

Hot



Scoop

HotScoop Shovel Logo by Larry Rose

A publication dedicated to San Diego Railroad Museum volunteers

December 2001

MUSEUM NEWS

VOL XIII NO XII

*** STEAM TEAM REPORT *** *Dwight Koller & Dick Pennick*

There have been so many new developments in the Museum's steam program that it's hard to know where to begin.

The short version is that 2353 won't be running for awhile. In the process of replacing a broken staybolt in the firebox crown sheet knuckle, a small crack was noted adjacent to the bolt hole. Later investigation revealed that the crack was much more extensive, requiring the removal of additional stays and the preparation of the area for a patch. More than 100 staybolts have been removed since August.

Since the Steam Team discovered earlier this year that we had missed by 30 days the Total Service Days deadline to apply for a waiver of flue replacement from the Federal RR Administration, the Museum's application was withdrawn.

We must now remove all of the 2" flues for inspection and to allow inspection of some internal bracing. Since these flues are near new, having been installed new at Fraser's Boiler Works in 1992, they can be "safe-ended" by replacing the cut off ends and reinstalling the flues in the boiler. Bob Franzen, Chief Mechanical Officer of Grand Canyon Ry. and the owner of Steam Services of America, has been approached for a quote to perform the safe-ending work. The Museum would be required to transport the flues to and from Williams, Ariz. This work requires the removal of all of the front-end appliances inside the smokebox and the removal of the smokebox frontend door assembly.

Running gear work is needed. The engine needs to be re-trammed to correct an "out-of-square" problem noted in past operation. Some springs and driver pedestals need work, and some driver axle boxes will need re-machining and the wedges worked on. All of the rod and driver bushings, which were all renewed when we put the engine back together in the early 1990's, should be rechecked for proper clearance and abnormal wear. Extensive tearing wear on the right rear driver flange was noted, the result of the engine's rigid wheelbase and the tight curvature on some enginehouse leads exceeding 20 degrees!

Steam Foreman Dwight Koller has expressed that there is no point spending the money to put the 2353 back online without fixing the curvature problem in the yard. Locomotive engineers and others have complained about the tight curves, particularly on Tracks 12 - 14, for years. But with the site's present geographical constraints, it has been a problem the operating crews have tried to live with.

Now it's catching up to us and starting to really "bite us on the ass", as they say. Re-configuring the yard is no mean feat. Talk to any of the hard-working volunteers who tirelessly perform our track-building function if you aren't convinced. Probably the best solution is to blast the rock out of the easterly ridge of "Railbuff Bluff", leaving only the high rock outcrops down near the Track 1 switch. Removal of this geologic impediment would then allow a much more graceful (read: straighter) approach to the enginehouse, bridge crane, etc. But it will still be tighter than industry standards for the fixed wheelbases we have to deal with at Campo. Probably the best near-term solution, since it doesn't appear we will have the resources any time soon to purchase the property known to most of us as the "camel farm" (immediately south of our Campo shop), is to resume negotiations with the property owner to the north (track east) of us for a wedge-shaped piece of his land adjacent to the railroad

right-of-way at the northeast corner of our property. This would allow a nice, easy sweep off the existing East Lead to the ladder tracks, and also provide a much better approach to the proposed future turntable and roundhouse site in the "north 40".

As Mr. Koller sees it, the Museum has 3 options: (1) Quit the operating steam program and set the 2353 up as a static exhibit until some future time when the resources are available to return it to service (minimal cost); (2) Commit the necessary financial resources, perform all of the known boiler and running gear work, and rebuild the yard trackage now for a complete, ready-to-run locomotive for the next 15 years or so before Federally-mandated repairs would again be necessary. Depending on availability of funding, estimated at \$50,000 to \$100,000, this option could take as little as 4 months or as much as 18 to 24 months to complete, and no steam operating revenue would be forthcoming during that time (the last steam operation was Sept. 11, 2000); or (3) Spend a smaller sum to perform only those repairs required to return the locomotive to service on a temporary basis in the shortest possible time. With the resources already in place, this could be as short as 6 months or so, and the engine could be used in limited service for 18 to 24 months to help raise funds for the rest of the required work. At the end of that period, the locomotive would then be pulled out of service for the remaining mechanical work.

