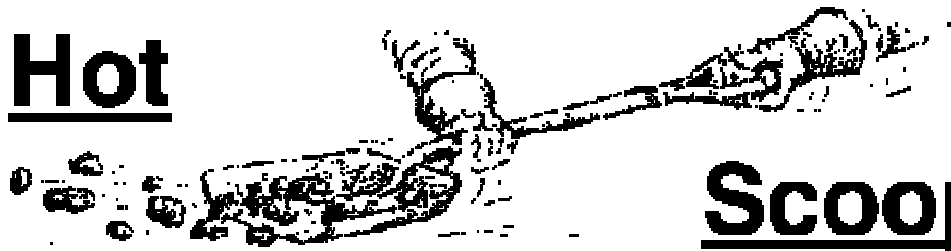


Hot



Scoop

Hot Scoop Shovel Logo by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum members

September 2006

MUSEUM NEWS

VOL XIX NO IX

*** PSRM featured on KPBS *** *Jim Lundquist*



Naomi Title, Dick Pennick, Jack O'Lexey, Randy and Connie Houk, all in the back row, man the phones.



Huell Howser interviews **Jim Lundquist** next to our train before departure to Tecate, Mexico on *California's Gold*.

Twice during the last month, PSRM partnered with KPBS for a joint fundraising effort. On August 10th, Huell Howser ran a *California's Gold* program which featured our *Ticket to Tecate* trains. This was filmed on our regular June trip. The show featured many museum members and our passengers on that trip, as well as a tour of the brewery and the town of Tecate. After that showed aired, Huell stayed on the air with **Jim Lundquist** for an additional 30 minutes, accepting ticket reservations for a special trip to Tecate with PSRM and Huell in September as a fundraiser for KPBS and PSRM. The entire trip was sold out in that 30 minutes. Manning the phones were Museum members **Connie Houk, Randy Houk, Dick Pennick, Jack O'Lexey** and **Naomi Title**. We all had a great time that evening, as well as onboard the train with Huell. In addition, we were the featured article on the KPBS monthly *On Air* magazine. We certainly can use the positive publicity. All of our *Ticket to Tecate* trains are now sold out for the rest of the year, and we have also sold out extra trains in September and October.

*** President's Report *** *Jim Lundquist*

Thanks to **Seth Miller** for his time and driving skills this past month. The Museum acquired surplus locomotive couplers, tools and a motorcar which needed to be transported from Hill Air Force Base in Utah to Campo. Seth was flown to Salt Lake City, where he picked up a U-haul and went to Hill Air Force Base, loaded the material, made a stop in Cedar City, Utah, then traveled to Campo. With **Dave Green's** help, he unloaded all the materials, and then drove the U-haul into town. This 900 mile driving trip took four days to complete. Thank you, Seth.

Thanks to long time member **Walt Hayward** for his donation of a Fairmont A3 motorcar. This motorcar is still to be surveyed to see if we should restore it or use it for trading for a more modern motorcar. This motorcar was picked up in Cedar City, Utah by Seth Miller and transported to Campo as he went by on his Hill Air Force Base trip.

Thanks to **Bob Nickles** for his donation of gasoline to and from Carson City and Portola on behalf of our Museum.

With all the publicity given out *Ticket to Tecate* trains, the Board decided that we should concentrate our efforts towards increasing the capacity of these trains, as well as relieving the burden of scheduling two trains on the same day. Therefore, on days we operate any reserved trains, like our Tecate trains, we will not be featuring the all unreserved *Golden State* trains. Also, on the weekends we are running the *North Pole Express* trains, we will not be running any *Golden State* trains on that weekend (either Saturday or Sunday).

Speaking of our *North Pole Express* trains, tickets are going fast. Please make your plans now to join us on these evening trains. We had a blast last year with them, and we are making plans to make them even better this year. Go to the web site at www.psmr.org for your reservations.

We have added a popular side tour to our *Ticket to Tecate* trains – a short ride and stay on a nearby Winery. Look for them on our web pages.

