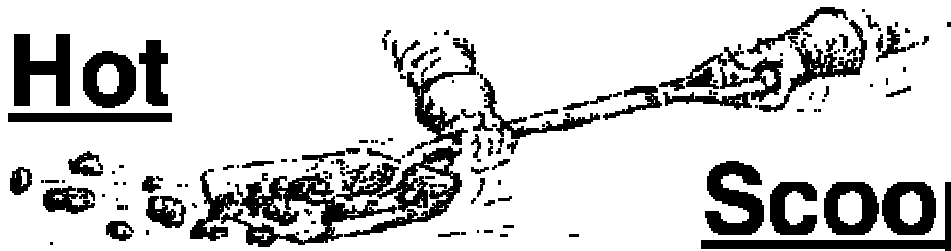


Hot



Scoop

Hot Scoop Shovel Logo by Larry Rose

A publication dedicated to Pacific Southwest Railway Museum members

July 2006

MUSEUM NEWS

VOL XIX NO VII

*** Annual Members BBQ a Big Hit *** *Larry Rose*



Wayne Parsons photo

The Annual members BBQ in the Display Building at Campo was great fun as usual. Entertainment was provided by **Walt Richards** and **Paula Strong** and **Bruce Huntington** as "Trails and Rails." Walt and Paula are both long time members who provided the sound system. Shown here is the "Bluegrass Ramblers" a hillbilly outfit that also contains several long time Museum members. From left are **Bob Pearson** on Guitar and vocals, **Jason Weiss** on banjo, **Dave Avery** on bass, **Larry Rose** on vocals, guitar and mandolin, **Tanya Rose** on Mandolin, guitar and vocals, **Jim Mack** on Dobro, **Don Hickox** on fiddle and **Ted Kornweibel** on autoharp. Not shown is **Paula Pearson**, another member who helps out on harmony vocals.

Later in the evening a jam session, provided by the folks mentioned above, broke out in the dining room of the 1509 that had the whole car rocking to a country beat. Featured were Jason Weiss and Walt Richards, the two best banjo pickers in San Diego County. Long time member **Corrine Gallagher** said it was the most fun railroad ride she was ever on! See mention elsewhere about the great food served up by **Ron and Diana Hyatt** who also arranged for the bar and dessert on board the car.

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

It was certainly an interesting month for us. We had great news and sad news – most of which is the subject of separate articles in this Hot Scoop.

Dick McIntyre passed away this past month. This 30 year hard working volunteer is sorely missed by us at Campo. There was no job that Dick couldn't handle. His smiling face and cheerful manor along with the ability to take on any job will be remembered for many decades. His memorial service was very well done, with many Museum members sharing stories of Dick. He touched many lives. "Good show, Dick."

Our **Tecate trains** have been sold out for the past five months. Please allow me to thank Dave DiGiorgio and all the crew who work hard to put these trains together for us, along with our Mexican partners on the Tijuana & Tecate Railway and Tecate Brewery. We are putting together a plan to offer a wine tasting side trip in Tecate which should add to the trip.

Huell Houser and KPBS rode our June Tecate Special. Huell was filming a special to run during the local pledge night on KPBS. We will partner in this effort this year, sharing the revenue of a special Tecate train to be run on September 30th. Our riders on the June train enjoyed the visit with Huell as well. On August 10th and 17th we will assist the phone bank for KPBS on pledge night. To join in the fun these evenings, call Stephanie Lloyd at KPBS at 619-594-4985 to offer your time on the phones. It would be super to see PSRM night on the air with KPBS.

The **member BBQ** was a terrific evening for everyone there. The Display Building looked great; the food was terrific, the music wonderful and the dessert train (#1509) to Miller Creek on a full moon night was a treat. We hope to offer these once a year – make sure you don't miss it next year. A GREAT TIME was had by all. My thanks to all involved – look for an article in this issue of the Hot Scoop.

Thank you to County Supervisor Dianne Jacob for her and her staff's willingness to search for funding for new public bathrooms at our Campo Depot. Also, work progresses on the Depot, as John Little has completed additional painting and interior wall supports, while Larry Rose, Zac Armstrong and I have upgraded the ramp serving the Box Car Theatre. Next will be installation of a shade structure, assisted by Larry Hieshetter. These shades are donated by Larry & Tanya Rose and will remain in place for several years until our new shade trees are grown.

