

Hot



Scoop

HotScoop Shovel Logo by Larry Rose

A publication dedicated to San Diego Railroad Museum volunteers

January 2002

MUSEUM NEWS

VOL XIV NO I

*** RULES REVIEW CLASSES ***

All Museum operating crewmembers, including Engineers, Steam Firemen, Conductors, Brakemen, and Motorcar Operators, are required to attend BOTH of the upcoming Operating Rules revue classes and pass the written exam at the end of the second class, to maintain their operating rights on the SD & A Ry. for the next two years. Engineers should also check their medical certificates for currency. These are generally good for no more than 2 years.

Dates for the classes are Monday, January 7th and Monday, January 21st, 6 p.m. to 10 p.m. Location will be the historic National City Depot at Harrison & 24th (now called Bay Marina Blvd. west of I-5) streets, National City. From I-5, exit at 24th St./Bay Marina Blvd. and go west two blocks. From I-805, exit onto State Hiway 54 (South Bay freeway) west to I-5, then north on I-5 to the 24th St./Bay Marina Blvd. exit. This historic building is the oldest railway station in the County still standing on its original site.

Questions should be directed to **Darren Apedaile**, Supt. of Operations, or **Jim Polloreno**, Asst. Superintendent (619) 478-2140.

*** HOW THE MUSEUM OPERATES *** *Ted Kornweibel*

I'd like to demonstrate how the Museum really operates on a day-by-day (or Saturday-by-Saturday) basis.

I arrived at Campo at 8:45 am on Saturday, December 8, stopped at the east end of the Jacumba cars to pick up a pair of saw horses, and in so doing locked my keys in my truck, with the motor running and Cajun music playing from a CD. Called AAA. I also needed to alert volunteers at car barn as to where I was, so that if anyone showed up to help me, they would know where to find me. **Jim Polloreno** gave me a ride to the barn, and **Mike Reneau** drove me back to the depot.

AAA's tow truck driver came an hour later and tried slimjim and several wire hooks to no avail. He suggested I get someone to bring my keys up from home. I tried to call my wife, but the depot phone was blocked w/o proper code. **Roger Challberg** dialed for me and supplied the code. My wife was willing to drive to Pine Valley, if I could borrow a car to get that far. **Dianne Roberson** offered hers, without a moment's hesitation. Just then the AAA guy succeeded in opening my truck, so I didn't need to go for the keys, but many thanks to Diane for her generous offer.

When I finally got to work, **Allan Dillane** and **Rich Warner** enthusiastically offered to find and install two switch ties on which to mount a mail crane next to the RPO car. We found two that couldn't be used in the yard, but were OK for our purpose. Rich, Allan and I dug trenches to insert the two 10' ties. Boy, can those two retirees swing a pick and wield a digging bar; they put me to shame. We finished putting in the ties, almost perfectly level.

While in the display building, Allan brought **Gary Sweetwood** in and discussed his (Allan's) vision for making the building a place that the public could better appreciate. Gary offered to help us get ballast for tracks 5 and 6 in the building, and sand for the center area, to keep down the dust.

I intended to start interior work on the RPO, but found the power out. **Darren Apedaile** graciously figured out the problem. Once we had power, I asked **Geoff Shephard** if he would use a grinder with wire wheel to clean up the mail crane, so we could paint it prior to its installation. Geoff worked for about an hour, doing a good job.

I decided to take the mail crane home so that I could finish cleaning it up and paint it during the week. It probably weighs close to 200 pounds, and Darren again took a break from what he was doing to help me load it into my truck.

During the late afternoon **Mike Reading** drove up with a home-made hand-pump track car on a trailer, a donation to the Museum. I helped him unload it, while having a good conversation.

What's the point of this pedestrian narrative: Simply that the Museum regularly operates as a smooth-running machine, with numerous individuals giving generously of their time. On this one Saturday, I (the Restoration Department) was blessed/assisted by 10 people from the following departments and/or interests:

Campo Operations: **Jim Polloreno**
CG Rwy: **Mike Reneau; Gary Sweetwood; Mike Reading**
Interpretation: **Roger Challberg**
Operations: **Dianne Roberson**
MofW: **Allan Dillane; Rich Warner**
Mechanical: **Darren Apedaile**
Steam: **Geoff Shephard**

Has anyone got a better story? Probably. This wasn't an unusual day. There's cooperation all over the place; without it things simply wouldn't run. Each one of these individuals is giving generously of her/his time to the Museum. To each one, many thanks.