Speaking of our Ticket to Tecate trains, we had a problem develop with our August 19th trip. There was a disagreement between the Mexican governmental agency and CZRy over who was going to supply the pilot Engineers and the track warrant, with the bottom line that neither did. So, upon arrival at Lindero, just inside the Mexican border, we had to reverse the train and return to Campo. I am very thankful to the US Customs which was able to get an emergency crew together and clear our train upon our arrival back at Campo. I have also met with Ken Kahan of CZRy and we have reached an agreement with CZRy which allows our continued operation of these popular trains. **Dave DiGiorgio** has had the challenging job of either rescheduling or refunding those onboard the train. Thanks also to **Dave Roesch** for the effort to issue refund checks.

Thanks to **Larry Hieshetter** for his expert planting of four more trees at the Campo depot donated by **Jim Lundquist**. Thanks also to **Dave Greene** and **Mark Ovadia** for the daily watering of the trees and bushes at the depot. This completes the depot trees effort. Next up – the Display Building west side, then the depot parking lot.

John Little has completed 99% of the installation of the hard wood floor in the Campo depot baggage room. We are waiting for just a little more material to complete that job. John also works with **Robin Wonders** in the giftshop to make sure the giftshop, toilets and train cars are cleaned each week. I also appreciate the fine job **Linda Ovadia** does for us each weekend on the display building tours and electric shuttle service to and from the depot.

Larry Rose and **Jim Lundquist** have removed the old ramp up to the toilet trailer. The new ramp is now in service. Larry continues to construct stairs on the ramp ends, and will soon be installing wooden handrails.

Larry Rose continues the effort to draw plans for our new toilet building. These plans will be submitted to the County of San Diego to allow our all museum effort, lead by **Brian Elmore**, to build our new toilets.

Larry Rose and **Bruce Semelsberger** spent one hot day at Campo cleaning up the roof of the container holding our library materials, then patched where required, and laid down a new asphalt roofing material.

Ron Hyatt and **Diana Hyatt** continue to provide hot meals for our volunteers at Campo – somedays breakfast, lunch and dinner. This involves planning for the meals, shopping, cooking and clean-up. **THANK YOU.**

Bob Schussler and **Sandy Schussler** are up to Campo frequently. When they aren't on a Tecate train or Golden State train giving tours, they are up working about the job site.

Thank you one and all. We are making great strides at Campo. Come join us – just to visit (bring a cold drink to your favorite volunteer!) or to work. See you at Campo.

***** Steam Whistling *** *Jim Baker, Steam Foreman***

As usual, we had a busy and successful work weekend in August. On Friday the 11th, **Bob Nickles, Dick Pennick, David Green, Tom Walker, Fred Carnathan** and I were there. Bob again spent the entire day needle-gunning our ALCO MRS-1, USAF 2104.

The rest of us worked on SP 2353. This month's project was to remove the superheater units. While this was still hard work (those things are pretty heavy) it was lots easier than removing them from the Coos Bay. They had just been set in place when '53 was down for her inspection a few years ago. We moved the rail bus out of the way, and backed the Museum's flatbed truck just outside the door. As the superheater units were removed, they were placed on the truck bed. We then drove the truck up alongside the flat car that has the Coos Bay parts on it. We moved all the Coos Bay superheater units crossways to the flat, so that the open ends hung down, to keep any rainwater from getting inside. Then we unloaded the truck, and also put the 2353's units open end down on the flat car. All but two of the 28 units in 2353 were removed. Because of tight clearance, the latter two will have to stay in place until we can remove the entire front of the smokebox. The firebrick had all been removed during the inspection, so the tubes are now also ready to be removed from 2353.

In the late afternoon, Bob, Dick, Dave, and I, the only people still there, had a meeting about some bids we have received to re-tube the Coos Bay, and a proposal to totally rebuild the Coos Bay in exchange for title to the CW 46. This latter proposal had been approved in concept by the Board of Directors at their March meeting. The re-tube bids and the rebuild proposal both raised a number of questions, and I was asked to write letters asking for clarification. These letters should go out by Sept. 1.