By the time you read this, Dwight will have made his pitch to the full Board of Trustees at its November 27th meeting, and possibly an opinion rendered to determine the near-term fate of the Museum's steam program. **(Ed. Note: see next article)**

If the determination of the Board is that the Museum's limited resources are already fully committed to other important projects, then the steam program may be placed on the back burner for now until the situation changes. The Steam Team's concern is that it may lose the volunteer resources in the program if there is no steam aspect for the members to focus their talents and energies on for an extended period of time. The large amount of cosmetic refurbishment that could be performed on the rest of the steam collection may not be enough to hold the Team together as a viable entity.

***** BOARD BRIEFS ***** *Dick Pennick, Trustee*

The San Diego Railroad Museum Board of Trustees held its final meeting of the calendar year 2001 on November 27, 2001. Highlights of that meeting are summarized here:

- 1) Life Member Dave Slater has found new wheelsets for our veteran MRS-1 #1809.
- 2) The temporary contract of Trustee William Valverde, who graciously took a leave of absence from his Board position several months ago to assume the position of interim Executive Director, upon the resignation of Richard Borstadt, will not be renewed beyond November 30th. Board President Arnold Hunsberger agreed to assume the Executive Director reins as a volunteer until a permanent paid replacement is found. At least four resumes have been received to date in the Museum's quest to find a new Director.
- 3) Trustee R. Lamar Scheuerman, nephew of an SD & AE locomotive engineer, has volunteered to serve on the Board's Finance Committee.
- 4) A draft Museum budget for 2002 was presented by the Finance Committee and was instructed to make some requested revisions for approval in December by the Executive Committee.
- 5) The Board approved a new agreement, drafted by the Alliance Committee, governing the business relationship between the Museum and Carriso Gorge Railway, Inc. Opportunities to "fine-tune" this agreement periodically were built into this new document.
- 6) The Alliance Committee also sought a workable way to make our ex-Santa Maria Valley R.R. railbus available to the Campo Living History Center (San Diego Railroad Museum - Campo, for the unenlightened) when it was not being used for the monthly trips on the former Coronado Branch track in National City. The historic

bus is currently being stored on its trailer at the private residence of Gary Sweetwood, Museum member and President of Carriso Gorge Ry. It was determined that the logistical problems associated with storing the bus at Campo between South Bay operations would be counter-productive. Concern was expressed by some Board members that the Museum was being inadequately promoted during the bus's once-a-month runs in National City.

- 7) Long-time Life Patron Member Walter "Wally" Barber and current Trustee Roger Challberg received the majority of the votes for Trustee positions in the recent election. Barber, a former Museum Director and Trustee, returns to the Board after at least a 10-year hiatus. The Board welcomed these veterans back to the Board. Over one-third of the ballots were returned, a good showing for a non-profit group, but disappointing that more of our members do not appear interested enough in the future fortunes of our great endeavor to help assure a dynamic leadership. The proposed bylaw changes also passed.
- 8) The Board agreed to elevate the current position of Director of Museum Services, an Advisory Staff position, to a vice-president level position on the Board of Directors, with a seat on the Executive Committee. The Board felt this was appropriate, given the importance of the function of Museum Services to the Museum's mission statement.
- 9) Based on Steam Foreman Dwight Koller's presentation, the Board directed him to pursue the option of performing the minimum work required to return 4-6-0 #2353 to service as soon as possible, together with completion of the necessary improvements to the yard track approaches to the Campo enginehouse. The Board expressed that a rigorous effort should be made to market the steam operation so that monies could be raised for the rest of the engine's eventual overhaul. The Steam Team will begin immediately to work on the near-term repairs, using the approx. \$8000 remaining in the Steam account. An estimated additional \$40,000 will still be needed to complete these repairs.
- 10) The Library Committee reported that its search for an interim home for our priceless Southwest Railway Library research collection has turned up several usable commercial sites, none of which will be free at this time. One 2-story site is located in a National City Commercial Office Park near public transportation and Interstate 5. The second site is a former Washington Mutual bank building in the Casa de Oro section of northern Spring Valley (Rancho San Diego area). The bank building sits alone in an under-leased neighborhood shopping center and contains open floor space and a two-level office space. Parking is adequate at the National City site and ample at the Spring Valley site. Negotiations are underway for the Spring Valley site, and the current fund appeal is beginning to bear fruit. All volunteers are asked to send in what they can to support the cost of this temporary home until a more secure funding plan is in place.
- 11) All volunteers are invited to attend the Museum's Grand Opening party at our completely refigured and refurbished downtown business office & gift shop, 1050 Kettner Blvd., San Diego, Wednesday evening, December 19th. Punch, cookies and light snacks will be available.