***** DECEMBER 15, 2001 COOKIE TRAIN ***** *Roger Challberg*

A number of years ago **Terri Gregory** came up with the idea that the Museum should provide a thank you to the Mountain Empire Community and as a result she organized a "Community Train" to run on a Sat. night in Dec. The price of admission was a plate of cookies which would be shared with the other passengers (a cookie pot luck) The museum would furnish the coffee, cocoa, and hot cider. Santa was to be on board.

The first train was an outstanding success and forever after became known in the backcountry as the "Cookie Train". It has been my privilege to work with the SDRM members through the years on the planning (I think this year was the seventh one).

Several years we had Christmas Lights and the locals told us about how beautiful it looked. The local high school and others have provided entertainment for the passengers. This year with the help of Facilities Superintendent, **Jim Polloreno** and Director of Operations, **Darren Apedaile** we sat down a couple of weeks prior to the train and made the plans. The consist usually is made up with a number of passenger cars and the baggage car in the middle (that is where we get our power for the lights and the coffee etc. as well as a place to serve the cookies). As it is usually cold at night in Campo especially in December we make sure that we use closed lighted cars. Thanks to **Mike Reneau** we are able to connect cars to the baggage car where the generator is to provide that lighting. For the past two years I believe we have added #576 which gives us a warmer place for the little children and also a "Santa Location".

While this year's group was not as large as some in the past (we have had over 400 on these trains) it was a festive group with local reporters on board to report the events in print and with photos.

The thanks you list is long and I hope that I will not leave out any (if I do please let me know and we will get your name in the next issue). In addition to Darren, and Jim we had **Jack O'Lexey** as engineer, **Alan Andrews** assisting me as Trainman, **Jim Polloreno** as Conductor, with **Tommy Batts** as Brakeman and **Mike Reneau and Darren Apedaile** assisting in various ways.

Our hot drink server was **Cassandra Goulding** (one of our faithful ticket agents). **Freedom Ranch** provides not only cleanup of the cars for the trip, but were also on board to assist us with crowd control. The five "Ranchers" returned early Sunday morning to clean up the cars so that we could have everything ready for the Sunday Miller Creek runs. I might mention that the Freedom Ranch has provided the volunteers every Friday to get the passenger cars ready for the weekend. They provide the transportation for the workers and have done this as a community service for several years. Southern Health Services again this year provided Santa and candy for him to hand out to the children. **Jim Buel** provides the cider, chocolate, & coffee. **Don Getz** and **Rich Borstadt** were at the depot before and after the ride to assist us.

The "Cookie Train" has been a wonderful gift of the Museum to the community and throughout the year I get thank you's and warm comments about our annual event. My personal thanks to all who make this event possible.

***** LOOKING BACK / LOOKING AHEAD ***** *an editorial by Dick Pennick*

The office staff and members of the San Diego Railroad Museum's Advisory Staff hope each of you had a happy and safe holiday season in 2001.

This past year was fraught with some of the same trials, tribulations, and issues of previous years, including never enough money for all of the things that need doing. A vigorous campaign from certain quarters to discredit the Museum and its programs over the past year diminished some of our successes. But it is hoped that recent and planned changes in the direction and administration of the Museum will quell much of this adverse and destructive effort, for the benefit of our museum.

We have missed opportunities, mis-managed our resources and shot ourselves in the foot so many times there are no toes left, and no shells in the gun! New interim Executive Director **Arn Hunsberger** has resolved that we need to change the way we do business, which is a "no-brainer" to many of us.

A revitalized Fundraising Committee, combined with other strategic planning efforts and some new blood on the Board of Trustees, is expected to greatly enhance our opportunities for real growth as a Museum in 2002 and beyond. But it's going to take the combined effort of all of us to bring this about with our support, our generosity, and our hard work, and without the constant diet of criticism and negativity so prevalent in the recent past. We're not perfect. Never have been and never will be. But let those who are, cast the first stone.