Nominations are still being accepted for the positions of President, Secretary, Museum Services Division Director, and Equipment Division Director. Enclosed in this Hot Scoop is another nomination petition for your consideration.

Train Crews are still needed. We need additional volunteers to run our trains on the San Diego & Arizona Railway. Please consider joining us for this rare opportunity to run real trains on a real railroad with us. **WE NEED YOU!**

Next priority project is now the construction of the new bathrooms at the depot, plus painting two locomotives and five passenger cars. If you have any time to share with us in these projects, call me at 619-417-7059 and I'll make sure you are set up to "get 'er done."

See you soon at Campo.

*** 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 17 trains in June, carrying 732 passengers.

Jim Baker	Robin Becker	Darrel Bivans	Al Brown	Steve Clark	Dave DiGiorgio
Duane Dubke	Corrine Gallagher	Don Getz	David Green	Larry Hieshetter	Randy Houk
Jim Lundquist	Seth Miller	Bob Nickles	Jack O'Lexey	Linda Ovadia	Mark Ovadia
Wayne Parsons	Dick Pennick	Don Pope	Mike Retz	Bob Schussler	Sandy Schussler
Rob Stebbins	Robin Wonders				

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

We had another busy and successful work weekend in June. On Friday, the 9th, **Larry Owen, Fred Carnathan, Tom Walker, John "Doc" Mills** (who came all the way from Pennsylvania to help) **and I** worked on the Coos Bay. Our first project was to remove the steam exhaust nozzle. Last month we'd removed all the nuts that hold it in place, but we still couldn't get it to move. I'd figured we'd have to carefully heat it with a torch, tap it gently with a hammer, and lift hard to get it loose. So, we positioned the hook of the ATSF gantry crane right over the stack; dropped a chain hoist thru the stack and hooked it onto some chains wrapped around the nozzle. We were getting ready to start heating with the torch, but as soon as we took a tension on it with the hoist, the nozzle popped right off! Thanks to **Mike Chisholm** for repairing a switch on the crane sometime in the last few weeks so we could use it. And thanks to the late **Dick McIntyre** for having the foresight many years ago to dismantle that crane down in the old ATSF Market St. yard and bringing it out to Campo. And for getting it set up for use. It will be a great help in the work we're doing on the Coos Bay.

The next project was the steel baffle between the superheater units and the stack. As I've reported before, this baffle appears to have had removable panels, but that they had been welded in place. When Bob Nickles and I were in Ely last month, I took a look in the front end of their #40, and ALCO product as is the Coos Bay. There was the same baffle! NOT welded in place, however. So now at least I knew that this was something that belonged there, not some Mickey Mouse thing someone had added later. So, for the rest of the morning and part of the afternoon, Fred & Tom ground off the welds on the baffle, and got it all out.

While Fred and Tom were working on the baffle, I entered the firebox and started removing the firebrick. I passed it out the fire door to Larry in the cab. He then passed it down to Doc on the ground, who stacked the bricks onto a couple of pallets. I managed to get about 80% of the bricks removed before I was too tired to do anything else. On Saturday, **Doc, Larry, Mike Lucek, and I** got the remainder of the fire brick removed from the fire box. We also located another exhaust nozzle that will fit in the smokebox. There are 6 "ears" that fit over studs in the saddle to hold it in place. All six had rusted apart on the one we removed. The one we found had only one broken ear, so is a much better candidate for repair.

Our next work weekend will be Friday and Saturday, July 7 & 8. This is our usual weekend of the second Friday and Saturday of the month. Our projects for then will be to remove the 28 superheater units and steam dome cover.

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!