On Saturday, Bob and I were the only ones there. Bob continued needle-gunning the 2104, and now appears to be a bit over half way done. I got drafted for motorcar duty in the morning, but **Jim Lundquist** relieved me in the afternoon. I spent the afternoon doing some parts inventory and planning.

Our next work weekend will be Friday and Saturday, Sept. 8 & 9. This is our usual weekend of the second Friday and Saturday of the month. We need to do some more location and inventory of parts, and also assist Bob in needle gunning the 2104.

For further information or questions, please contact the Steam Foreman at baker@sdrm.org or 619-670-7441. All are welcome to come out and get dirty with us. Hope to see you there!

***** Thank You Letter For August Tecate Trip *****

Dear Mr. DiGiorgio;

Thank you so much for the quick e-mail. We were disappointed the trip to Tecate had to be cancelled, but we did enjoy, thoroughly, the trip we did have! Please pass along to your fellow PSRM volunteers that we appreciate the wonderful work you are doing to preserve our railroad heritage. I don't think I need to tell you to keep up the good work, because it's obvious that's exactly what you have been doing and intend to keep doing. We were very impressed, and I hope we can visit you again some time soon. We also understand that delays and other unexpected events are part of the experience of riding the rails - on our trip home, Amtrak was 11 hours late getting us to Salem (and they never offered a refund of any kind! It was due to rail problems beyond their control, too, but they could learn a customer-service lesson from PSRM!).

I wish we could afford to tell you to keep the money we paid for our tickets, but it was a splurge for us, on our income. We paid \$152 for one child and three adult tickets, by VISA. If possible, we'd like to have \$100 refunded (it doesn't matter to me whether you do a VISA credit, or send a check - whichever works best for you). Please keep the remaining \$52 of our original ticket cost, as a donation or to help cover the expenses you had that day.

Thank you so much. Best luck with future Tecate trips.

Sincerely,

Mark Hopkins

*** Operations Volunteers *** *Randy Houk*

We have a group of extremely dedicated, hard working people who continue to make the trip to Campo each Saturday, Sunday and School Train Tuesday to keep our demonstration trains running. We ran 16 trains in August, carrying 640 passengers.

Jim Baker	Robin Becker	Darrel Bivans	Steve Clark	Dave DiGiorgio
Don Getz	David Green	Larry Hieshetter	Ken Hansen	Randy Houk
Seth Miller	Jim Lundquist	Bob Nickles	Jack O'Lexey	Linda Ovadia
Mark Ovadia	Wayne Parsons	Dick Pennick	Bob Schussler	Sandy Schussler
Don Pope	Dave Tomeraasen	Rob Stebbins	Robin Wonders	

Congratulations to "**Engineer Bob**" Nickles for volunteering the most hours, **214.5**, in Operations during the first six months of 2006. When Bob is not on train crew, it seems he's helping with a steam project or needle gunning ALCo #2104. Runners up were **Randy Houk** at 178.5 and **Dick Pennick** at 170 hours. **Thanks, Bob!**

*** Donations ***

Adams, Jr., William B.	MT-14 Purchase	100
Arthur, Jr. William M.	General Fund	20
Helm, John E. & Dorothy D.	wherever needed most	130
Hunt, Randolph	MT-14 Purchase	50
Kehr, Herbert G.	Report	100
Kehr, Herbert G.	MT-14 Purchase	50
Lester, USN (Ret) Capt. W. B.	MT-14 Purchase	100
Mills, John W.	MT-14 Purchase	25
Nickles, Bob	Fuel expense to Nevada	73
Noyes, Raymond G.	McIntyre Memorial Fund	50
Peck, Owen & Marie	#050 Restoration Fund	1,000
Peck, Owen & Marie	General Fund	1,000
Reynolds, Bryce	General Fund	40
Stebbins, Robert M.	MT-14 Purchase	100
Tanalski, Therese A.	MT-14 Purchase	75

Here's a nice note from **Marie** and **Owen Peck** concerning their donations:

Friday, July 20, 2006

Dear Jim,

Enclosed is a \$1,000 check for the General Fund and a \$1,000 check for the restoration of car #050. We want to thank you for all you have contributed to the Pacific Southwest Railway Museum. Keep up the good work.

