

HOT SCOOP

A publication dedicated to San Diego Railroad Museum volunteers

AUGUST 2002

MUSEUM NEWS

VOL XV NO V

*** ON BOARD *** Ed.

The Board of Trustees met at the War Memorial Bldg., Balboa Park, on July 23, 2002. The meeting was called to order by Board Vice-President Alvarez at 1844. Present were Barber, Bovee, Challberg, Coval, Curry, Friedlan, Getz, Hovland, Hunsberger, Jones, Pennick, Saltzstein, Santos, L. Scheuerman, and Villard.

1. Alvarez: Introduction of guests: Apedaile, Baker, Borstadt, Busham (spelling?), Kerr, Slater, and Winslett.
2. Winslett: Minutes of the June 25, 2002 Board meeting were not available and tabled.
- 3-. Alvarez: Appointments: a. Secretary: Bovee, VP RR Ops.: Challberg
b. Nominating Committee: Bovee and Friedlan.
4. Hunsberger: Executive Director/President's Report:
400 amp generator fills baggage car, connected to two air conditioning units.
Contaminated truck-mount tank hauled off free by local resident from back 40.
Jack O'Lexey new Campo Trains Ops. Superintendent.
Jim Callahan Mechanical Assistant Superintendent.
Static movie shoot planned.
McIntyre, Cupp, and Haney set up sun shelter to build new speeder from scratch.
Negotiations for new D&O policy, with much higher premiums due to negative PR.
Legal costs continue to mount, although recall election results not certified.
Coupler adjustment needed on west end of UP #4054 to match lower couplers on DL&W cars.
5. Winslett: a. Profit or loss figures unavailable for Annual Dinner.
b. Premiums for D&O coverage for 2002 were \$2K, for 2003 \$8K.
6. Challberg: Amtrak #5601 got loose after coupling, damaging its buffer and a track bumper. No skate was set and rotten tie holding it was sheared.
Ongoing problem with wandering visitors; fences and adequate signage to be installed.
Questions about Tijuana-Tecate Train of July 27: This was chartered as a free familiarization trip for politicians and people involved in tourism industry on both sides of the border. Assurances from CGRY that SDRM participation will be in evidence.
7. Curry: Questions about low TOT grant of \$2K, while other museums in Campo received more. One opinion was that SDRM did not file for TOT in 2001, and another opinion was that PSRMA headquarters are not in Diane Jacob's district.
8. Villard: Department heads are requested to submit their Department Budget for 2003 before Sept. 15, 2002.
The restricted Russell Endowment of \$120K will be assigned to A. G. Edwards for investment. (The principal can never be used for SDRM expenses, only the interest.)

Finance Committee suggested interest not be taken for several years in order for the account to compound faster. A. G. Edwards will prepare an Investment Policy Statement.

Fully-funded restricted accounts total \$154,213.23, as of June 30, 2002.

Question arose about when SDRM Library vacates Baggage Room at Kettner Blvd. will the total rent be reduced? Hunsberger opinion is that it may be wise not to ask at this time, as Catellus Corp. may not reduce, but increase rent.

9. Kerr: Library relocation site still not found. One possibility: old PD HQ on Market and . Pac. Hwy.; another possibility: a 2 story house on S. side G St., between 11th and 12th. Everything else in that block is being bulldozed for high-rise apartments in East Village.

10. Friedlan: No Gift Shop report.

11. Pennick: Negotiations still in progress with Campo Hills tract to grant sewer line easement along SDRM-Campo property in exchange for ROW easement for smoother access from RR east main into yards.

12. CGRY report tabled, no rep.

13. C'urry: Applications made for grants to relocate and rent new Library space. Fund is now at \$4,331.80.

14. Komweibel: SF RPO Coming Out Party covered in July Hot Scoop.

15. Hunsberger: Still need for Report editor, but hopes Sandy Schussler may return.

Added agenda items:

16. Pennick: La Mesa Depot needs clean up and possible interior paint from female homeless break in, as well as exterior paint. Fund is now at \$1,842.00

17. Pennick: Gift Shop Committee should start exploring ways to sell at 2003 SD County Fair.

18. Getz: MTDB soliciting opinions on granting additional easements for grade crossings in Jacumba. Contracts Committee will liaise with CGRY for their plans.