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

The Museum Board of Trustees, at its final meeting on November 27th, (no Board meetings are scheduled in December) to close out the first year of the New Millennium, heard **Dwight Koller's** presentation of options on the future of SP 2353.

The Board voted to accept Dwight's recommendation to initiate the required boiler repairs and certain other work on SP 2353 sufficient to return the engine to service for a period of time that would allow the engine to earn some or all of the funds necessary to complete the remaining repairs. Koller has estimated the cost of these initial repairs at approximately \$50,000. About \$8000 remains from the successful 2353 fund campaign earlier this year.

The Board, however, stopped short of authorizing a new full-scale fund-raising campaign because of the anticipated need for major fund-raising to provide a temporary site for the Museum's Southwest Railway Library research collection. This rare collection of books, timetables, photographs, maps, original operating records, manuscripts and other documents is the largest of its kind in the U.S. dealing with the railroad and public transit companies of the San Diego region.

For those folks who have no interest in providing funds for the Library, a flyer has been prepared explaining the current 2353 situation and including a convenient coupon to accompany any donations (similar to the earlier fund appeal). If you would like a copy to reproduce for your own use, give **Dick Pennick** a call at (619) 463-2276. Donations have already begun to come in, but the real fund-raising will have to wait until early 2002, when the Museum must develop its strategy for the coming years and identify funding priorities.

The decision on the 2353 repairs is linked to the necessity to perform some major realignment of our yard tracks at Campo. Although the repairs can proceed without the trackwork, Koller has informed the Board and Staff that any future steam operation is contingent on straightening the tight curves, primarily in the Upper Yard (Tracks 9 - 14). The existing tight curvature is prematurely wearing the flanges on the steam engine, and on the six-axle diesel-electric locomotives and passenger cars.

At a meeting of the Steam Team at the La Mesa Depot on December 19th, it was decided that Staff needs to make a decision on the best near-term solution for the track problem so that the necessary work can proceed. Several of the options have involved cutting through a portion of "Railbuff Bluff" south of the prominent rockwork, and Carrizo Gorge Railway President **Gary Sweetwood** has offered to assist with this work. Some rock removal and survey monument relocation would be required.

At the meeting, Koller revealed that another 50 of 2353's flexible staybolts must be replaced, and additional localized thickness testing would be required in the area of the recent stay removal along the upper left firebox knuckle. He said that some of the work that could be addressed while funds were being raised include removal of the connecting rods and blocking up the main rod for work on the driver shoes and wedges; assembly of a set of heavy-duty driver rollers; and a boiler wash on SD & AE 2-8-0 #104.

In other Steam Team business: Koller announced that he has decided to accept Uncle Sam's offer of a promotion to pay grade E-7 (Chief Petty Officer). But there's no free lunch: Dwight must give the Navy up to 6 more years and membership in what he calls "Uncle Sam's Canoe Club", which is Navy-speak for sea duty. His new duties begin January 16th.

Since this new assignment will greatly reduce his availability at Campo for the next few years, he has assigned responsibility for some of the steam workload to various members of the team as follows: **Paul Lannen** and **Ken Kahan** will handle all machinery oversight; **Jim Baker** will be responsible for keeping us up-to-date on the FRA rules and required paperwork; and **Dick Pennick** was assigned the task of coordinating the fund-raising effort. Other steam team members are encouraged to support these folks in any way they can to keep our steam program one of the best of any non-profit group in southern California. Koller will be available electronically while at sea via e-mail to discuss any issues or coordination needs that may come up. It was suggested that Dick Pennick represent the Steam Team at the monthly meetings of the Advisory Staff, although generally several members of the Team attend the meetings anyway.

Koller suggested that, once funds are available, he would like to see the Team invest in souvenir items that represent the Museum's steam program -- T-shirts, caps, coffee mugs, uniform patches, etc. -- that could be sold at the various train shows and other activities to help fund the program.