***** \$40,000 Grant From County For New Restrooms ***** *Jim Lundquist*

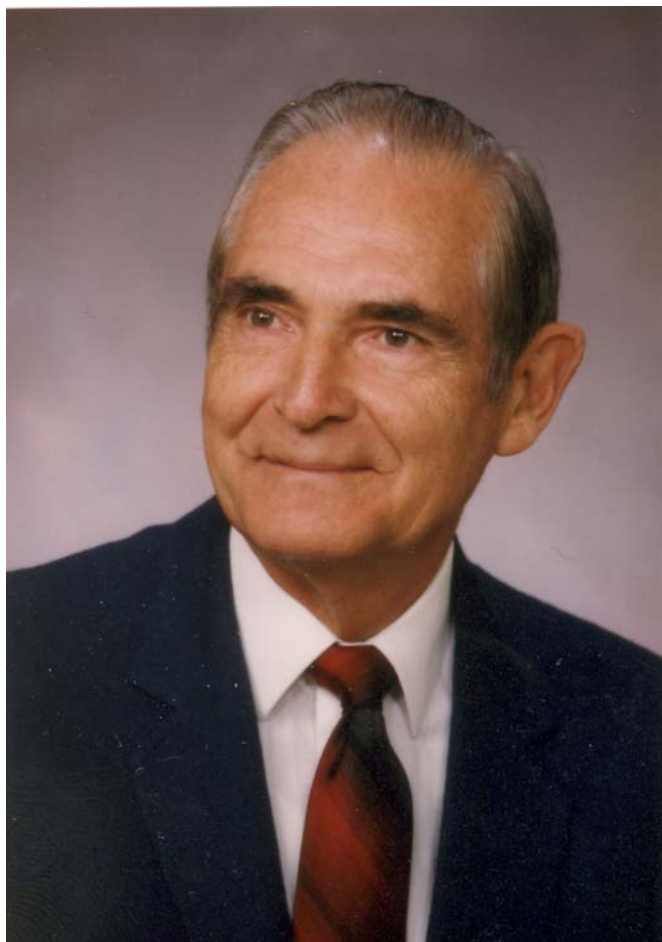
The Museum has been presented at grant by Supervisor Dianne Jacob from the County of San Diego for new bathrooms at our Campo Depot!!! These new bathrooms will replace the old bathroom trailer which was old and used when we acquired it 15 years ago. I have watched first hand how important a bathroom is to our visitors – as it is usually the very first stop with families after traveling over an hour to get to the historic depot and our Museum. The new bathrooms will feature 4 stalls for both the men and women, with two sinks and diaper changing facilities. As a father of three children, I know exactly how important clean and sanitary bathrooms are for the traveling public. In addition, these bathrooms will become the only public restrooms along State Highway 94 from Jamacha Junction all the way to Boulevard!

We are very lucky for Supervisor Jacob and her staff for their efforts to secure County funds for the facility. Using the PSRM way of stretching our dollars, the planning and design work for the restrooms will be completed in-house at no cost by Architect Larry Rose. The main construction will be done by our volunteers headed up by member Brian Elmore. Everyone is invited to participate in the building of the bathroom – either with their labor or via a contribution to the cause. We all know there are always some "nice-to have" extra items for these types of jobs, and, we know our members, you, are always supportive of these projects. The Board has voted to use all funds donated to the Dick McIntyre memorial gift to go towards the restroom – with any left over being set aside for bathrooms in the Display Building.

Our behalf of all our members, our thousands of visitors to our Museum each year, and the thousands of travelers along Highway 94, we express our sincere appreciation and thanks to Supervisor Dianne Jacob and her staff for these funds. They will be well invested for the public. Please watch for future issues of the Hot Scoop for photos and updates on the new restrooms. HURRAY!

*** The Passing of a Legend ***

Richard F. "Dick" McIntyre Feb. 26, 1924 – June 9, 2006



The world has lost a most excellent human being, and PSRM lost its most productive member when cancer finally overcame the celebrated "can do" guy we all loved. Dick McIntyre toiled at the Museum every weekend for 30 years. No job was too tough for this mechanical genius and all around super person who became a legend at our Campo Museum in his own time.

Dick was born in San Diego and lived here all his life. He was a member of the "Greatest Generation" who saved the world from Hitler and Tojo in WWII. Dick earned a Combat Infantry Badge when he fought through the hedgerows in France on his way to Berlin after wading ashore at Normandy only two weeks after D-Day. He was the armorer for the 44th Infantry Division and became an expert at setting up, servicing and adjusting half track mounted heavy machine guns. At the ripe old age of 20 he used one of these guns to shoot down a German fighter plane that was strafing his unit. He and fellow veteran Dick Cupp told us of this incident over lunch at the Museum just last year. Typical of most WWII combat veterans, he said almost nothing about his service until near the end of his life and then we had to coax it out of him.

