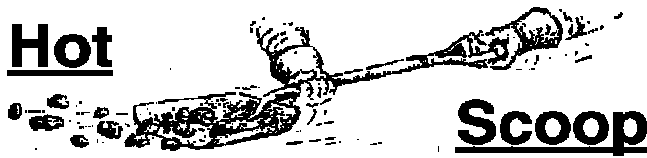


Hot



Scoop

HotScoop Shovel Logo by Larry Rose

A publication dedicated to San Diego Railroad Museum volunteers

March 2003

MUSEUM NEWS

VOL XVI NO I

***** Annual Awards Dinner *****

We had a terrific turnout of 106 people at our awards banquet at Tom Ham's Lighthouse on February 26th. President Jim Lundquist introduced each of our new vice presidents who reported on progress in their departments. Museum Trustee and Membership Secretary Tanya Rose entertained the members with old-time train songs, accompanied by her husband Larry Rose and long time member Walt Richards. Jack Limber from MTDB gave an interesting talk on progress in expanding the San Diego Trolley. Many thanks to Corrine Gallagher and Rita Cloud for organizing this wonderful dinner! Here are this year's award recipients:

Gold Spike: **Ted Kornweibel**

Railfan of the Year: **Roger Challberg**

40 years with the Museum: **Dick Pennick**

Service award for more than 500 hours: **Jack O'Lexey and Dick Pennick**

The following also received service awards:

Allen Andrews	Jim Baker	Tommy Batts	Fred Carnathan	
Don Getz	Larry Hieshetter	Dave Houk	Randy Houk	Ken Kahan
Dwight Koller	Paul Lannen	Tony Neece	Bob Nickles	Jim Polloreno
Don Pope	Bob Schussler	Tom Walker		

***** Newly Certified Crew *****

The Museum's Qualification Board has recently certified the following folks for our Miller Creek trains:

Dave Houk: speeder operator **Dick Ruppert:** brakeman

Congratulations, guys!

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

Soft Skate

All operating crew are familiar with the use of skates to help hold a train. Whether we're parking a train overnight at Campo or holding it during a runaround at Miller Creek we've been taught to roll the wheel onto the skate. We are now using a technique referred to as "soft skate" to hold the train during a Miller Creek runaround. This is where the skate is placed on the rail up against the wheel, but the wheel is NOT rolled onto it. This is an established railroad practice and does not compromise safety. Upon arrival of #3 at Campo, passengers are to be unloaded before skating the train, i.e. with just a 20 lb. set. Once the train is empty the train is rolled onto the skate and hand brakes are set before the runaround begins.

Fire Speeders

CDF has granted us one more month where running a fire speeder behind each Miller Creek train is not suggested. It still remains up to us to decide whether to run the speeder if a dry, windy weekend occurs. Those on the March callboard should call Jack O'Lexey or Randy Houk to verify if a speeder is necessary that weekend.

#7285 Back in Service

Thanks to the efforts of many hard working folks the "Banana" is back in service. The westend drawbar/coupler and brake pipe have been removed, repaired and replaced thanks to Dan Robirds, Ron Hyatt, Dave DiGiorgio, Paul Lannen, Ken Hansen, Ken Kahan and Bill Palmer.

We are still seeing foreign material, probably algae, clogging up the primary spin-on fuel filters. Power drops off drastically when even one of the four filters becomes plugged. Engine crew need to become familiar with where extra filters are kept (under the fireman's seat) and how to replace them. Please see Dan Robirds, Ron Hyatt, Dave DiGiorgio or Randy Houk if you are not familiar with the replacement procedure.

#3873 Repair Nearing Completion

Our GP9 has been out of service for several months because of a high voltage circuit problem. Now that work on #7285 is complete the mechanical department's focus has been set on the "Geep". She was pulled out of the car barn on March 1st and placed underneath the Santa Fe gantry crane so CMO Bill Palmer and Ops. VP Ron Hyatt could replace the dynamic brake resistor grids. It was good to see Sandy Schussler helping with some valves that needed some rebuilding; thanks for helping, Sandy!