So, as funds become available, the pace of steam work in the coming months should increase. **Paul Lannen**, math teacher-turned-boilermaker, has taken up residence inside the firebox of the 2353 over the past several months. There was a rumor that he had ordered a phone installed there, along with a computer, cot and a stove for cooking! Paul has contributed hundreds of volunteer hours drilling out staybolts, removing and installing steam dome studs, and other work as required. **Ken Kahan** and **Jim Baker** have been rebuilding the brake valves on all of our operating fleet, and **Dwight Koller**, **Fred Carnathan**, **Tony Neece** and others have spent many hours on the tasks that need doing.

Attending the 12/19 Steam Team meeting were: **Larry Williams**, **Ken Kahan**, **Paul Lannen**, **Dwight Koller**, **Dick Pennick**, **Bob Nickles**, **Jim Baker**, **Darren Apedaile**, and **Fred Carnathan**.

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

The procurement of the track materials given to the Museum by the City of San Marcos Public Works Dept. is being coordinated by trackman **Allan Dillane**, and we should be seeing this material at Campo in the near future. Member **Gary Sweetwood** is arranging the trucking.

SD & AE tank car #MW1027: Member **Bob Turner**, of Bob's Crane Service, loaned the Museum four 30' cable slings and shackles to load the car onto its trucks several weeks ago. But the one day our crane operator was available to make the pick was too windy for safety, and the slings had to be returned to Bob last week. A big "thank you" to **Fred Carnathan** and **Tom Walker** for loading the heavy 1 1/2" cables into Fred's pickup and transporting them to Lakeside.

Carnevale's Construction Management, Inc.: Dwight Koller reported to Staff that this much appreciated donation of professional asbestos abatement may be coming to an end. He said Carnevale has already contributed about twice the man-hours he had originally estimated.

Life Member **Dave Slater** has been reinstated by interim Executive Director **Arn Hunsberger** as a member in good standing, and is presently working on obtaining new wheels for our old EMD #1809. He estimates the value of this work, including 12 new wheels, pressing onto the axles, and transportation back and forth from Campo, to be about \$40,000. He hopes to secure a donation of this work. He is also attempting to obtain a second-hand pair of Whiting electric lifts, which would be used to raise locomotives and cars off their frames for maintenance. Carrizo Gorge Ry. has already obtained 2 such jacks for their work. More on these potential acquisitions as they develop. Whiting was and is a leading supplier of lifting machinery for the railroad industry, dating back to the steam era.

CIB Corp.: A big "Thank You" is extended to this company, which in spite of some serious coordination and follow-up problems by Museum staff, has donated more than \$3000 worth of labor and materials to return our GP-9 #3873 to service.

***** MECHANICAL DEPT. NEWS ***** *Dick Pennick, Darren Apedaile & Dwight Koller*

Alco MRS-1 #2104: new cylinder sleeve has been installed. Waiting for electrical trouble-shooting and repair. **Steve Kostelak** has offered to provide a good megger to check all of the electrical systems on the locomotive.

G.E. 80-ton center-cab switcher #7285: this workhorse switcher is now up and running to provide support for yard-switching chores and backup for the Miller Creek road engine(s) as required.

EMD MRS-1 #1809: if the deal goes through to provide this engine with new wheels, help will be needed to raise the locomotive frame off the body, roll out the trucks, and remove the wheel-axle-traction motor assemblies for shipment. If you would be available to help with this, let Darren Apedaile know at apedaile@sweet-haven.com or (619) 478-2659.

Brake valve work: as reported earlier herein, camera repair shop owner **Ken Kahan**, and retired chemist **Jim Baker** have been busy repairing the brake valves on all of our operating fleet, and this work is due to be completed as this is written.

Miscellaneous: look for developments in early 2002 that may lead to a full-time professional mechanical presence for the Museum's locomotives and rolling stock at Campo, including all operating maintenance and 90-day inspections. Also included may be the restoration to service of additional diesel locomotives, including the #2098, U.P. 1366, the big Baldwin O & NW #1, and possibly others. Stay tuned.

