members' list. We save postage that way!

***** Year 2000 Dates of Note *****

	November	December
Staff meeting (1900 at Solar)	6	4
Campo to Tecate	4,18,25	2,16
School Train	21	19
Brunch Train	5	3
Dinner Train	11	9
Trainman class	4	
Brakeman class	14,21	2,9
Board meeting (1830 at Solar)	28	
Museum Services meeting (1900 at Solar)	27 (Nov/Dec combined)	
Deadline for HS articles	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*****

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HotScoop Editor, Randy Houk	(858) 672-0111	hotscoop
La Mesa Depot	(619) 697-7762	
Campo Depot	(619) 478-9937	
Campo Car Shop	(619) 478-9451	
Campo Caretaker, Thomas Lee Braginton	(619) 478-9344	

DEPARTMENT HEADS

		@sdrm.org
Executive Director, Rich Borstadt	(619) 294-9321	borstadt
Director of SD&A Railway, Mike Edwards	(619) 417-8970	edwards
Director of Campo Complex, Jim Polloreno	(619) 590-2892	polloreno
Research, Bruce Semelsberger	(619) 264-7282	
Library, vacant		
Operations, Mike Edwards	(619) 417-8970	edwards
Safety, vacant		
Restoration, Ted Kornweibel	(619) 461-0098	kornweibel
Mechanical, Darren Apedaile	(619) 589-1966	apedaile
Steam, Dwight Koller	(619) 478-9348	
Diesel, Darren Apedaile	(619) 589-1966	apedaile
Training, Jim Baker	(619) 670-7441	baker
Trainmen/Guides, Bob Schussler	(619) 698-1458	schusslerb
La Mesa Depot, Jim Polloreno	(619) 590-2892	polloreno
Facilities, vacant		