***** RECENT DONATIONS ***** *Dick Pennick*

The City of San Marcos Public Works Dept. recently offered the Museum an assortment of 110 lb. rail, panel track and misc. track trim, including transition joint bars for 115 lb. to 90 lb. rail. Also included are several pallets of never-used rubber crossing pads and a quantity of wood blocking.

Museum track man Al Dillane journeyed up to San Marcos the week of November 19th to take a look and pronounced that it was definitely something the Museum could use. The City had obtained the items about 8 years ago for a street crossing on a planned industrial spur that was never built. The City has offered to load the items for us if we provide the trucking. At this writing, arrangements are being made to take up Gary Sweetwood's offer to provide the necessary trucking.

Update on SD & AE tank car #MW1027: arrangements were finally made to retrieve the wheel sets for this car, which had to be left behind at MCRD when the car body was trucked to Campo on August 30th.

Museum Project Manager Dick Pennick decided to spread the wealth around a little bit and called on Bob Turner, owner of Bob's Crane Service in Lakeside, to do the trucking for this move. You may remember that Bob had donated the crane service earlier to load the car onto Paul Goldstein's truck.

The wheels were picked up and loaded on Monday, November 5th with the help of a Border Patrol Logistics Unit based at MCRD, and their 8 ton capacity CAT forklift (boy, could we use a rig like that!). On the way out to Campo, the truck made a stop at Bob's crane yard to pick up some of the rusty remains of an old 1900-era flatcar that was washed away by the record-breaking flooding in 1916. The car, and a small steam pump that had evidently been sitting on the flatcar when the flood waters hit, was probably parked at the long-gone end-of-track depot community called "Foster". Bob's yard is in the San Diego River riverbed less than a mile downstream from the former townsite.

Foster was originally the terminus of the San Diego, Cuyamaca & Eastern Ry., which was absorbed into the Spreckels empire as the San Diego & Cuyamaca Ry. in 1909, and in 1912 as the San Diego & Southeastern Ry. A single-story depot, water tank, freight house, "Armstrong" turntable, and a one-story hotel were located here.

The track was so badly damaged by the floodwaters that it was never rebuilt. The water tank was sold to a local rancher, and the depot and turntable were loaded onto flatcars and hauled to Santee, where they saw service until Gillespie Airfield was built across the railroad right-of-way in the early 1940's and the Santee track was abandoned.

When Bob uncovered the remains of the car while excavating sand not long ago, he found only 3 wheel/axle sets and a couple of old archbar truck sideframes, some truss rods, the brake cylinder and a portion of the emergency reservoir, a bunch of 65 lb. rail and a switch frog, several stake pockets, and the steam pump. Conspicuously missing were the fourth wheelset and both couplers.

It has been suggested that some of this "historical junk" might make the nucleus of an eye-catching interpretive exhibit on the "Great Flood" of 1916, with photos of the extensive damage around the county, etc. Incidentally, Roger Challberg will remind you that there is a Campo tie-in to that tragic event: all the rain (2 weeks straight during January, 1916) that resulted in the flooding was blamed on a professional rainmaker named Charles Hatfield, who had been hired by the City of San Diego to fill Morena Reservoir, a city water supply storage facility. Hatfield had set up his rainmaking potions on an elevated platform near the lake, in an effort to end the City's long drought. Whether Hatfield actually had anything to do with the resulting torrential rains is subject to some serious scientific speculation, but Hatfield never collected his payment from the City. Had he done so, he would have left himself liable for the millions of dollars of property damage resulting from the flooding!

The tank car wheel sets were unloaded at Campo, and later in the week four 30' rope slings were loaned by Bob at no charge to help in the re-railing of the car. As this is written, we are attempting to set a date with crane operator Mike Reading for this work. Helping to make this project so far a success are the following: Bob Turner, Museum member and owner of Bob's Crane Service; Rich Thompson, teamster for Bob's Crane; the very helpful Border Patrol crew at MCRD; Michelle Hostetler, dispatcher for Bob's Crane Service; Ryan Turner, Bob's son and the crane operator for loading the 1916 flatcar parts; Fernando Arroyo, helper for Bob's Crane; Matt Adams, loader operator for Gary Sweetwood's East County Dirt Works, who unloaded the trucks (barely!) with the big loader; and Jim Polloreno, Darren Apedaile and Dick Pennick helping as needed.