After the war Dick became a founder of the U.S. Elevator Corporation in San Diego. He designed and installed San Diego's most famous downtown landmark, the glass elevator on the outside of the El Cortez Hotel. It was the world's first, and many elevator "experts" said it couldn't be done.

Dick was famous for doing projects that lesser men said was impossible. He met his wife Lois while working at the hotel where she was employed as an elevator operator! Dick retired from the elevator business in 1974, as VP of Engineering, when Cubic Corp. bought his company. Dick held many patents for high-rise elevator equipment and safety devices.

Dick remained retired for about 15 minutes before throwing in as a volunteer with the railroad Museum. In the 70's we were working on restoring our 1926 vintage Santa Fe Café Observation car the 1509. It was parked on the Marine Base at MCRD downtown because, at the time, PSRM had no home. Dick started in repairing and replacing the metal windowsills on the car that had rusted out over the years. We were all so astounded at the expert quality of his work that he was quickly dubbed the "Metal Magician." It wasn't long before we were riding 1509 to Las Vegas on the end of an Amtrak train doing over a hundred miles an hour. It could not have happened without Dick.

When the Museum moved to its permanent home in Campo in 1981, Dick was there in the front lines of the incredible heavy work that was required to gain a foothold in San Diego's wild backcountry. One of his first projects was building the 20 foot high doors into the old WWII Camp Locket gym and field house that we turned into a car and loco restoration shop. A really tough project presented itself when the Santa Fe gave the Museum the 1909 vintage gantry crane that had become a well-known fixture on California Street across from the old SD Police HQ building near Pacific Highway. Dick jumped on this project with both feet and soon had it taken apart and loaded on several trucks bound for Campo. It weighed about 35 tons!

The Metal Magician was photographed working at Campo all the time but we rarely saw his face as his head was always in a welding helmet. He toiled on the resurrection of the old gantry crane for years and finally got it put back together and fully operational. Its 25-ton lifting capacity is now used all the time in locomotive maintenance and restoration. We were used to this kind of effort from Dick by now but we still held him in awe as he took such a difficult project in stride then moved quickly on to the next one.



Bob Haney, Dick Cupp and Dick McIntyre



Dick working on a project in the carbarn

Dick could often be found at the Museum in the company of two other WWII veterans, Dick Cupp and Bob Haney. They became known as the “Three Musketeers.” They were instrumental in building a first class machine shop in our modified old gym building now in everyday use. The Musketeers are down to two now and both Bob Haney and Dick Cupp were at the Magician’s service along with a few dozen of the Museum regulars. Dick’s life was celebrated with many photos and stories of his famous exploits. He was also active in the Maritime Museum on the San Diego waterfront and the Aerospace Museum in Balboa Park.

Dick was also an aircraft pilot and restored a fine old 1949 Indian Scout motorcycle. The Indian was on display at his service along with a picture of Dick taking his last ride on it less than a year ago. Dick and his wife Lois were married for 48 years and were avid square dancers all that time. Dick never let anyone down and completed everything he set out to do in an expert manor, including the dancing! He was 82 and the perfect gentleman to the end. Lois has lost the love of her life, and we all lost the best friend we, and the Railroad Museum, ever had.

Dick had a pickup truck full of great tools and welding equipment that in later years he kept parked at the museum year around. In 2004 he approached Larry Rose with the idea of giving it all to a young member who would make the best use of it. At the time there was only one young guy at Campo in the form of 25-year-old Zac Armstrong who was worthy of such a gift. He was the perfect candidate and soon got to know Dick and Lois well. He spoke at Dick’s service about how he is still using this truck and tools in railroad history work near his home in Texas, where he works during the week as a police officer. Zac is also a licensed airplane pilot and reminds us all of a young Dick McIntyre. The legacy has been passed on to a most fitting recipient.

Dick gave everything back to the community and did it all with a smile and constant good humor. He never got involved with politics and never spoke bad about anyone. He never started a sentence with “I” and always said “we” can do anything if we all stay together and stay focused. We all watched and learned from this natural born mechanical genius. In the process we also learned how to be better people.