Sincerely,
Marie and Owen Peck

*** Call For Pictures *** *Chuck O'Herin*

I am doing research for a book about the narrow gauge railroad originally built and operated by the Pacific Portland Cement Company in 1924 and sold to U.S. Gypsum Company in 1946 who continues its operation today.

If you have pictures of, or artifacts from the Plaster City Narrow Gauge Railroad, please contact:

Chuck O'Herin
PO Box 2734
El Centro, CA 92244
760-336-2909, or email cmoherin@yahoo.com.

*** Photo Page ***



Larry Rose prepares a concrete footing at the depot.



John Little works on the new floor upstairs.



Trainman **Duane Dubke** explains his job to Huell.



Conductor **Rob Stebbins** explains how to collect tickets.



Jack O'Lexey takes a membership pledge on KPBS.



Huell interviews **Jim Lundquist** in the KPBS studio.

*** Narrow-Gauge Steam in the High Country (Part 2) *** *Dick Pennick*

In last month's installment, I described the preservation history, political makeup, and current volunteer opportunities available on the (almost) all-steam **Cumbres & Toltec Scenic Railroad** in northern New Mexico and southern Colorado, as a function of the non-profit **Friends of the Cumbres & Toltec Scenic Railroad**.

Before we continue this story, I should clarify that the "docent" volunteering opportunity on the C & TS is not restricted to Monday thru Friday, as the other volunteering opportunities are, but rather is a 7-day a week activity. As long as the railroad is open to the public (more than 130 operating days in the 2006 season), volunteer docents are either on the ground at the terminals or onboard the trains interpreting the experience to the visitors and passengers. Obviously, most docents – who must undergo extensive training both in the book and on the train --do not serve all 130 days, but are assigned to segments of that time period. Their assignment generally alternates between on-train duty and on-the-ground time. They wear a prescribed uniform, which includes a long-sleeved blue chambray shirt and a dark blue pocketed apron with a **Friends** logo that identifies them to the visiting public as docents. In the pockets are carried quantities of **Friends** membership applications, descriptive brochures on the C & TS, information-filled illustrated walking guides to the Chama, Cumbres Pass and Antonito locations, and other hand-outs. Although not as physically challenging as some of the restoration projects, all day on your feet – on the train or on the ground – can still be exhausting at 7,900 feet!

All volunteers are issued a name tag – the temporary ones on white cards in clear plastic sleeves and the permanent ones engraved on multi-ply plastic – that perform at least two very important functions. The tag identifies you as a registered and valid volunteer and distinguishes you from the visitors. It also provides an introduction to other volunteers, as well as the public. It's amazing how quickly this simple act puts you on a first-name basis with all of the other volunteers with which you come in contact. Sometimes these tags get in the way of your volunteer project, and more than a few are torn and battered or splattered by grease or oil by the end of the week.

While waiting for the **Friends** staff to finalize the project list for the 2006 season, I made my room reservations in early March at the old 1930-era "Hotel" (formerly the "Shamrock Hotel") in Chama, right across the street from the Chama Depot. When the project list was published on the **Friends** website near the end of March, I downloaded the list and the attached registration forms and began scanning the list for possible projects.

I decided to take part in the first actual work session – Session 'C' – running from Monday, June 12th thru Friday, June 16th, with my arrival in Chama planned for Saturday afternoon, June 10th and departure on Sunday morning, June 18th. With the registration paperwork and fees paid (a total of \$55 for insurance, registration fee and daily lunches), I began making my list of things to take with me for a week in the mountains.