Carnevale's Construction Management, Inc. has finished their donated asbestos removal on all of our steam engine fleet and is gradually working through certain designated passenger cars. Recently seen in the Campo enginehouse awaiting abatement work was former ATSF 1927 baggage-buffet-library car "Chief Manakaja" #1303. Carnevale's continues to deserve a big round of applause for its tremendous contribution to date.

In late October, the Museum's steam program was the beneficiary of a \$3000 boost from the Drexel C. Cooper Trust in memory of Charles G. Cooper.

Although somewhat old news, most volunteers are unaware of the wonderful endowment provided in August by the Helen L. Russell Estate. The late Ms. Russell was Museum Life Member No. 61 and passed away earlier this year. Investment counselors from the local offices of Rice-Hall-James and AG Edwards have been consulted for guidance in setting up this first-ever endowment for the Museum. The initial amount was \$60,000, with additional amounts potentially forthcoming in the future. Various options for the use of the proceeds from this endowment will be determined by the Museum's Board of Trustees on recommendation of the Finance Committee, headed by Museum Treasurer Gregory Villard, CPA.

A warm "Thank You" to each of these wonderful Museum supporters for their generosity.

***** POPULAR REED'S TRAIN HOBBY SHOP IN LA MESA HAS A CLONE ***** *Dick Pennick*

Steve Bovee, Museum member and owner of Reed's Model Trains in La Mesa, recently purchased the former "Branchline Trains" hobby shop at 250 W. Crest Street in Escondido and has renamed it "Reed's Model Trains". Steve, whose "day job" is construction inspector and project manager for the City of San Diego school district, is currently active with the Camp Pendleton Marine Base Museum, which owns a G.E. 80-ton switcher (the sister to our #7285) and ex-ATSF caboose #999403. Steve is negotiating with the Base museum to preserve and operate 3 miles of the old ATSF Fallbrook Branch track through the Base.

If you are a modeler, garden railway buff, or would like to be one, drop in at one of Steve's two locations and say "Hi". If it's a weekend, you may find Steve behind the counter or in his office. Mr. Bovee has been suggested as a possible candidate for appointment to the Museum's Board of Trustees.

***** THURSDAY BREAKFAST CLUB ***** *Dick Pennick*

"Helping to promote accurate information flow between the San Diego Railroad Museum and Carrizo Gorge Railway, Inc." is the stated goal of these informal weekly get-togethers. I proposed to the "Club" recently that the information flow could be further enhanced by publishing regular summaries of these meetings in the Hot Scoop. Everyone thought that was a great idea, with the understanding that some sensitive topics would occasionally come up that would not be appropriate for publication. With this in mind, here's the first installment of "Breakfast Club":

1. Special train movements: There has been some confusion about what rights the Museum has for train movements over the SD & AE track beyond SDRM's current operating limits (MP 60/International Border to MP 74 just east of Miller Creek), and Mexico.

In the mid-1980's, MTDB granted SDRM first rights to operate passenger trains over the 14 miles between the Mexican Border and Miller Creek. When we wished to run a special train beyond these limits, say to Jacumba or Tecate, Mex. we were not allowed to operate those trains with Museum volunteer engineers. Instead, the Museum had to arrange with Kyle Railways or its successor, RailTex (San Diego & Imperial Valley R.R.), to provide the operating crew. Many times, the commercial operator had to provide its own locomotive as well, all of which was paid for by the Museum as part of the expense of running a special movement beyond its operating limits.

Since Carriso Gorge Ry. came into being, nothing has changed regarding special movements except that instead of having to deal with SD & IV for the Mexican portion of the movement, we now must negotiate with CGRy's Mexican subsidiary Ferrocarriles Peninsulares del Noroeste (FPN. Literally: Peninsular Railroads of the Northwest), which now has both the freight and passenger rights in Mexico. CGRy operates its Mexican passenger trains from Campo to Tecate, Mex. under an agreement with the Museum to operate over the 5.8 miles of track between Campo and the Border.

If the Museum wished to operate its own special train to Tecate, or Redondo, or even Tijuana, it could technically operate the movement between Campo and the Border with its own volunteer engineers. But as soon as the train crossed the border, it would have to be operated by FPN crews, since we have no operating rights in Mexico and never have had. A similar situation exists east of Miller Creek, except that RailAmerica (new owner of RailTex) has the operating rights on that portion of the railroad, acquired with its purchase of RailTex in October 1999. Even CGRy must secure RailAmerica's permission to operate beyond Miller Creek.