Four Museum members attended the recent 3-day FRA seminar at Bluewater, Arizona (near Parker), on the Colorado River. Two -- **Gary Sweetwood** and CGRY. General **Manager Geoff Scheuerman** -- represented CGRY., **Jim Polloreno** was there representing the Museum, and **Darren Apedaile**, although sponsored by CGRY., also picked up valuable information for the Museum train operations and crew training. There will definitely be changes to the way the Museum does business with respect to the operation of trains and the qualification of crew members. Look for mandatory CPR training for engineers, and other requirements. All Museum crews will be advised of the changes through the Operations Dept. as they become available.

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

Since the last HOTSCOOP, here is a brief summary of what's been discussed at the most recent meetings:

Desert Line: CGRY. and RailAmerica are still in negotiations over the operating rights. At a recent SD & AE director's meeting, soon-to-retire MTDB General Counsel Jack Limber stated that, as far as MTDB was concerned, CGRY. and RailAmerica must hammer out an agreement on their own without MTDB's interference (note: Limber's wife is a steward on the Sefton family private car, Cyrus K. Holliday). CGRY. President Gary Sweetwood is optimistic about his eventual success, but acknowledges the remaining major battles will probably be played out in the political arena. And recent redistricting in Southern California has created some interesting bedfellows. Museum interim Executive Director Arn Hunsberger, who by virtue of his position is also the Museum's current representative to the MTDB Board, spoke to the Desert Line issue at the recent MTDB Board meeting December 13.

Carrizo Gorge Railway: there is some question about the exact length (reports range as high as 97 cars!) of a freight train operated on Friday, December 7th, the 60th anniversary of the Japanese attack on our Naval Base at Pearl Harbor, Hawaii. The train required four units -- 2 CGRY. units and two SDRM units (EMD's 3873 & 1820) -- to boost the train of natural gas piping from San Ysidro to Valle Redondo. One of the engines was cut in mid-train. At 47 cars (the number reported by the crew), it's not a record-breaker for that run, although it's been awhile since a train of even that length has passed over those tracks. A 97 car train would have really been one for the record books! Several photos of this train were taken by a crew member, so there is proof for the non-believers!

CGRY. (call-letters "CZRY") and its Mexican subsidiary Ferrocarriles Peninsulares del Noroeste has divided up the rail line from Tijuana east into three operating divisions: "Tijuana Division" (Tijuana to Garcia, B.C.); "Tecate Division" (Garcia to Tecate, B.C.); and the "Mountain Division" (Tecate, B.C. to Campo, CA and beyond).

*** GREAT AMERICAN TRAIN SHOW *** *Dick Pennick*

Members and visitors alike have expressed over the years that the San Diego Railroad Museum is one of the best-kept secrets in California!

That perception is mostly true because the Museum hasn't had a rigorous, continuous public relations and promotional presence for many years. Even our member newsletter, **REPORT**, has been sporadic or non-existent in recent years. Recently, the Museum's Bookkeeper/Office Manager Denise Winslett decided to embark on a plan to help change that.

The Illinois-based Great American Train Show was in town at the Del Mar Fairgrounds on December 1st & 2nd, winding up its 2001 show schedule. Denise arranged for space at the last minute, and we were fortunate to be able to obtain a great space at the north end of the exhibit hall. Since the space adjacent to us had not been sold, we were able to expand into that space as well, and ended up with about 20 ft. of "frontage", plus a wall behind to hang one of our big "SAN DIEGO RAILROAD MUSEUM" banners.

Most of the exhibits centered around model trains and related items. But there were several non-model train -related groups such as ours, including our sister museum in Riverside County, Orange Empire Railway Museum; the Chula Vista Live Steamers, and several others I failed to commit to memory.

Attendance was brisk both days, and we had a wonderful time introducing many new folks to our Museum endeavor, passing out brochures and flyers, and selling Museum souvenirs and memberships. About \$500 was raised over the 2-day event, including 4 new memberships.

A big thanks to the volunteers helping to make this a memorable event: **Denise Winslett** and her friend **Kymberli Petray** for organizing, coordinating, setting up and having the foresight to initiate our participation in the first place; **Alan Alvarez**, **Charles Finney**, **Randy Houk** (in crisp Conductor's uniform), **Lamar Scheuerman**, **Duane Dubke**, and **Dick Pennick**.