I knew I wanted to work at the Chama, New Mexico location (historically, the most popular work venue on the railroad) during the June 12th week, so I didn't really consider any of the other options. Among the many choices of projects, I selected restoration of the 1920-era Jordan Ditcher (an un-powered railroad maintenance vehicle often referred to as a "spreader", stored in the Chama yard) and two other possible options, as requested. I had previously submitted a "Skills Checklist" outlining my skills, experience and professional background. The **Friends** staff tries to marry each volunteer's skills, interests and location preference with manpower needs and the volunteer's preferred projects.

Toward the end of May, I received confirmation of my volunteer project assignment (the Jordan Spreader #0U) and a list of my project teammates.

Next installment: the long journey to Chama, living arrangements, a "Galloping Goose", and meeting my project team.

*** Library Storage Container Repaired ***

On Saturday, August 19th, volunteers **Bruce Semelsberger** and **Larry Rose** averted possible water damage to a portion of the **Southwest Railway Library** research collection, currently stored in a steel shipping container near the Campo enginehouse.

Bruce and Larry had discovered cracks in the sealant covering the top of the container and managed to apply additional sealant before the container was breached. An inspection of the interior confirmed that no damage had occurred to any of the valuable contents. (D. Pennick)

*** PSRMA Life Member Survives Near-fatal Accident ***

Long-time museum member and benefactor, **Walter H. “Wally” Barber, Jr.**, was seriously injured recently in a vehicle rollover accident on a rural road in far northwestern Montana.

Wally had just completed a construction project in Denver, Colorado and decided to visit a friend’s cabin in Montana before returning home. The accident occurred on Friday, July 21st as he and his friend were driving south in a pickup truck on Yaak Road, north of Libby, in the Purcell Mountains. The two-lane road, in a beautifully scenic and remote area, follows the twisting Yaak River from the Canadian border to a connection with U.S. Highway 2 northwest of Libby.

As Wally related the events, he was dozing under his seat belt on the passenger side when a sudden jolt woke him up. Apparently his friend, the driver at that time, had also dozed off at the wheel and veered off the pavement, fortunately on the “uphill” side of the road. Had they gone off the opposite side, they likely would have come to rest in the fast-moving river and almost certainly drowned if the plunge hadn’t already killed them.

The truck rolled over several times, throwing both occupants around violently in the cab and shattering all the windows. Wally’s right arm was flung through the broken right window as the truck skidded along the face of a rock cut. Amid the broken glass, dirt and dust, he heard the rough rock scraping the side of the truck and felt it tearing away at his unprotected right arm.

It was all over in just a few seconds, although it seemed like an eternity. Wally was fully conscious the entire time, and it was immediately clear that he was losing great amounts of blood from the severed artery of what remained of his mangled arm. He knew he would have to stop the bleeding soon or he would die right there.

It was then that Wally’s guardian angel heard his cries for help and came to his rescue. On that isolated backwoods road – where only an occasional fisherman, hunter or camper might chance to drive by – the person who came upon the scene and rendered aid that likely saved Wally’s life was a retired cardiologist! He immediately stopped the bleeding, rendered first aid and notified emergency personnel. Within the hour, he was on IV saline and winging his way by helicopter to the Kootenai Medical Center in Coeur d’Alene, Idaho. The driver of the truck also survived, with relatively minor injuries.

At the hospital, surgeons worked valiantly to save Wally’s mangled arm, but it was so badly mutilated that they were forced to remove the limb to a point just above the right elbow. After only a few days, Wally was back in San Diego recuperating at the home of fellow Museum member **Don Getz** before returning to his contracting business: Walter H. Barber & Son, railroad and engineering contractor. He is already working to train his left hand to do what his right hand did for so many years.

Wally has been surprisingly upbeat through all of this traumatic and life-changing event. Once the arm heals sufficiently, he will be fitted with a suitable prosthesis. Members’ cards and letters are always welcome and can be sent to Wally in care of Don & Elaine Getz, 6160 Veemac Ave., La Mesa, CA 91942. (D. Pennick)

*** Campo Gets Water Scare ***

On Friday, August 11th, The Museum’s **SteamTeam** was cooling off after a hard day of steam work on our ex-Southern Pacific Ten-wheeler #2353, when an emissary of the County of San Diego arrived at the Campo enginehouse with a flyer announcing that E.coli bacteria had possibly been discovered in the local drinking water, based on preliminary tests taken Wednesday, August 9th.

