

Hot



Scoop

HotScoop Shovel Logo by Larry Rose

A publication dedicated to San Diego Railroad Museum volunteers

May 2000

MUSEUM NEWS

VOL XII NO V

>>>**RICHARD P. DICK 1924 - 2000**<<< *Richard E. Pennick*

The Lord's Callboy has called another Museum member for his final run.

Richard Dick, a 10-year member of the San Diego Railroad Museum, former Trustee on the Museum's Board of Trustees, and a cornerstone of the Museum's successful "Steam Team" steam locomotive program, passed away during the early morning hours on Easter Sunday, April 23, 2000, from the complications of a malignant brain tumor.

Dick was a San Diego native. After a stint in the Navy following the Japanese attack on Pearl Harbor, Hawaii, he went to work in engine service as a Locomotive Fireman on the steam locomotives of the local San Diego & Arizona Eastern Railway. During one particularly busy post-war period in the Imperial Valley, Dick worked 16 hours a day, 7 days a week for 18 straight weeks.

During his railroad years, he also had the opportunity to work on the Los Angeles Division of SD & AE's parent Southern Pacific system in the final years of steam locomotive operation on that line. Dick recounted years later that, although he had fired almost every type and class of S.P. steam locomotive then running, one of his greatest thrills was firing the huge cab-forward articulated engines that were the S.P.'s trademark in the final years. Dick was a member of the Brotherhood of Locomotive Firemen & Enginemen.

His professional railroad career was cut short when he was nearly killed in a freak switching accident at North Island Naval Air Station in 1953. Badly crushed, he survived and later established a Gradall contracting business.

In 1990, the Museum began its planning for an observance of the 75th anniversary of the completion of the original San Diego & Arizona Railway, to be staged in 1994. Dick and fellow member Larry Williams, a Business professor at Palomar College, embarked on an unprecedented project to complete the restoration of former Southern Pacific steam locomotive #2353 to operating condition in time to pull a special anniversary train over the former SD & A line.

A restoration team was assembled, money was allocated, and work began. However, despite a very determined effort by the volunteer crew and various commercial vendors, the old engine was not able to make its inaugural run until 1995, too late to mark the anniversary. Dick was one of the Museum's steam crew instructors and was able to pass on much of what he had learned the hard way, through brutal experience.

Dick was loved by all who knew him and worked with him at the Museum, and leaves behind his beloved wife, Priscilla, and three grown daughters. May the Lord be with you, Dick. We know you and "Cliffy" are again hard at work on some old rusty piece of junk up there in that "great railroad museum in the sky". Your legacy will live on through the many Steam Team volunteers you so generously shared your knowledge with, and the fellow Trustees you worked with.

The family suggests that, in lieu of flowers, memorial contributions may be made in Dick's name to the San Diego Railroad Museum "2353 Fund", or to Grossmont Hospice. Services are pending.

>>>Rummage Sale<<< *Don Getz*

One person's junk is another's **TREASURE!**

Please save your useable castoffs for the Railroad Museum's Rummage Sale. All proceeds go to the Museum, and tax deductible receipts will be available.

Date and time: May 20th from 7:00 AM to 3:00 PM

Where: La Mesa Depot, at the corner of La Mesa Blvd and Spring St.

We need your help fundraising! The committee desperately needs your help for a successful rummage sale. Duties will include receiving useable donated items, area setup and pricing. If you're not available on Saturday, how about on Friday the 19th from 9 to 3 PM? We'll need brown paper and plastic bags and wire hangers.

Contacts: **Don and Elaine Getz** at (619) 465-9852 **Jim Polloreno** at (619) 590-2892

>>>Volunteer Party<<< *Jack O'Lexey*

On Saturday, May 27 we will have a potluck Volunteer Party at the Campo depot at 5 P.M. If anyone is willing to help organize the party please call or E-mail me. I will buy some soft drinks and maybe someone could make some home made ICE CREAM.

SEE YOU MAY 27th. (858) 274-4449

>>>Safety Corner<<< *Jack O'Lexey*

We have passed our recent Hazmat Inspection, but this does not mean we can let up. Everyone must continue to keep buckets emptied of oil and turn them upside down when not in use. It can still rain during the summer and turn a small amount of oil into a bucket mess.

We can't afford to have to dispose of oil and water mixed together. So please, if you see a bucket, can, or drum that need to be moved or taken care of with oil or dirt in it tell a Superintendent or someone about it. E-mail me if you see something that needs attention.

>>>The Sign Guy<<< *Jim Lundquist*

The Lindero sign is up, between tunnels 3 & 4. Lindero was the last destination where you could buy a ticket on the SD&AE before the Museum started the SD&A operations. The tunnel info signs at Tunnels 3 and 4 have been renewed. No more tunnel 3 1/2! Coming soon: Track 12, 13 & 14 signs on the shop and #2,3,5 & 6 on the Visitor's center.