19. Getz: MTDB to negotiate new contract for use of Campo Depot and land.

20. Kerr: Business proposal by "Real Estate for Charities" company in Carlsbad. Grants of real estate to SDRM could be either used or sold.

21. Getz: Proposal to PSRMA to sell 100 discounted memberships to "Anderson Insider Network" was rejected as a money loser and a possible method to initiate a hostile takeover. They pay full fare or no deal.

Closed session followed.

*** FOOTNOTES *** Dick Pennick

Roger Challberg, Museum Trustee and Trainman. assumed duties of Vice President of Railroad Operations on July 1, 2002. Duties include oversight of train operations, equipment maintenance, crew calling, training and certification, plus "other duties as assigned by the Executive Director." Volunteers are asked to give Roger their full assistance and cooperation.

La Mesa Depot was broken into sometime prior to Tuesday, July 16. Shortly after 9:30 p.m., a private security guard noted suspicious activities around the depot and called 911. La Mesa Police discovered a 24 year old white female transient, busily spraying the walls with black paint; she had gained entrance by breaking a depot window at the SW corner. Police were unable to lock the door, and notification of the SDRM office by 'phone answering machine were not acted upon. Break-in was not discovered until Thursday afternoon, when fellow Trustee, Dr. Sid Saltzstein, and this writer entered to get ready for the weekly Thursday night Open House during the "Back to the 50's" car show. Luckily, the graffiti was the only damage, and the donation lantern still contained money!

Campo Easement discussions continue for Museum ownership of a half acre, triangular piece of land owned by the Campo Hills developers who seek a 15 feet wide, 175 feet long sewer easement along the RR East property line from Sheridan Rd. to the mainline. Campo Hills to make counter offer.

Union Pacific chair cars, #s 504, 513, 577, and 582, were offered to SDRM on July 16, 2002. These cars served as a restaurant on Old 101 in Solana Beach for many years. Each car has had most of one side removed to form a "double wide" room, but are otherwise complete with windows, doors, couplers, 6 wheel roller bearing Pullman-style trucks, and under body components. Similar trucks are on 11 Museum cars. Possible uses:

Reconstruction of the missing sides for train service.

Source of parts: trucks, air brake gear, doors, hardware, glass, etc.

Source of restaurant furniture and kitchen equipment, (including a pizza oven).

Put two of the bodies on the ground, side by side, for a 1940's-'50's diner, a la OERM.

SDRM terms are: owners remove asbestos and pay for transportation to Campo.

*** **AROUND THE MUSEUM IN JULY** *** Allan Dilane

The cacti and succulents that have been planted and cared for around the Depot are the work of **Paul Broer**. The oak trees along the Sheridan Road fence exist due to the donation, planting and watering of **Allan Andrews**. The consists that we run for our visitors are cleaned by a group from the **Freedom Ranch** that **Roger Chailberg** and his Campo community work efforts afford us. Cleaning the kitchen and the bathrooms in the Car Barn are a hit or miss thing but from time to time the efforts of **Tony Neece**, **Tom Walker**, **Bob Nickles**, **Allan Andrews**, **Ray Lethbridge** and **Fred Carnathan** have been observed and appreciated. The recent cleanup of the upper yard by **Jim Callahan** and crew from **CZRY** compliments the steady (except during the baseball season) efforts of **Ray Lethbridge** to build up and maintain the track ballast in the area. The **Welding Team** gets high marks for repairing the small, white yard truck on loan from **Paul Broer's** Company that will make a timely contribution to moving equipment and materials about the yard. **Jim Baker** had his Engineer ticket up dated. Allan Andrews will finish getting his Conductor ticket next month and Trainman **Darrel Bivans** has started his Brakeman training.

The biggest event of the month regarding the mainline was that our new Superintendent of Operations, **Jack O'Lexey**, and **Gary Sweetwood** of CZRY put together a joint effort to get DG ballast over the side at NiP 72.7. This has been needed for years! A special thanks goes to the train crew which consisted of **Jack O'Lexey**, **Matt Adams & Allan Andrews** and the cooperation and contributions of **Gary Sweetwood**.

It was good to see **Randy Gibson** who has been undergoing several operations on his eyes, and his recovery is progressing well. He came up to work on the RPO Car. **Bill Niedrich** stopped by to check on the RPO Car progress and to give the project a boost. **Rich Warner & Ken Hansen** have improved enough to give a hand in repairing Track #4 and seeing that MOW Superintendent **Steve Kostelak** and track crew member **Allan Dillane** got it done right.