Other Locomotives

- MRS-1 #1820 is out of mainline service now due to a number of problems, including a thin wheel flange. She can be used for switching duties in the yard, however.
- MRS-1 #2104 has had a cylinder head replaced, but currently needs to have its water pump installed. If anyone knows WHY the pump was removed please tell Bill or Ron.
- Baldwin AS-616 #1 and FM H20-44 #1366 are being considered as candidates as backup power. The FM, formerly #408, was used in Miller Creek service many years ago. The Baldwin has never been started at Campo.

***** Library Move Out of the Santa Fe Depot *** *Larry Rose***

Many thanks to all our volunteers who helped in the huge effort to move our research library out of the Santa Fe Depot. The move was completed in three weekends in late January and February. The property manager granted an extension as the original deadline was missed. The library materials are now stored in two steel storage containers and a 40-foot semi trailer now at Campo. Use of the storage units was arranged by Steve Bovee and is open ended. Much of the furniture is stored in the ACY boxcar in the back of the car shop on track 12. Several military surplus type steel desks were abandoned in place as was excess office equipment in the storage room.

The library will not be accessible to anyone until it can be moved into a secure space and re-configured. A small amount of our rarest maps and several file cabinets of photographs has been stored at the SD Model RR Museum facility in Balboa Park. This material is accessible on a limited basis and will be our contribution to a joint library effort with the model railroaders in their new library space if things can be worked out. Meanwhile, VP Facilities Larry Rose has signed a no cost long term lease on about 60 square feet of secure storage space at SDMRM.

Larry & Tanya Rose donated more than \$500 worth of storage boxes, tape and supplies for the move. David DiGiorgio arranged the donated use of a large lift gate truck courtesy of American Fireworks Company. Joel Cloud donated the use of his tractor trailer rig for the main hauling to Campo. The people who kicked us out, the Museum of Contemporary Art (MOCA), donated the use of two young guys on their staff and several moving dollies to help us load the trucks. Jim Baker donated the use of his heavy-duty pickup truck and trailer for several trips to Campo with heavy items.

The museum staff involved in the move were Bruce Semelsberger, Bob Underhill, Ed Duling, Larry Rose, Jim Baker, Scott Thompson, Ron and Diana Hyatt, Dave and Randy Houk, Ted and Catherine Kornweibel, Nels Soderberg and Dave DiGiorgio. Larry Hieshetter moved the restored speeder found in the storeroom to Campo and placed it on track 5 in the display building. Bob Underhill has taken many of the duplicate books and magazines to sell on E-bay. He turned in a check for \$80 to Brenda Bailey in his first week of effort.

***** LEONARD DALE SALISBURY, SD & A/SD & AE locomotive engineer ***** *Dick Pennick*
August 3, 1907 - November 14, 2002

East of Seeley - a station and farming community on the San Diego & Arizona Eastern Railway between Plaster City and El Centro, the track roadbed had a severe case of "Athene cunicularia". But, to be fair, cunicularia was only part of the problem. Although the name sounds like a virulent jungle disease, it is the scientific name of a species of North American burrowing owl, common to the western half of the U.S. and particularly the southwestern deserts. This owl never digs its own burrow, but instead lets the local ground squirrels or prairie dogs do the "grunt" work. When the burrow is no longer needed by the original excavators, Mr. & Mrs. Owl move in.

On this particular Imperial Valley afternoon, veteran SD & AE engineer Leonard "Salty" Salisbury, his fireman Leroy Holzman, and conductor Don Little were piloting #452, the daily eastbound freight, with 80 cars including several reefers loaded with fresh celery. In a few minutes, they would deliver their train to parent S.P. at El Centro, tie up, go for beans, and get the required rest before herding tomorrow's westbound #451 back to San Diego.