The flyer indicated that additional tests would be made of the water on Sunday, and final results would be available on Monday. In the meantime, all residents – including PSRMA – were being asked to not use the tap water unless it was boiled, or use bottled water.

SteamTeam Foreman, **Jim Baker**, immediately got on his cell phone and alerted President **Jim Lundquist** and Administrative Vice-President, **Diana Hyatt**, of the notice. Jim then taped off all sink and drinking water outlets in the lunch room with “Caution” tape and posted the County notice on the bulletin board.

The following day, Saturday, Diana brought up several boxes of one-gallon jugs of drinking water so we would have cooking water for lunch and drinking water for our train passengers. Since the lunch room ice machine was also on the same water source, bagged ice had to be procured from the local market. Free bottled water was also being made available at the Campo Fire & Rescue Station.

Thanks to quick action by these volunteers, our August 12-13 operations were pretty much “business as usual”. On Monday, Aug. 14th, the final tests failed to confirm the presence of the bacteria, and the “Boil Water” order was lifted. (D. Pennick)

*** La Mesa Depot Museum report *** *Dick Pennick, coordinator*

Thursday, August 31st marked the final “Car Show Thursday” for the year. The Depot was open from 6 – 8:30 p.m. on those nights, in addition to our normal Saturday 1 – 4 p.m. openings. The next special activity in the village will be the annual Oktoberfest promotion October 6 – 8th. The depot will be open all three days – all day – beginning Friday, Oct. 6th

August 31st also brought a group of pre-schoolers from San Diego by trolley to La Mesa for a visit to our 1894 depot and train display. The group arrived about 10:30 a.m. and were hosted by Depot docent coordinator **Dick Pennick**, assisted by docent **Duane Dubke**. The youngsters especially enjoyed the Santa Fe caboose and its high cupola, and all went home with a railroad safety coloring book and souvenir “engineer’s” hat provided by Operation Lifesaver and Metrolink.

Helping with the docent duties during August were members **Bruce Semelsberger**, **Duane Dubke**, **Naomi Title**, **Sherwin Dorris**, **Ed Smith** and **Dick Pennick**. Veteran docent **Sid Saltzstein** was out of town the entire month but should be available at his usual post again in September. Former depot docent and Museum train crew caller, **Mike Retz**, will return to help at La Mesa from time to time as well, after a long hiatus, and we welcome Mike back on the team. He is currently editor of the Mountain Empire Historical Society’s great quarterly newsletter, ***Mountain Heritage***.

*** Proposed Campo Housing Development Opposed ***

On Monday evening, July 10th, the Campo – Lake Morena Planning Group – a volunteer community land-use advisory body to the County Board of Supervisors – voted not to support a proposed 460-unit housing development proposed by PSRMA neighbor Star Ranch.

The Ranch wants to develop 2,150 acres of its property, from the SD & AE track near our **Campo Railroad Museum** north along the Highway 94 corridor and along the west side of Buckman Springs Rd., as well as approx. 1,200 acres west and southwest of Campo Elementary School. Current plans call for 40 estate homes on 2-acre lots, with the balance clustered on lot sizes of ¼-acre and up, 14 ½ acres of commercial sites, and 1,700 acres of “open space” including cattle grazing. Based on the Ranch’s present plan, no development would occur in the large meadow area across the track from the railroad museum property.

PSRMA member **Mike Thometz**, a Campo area resident and member of the new Campo-Lake Morena Business Assoc. -- told the group that neither Campo Hills’ already-built 221-unit development adjacent to the museum nor the Star Ranch proposal fit with the rural character of the area. Another long-time PSRMA member and Campo area activist, **Roger Chalberg**, gave the opposite view. He said the Campo community needs the business competition that more shops and stores would bring. (Compiled by Dick Pennick from recent news reports)

*** More Donations from Corky Thomson Collection ***

Before PSRMA member and long-time local railfan Seeth L. “Corky” Thomson passed away this past May, he began a concerted program to distribute some of his lifelong accumulation of photos, artifacts, and other items to appropriate individuals and organizations that he felt would appreciate them.