Once again members of our Museum have decided to make the Campo site the scene for their marriage. **Kathy O'Brien & Jim Pollereno** will make July 28th a memorable date.

Potential volunteers will be interested in the following summary of our Museum activities and key people. We are continually indebted to the ongoing efforts of the:

MACHINIST TEAM (Fred Carnathan & Tom Walker) They will tackle almost any project that requires the use of the machinery in the Car Barn. They are usually there Thursdays and Fridays. They have been known to clean up other peoples' messes and help on other peoples' projects such as the "new battery shed." Their pet project is the wheel lathe.

WELDING TEAM (Dick McIntyre, Bob Haney & Dick Cupp) This group is the glue that holds the rest of the "behind the scenes" workers together. They rarely have time to work on their own projects because their skills and efforts are so essential to the other crews. Although Saturday is the regular day you can find them at Campo almost any time that they are trying to finish up a project, or someone has a special need. There is probably not a single project or piece of the Museum collection that has not felt their magic, be it the 2353, the RPO Car, a track problem, or repairing some part of the museum facilities or equipment. Their pet project is the Santa Fe Bridge Crane.

STEAM TEAM (Paul Lannen, Bob Nickles, Tony Neece & Ken Kahan) For a number of reasons, this team has been represented on the mountain with any regularity only by these identified in the last few months, as the need to clean and inspect the engine has slowly progressed. Things apparently will start up again with team leader **Dwight Koller** back from sea duty and the results of cleaning and inspections now available to allow an assessment of the Teams' direction and needs. Although the 2353 is their primary interest, the other steam engines fall within their purview.

RESTORATION TEAM (Ted Kornweibel, Frank Stites & Brian Hammond) Their current project is the RPO Car and they have made great strides towards its restoration. They have reached the point that they have set up a date in late November for the finished car to be on a run to Tecate during which they are planning on validating mail and tentatively completing an on-the-move mail drop off and pick up at track side. This should be a real Kodak moment. Saturdays are their usual work day but a Wednesday or Thursday will find someone working occasionally. Almost all of their time is taken by the final push to finish the RPO Car.

TRACK TEAM (Steve Kostelak, Ken Hansen, Dick Hobson, Rich Warner, Ray Lethbridge, Bob Hill & Allan Di!!ane) The continual need to repair and upgrade our active yard tracks is never ending. Track #4 track end and bumper is their main priority at this time. There appears a slight chance of the availability of as much as two car loads of 1 1/2 ballast that could be used to finish the lower yard. Since we have run trains over these unballasted switches and ties it is a real possibility that the track crew will need to replace many of the current ties and realign some of the switches. **Bob Hill** has repaired the Museum's track drill, hydraulic spike remover, car mover, and **Allan Dillane's** track saw that will make much of the needed work easier than it has been in the past. Saturdays are their primary work day but they have been known to work during the week when the need occurs.

DIESEL MECHANICAL TEAM (Darren Apedaile & Bob Hill) Their regular jobs have kept them away for the last couple of months but they are back at Campo. Their current project is ongoing repair of the Alco MRS-1/RSX4, #2104. They have replaced the cracked cylinder head and are in the process of checking out some leaks and other minor mechanical problems. They then plan to institute several extensive tests to hopefully identify and isolate the electrical problem in one of the traction motors. GP-9E #3873 and EMD MRS-1, #1820 are the only two active Museum engines. Other than the yellow switcher it means the Museum is in trouble if we have a major engine failure. Long term plans call for repairing EMD MRS- 1, #1809 and Alco RS-2, #2098. Saturday is their principal work day, but the nature of the beast is that they are on call and that has meant night and week day efforts to get a needed engine back on line.

OPERATIONS TEAM (Roger Challberg, Board Rep., Jack O'Lexey, Superintendent) This group runs our demonstration trains to Miller Creek and is reported on by Jack in another venue. This group consists of Speeder operators (fire protection), Trainmen, Brakemen, Conductors & Engineers. The Trainmen serve as the Museum's primary contact with our riders and visitors. These individuals volunteer as a member of a train crew on a given day. Their normal work day is Saturday, Sunday or School Train Tuesday on the days they are available. The role of Trainman is the entry level volunteer activity for men and women who want to explore the opportunities of becoming involved with the operating side of the Museum. Training is provided but the initial experience can be "on the job."