The big difference from the days when RailTex had the rights to the Mexican track is that, at least over the Mexican portion, CGRy is happy to have Museum engineers run passenger trains there as long as those engineers meet CGRy's operating qualifications. Under those circumstances, Museum engineers are temporary employees of CGRy and are compensated for their services accordingly.

CGRy has been attempting for some time to negotiate RailAmerica's permission to operate on the line from the International Border at MP 60, to the end of the SD & AE track at Plaster City (MP 130). Recent positive developments on that front have made that prospect somewhat brighter. Gary Sweetwood, president of CGRy and member of the Museum, said that once he has the operating rights on the "Desert Line", he would invite Museum engineers and other crewmembers to certify to run those trains also on either a full- or part-time basis.

In the meantime, the Museum is welcome, in fact encouraged, to contract with CGRy to operate its own special passenger movements into Mexico from Campo. The Museum would pay whatever price was agreed on for the rental of the crew (unless the crew agreed to donate its services), profit, customs fees, and other costs associated with the movement. Since CGRy is "muy simpatico" toward the Museum, the company might elect on occasion to donate its costs to the Museum, thereby allowing us to make a larger profit on the move.

To put these opportunities into proper perspective, RailAmerica has already indicated that, as long as they still control operation of the Desert Line, the railroad museum will never be allowed to operate beyond its current limits, and in fact a concerted effort would be made to remove Museum operations from the mainline entirely.

Recently, the Mexican courts have lifted the injunction on FPN brought by RailAmerica, clearing the way for FPN to interchange with the SD & IV in San Ysidro, Calif. yard once suitable interchange tracks can be constructed on the U.S. side.

2. Plans for Baja rail extensions: Engineering is completed for an extension of the existing Tijuana-Tecate rail line from Tecate to the port at Ensenada, where it is expected that a greatly-enlarged container terminal and planned new heavy industry will provide the necessary traffic to justify the cost of the extension. It is expected that this traffic will go north over the present line to San Ysidro, then via BNSF to the rest of the country. Other shipments could go east through Tecate and over the Desert Line to El Centro and points east or through Calexico-Mexicali to the interior of Mexico.

3. Coronado Branch track - National City: The San Diego Electric Railway Association, a group of streetcar buffs operating out of the historic 1882 National City depot, has been operating limited public "train" service over a portion of the old SD & AE track from the depot to 'F' Street, Chula Vista, using our Santa Maria Valley R.R. railbus and several track motorcars. This limited operation is conducted in cooperation with SDRM, which holds the primary passenger operating rights on the track, Carriso Gorge Ry. and MTDB/SD & IV Ry. CGRy provides the paid operating crews.

Since, for convenience, Gary Sweetwood currently stores the SMV railbus on its trailer at his residence in El Cajon, I have asked about a workable way the Museum might be able to utilize the bus between its South Bay stints for Museum interpretive and promotional programs. Currently, the Museum realizes little promotional benefit

from the South Bay operation other than 10% of the gross receipts. The Museum's name doesn't even appear prominently on any of the vehicles or in many of the media reports. Gary reported the Museum Board's Alliance Committee has taken up the matter for possible solutions. The railbus was the first item of rolling stock acquired by the Museum, and the first to arrive at our new Campo digs. I hauled it down from Santa Maria, Calif. behind my old Ford pickup in the mid-1960's.

Currently, a gate installed across the track by B.F. Goodrich at the former Rohr Industries plant in Chula Vista has precluded operation beyond 'F' Street. Proposed State historic designation of the South Bay track is currently in limbo.

4. Museum railcars stored in Mexicali: Some of our members recall the special excursions the Museum once operated from Mexicali to Puerto Penasco and beyond, in the days when we could depend on obtaining quality passenger equipment from the Ferrocarril Sonora - Baja California for these movements.

Three privately-owned cars were eventually moved over the border to add to these consists and provide accommodations for their owners on other trains. They were stored under secure conditions at the S-BC's Mexicali yard when not in use. As the years went by, after the Museum no longer ran the popular Puerto Penasco trips, the cars were either purchased by or donated to the Museum and moved to a less-secure part of the rail yard, where they gradually fell victims to vandalism and neglect.