A local farmer had overflowed his field with irrigation water on both sides of the single track for the past couple days. Historically, what ballast there was under this stretch of track - and most of the remaining 140-odd miles of this S.P. step-child for that matter - was decomposed granite or other native, locally-available and cheap material. The excess irrigation water had found its way into the owl burrows in the track embankment, and by the time Salty and his six-axle RSD-5's arrived, the roadbed was pretty soggy. As the heavy locomotives rolled onto the spongy track, they suddenly began to rock violently from side to side like a kids' carnival ride. A veteran of many such situations on this mountain railroad, Salty "big-holed" the brakes and the head brakeman was poised to "join the birds". By the time the train came to an emergency stop, the locomotives were miraculously still on the track but many of the celery cars had derailed. Fortunately, the derailed cars stayed coupled together and in a straight line. The old Harriman combination car (#174 or #175) being used as a caboose at the rear, stayed on the iron, to the relief of conductor Little and his rear brakeman. The crew had survived another day on the "Slow, Dirty & Aggravating"!

Leonard received his final orders from the Great Dispatcher on November 4, 2002 "with rights over all trains". He was 95. He passed away at Valley Lutheran Hospital in Mesa, Arizona, not far from his Apache Junction home, from heart failure due to complications of asbestos-related lung disease. Leonard was cremated the following day, November 15th, the 83rd anniversary of the completion of the San Diego & Arizona Railway in 1919.

He hired out on the 6-year old SD & A at 17 as a Machinist Helper at the gas-electric car terminal at the foot of 'B' Street, across Kettner from the new Santa Fe station in San Diego. His job was to help keep the problem-plagued second-hand G.E. cars running.

He finally got his chance for engine service in the fall of 1925, beginning his student trips not long after his 18th birthday. He went firing on December 15, 1925, working passenger trains on the branch line to Lakeside, freight on the Coronado and Chula Vista branches and the Main Line to El Centro. He was finally promoted to engineer in January 1943 during the hectic days of WW2, at 35 the youngest engineer on the SD & AE.

When he eventually made his final run and retired from the railroad on July 25, 1973, he had fired or run every steam engine on the SD & A/SD & AE roster from #1 to #106, including the Museum's #104, many SP Moguls and Consolidations, and most of the SP 2300-series Ten-wheelers used on the line, from #2314 to #2384, including our #2353. He also worked for short periods on several SP divisions, hostling or firing a variety of engines including the big GS 4-8-4's. He had served as chairman of Local #515, Brotherhood of Locomotive Engineers, for 30 years.

When the San Diego Railroad Museum was completing restoration of its big Ten-wheeler #2353, Leonard was invited to provide his expertise, joined by his long-time friend and former SD & AE fireman Richard Dick, to train our initial steam engineers and firemen in the fine art of steam locomotion. In his 80's by this time, and 40 years after he had last sat at the throttle of a working steam engine, he was as comfortable in the driver's seat as he would have been on his living room sofa. Twenty-five years of steam experience instantly returned for one final hurrah.

On February 9, 2003, a Museum crew consisting of engineer Dick Pennick, conductor Robin Becker, brakeman Brian Sampson, and steward Seth Miller pulled the ex-AT & SF observation car #1509 and 35 of Leonard's friends and family on the rear of Trains 4/5, the regular Miller Creek turn, as a tribute to a fine gentleman and one of our own. On the return to Campo, in the vicinity of the former Clover Flat passing track, engineer Pennick began an extended set of mournful whistle tones as family members on the rear platform of the #1509 paid their last respects to "Old Salty Dog". It was a very emotional experience, for the crew as well as for the family.

The Museum and all of Leonard's friends on the Steam Team crew extend their condolences to his wife, Fern, and other family members. The Salisbury family has made a \$500 memorial contribution to the 2353 Steam Locomotive Fund. Any member who would like to make a memorial contribution in Leonard's name to this fund should make the check payable to: "SDRM - 2353 Fund" and mail to the Museum c/o Dick Pennick, SteamTeam Fundraising Coordinator, 9584 Upland Street, Spring Valley, CA 91977-2834. All such contributions will be used to help return engine #2353 to service on Leonard's home railroad, and are tax-deductible to the fullest extent permitted by law. All contributions will be acknowledged and tax receipts will be provided.