ADMINISTRATION The day to day operations of the Museum are channeled through the desk of the Museum Office Manager, **Denise Winslett**, who is located in the Santa Fe Depot in downtown San Diego at 1050 Kettner Blvd. In addition to coordinating the usual things that flow through a typical office, she also keeps an eye on the gift shops. She and her volunteer staff, **Carolyn Scosleid & Steve Reichlin**, field the questions and connects people to people from **Arn Hunsberger**, (Board President and Interim Executive Director) to **Jim Polloreno**, (Campo Security Officer).

MUSEUM SERVICES (Maria Castillo-Curry, Board Rep., Rich Borstadt, Director) Rich provides the leadership and drive to move the Museum to fulfill its mission. He is responsible and accountable for our Museum Collection. We look to him to plan for our future as a museum yet give us concrete plans for intermediate steps to accomplish those long-term goals. He has developed a vision to create a first class museum. He is responsible for the raising of funds to meet these goals. He is responsible for setting up the recruiting and training of the Museum Services staff and recruit and support the Superintendent to implement these goals and programs. At Campo his presence is felt in the Box Car Theater and the temporary Trailer Museum at the Depot. Rich is presently challenged to raise the funds to complete the new Display Building. He is looking specifically for the money to install the electrical hook up and the means to build the public rest rooms inside the building.

RAILROAD MUSEUM LIBRARY Rich is responsible, (along with **Chop Kerr**), for locating and obtaining a new home for it as the present lease runs out. Its normal operations are in the hands of **Bruce Semelsburger & Bob Underhill**.

LA MESA DEPOT (Dick Pennick, Board Rep.) The Museum's presence in the greater San Diego area is represented by the La Mesa Depot Historical Site and its steam engine, and accompanying consist, display. The staffing and maintenance of this site fall within Rich's purview. He presently gets help from **Duane Dubke** who lives nearby.

SPECIAL PROJECTS This is an area open to those who have an interest or special commitment to move the Museum ahead in a special area. Examples of some of these activities and their team leaders are:

Jack O'Lexey is cleaning out, building shelving, and organizing the various railroad cars to provide efficient storage.

Randy Kostelak is rebuilding a speeder work car that had been in an accident.

The Welding Team is building a desperately needed fire speeder from spare parts.

Ken Kahan has taken on the rebuilding of our railroad brake systems as needed. This is an example of not only a very special need, but a very special skill and care.

Those of you who read this and are inclined to volunteer should give some thought to where your skills and interests lie, and where your best opportunities are to enjoy the time you choose to invest. The satisfaction that an individual gets is their own reward, but when you see the eyes and body language of the visiting young children you know just how important the total of all this is!

*** CPR CLASSES **~' DickPennick

I had set up CPR classes for any interested member several months ago but received a very poor response (2 candidates), even though there appeared to be a fairly wide interest. The classes were canceled due to insufficient registration. Another, less expensive, opportunity recently became available through Grossmont/Cuyamaca Community College District which lists ten 4-hour Saturday classes in its

current Fall "Community Learning Schedule" mailed to East County residents. The fee is \$10.00 and all but one of the sessions are held in Rm. 268 at Grossmont College just south of Santee, beginning on Saturday, August 24, 0800-1200. One session will be held in the Spring Valley Community Center on September 7. To register, call (619) 660-4350. Upon completion of the course, the certificate is good for 2 years.

*** TRAINMAN CLASSES *** Dick Pennick

Bob Schussler and **Bruce Semelsburger** will be instructing Trainman/Brakeman classes at Cuyamaca College on two Monday nights on September 30 and October 7, and Saturday, October 12 at Campo. Fee is \$39.00; call (619) 660-4361 and ask for Sec: 4102. A minimum of 16 students are needed for this class. It is hoped that all new members, Board included, attend these classes to see where SDRM has been and where it's at.