And with the cooperation of **Gary Sweetwood and Dick McIntyre**, along with some speeder operator's assistance, rails will be installed at every milepost, and steel markers will be mounted on each rail - this will effectively complete this job forever (just like the T&T). Thanks to **Larry Owens** for the painting of the Lindero sign!

>>>From the Training Officer<<< *Jim Baker*

Speeder Class

I'm happy to announce that there will be a speeder rule class on May 20, all day long, at Campo. It will cost \$15.00 for a Rule Book; the same book is used by brakemen, conductors, and engineers. As part of the class, CDF will be making a one-hour presentation on fire suppression. Most of the people in the class will be from the MOW speeder operators club. If you'd like to take the class, let me know as soon as possible. 619-670-7441 or <baker@sdrm.org>. After you finish the class, schedule hands-on training with **Darren Apedaile** apedaile@sdrm.org.

Rule of the Month - Hours of Service

With the advent of trips to Tijuana, etc, and other late day trains, like dinner trains, and evening trains to Tecate, we all need to pay more attention to the Hours of Service regulations. Remember the following:

- 1) The longest you can work in one 24-hour period is 12 hours. This may be 12 continuous hours, or the period may be broken by a rest period of AT LEAST 4 HOURS. For example, if you come on duty at 8 AM, you could work until 8 PM, or you could work from 8 til noon, rest until 4 PM, then work until midnight. Rest must be at a designated terminal, where "food and lodging" is available. Campo is our only terminal; food, of sorts, is available, and the crew lounge is available for rest.
- 2) If you work 12 continuous hours, you must be off for at least 10 hours before going on duty again. If you work less than 12 continuous hours, you must be off for at least 8 hours before going back on duty.
- 3) When you come on duty, you must have had at least 8 hours off in the preceding 24 hours.
- 4) While only the operating crew is covered by these regulations (Engineer, fireman, conductor, brakemen), anything else you are doing for the Museum is "duty." For example, you cannot come out to Campo at 8 am and do maintenance work all day, and then be part of the operating crew for the dinner train. But, you could go on duty as an engineer at 8 AM, work until 5 PM in that position, then do maintenance work until midnight, since maintenance isn't covered. But, if you were going to be on the crew the next day, you would need 10 hours rest (until 10 am) before going back on duty.
- 5) While the rules appear to be written with regular railroad employees in mind, I'm sure that if not expressly prohibited, the FRA would not like it if you worked a graveyard shift at your regular job, and then immediately came out to Campo to crew on a train.

>>>The Trainman's Corner<<< *Bob Schussler*

As you've noticed, the yard configuration has changed drastically, and is still changing. Questions have arisen concerning the tour route and the items to be shown. I have submitted a tentative route, complete with discussion notes, to Rich. After he approves it, we will publish copies for all tour guides. The general route is as follows: (1) Begin at the bridge, go over Rail Buff's Bluff to the three-way switch. (2) Retrace steps, cross tracks at narrowest point, Proceed to caboose string. (3) Proceed west down caboose row, turn left, pass Visitor's Center. Do not enter. (4) Head for string of steam engines. Pass in front of #104, go up wooden steps to car barn. Do not go in car barn. Retrace steps down wooden stairs to steam engines. Head west along string. (5) At end of string, head back to the depot. As always, flexibility is encouraged but safety is paramount.

Hats and hat badges. We have contacted our former source for pillbox hats, hat badges, and other uniform devices. They have stressed that they are a wholesale outfit and do not fill individual orders, and they deal only on a cash basis (no credit). Rich has designated me the "official buyer" of these items, so please let me know your needs. This may seem cumbersome, but at least we have a source. I can be reached at (619) 698-1458 or by e-mail at either schus@adncc.com or shus@sdrm.org.

One last note. Summer is coming and windows will be open on the passenger cars. Please stress the danger of falling windows and protruding arms, legs, heads, etc. in your safety lectures.

>>>May/June 2000 Dates of Note<<<

May 1	Operations meeting	June 5
	Steam	June 3, 4, 24 and 25
May 6 and 20	Campo to Tecate	June 3 and 17
May 16	School Train	June 20
May 27	Twilight Dinner	June 10 and 24
May 31	Museum Services meeting	June 28
May 28	Deadline for June articles	

>>>Article Submissions<<<

Please submit articles in pure text (.txt) or MS Word (.doc) format.
E-mail to **hotscoop@sdrm.org** is preferred.
Please send address changes to the Hot Scoop editor.

>>>PHONE NUMBERS and e-mail<<<

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