***** LOCAL BOY SCOUTS EARN RAILROADS MERIT BADGE ***** *Dick Pennick*

Thirty Boy Scouts and approximately 11 adults from El Cajon Troop 362 visited the Museum's Campo Living History & Train Operations Center on Saturday, January 11th to complete the requirements for the Railroads merit badge. The visit was set up by Assistant Scoutmaster Greg Villard, c.p.a., until recently the Museum's Treasurer, in coordination with Museum locomotive engineer Dick Pennick. Troop Scoutmaster Larry Ashbacher was unable to attend because of prior commitments.

Many of the Scouts had already paid a visit to the Model Railroad Museum in Balboa Park to fulfill the modeling portion of the requirements. At Campo, the group was treated to a start-up of the assigned road engine, 80-tonner #7285, by engineer Randy Houk and an explanation of the basics of Diesel locomotives. Randy's son, brakeman Dave Houk, assisted.

At Miller Creek, by special arrangement, the Scouts and their leaders were permitted to disembark in the clear to observe the runaround movement. On return to the Railroad Museum station stop, the group was separated from the regular train passengers and escorted to the picnic area atop Railbuff Bluff (an earlier Eagle Scout project) for lunch by Dick Pennick. After lunch, Dick, a former Scout Leader and Merit Badge counselor, escorted the group on a private tour of the upper yard, providing the information the Scouts would need to pass their written test for the badge. The test was administered in the picnic area at the depot, and we understand most of the boys earned their badge.

There are many opportunities to make our facilities available to the Scouting program, and a number of projects have been completed by Scouts over the years, under the guidance of former Museum Scouting coordinator Randy Gibson and others. Besides the Railbuff Bluff picnic area, the baggage wagons at the Campo depot, and the recent repainting of the picnic benches were some of the projects that come to mind.

Greg Villard is now a registered Merit Badge counselor for the Railroads badge, and Dick has recently applied to have his certification reinstated. If you know of a Troop that's interested in a Scout program at the Museum, call Dick at (619)463-2276.

***** FORMER SD & A /SD & AE COMBINE #175 STARS AT OERM THOMAS EVENT ***** *Dick Pennick*

Orange Empire Railway Museum (OERM), our sister museum to the north in Riverside County, took the plunge last fall and hosted a "Day Out with Thomas" event over two back-to-back weekends. More than 32,000 tickets were sold. Over 6000 people passed through their gate on the final Saturday alone.

A special 7-car trainset was put together, with a "dummy" Thomas engine on the point and a diesel pushing at the rear. One of the cars in this set was ex-SD & A /SD & AE Harriman combination car #175, which was used in the last years on our railroad as a caboose because passenger service was still required on the Tijuana & Tecate Ry. portion in Mexico.

Long-time OERM member Ray Ballash purchased the car from L.A. scrapper Finkelstein in the late 1950's for \$1000, just before it was scheduled to be scrapped, and moved it to Perris. To his eternal regret, he turned down the opportunity at the time to purchase SD & A coach #208, also at Finkelstein, for an additional \$800.

As an OERM member, I signed up to volunteer for Train Host duty during this event, and asked for and received historic car #175 as my assignment! What a thrill riding once again in the car I had last ridden in during a railfan trip on the T & T in 1954. The car was designated as the "handicap-accessible" car because of the baggage-express section and large side door.

Mr. Ballash and his crew had spent many hours getting the 87-year old car ready for this service, including complete brake work and a coat of paint. Oh, what a sight it would be behind our #2353, which pulled it many times during its days on the SD & AE.

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

New to sdrm.org is a gallery page for the T&T line. This is the 44 miles of rail in Mexico. See the new page at: <http://www.sdrm.org/gallery/t-and-t/>. Also new is a photo of brakeman Seth Miller: <http://www.sdrm.org/gallery/people/brakemen/index.html>

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 2003 Dates of Note *****

	March	April	May
School Train	18	15	20
Brunch Train		13	11
Dinner Train	22	19	
Campo to Tecate	8	12,26	10,24
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>

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