*** OFFICE VOLUNTEERS NEEDED *** Dick Pennick

The Museum Business Office in the south east corner of the San Diego Santa Fe/Amtrak Station on Kettner Blvd. has been limping along for years using a combination of paid and volunteer staff, and there is a continuing need for volunteers. The greatest need is on Mondays, Wednesdays and Fridays, 9:00 a.m. to 5:00 p.m., (or split shift). Parking has always been a problem downtown. Nearby parking lots are \$3.00-\$6.00/day. Free parking is sometimes available on dead-end E St. off Kettner; and on Pacific Hwy. near Office Depot, if you arrive early enough. Best bet is free parking in Trolley lots. They all go to One American Plaza, (the Phillips screwdriver bldg.). Senior rate is \$1.00 one way, and trolleys get through in spite of rain, or any other kinds of gridlock on roads. Volunteer travel is tax deductible; keep you receipts or trolley tickets. Trainman knowledge can be utilized in answering questions in person or on the 'phone, handing out brochures, selling merchandise and "other duties as required." There are quite a few visitors waiting for a train, or just disembarking, so it's easy to interest them in our trams. Call Demse at (619) 595-3031 to volunteer. (Ed. the need is especially great at this time as Denise will be working on the Report, and much administrative time, effort, money and reputation is being wasted on endless litigation, mediation and arbitration. The next court appearance is scheduled for September 10; show up for moral support!).

*** MUSEUM'S FIRST PAID EXEC. DIRECTOR MARRIES *** Dick Pennick

Kay Carter, The Museum's first professional Executive Director hired in 1990, has in recent years worked as San Diego City Councilman, and MTDB Board member, Byron Wears Chief of staff. Over the weekend of August 14, 2002, she finally married long-time companion Terry Stefani, a locomotive engineer for the UP in Sacramento. Kay gave as one of her Top Ten, tongue in cheek, reasons for leaving the City as finally realizing "that establishing a steam railroad system worthy of our affection will never make Mayor Murphy's "Top Ten List.(Apparenfiy putting the Port of San Diego in the Top Ten is not on his list either. Ed.) Former Democrat Congressman Lionel van Deerlin's son, Jeff, will take over her duties in Wear's office.

The senior van Deerlin sat on a museum Blue Ribbon panel to help plan the 1994 Seventy Fifth anniversary celebration of the completion of the SD&A in 1919. It was that celebration that gave flight to my recommendation to the panel to provide an operating steam locomotive for a special anniversary train. Our ex-SP 4-6-0 #2353 was picked for the restoration, and thanks to **Larry Williams** and his **Steam Team Crew**, the rest is history. Unfortunately, unavoidable delays prevented the engine from being completed in time for the November, 1994 celebration. The Museum did enjoy five years of operation of the 1912 veteran before serious repairs temporarily sidelined it in September 2000 after completing the Pearl Harbor movie shoot, followed by a Federally-mandated boiler inspection.

*** DEATH CLAIMS MORE MUSEUM MEMBERS *** Dick Pennick

Harry A. Hurry. Museum Life Member No. 14, passed away suddenly July 28 at his job at Bonneville Dam, according to his sister, Joanne. Harry resided in Carson WA, and never married. Harry was involved

in a number of activities over the years, including repair of forklifts, loaders and other support equipment, restoration of diesel locomotives 1809 and 1820, final restoration, (with **Charles Alban**) of the Santa Maria railbus, reconstruction of the La Mesa Depot and conversion of the Campo property to Museum use in the early '80s. He was later associated with historical RR preservation in Hawaii. Harry was cremated and his ashes interred next to his father in Santa Fe, NM. Per his request, some of his ashes were scattered along the BNSF mainline.

*** SIDE BAR *** Ed.

Ross Robinson, Campo's resident snow bird, lent a nice picture which we were unable to print. It shows **Charles Alban, Ray Lethbridge, "Barney" Barnier, Ross Robinson, Harry Hurry, Jeff Barnier (?)**, and **Dave Slater** "with the ever present coffee cup." This jolly crew has finished loading the rail bus for a trip to Sacramento for the 1999 Rail Fair. Ross also included the following anecdote:

While working one day Harry said to me "Do you wear Pendletons?" Now being a foreigner from a distant land, (Canada), I had no idea what he was talking about, and not wanting to appear more stupid than normal I said "Sure." So several days later Harry showed up with two beautiful wool shirts; it seems his mother had sent them to him for Christmas, and not being cognizant of Harry's girth, they were much too small. He did not have the heart to tell her this sad fact, so I became the owner of the shirts. I still have them both to this day. Sometimes I ask my wife, Gee Gee, what I should wear to a party, she replies "Why not wear one of your Harry Hurry shirts?" Harry, you were an inspiration to us all, Rest in Peace.