The cars are former 1924 Pullman club-dormitory car #1531 (later named "Mexicali Rose"), former Kansas City Southern 1948 Pullman "William Buchanan" (later renamed "Spanish Eyes"), and 1928 Pullman "Centburne" (renamed "Maria Elena"). CGRy purchased Mexicali Rose several years ago and paid up the Museum's delinquent demurrage charges accrued to that time. But all three cars remained in Mexico, awaiting efforts to bring them back across the border and eventually to Campo and San Diego once the Desert Line is opened again for traffic.

It was suggested that an inspection party travel to Mexicali to view the cars and determine what it will take to return them to U.S. soil and store them temporarily in the valley pending opening of the Desert Line.

5. New rail connection from San Ysidro to Coronado Branch track: Feasibility studies are currently underway for construction of a rail overpass over the Interstate 5 freeway south of Chula Vista to physically connect the existing track at San Ysidro to the remnant of the old Coronado Branch track in the South Bay, providing an alternative rail access to the city of San Diego and interchange with the BNSF.

6. Recent freight move: Four locomotive units, 3 CGRy units and the Museum's leased EMD #1820, were required recently to move a trainload of natural gas pipe from San Ysidro to Tecate.

***** BUSINESS OFFICE GIFT SHOP *****

Everyone needs to take a trip down to the Museum's San Diego business office, just to see the incredible transformation that has taken place.

Thanks to the efforts of Alan Alvarez, Denise Winslett, Don Getz, Bill Valverde, Arn Hunsberger and others, our downtown presence has never been spiffier. Second-hand glass showcases were obtained from a defunct retail store at very attractive prices, walls and ceiling were repaired, and new white paint applied to the walls.

The floor plan has been completely reworked and our gift shop activity greatly expanded, which should finally make this key downtown location a prime retail outlet and promotional base. A very nice sandwich sign is already in use outside the west entrance door from the depot waiting room, which directs the traveling public to our end of the depot. Check it out the next time you're downtown during the week. And don't forget that your Museum membership entitles you to a 10% discount on all merchandise!

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

New this month is photos of speeder operators Herman Carney, Bob Recks and Don Pope, ticket agent Janaya Prokupek and concessionaire Jonathan Foisy. See them at <http://www.sdrm.org/gallery/people/>.

Don't forget that our web page has a link for Volunteer Services. You can see old issues of the Hot Scoop and a link to the Code of Federal Regulations. The username is "volunteer" and the password is "2353".

If you're receiving this via U.S. Mail but have gotten **E-mail**, please send an email to hotscoop@sweet-haven.com so we can make you a 'member'. We save postage that way!

***** Year 2001 Dates of Note *****

	December
Staff meeting (1900 at Museum office)	4
Campo to Tecate	8,15,29
School Train	18
Brunch Train	9
Dinner Train	1
Wine Train	10
Board meeting (1830 at Solar)	
Museum Services meeting (1900 at Solar)	
Deadline for Hot Scoop articles	28

***** Article Submissions *****

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

*****PHONE NUMBERS and e-mail*****

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

SDRM ADMINISTRATION

		@sweet-haven.com
Business Office, Denise Winslett	(619) 595-3032	office
Business Office Fax	(619) 595-3034	
Museum Phone (La Mesa Depot)	(619) 697-7762	
Report Editor, Marianne Gerdes	(760) 632-5565	report
Hot Scoop Editor, Randy Houk	(858) 672-0111	hotscoop
La Mesa Depot	(619) 697-7762	
Campo Depot	(619) 478-9937	
Campo Car Shop	(619) 478-9451	

DEPARTMENT HEADS

		@sweet-haven.com
Executive Director, Arn Hunsberger, interim volunteer		
Director of Campo Complex, Jim Polloreno	(619) 478-2140	polloreno
Research, Bruce Semelsberger	(619) 264-7282	semelsberger
Library, vacant		
Operations, Darren Apedaile	(619) 478-2659	apedaile
Safety, vacant		
Environmental Affairs, Jack O'Lexey	(858) 274-4449	olexey
Restoration, Ted Kornweibel	(619) 461-0098	kornweibel
Mechanical, Darren Apedaile	(619) 478-2659	apedaile
Steam, Dwight Koller	(619) 478-9348	koller
Diesel, Darren Apedaile	(619) 478-2659	apedaile
Training, vacant		
Trainmen/Guides, vacant		
La Mesa Depot, Jim Polloreno	(619) 478-2140	polloreno
Facilities, vacant		
Volunteer Coordinator, Steve Kostelak	(619) 741-5217	kostelak
Museum Services, Rich Borstadt	(619) 778-2258	