The family has asked that donations be sent to PSRM in Dick’s name as a fitting way to honor the person that did more than anyone to build our Museum. May the signal lights always be green on life’s railway to heaven. **Larry Rose**

*** Donations ***

Gleason, Bill & Donna	Dick McIntyre Memorial Fund	\$30
Kehr, Herbert G.	Report	\$100
Kornweibel, Ted	Dick McIntyre Memorial Fund	\$50
Roesch, David S.	General Fund	\$10
Schlader, Max & Jerelyn	Dick McIntyre Memorial Fund	\$25
Schussler, Bob & Sandy	Dick McIntyre Memorial Fund	\$50

*** The Big Picture *** *Jim Lundquist*

This is my opinion, the totality of the ideas presented within have not been adopted by the Board. Jim Lundquist

The overall development plans for the Museum have naturally evolved over the years as our property has grown, our equipment has grown, and our planning efforts have continued. This article will outline my current thinking of where our Museum should be headed.

Beginning at our Museum's main entrance, the main road from Forrest Gate Road to the Campo Depot parking lot, as well as the parking lot itself, should be paved. Upon turning the corner of our road, our visitors should get the feeling that they are entering a special place, with a gate structure and overhead railroad signal on par (albeit on a smaller scale) of the entrance of the Wild Animal Park. Just inside the gate will be a steam locomotive, freight train and caboose – which identifies us as a railroad museum.

The main parking lot will be paved, with striped parking stalls and shade trees. Given the heat of Campo during the summer months, shade trees are important to our visitors. The addition of pavement to reduce the dust associated with our current site will be a great improvement. We should consider a fee for parking to offset the pavement costs – as all attractions outside of Balboa Park currently do.

The Campo Depot should be totally renewed – freshly painted, with real working windows and new doors. The downstairs portion will be a ticket window and air conditioned waiting room. There will be benches for our visitors while waiting for the train. On the walls will be railroad posters and train pictures. There might be a display case or two, along with a stove for the winter heating needs. The upstairs will be the baggage room functioning as a giftshop. The giftshop should also be air conditioned and offer food items. The public should be able to board our trains directly off the loading platform. These improvements on the depot are currently well underway at this time.

The picnic area of the depot should have family and group activities available – picnic tables, shade coverings, swing set, sand box – all are popular with our guests. Just off this area will be an air conditioned room where children can view kids train videos and play with wooden trains, and next door, adults can watch historic videos of the history of the SD&A, Campo and the like.

Adjacent to the picnic area will be the all important public bathroom. These facilities have just received funding from the County of San Diego, thanks to our Supervisor Dianne Jacob (article earlier this issue). These will remain our most popular attraction and will need to be kept clean everyday we are open.

Starting at the Depot, a raised path will guide our visitors to or from the Display Building (naming rights still available!). The actual path needs to go from the ramp, wandering thru the open area, passed the section houses, across the drainage, past the current freight train, merging with a new path from the mainline, and into the Display Building. Along the way - displays: a large Diesel vs. a small engine, break away exhibit (already acquired) with a piston, needs a display to highlight differences; a broken coupler (already on hand) with display to show the weight of trains, how coupler works, duplicate link and pin; a wheel part (we have) welded on a rail, showing the flanges and angles of a wheel - how trains stay on tracks (maybe a truck set); a switch and switch stand - how switches work; hooking air hoses - how air brakes work display board; and a locomotive cab. These could be rotated in and out. Somewhere should be a signal garden. The path itself will be rails about 10 feet apart with compacted DG. Adjacent to the house track will be a split rail wooden fence to protect the visitors from the active railroad tracks.

The six section houses need to be restored. One should feature the house as it was originally used – with bedding, clothes, etc. Another could feature a track workers demonstration with tracks, spike mauls, rail drills, etc. Story lines for the others could be the Camp Lockett story, the native Campo Indian story, and other story lines to be developed.

Once arriving our Display Building, the visitor is treated to a visual smorgasbord of railroad history. Inside will be actual railroad equipment on display, with appropriate signs guiding our visitors – with some videos and some interactive displays. Photos and maps abound, with a concrete walkway completely around the inside of the building. Between tracks 2 & 3 and 5 & 6 we will have a raised platform to allow our visitors to see inside the equipment. Immediately railroad east of the existing building will be additional covered tracks with equipment on display. This might be a separate building, or it might be an extension of the existing building – whichever proves to be the most cost effective. Our stated goal should be to have all equipment under a roof.