Professor Sanford Stone *** DickPennick

Prof. Stone, a La Mesa resident, passed away early Saturday morning, May 4th. Stone was a retired professor of Engineering at San Diego State College/University. (this writer took a class from him in 1956). In the 1950's, Sanford and four colleagues formed the Departments of Electrical, Mechanical, and Aeronautical Engineering at State. He received several Fulbright Scholarships to teach Engineering to students in Central America.

Prof. Stone was a World War I scholar and an avid model railroader. Until recently he belonged to SDRM. He was also a member of the American Society of Civil Engineers, and of Tifereth Israel. He is survived by his wife, Dorothy and family members. The Museum extends heartfelt condolences to his widow and family.

*** **JAMES A. BISTLINE HONORED** *** Dick Pennick

James A. Bistline, retired Vice-President and General Counsel for the Norfolk Southern Corp., and a former SDRM member, was awarded the Gerald M. Best Senior Achievement Award by the Railway & Locomotive Historical Society at its biannual meeting on September 28 "for guiding the Southern Railway's tremendously successful steam locomotive excursion program" for two decades, beginning in the 1960's.

Mr. Bistline of Alexandria VA wanted to be a History professor but ended up in Law. He is currently a member of the Lexington Group in Transportation History, and last year donated to the U.S. Postal Service the use of his ex-Southern Rwy. RPO car #36 for use on the Postal Train which visited San Diego in 2000. After this service, the car is to be donated to the Smithsonian.

*** **RAIL FAN DECORUM** *** DickPennick

Mid-Continent Rwy. Museum, WI, wrote the following after 9/11: To the extent that railfans are around RR property, they should be aware that RRs have alerted their own as well as local law enforcement organizations to watch for and challenge trespassers. Train crews, already jumpy in many areas about vandals and rock throwers, may now be even more so, especially around tunnels, bridges and other sensitive locations. Railfans should be respectful of this. (They) may (also) be able to assist by reporting anything or anyone that looks dangerous or suspicious.

EDITORIALS AND FYI

*** FPdeIN POTENTIAL *** Ed.

The economic future for Ferrocarriles Peninsulares del Noroeste, (Carrizo Gorge Rwy's name for the former Tijuana y Tecate Rwy.), looks even brighter once the Port of Ensenada-Tecate RR line is completed. Railway Age for July 2002 reports that UP and BNSF are increasing rates by \$150 on each trailer and container originating in Southern California. \$15 of this increase is topay for the \$1.16M in revenue bonds used to build the Alameda Corridor which opened April 12, 2002. (It's debatable if freight unloaded in Ensenada originates in So. Calif.). The Corridor was intended to speed up the one day required for through freight to travel from the Ports of LA/Long Beach to Colton. The annual cargo through these Ports is valued at \$157B, estimated to double by 2020. The delay was noted in a Southern California Railroad Authority study some years ago, and stated that this delay could be eliminated by reopening the SD&AE.

Since the Port of San Diego is no longer in the running for heavy, through freight traffic, the Port of Ensenada could move trailers and containers faster, and probably cheaper. Whatever Eastbound traffic there is to the Port of San Diego will probably be diverted to the Port of Ensenada as long as the 1:30 a.m.-4:00 a.m. freight train window remains from San Diego to San Ysidro. Pacific Coast traffic, such as auto racks, may still travel through San Diego, rather than going around via El Centro and Indio, and possibly avoiding the \$150 rate increase.

Repairing the fire damage to Tunnel 2 resulted in the floor being lowered to eventually accommodate auto racks and double stacks. All tunnels are able to handle piggybacks now, as this writer photographed such movements by SP in 1969. The balance of the TyT/SD&AE Right of Way will be upgraded to allow auto racks and double stacks as traffic increases and produces enough revenue to finance improvements. Some tunnels may be daylighted, as was Tunnel 3 1/2. Daylighting has proved to be a great maintenance saver on the Class 1s, and eliminates one less source of problems from fire damage. Plans may include rebuilding Tunnel 15 to bypass the Goat Creek Canyon Trestle. Bridges will eventually need reinforcing to handle the 286K pound cars coming on line on the Class 1s.