*** TRUSTEE / REPORT EDITOR RESIGNS *** *Dick Pennick*

Citing irreconcilable personal, family and professional conflicts, Trustee **Marianne Gerdes** has regretfully resigned her many volunteer positions with the Museum, which included **REPORT** editor, **Trustee** on the Board, and chairman of the Alliance and Fundraising committees.

Marianne and her husband Mike own Gerdes Creative Services in Encinitas and are involved in the production of commercial documentary videos, including the very successful "**SD&A The Impossible Railroad**" video, which the museum sells through its giftshop.

Thank you Marianne for your dedication, hard work and commitment to the museum cause. You will be hard to replace, but we look forward to your continued counsel during the coming years.

***** January Advisory Staff Meeting ***** *Dick Pennick*

All museum Department heads are reminded of the next Staff meeting, to be held at the downtown business office on Tuesday, January 8th at 7 p.m. Deadline for agenda items is Monday, January 7th, and should be submitted to the office by phone [(619) 595-3031], FAX [(619) 595-3034], or e-mail [office@sweet-haven.com], attention Arn Hunsberger, Chairman. Any interested member is invited to attend these meetings, but in the interest of accomplishing the business at hand, visitors are asked to limit their input except on the invitation of the chairman.

Meetings are normally held on the first Monday of each month. However, January's normal date conflicts with the Rules Review classes. It's hoped the normal Monday schedule can resume in February. Non-Staff members interested in attending are encouraged to call the Museum's business office at (619) 595-3031 the Friday before to verify the meeting schedule and location. If you have an issue you would like the Staff to consider, contact the appropriate department head listed on the back page of the Hot Scoop.

***** LA MESA DEPOT OPENS FOR CHRISTMAS DISPLAY ***** *Dick Pennick*

The annual Old-fashioned Christmas Village in La Mesa, sponsored by the La Mesa Village Merchants' Association, was held over two weekends on December 6-8th and again on December 13-15th.

Our historic 1894 La Mesa Depot was decorated in Christmas lights, a real coal fire in the depot's pot-bellied stove warmed the old waiting room, and the displayed SP caboose was open and staffed for visitors. Cinnamon-spiced hot apple cider was available free to visitors, and souvenirs were sold from a table at the sidewalk.

Two more excellent opportunities to spread the word about SDRM, thanks to the efforts of **Duane and Carol Dubke, Denise Winslett, Kimberli Petray, Bruce Semelsberger, Mike Retz** and **Dick Pennick**.

Anyone interested in taking on the coordination for the La Mesa Depot? Contact **Jim Polloreno** at (619) 478-2140.

***** IN MEMORIAM ***** *Dick Pennick*

Several Museum members have tied up at that "Great Roundhouse in the Sky" during the months of November and December.

William G. "Bill" Metzler, of Escondido, Senior member since 1989, passed away November 29th at the age of 83.

Mark A. Wheatbread, of San Diego, Family member, passed away December 7th.

Judson R. Grosvenor, of Las Vegas, NV, Gold Spike Life member and long-time financial supporter of the Museum, passed away December 16th. (His widow, Rachel, is also a Gold Spike Life member).

The Museum extends its heartfelt sympathy to the families left behind.

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

New this month is a photo of speeder operator Richard Hamilton. See him at <http://www.sdrm.org/gallery/people/speeders/>. This month we have a new section on our web page. It describes couplers, and includes four videos at <http://www.sdrm.org/faqs/couplers/>. Many thanks to engineer Bob Nickles and brakeman Dave Houk for the demonstrations!

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 2002 Dates of Note *****

	January	February	March
Staff meeting (1900 at Museum office)	8	5	5
Campo to Tecate	12,26	2,16	2,16
School Train	15	19	19
Brunch Train	-	-	17
Dinner Train	-	9,14	23
Wine Train	-	-	-
Coronado Branch	6	3	3
Board meeting (1830 at Nat'l City Depot)	22	26	26
Museum Services meeting (1900)	28	TBD	TBD
Deadline for Hot Scoop articles	28	28	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
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Business Office Fax	(619) 595-3034	
Museum Phone (La Mesa Depot)	(619) 697-7762	
Report Editor, vacant		
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
Interim Executive Director, Arn Hunsberger	(619) 468-3561	
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	