Immediately west of the existing Display Building will be the round house on property we still need to acquire (naming rights still available!). We already have the turntable for this area. This roundhouse will be for displaying our equipment, and will not be a “working” roundhouse per say. Inside will be our steam locomotive collection, along with other equipment on display.

Up by the existing shop, a new retaining wall will be built, separating tracks 8 and 9. Covering tracks 9 & 10 will be a new Locomotive Shop, with a concrete pit and all the machine shop tools. The existing Car Shop will house the restoration effort on our passenger and freight cars. The Car Shop could be extended (or a new building) to cover additional covered storage. The tracks will be straightened out to eliminate the tight radius curve and will pass by the oak trees. Over by the oak trees will be an expanded workamping site. The existing site will become our overnight sites.

Along side Sheridan Road, our property will be cut back where the volunteers and our work equipment will be parked. Farther out in the back 8, will be our Library site. The library is a research facility which will allow the members to access the vast material on the history of railroading in San Diego.

In a short article, I've outlined my vision of what I would like to see as we develop Campo together. As we continue down this path together, opportunities knock and we can continue to adjust these plans as necessary. Now, I've identified major improvement projects: land purchases and new buildings. The timing of these events is directly tied to funding for them. What I have learned in the past 30 years since I became active with our fine organization is – if we can dream it, it can happen! I hope you share these dreams with us and I would love to talk with you anytime on how you may participate with us in making them happen. Dream big and big things will happen.

***** Letter to the Editor *** *Jim Baker***

In regard to the "San Diego Railroad Museum" issue, Dick Pennick said that "it was difficult for long-time members to swallow after being referred to as 'PSRMA' for 20 years." He didn't mention that the change back to PSRM was difficult to swallow to those of us who had known it as SDRM for the most recent 10 or more years.

Response regarding the museum name:

Going back to our using original name was a choice made by the Board to avoid confusion with the *San Diego Model Railroad Museum*. The site at Campo is actually "Pacific Southwest Railway Museum - Campo."

Jim Lundquist, President

*** 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 ***

	July	Aug	Sept	Oct	Nov	Dec
School Train	18	15	19	17	21	19
Tecate Train	15	19	23	21	11	
Board meetings	20	17	21	19	16	14
Museum Services meeting	18	15	19	17	21	19
Deadline for Hot Scoop articles	28	28	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

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NOMINATIONS OPEN FOR 2007-2008 BOARD POSITIONS

In accordance with the bylaws, for all members in good standing, we will be electing four Board members for two year terms from 2007-2008. The positions open for election will be: President, Secretary, Museum Services Division Director, and Equipment Division Director. Any ten (10) Regular Members in good standing may nominate any other Regular Member in good standing for the position of an executive officer (and concurrently director) of the corporation (namely the President and the Secretary), provided the person so nominated evidences in writing a willingness to serve if elected. Any ten (10) Regular Members in good standing may nominate any other Regular Member in good standing for the position of Division Director (namely the Museum Services Division Director and the Equipment Division Director), provided the person so nominated is associated with the corresponding division of the corporation, as described in Section 4.12 of the Bylaws, and evidences in writing a willingness to serve if elected.

Each nominee may submit a maximum 200 word statement with respecting to their qualifications, vision and intentions respecting the office to which nominated. All petitions and any statements are required to be turned in the Secretary of the Museum not later than 5:00 PM on Thursday, September 14, 2006. Address all petitions to: Secretary, PSRM, 4695 Nebo Dr, La Mesa, CA 91941-5259.

Thank you for your interest in serving our Museum.

PETITION FOR BOARD

I, _____, being a member in good standing of the Pacific Southwest Railway Museum, do hereby submit this petition signed by at least ten members in good standing, to stand for election for the position of _____. I agree to serve the Museum in this capacity until the next election for this position.

Signed this _____ day of _____, 2006. _____

The following members in good standing support this candidate for the above position (must contain at least 10 signatures, write legibly):

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____