***MOVIE REVIEW - SILVER STREAK *** Ed.

Recently acquired VHS copy of 1934 Silver Streak. In addition to extensive footage of CB&Q's Pioneer Zephyr, interior and exterior, there are many shots of stations, water towers and steam engines of this era and many scenes of switches thrown at the last second as the Zephyr just misses trains in the siding. Includes shots of the 1934 Chicago World's Fair and construction of Boulder (now Hoover) Dam. One of the cars pacing the train on a parallel highway is (appropriately) a Chrysler Airflow! Only actor of notice is Arthur Lake, who later played Dagwood Bumstead in numerous Blondie movies. Available for \$19.95+S & H from Historic Sales, 121 5th Ave., Ste. 300, New Brighton, MN 55112, Tel. (651) 635-0100. Also available from other mail-order VHS and DVD sources. The prototype trainset was recently restored and moved inside Chicago's Museum of Science and Industry.

The first part concerns attempts by a visionary engineer to have this lightweight, stainless steel, articulated trainset built, after being turned down by the president of the fictional CB&D. Another road agrees to build it, and after bugs are worked out, it goes on display at the 1934 Chicago Century of Progress World's Fair. The first Streamliner, UP's M10000, was also on display, but not seen. Meanwhile, the son of the president of the CB&D quits the RR and gets a Civil Engineer job building Boulder Dam. He and other workers contract polio, and need Iron Lungs ASAP. Airplanes of the day were not capable of carrying that much weight from the factory in Chicago, and the Silver Streak brings them to the dam site in the nick of time.

BACK PAGE

*** Web Page Update ***

Volunteers are requested to address all E-mail to sdrmooffice@aol.com

*** Year 2002 Dates of Note ***

	September
	October
	November
Board Meeting (1830, War	
Memorial Bldg.)	24
	22
	26
Deadline for Hot Scoop articles	
	23
	21
	25
Staff Meeting (1900 @ Museum	
Office)	9
	7
	4
Museum Services Meeting	
	18
	16
	20
School Train	
	17?
	15
	19
Tijuana to Tecate	
	12
Campo to Tecate departs	3 PM 14, 28 10am 19,
	26 10am 9, 30
Wine Tour departs 8:00 a.m., from San Diego	
	26
Dinner Train departs 6:30 p.m.	
	19
	23
Brunch Train departs 11:00 a.m.	
	6
	10
Coronado Branch departs	
Noon-?	7, 8
	5, 6
	10

*** Article Submissions ***

Please submit articles in hard copy to 3438 S. Granada Ave., Spring Valley, CA 91977-3036. All constructive submissions will be printed with a minimum of editing, subject to space limitations. Note: Deadlines are now the Monday before Board Meetings, so that copies can be distributed to all attendees. Museum Office is in charge of all other distribution.

*** 'PHONE NUMBERS AND E-MAIL ***

PSRMA/SDRM ADMINISTRATION

	(619) 595-3030
	sdrmooffice @ aol.com
Executive Director (Interim) Am Hunsberger	(619)
595-3031	
Business Office Manager Denise Winslett	(619)
595-3032	
Business Office Fax	(619)
595 3034	
Security, & VP Administration Alan Alvarez	(858)
493-0506	
Report Editor Denise Winslett	(619)
595-3031	
Hot Scoop Editor R. Lamar Scheuerman	(619)
466-6500	
La Mesa Depot	(619)
697-7762	
Campo Depot	(619)
478-9937	
Campo Car Shop	(619)
478-9451	

DEPARTMENT HEADS

	Museum Services Director & Interpretation Supt. Rich Borstadt (619) 778-2258
	Library Superintendent (acting) & Research Bruce Semelsburger (619) 264-7282
Training Superintendent vacant	
La Mesa Depot vacant	
	Volunteer Coordinator Jack O'Lexey (858) 274-4449
	Operations Supt. & Environmental Affairs Supt. Jack O'Lexey (858) 274-4449
Facilities Superintendent vacant	
	Safety Superintendent

	Allen Andrews (619) 478-9451
SD&A Rwy. Dir., Mchncl Supt., & Diesel Frnm.	Darren Apedaile (619) 478-2659
Steam Foreman	Dwight (619)
	Koller 478-9348
Restoration Superintendent	Ted Kornweibel (619) 461-0098
Yard & Track Superintendent	Steve Kostelak (619) 236-1600,
k	