

Hot



Scoop

HotScoop Shovel Logo by Larry Rose

A publication dedicated to San Diego Railroad Museum volunteers

February 2001

MUSEUM NEWS

VOL XIII NO II

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

Jim Polloreno has completed his move to Campo and is now present to coordinate activity at our Living History and Operation Center per his new position. Before moving forward with any project that will alter the Museum's buildings or grounds, please coordinate with him to be certain that the project is authorized and that all who may be effected (our active Member/Volunteers, outside agencies and our Guests) are taken into account, informed and/or involved. We have had Event and Project Proposal forms (SDRM 8-21 and SDRM 8-32) for several years, but few are making use of them. Supplies of them are available in the Car Shop, at the Depot Operations Office and from Jim. Please use them and turn them in to the Superintendent of the primary activity involved, to Jim Polloreno, Mike Edwards, or to myself. **If a project goes beyond the area of one Superintendent's approval responsibility and unless it is signed off by the other affected areas of responsibility, the project is NOT APPROVED and restitution for repair or replacement of any damage to Museum property will revert to the individual or individuals taking the action without approval.**

As many of you are already aware, the San Diego City Council chose to agree to the Center City Development Corporation's (CCDC) request to enter into exclusive contract negotiation with the Museum of Contemporary Art for occupancy of the Santa Fe Depot Baggage Building. Their intent is to convert the old REA Building into office and classroom space and to use the Baggage Building as gallery space. We made a good showing of support-of-will at the council chamber, but our inability to marshal the monetary support over the years since first proposing the Baggage Building for our use, the relatively slim draw for public foot traffic inherent to library use, and the Contemporary Art Museum's ready cash, together with their heavy political machinations, made the difference.

We must now look at other alternatives for the library. The good news was that CCDC was directed to provide assistance in locating alternative space for our use. The Board's Library Committee and Staff continue in that search. New developments in National City and in La Mesa may offer a solution to this thorny problem with which we have been grappling for many years. We appear to have at least six months before the earliest likelihood of a move being required. The Library Staff has begun the strategy for preparing for the move. If you would like to help and/or have leads for alternative sites, please contact Chop Kerr, Roy Pickering, Bruce Semelsberger, myself, or president Arn Hunsberger.

This points even more strongly to our need to broaden the base of income for the Museum. From a very rocky start, we came through last year in the black, through the hard work of a lot of people within the Museum; the benefit of fundraisers, such as the Rummage Sale at La Mesa and a highly successful appeal effort for SP2353; and major gifts from benefactors, including some of our thoughtful creditors (see the financial summary elsewhere in this *Hot Scoop*). Among the heavy donors were Gary and Jerri-Ann Jacobs in support of SP2353 and the Museum General Fund; the estate of Arthur F. and Wilma Hon Gray; Marie Spreckels Elizalde, grand-daughter of John D. Spreckels toward the reserve fund for the restoration of the SD&A No. 050; and the Union Pacific Railroad. Our gratitude to these people and institutions is great . . . as it is to the many Volunteers and Members who made contributions of money, time and effort throughout the transition year of 2000.

The fact still remains, however, we have proven that the comparatively small return from Rummage Sale scale efforts, while great for helping to support specific projects, is not sufficient to achieve our Mission and sustain the Museum and its living history operation at an effective level. To do that, we need the steady influx of income from expanded excursion traffic to the cultural and scenic destinations available to us on Mr. Spreckels' remarkable railroad. We need expanded merchandising activity, as well as participation in the new opportunities for freight revenue which our alliance with the Carrizo Gorge Railway offers. The latter not only will provide an increased revenue stream for projects in facility development, signage, collection preservation, restoration, educational program assistance, publications and exhibits, but will fund the maintenance costs and responsibility for the expanded right-of-way required for the passenger operation. A simpatico relationship between the Museum and freight operator is essential to open the railroad and make it once again available, in its entirety, to those for whom the Museum exists . . . **the lovers of railroading, the active Volunteers, the broad membership, and . . . our guests, the visiting public, who learn a bit about the contributions of rail transportation to their heritage and go away with a sense of joy and reward from a day spent with us, (hopefully to return for another dose).**

***** Steam Team News ***** *Jim Baker*

- 1) Our "petition for special consideration" was filed with the FRA on 1/18, the deadline date. About a dozen others were filed the same day. The FRA has one year to respond.
- 2) If the petition is accepted, our "drop dead" date will be April 14, 2009.
- 3) Our first "service day" was 2/8/96
- 4) We have accumulated 143 service days.
- 5) Based on the ultrasound exam, and the new calculations, our Maximum Allowable Working Pressure is 210 psi.
- 6) There are no broken stay bolts, but 18 flexible stay bolt sleeves were bad. Removing them required the destruction of the stay bolts. The new bolts, sleeves and caps will cost about \$130 each.
- 7) The jacketing has been taken to Ortiz & Allds Sandblasting & Painting in National City for a bid. Paint will be supplied for a very nominal cost by Tom Mitchell of Pacific Marine Coatings.
- 8) Our annual operational days report, Form 5, has been filed with the FRA, and they have been notified that we are in our annual inspection phase.