Since his untimely passing, his widow Barbara has continued the effort to find suitable homes for the remaining materials, and PSRMA’s ***Southwest Railway Library*** has been the recipient of a number of interesting and valuable items. Recent donations have included a number of 35 mm slides and photo prints of the movement of SD & AE Ry. steam locomotive #104 and former Spreckels Business Car “Carriso Gorge” from the County Fair-grounds at Del Mar to San Ysidro. Other photos chronicle the two movements of our large collection of rolling stock from a marshalling yard at San Ysidro to Campo, labeled as “Great Freights I & II”.

The Museum thanks Barbara and the Thomson estate for these much-appreciated additions to its research archives. (D. Pennick)

*** Web page update *** Randy Houk

Don't forget that our web page has a link for our volunteers: www.psrn.org/members/. You can see old issues of the *Hot Scoop*, the *Report* and crew callboards. The username is "**volunteer**" and the password is "**2353**". There you can see our updated archive of *Hot Scoops*.

*** Year 2006 Dates of Note ***

	Sept	Oct	Nov	Dec
School Train	19	17	21	19
Tecate Train	23 & 30	14 & 21	11	
Board meetings	14	19	16	14
Museum Services meeting	19	17	21	19
Deadline for Hot Scoop articles	28	28	28	28

Your Board meets the 3rd Thursday each month, 7 PM at Trinity Church, 3902 Kenwood Drive, Spring Valley.
Museum Services meets the 3rd Tuesday, 7 PM at Ted Kornweibel's house, 6334 Lake Decatur Ave., San Diego.

*** Article Submissions ***

Please submit articles in pure text (.txt) or MS Word (.doc) format. E-mail to hotscoop@sdrm.org is preferred.
The deadline for article submissions is the 28th.

*** Phone numbers and e-mail ***

Web: www.psrn.org or www.sdrm.org

PSRM ADMINISTRATION

Business Office	(619) 465-PSRM	
Hot Scoop Editor, Randy Houk	(858) 672-0111	randy@sdrm.org
Media Coordinator, Dick Pennick	(619) 463-2276	
La Mesa Depot Coordinator, Dick Pennick	(619) 463-2276	
Chief Trainman, Bob Schussler	(619) 698-1458	schus1@cox.net
Speakers Bureau Coordinator, Bob Schussler	(619) 698-1458	schus1@cox.net
Campo Depot / Campo Car Shop	(619) 478-9937 / 478-9451	

MUSEUM BOARD OF DIRECTORS

email: board@psrm.org

President, Jim Lundquist	(619) 417-7059	Jim@psrm.org
Vice President, Diana Hyatt	(619) 390-9045	ronhyatt@aol.com
Secretary, Sandy Schussler	(619) 698-1458	rrlady@cox.net
Treasurer, Dave Roesch	(619) 417-0694	digdave7@yahoo.com
Facilities, Larry Rose	(619) 469-3064	larry-rose@sdrm.org
Museum Services, Ted Kornweibel	(619) 461-0098	kornweibel@sdrm.org
Equipment, Ron Hyatt	(619) 390-9045	ronhyatt@aol.com
Operations, Greg Luiz	(619) 282-6174	geluiz@att.net

SECTION LEADERS

Restoration Supt, Ted Kornweibel	(619) 461-0098	kornweibel@sdrm.org
Research, Bruce Semelsberger	(619) 264-7282	bsemelsberger03@nethere.com
Webmaster, Lew Wolfgang	(619) 663-1962	wolfgang@sdrm.org
Chief Operations Officer, Dave DiGiorgio	(619) 334-5188	run8@cox.net
Chief Mechanical Officer, Bill Palmer	(760) 749-1082	blpalmer@yahoo.com
Steam Foreman, Jim Baker	(619) 670-7441	baker@sdrm.org