The following still needs to be done:

- 1) New babbitt on engineer's side cross head
- 2) Boiler check on fireman's side needs lapping
- 3) Try cocks need to be made functional
- 4) The air compressor is ready to go, Ken still has some work to do on the governor.
- 5) Ken will be doing some work on the bell ringer.
- 6) Two drop plugs have been removed, Dwight is working on making tools to try to get the other two out. We will be making new ones; materials and supplies will cost about \$850.00
- 7) Tony is looking into getting the headlight reflectors re-silvered.
- 8) The wiring for the radio and classification lights needs to be redone. Who knows anything about wiring?
- 9) We need to replace the water column on the tender.
- 10) Replace firebrick.

We are shooting for an April 14th date to be operational.

Grand Canyon has a rebuilt Alemite gun available for \$6,000. Anyone want to fund it? We need to try to get rid of the bees in 104, then try to raise some money to remove the asbestos lagging. There is lots to do. Anyone feel free to come out and join us. By the time you read this, we'll probably have a detailed work schedule. Contact me for details.

***** MUSEUM YEAR 2000 FINANCIAL SUMMARY ***** *Rich Borstadt*

The financial reporting cycle for year 2000 is now complete and the books are being submitted to audit. Because of some year-end donations, an estate bequest to the Museum, and the wonderful success of the SP2353 special fundraising effort, plus successful conversion of some of the long-term debt to donation, we completed the year in the black. Here are the numbers. Compare with the numbers published in previous *Hot Scoops* this year, and you'll see we've come a long way. See a Trustee or administrative officer for details you might like to know. We truly begin the new millennium with a positive outlook, though we continue to replenish the drawn-down restricted funds.

AGED DEBTS (as of December 31, 2000)

Current	1-30	31-60	61-90	>90	Total
\$221	3,105	- 8	0	22,429	25,748

INCOME FOR 2000: \$ 419,141

Source	%	Source	%
MOW Income	14.8	Membership Dues	4.6
Campo Operation	18.7	Events	2.7
SD&A/T&T Excursion	8.5	Donations - Restricted	4.0
Production/Rental	5.9	Donations - Unrestricted	26.4
Desert Line Alliance	6.0	Other	4.1

EXPENSE FOR 2000: \$ 330,278

Area	%
General Administrative	34.0
Railroad Operations Division	50.6
Museum Services Division	15.4

***** Lost tools ***** *Stan Paulsen*

I lost a set of tools at Campo in or near the Car barn:

A set of hole punches for making gaskets.
A set of hammers with different faces.
A set of spline key (looks like allens)

These tools were in a 12" x 12" x 6" cardboard box with my name on the tools.
Total value was \$209.

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

Roy Pickering has been really busy. As mentioned in a past issue, he has been building an SD&A/SD&AE employee list, and he's now completed the first phase. More recently Roy has copied all articles and photos pertaining to the SD&A/SD&AE from old issues of "Southern Pacific Bulletin." Go to the Railroad History Section and SD&A History at <http://www.sdrm.org/history/sda/index.html> to view this info. Roy's next project is to go through the SP Bulletins and pull out all of the names of SD&A employees and add them to the Employee list.

New to the Photo Gallery this month is Brakeman Dick Pennick. Although he's been a brakeman for many years, Sunday Jan. 28th was my first opportunity to capture him on silicon! I've also changed the layout of the gallery pages to better accommodate a screen resolution of 800x600, the most common one used to visit our site. Visit Dick and our other "brakies" at <http://www.sdrm.org/gallery/people/brakemen.html>.

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 2001 Dates of Note *****

	February	March
Staff meeting (1900 at Solar)	5	5
Campo to Tecate	3,17,24	3,10,24
School Train	20	20
Brunch Train	25	25
Dinner Train	10,14	17
Board meeting (1830 at Solar)	27	27
Museum Services meeting (1900 at Solar)	28	28
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*****

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

SDRM ADMINISTRATION

@sdrm.org

Business Office, Rich Borstadt	(619) 595-3032	office
Business Office Fax	(619) 595-3034	
Museum Phone (La Mesa Depot)	(619) 697-7762	
Report Editor, Marna Hartjen	(760) 489-1353	report
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	koller
Diesel, Darren Apedaile	(619) 589-1966	apedaile
Training, vacant		
Trainmen/Guides, Bob Schussler	(619) 698-1458	schusslerb
La Mesa Depot, Jim Polloreno	(619) 478-9937	polloreno
Facilities, vacant		
Volunteer Coordinator, Steve Kostelak	(619) 498-0925	kostelak